



The Leader In Recreational Aviation

2015 Officers

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Albuquerque, NM

Chapter 179 Enchanter



June
2015

Visit Albuquerque EAA Chapter 179 Web Site: www.eaa179.org

Newsletters are at: <http://eaa179.org/newsletters/>

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

Upcoming Events & Chapter Meetings .

16 June, 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.

Young Eagles Event Dates: September 12 (0E0); November 7 (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



DEAA 2015

Inside This Issue

Upcoming Events & Chapter Meetings.....	1
From the Editor.....	2
From the President.....	2
Chapter 179 Meeting Minutes	3
100th Anniversary of ATC Coming Soon, by Rose Marie Kern	4
Developing NextGen Aviators – DEAA 2015	5
DEAA 2015	6-7
On-Going Events.....	8
And More...	

From the Editor, Harley Wadsworth

I'm back... Nice to see all the green from the recent rains.

I got to fly one of the Young Eagles that had completed the DEAA classes. DEAA is such a good opportunity for kids to learn about aviation and often develop an interest that will encourage them to set lofty goals in life. Hats off to all the volunteers that make that happen.

I am looking forward to doing some flying myself. Tom and I bought some radio control models to entertain us in Phoenix. They are fun too. They have cleaned that hobby up with electric motors and Styrofoam. And it is nice not to need frequency flags anymore. Those modelers do a lot of tinkering and experimenting. They don't have to worry so much about getting everything right the first time. Their models are easier to repair and replace. A lot of them fly full scale aircraft also. That is where I first got started in aviation.



From the President, Will Taylor

We had another amazing successful year for DEAA (Double Eagle Aviation Adventure) thanks to Joyce and Art Woods, the core group and each and everyone of you that helped out (far to many to name)! No matter what roll you played or how you helped out, a big thank you to all of you!



I didn't get to participate in DEAA nearly as much as I would have liked to due to some unexpected family matters but my big payoff was on Saturday when I took my Young Eagle up that had been in DEAA. This young fellow was enthusiastic and very interested in aviation but had never been in a small general aviation aircraft before; he lit up with surprise when I let him have the controls at altitude shortly after take off. Now I was quite surprised to see that this fellow was very smooth on the controls and seemed to get was going on in the cockpit; additionally, he navigated to his waypoints and flew the whole planned flight with ease. I was quite surprised how well he was doing and he told me not only was DEAA helpful but that he spent a lot of time on computer flight simulators. He said it was very different to feel resistance on the controls and "feel the aircraft" opposed to the flight sim. Whatever the case, it was evident the basic fundamentals of flying had found this young fellow.

As my young eagle pointed us toward the Albuquerque VOR I remember thinking that I hadn't had such a pleasurable flight in a long time; to see this young man put what he had learned to use and put it all together at the controls of a real aircraft. The look on his face said it all as he was enjoying every minute of it. I knew then we had nailed the mark, because that is exactly what EAA is all about!

Take care everyone, see you at this months meeting! - WT

Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <http://eaa691.org> <http://www.facebook.com/eaa691>

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

EAA 251, White Sands Chapter doesn't have a new newsletter.

Chapter 179 Meeting Minutes

Chapter 179 Meeting Agenda for May 19, 2015

Call to Order: President called meeting to order at 6:00PM

Presidents Report: Will Taylor Welcomed guests and members.

Will indicated that help is needed in moving Chapter 179 materials now in Moriarty to the storage unit at Double Eagle.

Vice Presidents Report: NONE

Secretary Report: Todd Blue asked for approval of the April Minutes as printed in the Newsletter. Motion was made and Seconded and passed.

Treasurers Report: Art Woods gave a brief accounting of April 1 to May 1. Motion was made to accept as presented, seconded and passed.

Membership, Promotion & Publicity: Joyce Woods gave an update report on the DEAA. 24 kids have registered thus far. Work party is planned for the 27th. Joyce also gave a recap on scholarships.

Young Eagles Report: Todd Blue- Young Eagle Rally at Moriarty was cancelled due to weather- Thanks to those who had volunteered. Still looking for pilots for June 6 YE flight for DEAA students.

Land of Enchantment: Bob Waters gave thanks to Rick Rickter for his great talent at obtaining donations. Bob also gave recognition of the handiwork of Susie Reimer who made thank you plaques, Next LOEFI planning meeting to be late June.

Scholarship Report: Joy/ Keith Beasley-Steve Rokicki – None

Web Master: Cael Chappell-no report

Old Business: Storage Container moved in.

New Business: None

Motion to adjourn was made at 6:20, seconded and passed, followed by a presentation by Bruce Jeffcoat from the FAA

Respectfully submitted by;
Todd Blue, Secretary Chapter 179

For Sale:

Ercoupe, \$10,000 OBO, Moriarty airport, contact Darin Applebay: (505) 328-3682.



2002 RV9A \$49,000

Firewall forward Eggenfeiner 2.5 Subaru package with all upgrades
Total time on aircraft and engine 289.1
Electric Quinti Avio constant speed hub, Flyspeed controller, 3-bladed Warp Drive prop

Equipment: Garmin 300XL
T-2000 transponder with decoder
Grand Rapids EIS 2000 with fuel flow option
Electric Flaps
Electric aileron and elevator trims
Whelan strobes Landing light
Lightspeed headsets

Hangared at KAEZ
Contact Keith Beasley, 898-0425 keithjoyair@q.com

100th Anniversary of ATC Coming Soon, by Rose Marie Kern

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It's almost been a hundred years since the first Airways Radio Station began tracking the movements of VFR aircraft and briefing pilots on weather conditions. Over time the ARS morphed into today's Flight Service Stations, picking up some duties and releasing others.



The first stations, opened in 1920, only had a short range radio which the specialists were required to maintain. They had lists of post office flights (Air Mail!) which were expected daily. They took weather obs and in bad weather they position wheelbarrows full of oil soaked wood at the end of the grass runways and lit them to guide pilots in the dark.

At that time they weren't very busy yet, so they helped load and unload the mail planes and fuel them, as well as updating the pilots timetables and giving them what weather was known enroute. They took weather observations manually and sent that information to the National Weather Service. Since the equipment was slow and clinky, they developed Q codes – a type of shorthand – to transmit message about flights.

As more aircraft were built and launched the airport facilities grew and took on the physical responsibilities related to daily flights, including the construction of concrete runways with lights and terminal buildings.. Towers were built to organize the clouds of aircraft in the vicinity of popular airports.

Today's Air Route Traffic Control Centers were created by the large corporations who recognized the advantages of air travel and wanted to keep track of their aircraft enroute. Center controllers had large tables covered with maps and used markers called shrimp boats to represent the aircraft's known positions. With no radar, Centers were dependent on phone calls and teletype messages from existing flight services, towers, airports radios to update the aircraft's information.

Flight Service's prime directives then and now were to monitor VFR flight plans and initiate search and

rescue procedures if an aircraft is overdue, and to ensure the pilot's have as much information as they need about weather and other pertinent conditions prior to flight.

Many FSS's continued taking weather observations well into the 1990's, until automated equipment eliminated the need. Improvements in technology caused sweeping changes to all branches of Air Traffic.

During times of national emergency, such as 9/11, it was Flight Service who kept pilots informed as to when they'd be able to fly again without the military assuming they were enemy targets. It is the number relatives call if their Dad's C172 has not arrived and the wedding is an hour away!

One of Flight Service's responsibilities concerns knowing a variety of methods to help pilots become oriented if they are lost and below radar coverage. For many years one of these was by using the old Direction Finder (DF) equipment. DF's had a visual display that simply showed the direction from an antennae the aircraft's radio signal originated. This was especially useful in mountainous regions. The DF's were used well into the late 1990's.

There were procedures Flight Service could use to guide aircraft into certain airports using the DF in bad weather. When they were decommissioned, Flight Service no longer "controlled" any traffic directly, although they continue to relay clearances from Centers and Approach Controls.

The most interesting aspects of the pilot/flight service story over time are not what the FSS was officially tasked to do by the FAA, but how the two groups came to develop a relationship of professional and sometimes personal comradery.

Unlike Center and Tower controllers who issue commands from a distance, pilot can talk to Flight Service, for a long time face to face. Once the 1-800WXBRIEF phone number came into being, it became (and remains) the FAA's primary and most immediate line of communication with the General Aviation community. It is the only published FAA phone number where pilots can answer questions not only relating to upcoming flights but about anything relevant to the National Airspace System

(Continued on page 5)

100th Anniversary of ATC Coming Soon (Continued from page 4)

At one time there were over 400 Flight Service Stations in the U.S. Many of them located at small airports like Gallup, New Mexico where no tower or FBO is located, and the town is a mile away. I've heard stories from pilots who landed wanting something to eat and the FSS person on duty loaning them car keys to go get a burger. I've heard thrilling stories from FSS people about their experiences helping lost pilots find their way to an airport in the dark when they were low on fuel.

Request from Rose Marie

Many of you have been reading my articles for years now and I am hoping to hear from some of you who started flying over 20 years ago. Specifically I am putting together a book on the history of flight service and am looking for stories that highlight the relationship between the old flight services and the pilot community back when you could still walk up to the counter for a briefing. If you called for a DF steer, or have any other interesting thoughts on your interactions with flight service over the years and wouldn't mind my including it, please send it along to me at author@swcp.com.

I'd like stories about anything – interesting PIREPs, the first time you forgot to close a flight plan, maybe some way they helped you out that wasn't strictly part of their job description. Which was your favorite FSS and why? If you don't want your name published I can use a pseudonym or just initials. Please send it along fairly soon – I enjoy reading these!

Rose Marie Kern has worked in all branches of ATC since 1983. You can ask her questions or send her a story about your experiences with Flight Service to author@rosemariekern.com

Ryan Wallick accompanied by Col. Dave Wiesner. Commercial pilots Jamie Deck of Netjets and Glenn Anderson, retired from Southwest Airlines provided inspiration and career planning advice. A tower visit exposed students to ATC careers. Jay Ashenbacher of Molzen Corbin and Jane Lucero of **NMDOT Aviation Division** shared airport projects and the role of civil engineers. Guy Prevost used a rocket project video to illustrate mechanical, aeronautical, and chemical engineering careers. Will Taylor appeared with APD's helicopter, parking in a tight space, with finesse.

New this year, a popular hands on engine workshop, taught by Ed Guedel and Bryan Toepfer of **Light Sport Maintenance**. Also new was an avionics workshop which included soldering to build a radio, the brainchild of Randy Reimer. Brian Gordon of **Sandia Aerospace provided** a new age avionics display. In its 3rd year, the aircraft building workshop using aileron practice kits donated by Van's Aircraft was a big hit! A local formation team, the **Chile Flight**, arrived in style in their amateur built Van's RVs to lead the workshop. Ron Harmon added pizazz to the formation, showing off the extra performance of the Harmon Rocket. This day was made extra special by an EAA 179 burger burn, organized by Joy and Keith Beasley.

Special thanks goes to our key sponsor, **Aspen Avionics**, who provided T-shirts and participated in the static displays. Over 50 volunteers contributed to DEAA 2015 by showing their aircraft, teaching, organizing logistics, etc. Fifteen **Young Eagle pilots** donated their time, fuel, and aircraft to take students on a weekend flight. Good job by Todd Blue, YE Coordinator – the weather he ordered was perfect all week! Susie Reimer managed the kitchen and made sure nobody starved – and what a job she did! Rick Richter arranged for a borrowed TV from **Best Buy** (Eubank). Tandra Hicks, **TLC Printing**, provided printed materials. Four anonymous members/friends of EAA 179 supported student scholarships. To help offset the cost of meals, 2 chapter friends, Costco (Coors Bypass), and Smiths (Golf Course Rd) provided donations. Without the hard work and generosity of all of these volunteers and sponsors, we could not provide this opportunity.

Joyce Woods
Director, DEAA

DEAA (Double Eagle Aviation Adventure) 2015

THANKS to our SPONSORS



EAA Chapter 179
Members & Friends



Blue Skye Institute



A New Way to Look at Avionics™



Susie the Riveter took a week off from Randy's Aircraft Factory to run the kitchen for DEAA. Result? ALL thumbs up!



2015 DEAA students and volunteers



Engine workshop led by Ed Guedel and Bryan Toepper



Jamie Deck, NetJets pilot shared his story



DEAA Activities

Soldering workshop



Nathan Adolf, Soldering Workshop



Xavier Carnes with Ed Guedel during the Engine Workshop



Caleb Emerson and Ken Dominy talk aviation



Cyrus Garcia, Riveting workshop

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/EI 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!

Artesia Breakfast Fly-In—First Saturday of the month from 8:00—10:00 Call airport manager first.

Aviation Historical Society—First Thursday of the Month, Formation begins at 7:00 PM at Bear Canyon Community Center. Contact Harry M. Davidson, Ph (505) 256-7212

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