



**2011 Officers**

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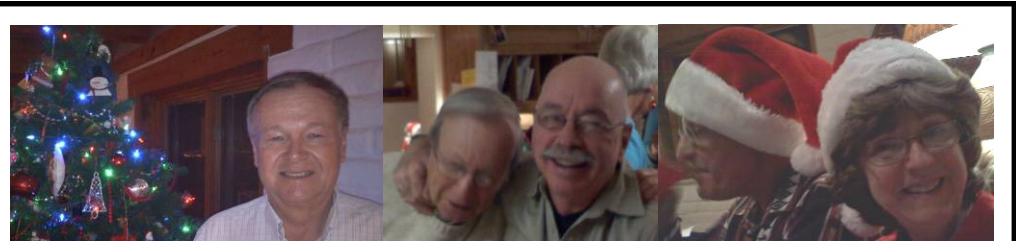
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Visit Albuquerque EAA Chapter 179 Web Site: [www.eaa179.com](http://www.eaa179.com)

**Upcoming Events & Chapter Meetings .**

**18 January, Tuesday, EAA Chapter 179 Meeting**, eat at 5:30 PM, meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE

Chapter 179 meetings are on the third Tuesday each month.



Chapter 179  
**Chapter 179  
Christmas Party**

Christmas party pictures inside this issue...

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## From the Editor

Happy 2011!

We had a very nice Christmas party! Thanks to Russ and Margaret Prina for once again hosting the party at their home. We enjoyed good food, drink and fellowship. See inside this issue for pictures.



An interesting counter rotation helicopter flew into Double Eagle II (see picture at lower right). Notice that the two rotors are at a slight angle to each other which makes it so they don't occupy the same space at the same time. 1500 HP lifts 6000 lbs.

There was no monthly meeting in December. But we all got a turn to speak to the group at the Christmas party. It was interesting to hear what everyone had to say.

Harley Wadsworth, editor



WOW it was cold! A January 2nd breakfast flight of 3 airplanes to the WOW Diner at Grants met -4 deg F weather on arrival but warmed up to a balmy +9 deg F for this photo. What a beautiful day! A WOW waitress called us "Die Hards". We took it as a compliment! Happy New Year!

From Left: Jon Farley, Marc Ausman, Ron Harmon, Joyce and Art Woods, Rose Longmire and Jerry Donovan.

## From the President, Bob Waters

### Where the future pilots come from

Happy New Year! I'm looking forward to seeing everyone at our next meeting. Our guest speaker will be Greg Roark, the Director of Aviation for the Southwest Learning Centers, a very interesting local charter school. He'll tell us about their aviation program and what they're doing to get kids interested in pursuing aviation as a career. This talk is a perfect start to the new year because, like Young Eagles, it focuses on kids interested in aviation. Getting kids interested in aviation is the future of aviation.



With the short days and cold weather, I haven't been doing much flying. My partner, Bruce, and I are helping with the annual of "Taylor" (our 1946 Taylorcraft). No problems so far. Most of my remaining free time is spent on wrapping up the '68 VW bug restoration of the last three years. Should be done by the end of the month. Keep your fingers crossed! I've heard stories (all unverified) that some airplanes might have auto parts in them!! This bug has some plane parts. I wonder if FAA will want a signoff of the pre-drive inspection?

Know someone interested in aviation but not involved? Invite them to the meeting or better yet, bring them with you!

See you soon.



## Declaring an Emergency, By Rose Marie Kern

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I have worked with a lot of pilots over the years: student pilots, GA pilots, military pilots, and air carrier pilots. All of them have been, and should be, very proud of their flying abilities. Although I do silently chuckle when a pilot files his time en route as “1 hour and 29 minutes” I realize that being precise is necessary in aviation. There was one pilot of a Learjet who actually filed 34 and a half minutes to Chihuahua, Mexico, one time -- he was disappointed that the computer would not take fractions of a minute. Unfortunately this also means that some pilots do not want to ask for help until the last minute.



Declaring an emergency is an easy call if there is some catastrophic malfunction in the aircraft. It's those situations that are not immediately threatening or are somewhat embarrassing that I will address below.

Two of these pop quickly to mind – getting lost and getting low on fuel. As I worked Flight Watch a year ago, a VFR pilot called at 9:20 p.m. asking if I knew if he could get fuel at Goshen, Indiana, at that hour. I had him standby and called the FBO. They were closed for the night. I asked if he was low on fuel and wanted to declare an emergency. He said no, but asked me to check around other airports heading north from Goshen. He started sounding a little nervous, so after calling two other airports, I called Kalamazoo approach.

They confirmed there was fuel available at that hour and gave me a squawk for the aircraft. The pilot dialed it in and Kalamazoo confirmed they had him on radar. He admitted he had minimum fuel, but at that point he was close enough to make it in.

Was this an emergency? The pilot did not say so, but once I heard nervousness in his voice, I treated it as one just as all air traffic control personnel are directed to do whenever the potential for an emergency exists. He had set out with headwinds and thought he had enough fuel to get to northern Michigan – a common mistake.

When ATC feels there is a possible emergency situation brewing, they take several actions. If possible, the

first one is to offload all other traffic on frequency to another controller so they can concentrate on the needs of the aircraft in difficulty.

A lot of the calls we get at Flight Service are from student pilots. Thank goodness for instructors who “beat” into their trainees’ brains to call flight service immediately if they get lost. The first solo cross country flight is scary in a lot of ways and a lot worse things could happen to a student than being too embarrassed to call for help.

When I worked in El Paso, Texas, there was an international flight school in Las Cruces, New Mexico. As part of the curriculum, the instructors routinely required the students to call Flight Service and request a practice DF steer (remember those?). They memorized 121.5MHz as the emergency frequency. As a result when the students really got in trouble, they knew whom and how to call for help. One day I got a call from a student – he was lost and below radar coverage. It turned out he was 50 miles southeast of El Paso – in Mexican airspace. Once I told him that and got him turned north, he also mentioned he was low on fuel.

While I spoke to the pilot, my co-workers called his flight school, US Customs and Border Patrol, and Air Defense radar to make sure everyone was aware that this was an emergency situation – even though the pilot did not declare it. This was not just a case of “minimum fuel” because of the potential for an international incident.

IFR or VFR, civilian or military, emergencies are taken very seriously by all levels of ATC. Controllers are run through various scenarios during their training. Tower personnel have direct lines to their emergency equipment on the field. Flight Service specialists are taught several methods of locating lost aircraft using the navigation equipment on board your aircraft and keep VFR sectionals available to help with identifying local terrain.

All facets of Air Traffic must go through refresher training annually on how to handle hijackings, bomb threats, and several other potentially dangerous scenarios. They know that when an emergency is declared, the pilot will feel much more confident if the voice he is listening to maintains a calm and logical tone.

Who can declare an emergency? The pilot, the aircraft

*(Continued on page 4)*



*Declaring an Emergency (Continued from page 3)*

owner, or an air traffic controller handling the aircraft. If possible, the first thing we do is ask the pilot to squawk 7700 on his transponder. If the aircraft is lost this is the fastest way to find him if he is within radar coverage. We determine the pilot's desires, then obtain enough information to handle the emergency intelligently. The primary civilian frequency for emergencies is 121.5MHz, but we will work with an aircraft no matter what frequency he calls.

Whoever the pilot has contacted is supposed to keep him on their frequency unless a transfer to a different facility is in the best interests of the pilot. We try to keep communications open, but not overwhelming to someone who already is dealing with a stressful situation.

Once the situation is resolved, documentation is made by ATC and the specialist's handling of the incident is analyzed. Excellent responses prompt positive recognition for the specialist; if performance needs improving, the specialists may get more training. It is gratifying and helpful when a pilot sends a compliment to the facility.

Whether your emergency is mechanical, weather related, being lost or some other factor, do not be shy about calling ATC. We take pride in helping you get home safely.

*Rose Marie Kern has worked in ATC for over 26 years. If you'd like to ask Rose a question send her an email at [author@rosemariekern.com](mailto:author@rosemariekern.com)*

## Treasurer's Report

Treasurer's Report 1/1/2011

Beginning Balance:	6143.36
Receipts:	
Dues	305.13
	6448.49
Disbursements:	
Young Eagles camera, printer and supplies*	536.9
New Balance:	5911.59

\* Entire cost will be reimbursed by EAA YE's

In addition, we will receive a \$25 rebate on this purchase. [i.e., we will make a \$25 profit on this purchase.]

Validated : Curtis Smith - Treasurer







Chapter 179  
Chapter 179  
Christmas Party











\*\*\*\*\*  
\*\*\*\*\***EAA Chapter 179 Membership Application / Renewal**\*\*\*\*\*

**EAA #** \_\_\_\_\_ **Expiration Date (MM/YY):** \_\_\_\_\_ / \_\_\_\_\_ **D.O.B. (MM/DD):** \_\_\_\_\_ / \_\_\_\_\_

**NAME:** \_\_\_\_\_

**Spouse/Partner's Name** \_\_\_\_\_ **HM:** \_\_\_\_\_

**Address:** \_\_\_\_\_ **WK:** \_\_\_\_\_

**City:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_

**E-mail address** \_\_\_\_\_

Please specify (circle one) if you wish to receive the newsletter by **e-mail** or **US mail**

**Your Projects (finished or in progress) as well as currently flying A/C:**

\_\_\_\_\_  
**EAA Chapter 179**  
**P.O. Box 3583**  
**Albuquerque, NM 87190-3583**

\_\_\_\_\_  
*Our Dues are \$20 annually; \$15 if you join in the second Quarter; \$10 if you join in the third Quarter;*

Please fill out the above form and mail it with your applicable dues payment to:

EAA Chapter 179, P.O. Box 3583, Albuquerque, NM 87190-3583.

A 501(c)3 tax exempt charitable organization, Tax-ID#: 02-424746-00-4

Thank you for your continuing support to our local General Aviation!

## 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 Bear Canyon Community Center. Contact Harry M. Davidson, Ph (505) 256-7212

**EAA Chapter 179**

**P.O. Box 3583**

**Albuquerque, NM 87190-3583**