

2014 Officers

Area 505 (New Mexico)

President:

Will Taylor -256-0681
apdpilot@aol.com

Vice President:

Robert Richter-Sand (Bob)
- 299-1007, rrsand@aol.com

Secretary:

Todd Blue - 266-1491
tblue@ix.netcom.com

Treasurer:

Art Woods - 974-5301
turbo182rg@flylonecone.com

Directors:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Russ Prina - 856-6246
rfprina@wans.net

Bob Waters- 366-3107
bobbywaters60@gmail.com

Harley Wadsworth - 453-6369
harleywads@comcast.net

Laura Tweed -463-4766
laurafly4@msn.com

Standing Committees

Budget & Finance:

Curtis Smith, Dan Friedman,
& Russ Prina

Membership:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Newsletter:

Harley Wadsworth 453-6369
harleywads@comcast.net

LOEFI:

Will and Edy Taylor -256-0681
apdpilot@aol.com

Web Master:

Kevin Banks
KKB2B@hotmail.com

Young Eagles:

Todd Blue - 266-1491

Scholarship Committee:

Steve Rokicki - 898-6383
Keith & Joy Beasley - 898-0425
keithjoyair@q.com

Visit Albuquerque EAA Chapter 179 Web Site: www.179.eaachapter.org

The Web Site for the LOEFI is: <http://www.loefi.com>

Upcoming Events & Chapter Meetings .

18 March, Tuesday, EAA Chapter 179 Meeting, eat at 5:30 PM, meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE. Guests and visitors are welcome.

Our Young Eagles events are scheduled for 2014 as follows:

May 10 @ Moriarty (OEO)

June 7 @ Double Eagle II (KAEG) - Limited to DEAA Students Only

September 13 @ Moriarty (OEO)

November 8 @ Double Eagle II (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



Young Eagles. See page 6...

Inside This Issue

Upcoming Events & Chapter Meetings.....	1
From the Editor.....	2
From the President.....	2
Chapter 179 Meeting Minutes	3
Upcoming Events and Information	4
The Difference Between Radio and Flight Watch.....	5
Young Eagles, Feb. 15, KEAG	6
On-Going Events.....	8

From the Editor, Harley Wadsworth

The AAAA Cactus Fly-In got a bad weather weekend this year, however it was good Saturday afternoon as evidenced by the be-



low picture sent in by Dean Wadsworth. I did not get to go this year, but Dean Wadsworth, George Applebay, and Tom Wadsworth attended. Because of the weather, only about 20 planes were on the ramp Saturday. It is a great Fly-In and I hope to make it next year. It is the first weekend in March in Casa Grande, AZ.



From the President, Will Taylor

Wow, here it is already March, the year's first Young Eagle event has come and gone and before you know it May's Young Eagles in Moriarty will be upon us!



We had our first LOEFI meeting and a great turn out of folks for our committee meeting with many taking lead rolls in LOEFI 2014's planning; our next meeting is March 25th for anyone interested in helping out. A 2014 LOEFI logo is being designed for us by a very talented individual, Mr. John Skinner, who has a lot of experience in this field having created many police patches and vehicle designs. Most of you probably don't know John, but most all of you knew his uncle Jay Schmidt! Like Jay, John has a love of aviation being a commercial helicopter pilot himself; I look forward to seeing what John designs for us and sharing it with all of you.

Joyce Woods held another core DEAA meeting March 1st, and what can I say, this is going to be another incredibly well organized quality event. I have to admit, the DEAA summer camp isn't just fun for the kids, but for everyone that instructs and helps out. March 15th will be the Open House, at Double Eagle, for DEAA from 10:00 – Noon; we will be displaying some aircraft and showing the prospective students and their families what a great program we have to offer!

I look forward to seeing everyone at this month's meeting; our presenter this month is going to tell and show us all about his aircraft project. Yup that's right, our very own Vice President Bob Richter-Sand is going share his Kitfox story and experience with all of us, so Bob we look forward to your wonderful presentation! WT

Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <http://eaa691.org/PreFlight.html>

EAA 555, Triple Nickel Chapter: <http://www.zianet.com/eaa/>

EAA 251, White Sands Chapter doesn't have a new newsletter since 2009 but they do have a home page: <http://www.eaa251.org>

Chapter 179 Meeting Minutes

Chapter 179 Meeting Minutes for February 18, 2014

Call to Order: President Will Taylor called the meeting to order at 6:10.

Introduction of Guests/ New Members: President Will Taylor introduced guests Charles Goodknight, Jack and Glenna Hickman, and Larry Sanchez.

Presidents Report: President Taylor noted the successful Young Eagle Event held on the 15th. Will also announced a LOEFI planning meeting for February 25 at Copper Canyon Café. All who are interested in are welcome to attend. Meeting at 6:00PM

Vice Presidents Report: Robert Richter-Sand commented on good meeting turn out. He announced that the subject of the for the March meeting will be about his KIT FOX project.

Secretaries Report: Todd Blue asked for a motion to accept the minutes as published in the last newsletter. Amendments were made to the misspelling of Susie and Randy Reimer's name. Joy Beasley also noted that the deadline for scholarship application was February 15 not February 27, 2014 as printed. Motion made and accepted as amended. Passed.

Treasurers Report: Art Woods recognized a donation into scholarship fund from J. Schmidt. Sold Zenith 601 parts and pieces for \$1500.00. CD rolled over for 6 month. Receipts from Young Eagle pancake breakfast was \$297.00.

Membership, Promotion & Publicity: Joyce Woods indicated that membership is now 60 paid members.

DEAA: Joyce Woods indicated that the first meeting for the DEAA summer camp was held. All last year core members and new volunteers are encouraged to attend the next meeting at Double Eagle March 1 at 12:30 at Bode. Joyce also encouraged attendance at open house at Bode on March 15. If any members would like to sponsor attendees to summer camp, the tuition is \$99.00.

Young Eagles: Todd Blue reported that the Young Eagle Event at Double Eagle February 15 flew 73 Young Eagles with great participation of pilots and volunteers.

Todd reported that Chapter 179 pilots in 2013 earned 161 credits for total of \$805. The next Chapter 179 YE event will be held at Moriarty on

May 10, 2014. Chapter 530 YE event is scheduled March 22 and Chapter 691 at KLAM June 14. Chapter 530 and Chapter 691 have been a great help and any help we can give them is appreciated.

Land of Enchantment: Will/Edy Taylor planning meeting February 25 at Copper Canyon Cafe.

Scholarship Report: Steve Rokicki, Joy & Keith Beasley Joy said 18 applications have been received. A meeting of the scholarship committee will choose the three successful applicants and the results will be announced at the March meeting.

Web Master: Kevin Banks

Old Business: None

New Business:

Bob Waters announced a possible tour of Eclipse if interested. He will get more details to members. Laura Tweed related her discussion with Chapter 555 in Las Cruces concerning their obtaining a Chapter hanger. Also discussed large hanger at Chapter 791 in Abilene. Tandra Hicks announced the availability of a new Medical Examiner. Dr. Nancy Walker. Randy Reimer announced purchase of Glastar kit and is looking for volunteers in the project. Joyce Woods said that a Face Book page has been created for Chapter 179.

President Taylor called for a Motion to adjourn. Motion made and passed.

Meeting Adjourned at 6:48 followed by a presentation by Jack Hickman.

Respectfully Submitted,

Todd Blue, Secretary



Upcoming Events and Information



Double Eagle Aviation Adventure – Open House March 15, Applications due April 18

Hello EAA Chapter 179 Members and Friends,

Know someone age 13-17 interested in aviation? Help us get the word out -- pass this along!

Interested students and parents are invited to join EAA Chapter 179 for an **Informational Open House Saturday, March 15 from 10 am - 12pm**. Meet instructors, view aircraft, ask questions, and better yet, submit an application! Come to the Double Eagle II Airport, Bode Aviation lobby.

This summer day program provides an opportunity to explore a future in aviation through a fast paced, fun-filled mixture of hands-on discovery, and classroom learning. We are now accepting applications for the Double Eagle Aviation Adventure (DEAA) which will be held at Double Eagle II Airport, June 2-7, 2014. Ages 13-17 are eligible to apply. Tuition \$99.

The curriculum provides an introduction to being a pilot, doing maintenance, and designing and building aircraft. Students will be immersed in all aspects of aviation with exposure to career and hobby pilots, mechanics, homebuilders, engineers, air traffic controllers, and other aviation specialists from commercial, military and general aviation. Following the week long session in the airport environment, participants have the opportunity to take a FREE Young Eagles flight with a volunteer pilot.

SPACE LIMITED, APPLICATION DEADLINE is APRIL 18, 2014 or until at capacity. Download the event flyer and application at www.179.eaachapter.org/deaviationadventure.htm

For further information, contact Joyce Woods at chapter@eaa179.org or call 505 974 5305. Airport Directions: Take Paseo del Norte or I-40 west from I-25 to Atrisco Vista Blvd.

See photos from DEAA 2013 on our [EAA FACEBOOK](#) page. *LIKE us to receive updates on this and other local aviation events!*

Joyce Woods

Director, Double Eagle Aviation Adventure

EAA Chapter 179

Albuquerque

chapter@eaa179.org

HOLD THE DATE!! Our 2014 Land of Enchantment Fly-In is coming to Double Eagle II Airport on Saturday, September 6, 2014!

The Difference Between Radio and Flight Watch, by Rose Marie Kern

©2014RoseMarieKern

Before there were towers or centers, flight service has worked to give pilots the information and peace of mind needed to perform a safe and efficient flight. In 1920, Flight Service began as a division of the U.S. Post Office - this was when "Air Mail" came into being.



Just as they had done with the Pony Express for 60 years prior, the Post Office set up a series of stops for the aircraft to load, unload, refuel and be on their way. The men employed at the Air Mail Radio Stations were required to perform a number of functions including placing metal wheelbarrows containing wood at the ends of the grass or dirt runways and lighting them at night or in bad weather so pilots would know where to land. They took weather observations at the surface and relayed that information to the pilots over the short range radios available at the time. The Post Office provided them with the schedules of when to expect the aircraft to land, and when they did not, the employees began the process of what was refined over decades into the modern version of Search and Rescue.

Radio communication was a new thing back then, and the pilots calling simply called out the station name and "radio" to initiate contact. At first, all the radio stations shared the same frequency, 122.2 VHF. As the science of radio allowed stronger transmissions, a problem developed. Even though 122.2 VHF was still the only frequency used at all the stations, frequently other stations were set up very close to each other. The pilots complained of not always being able to tell who they were talking to, and if two different ground stations were keyed at the same time, the heterodyne effect blasted their ears. A range of frequencies was assigned to flight service and the government began adding information concerning what frequencies were now assigned to what airport to their published airway charts.

The duties of flight service have changed over time to accommodate the needs of the flying public and the advances in telecommunications. So what does a modern flight service station do?

As a Flight Service specialist I often speak with pilots who don't realize that Preflight Briefing, Search and Rescue, IFR Clearance Delivery, NOTAM filing, Radio, and Flight Watch are all a part of Flight Service and are physically located in the same building. The 1-800-WXBRIEF phone line goes to a preflight briefer. The person taking the call is sitting right next to someone who is monitoring the Flight Watch frequencies, and on the other side is someone monitoring 50 to 100 radio frequencies. At a console in front of the specialist speaking to the pilot is, another specialist is working the flight data position - relaying IFR clearances from center, inputting NOTAMs into the national database, and initiating search and rescue when VFR aircraft become overdue.

When it comes to speaking to Flight Service from the cockpit, there is some confusion as to the duties of Flight Watch versus "Radio" or Inflight.

Flight Watch was created in 1972 for one purpose only - to update weather for pilots en route between points on their current flight. The airspace a Flight Watch specialist monitors mirrors the Air Route Traffic Control Center (ARTCC) airspace in which it is located. If you are flying within Memphis Center's airspace, you would call Memphis Flight Watch for weather updates. 122.0 VHF is their low altitude frequency nationwide. Each ARTCC has a unique high altitude Flight Watch Frequency.

Flight Watch does not give preflight weather briefs for a future flight, they only update weather on the current flight and take pilot reports. If you want a flight plan filed, activated or closed, if you want an IFR clearance or anything else, you should contact Radio.

As for Radio, as I mentioned, at one time there were Radio stations at any airport of consequence nationwide - up to 400 at one point. When advances in communication made it possible in the late 1980's, the FAA consolidated them into approximately one per state. At that point each Radio remotely monitored the frequencies left behind when they'd closed the stations at the various airports. I think it was a mistake to allow each of the Radio's to retain the name of the town it was physically located in at the time - it would have been less confusing to everyone if they could call out for "Oklahoma Radio" anywhere in the state rather

(Continued on page 6)

Radio and Flight Watch (Continued from page 5)

than having to remember the name of the town McAlester. It would also reduce the confusion now that there is no longer a McAlester Radio in existence physically. Yet if you are flying in Oklahoma, “McAlester Radio” is what you still call to get service.

Flight Watch is only open from 6am to 10pm local – meaning the local time of the ARTCC it is named for. For example, throughout Albuquerque Center’s airspace, Albuquerque flight watch is open from 6am to 10pm mountain time. This can get confusing if you are in Arizona or Texas – which are both covered by

Albuquerque ARTCC and on different time zones. Whenever Flight Watch is closed, Radio takes over those responsibilities.

There are only three Flight Service Facilities in the continental US still broadcasting over the frequencies... but the names, duties and frequencies of each of the Radio and Flight Watch positions have not changed. So if you are in the aircraft and trying to determine which to call just remember, Flight Watch does weather, and Radio does everything else.

Rose Marie Kern has worked in ATC for 29 years. If you have a question, you can contact her at author@rosemariekern.com.

Young Eagles, Feb. 15, KEAG



Young Eagles, Feb. 15, KEAG

Young Eagle Report February 15 Young Eagle Rally

What a great day at Double Eagle II airport for Chapter 179 with the first YE event of 2014. The sun was shining, the air was calm and the pilots and volunteers were able to accommodate the flight of 73 new Young Eagles, much to their delight and the equal delight of the parents and friends.

To Bode Aviation for allowing us to literally take over their facilities for the Pancake Breakfast and YE registration, thank you. To the line persons who kept the ramp traffic in control, a big thank you. Thanks to the Tower Controllers who kept the traffic under safe control.

Of course without the pilots who volunteer their time and airplanes to fly the Young Eagles this event could not have happened. After a flight briefing by Will Taylor, Bob Waters, Rich Richter, Art Woods, Joyce Woods, Doug Warwick, Tandra Hicks, Richard Perry, Curtis Smith and Chuck Swanberg flew 73 Young Eagles and presented each Young Eagle with their log book and certificate.

Meanwhile the registration, photography and pancake breakfast was handled by Keith and Joy Beasley, Randy Reimer, Linda Cooper, Charles Alden, Chris Tucker, Lynne Tucker, Susy Reimer, Sandy Waters, Amy Ross, Linda Cooper, Tom Denton, Fred Loehr, Lynda Wadsworth, and Fern Chesley. Without their help this event would not have been a success.

Also seen in the crowd was Dean Wadsworth mixing with the crowd.

A special thanks to the Civil Air Patrol Cadets led by Jennifer de la Garza who helped in their professional manner as required with setup, teardown, ramp duties etc.

My personal thanks to everyone involved in the event. To anyone who I have not mentioned, please accept my apologies along with thanks.

Bob Hartman would have been proud!

Todd Blue

YE Coordinator, Chapter 179



On-Going Events

Pilots ABQ Lunch - Every Thursday, Formation Begins at 11:15 AM, at **Monroe's Restaurant** at 6501 Osuna Rd. NE (about four blocks East of San Mateo on the North side of Osuna).

Pilots Mid-Valley Lunch - Every Tuesday, Formation begins at 10:00 AM at Bob Henning's Hangar, 3884 Tammy Ct. SE, Los Lunas, NM, (Mid-Valley Airpark) Ph 865-0007, then onto Lunch at T J's New Mexican Restaurant at 235 Highway 314 SW, Los Lunas at 11:45AM.

Las Cruces/El Paso EAA Chapter #555 Breakfast - Every Third Sunday of the Month, a huge \$6.00 breakfast. Look for the large EAA hangar located at the Las Cruces International Airport (LRU). All pilots and interested others are invited. Consider this for a 'fly out' or for other fun events!

Aviation Historical Society—First Thursday of the Month, Formation begins at 7:00 PM at Fellowship Christian Reformed Church, 4800 Indian School NE, (just west of San Mateo, across from the Heights YMCA). Contact Harry M. Davidson, Ph (505) 256-7212

EAA Chapter 179

P.O. Box 3583

Albuquerque, NM 87190-3583