

Albuquerque, NM

Chapter 179 Enchanter



May
2011

2011 Officers

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

Upcoming Events & Chapter Meetings .

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

21 May, Saturday, EAA Young Eagles, Double Eagle II Airport, AEG, 8:30 AM to 12:00 noon. Pancake breakfast from 8:00 AM to 11:00.

Our next Young Eagles event will be May 21 at Double Eagle II airport and will be combined with EAA's International Learn to Fly Day. Bode Aviation at Double Eagle, will give adults an introductory flight for \$49 [normally \$99]. We will need extra ground crew for this event and of course, as many pilots as possible to fly the Young Eagles. Please contact Ken Dominy (505) 453-7262, if you will be able to help.

Chapter 179 meetings are on the third Tuesday each month.



Moriarty Aviation Hall of Fame, see pages 5-7...

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From the Editor

We are just about through the windy season! Blue skies and wonderful summer mornings ahead!



I flew the Pixie to Moriarty May 7, for the Moriarty Aviation Hall of Fame Induction ceremony. There was overflow seating for a great crowd of people attending. See inside this issue for more information.

Young Eagles coming up May 21st at Double Eagle II. Kids of all ages, with the Learn to Fly day happening the same day.

With aviation gas prices at an all time high, I am glad I have a 4 gph fun airplane to fly! Hope prices come down like they are talking about.

Harley Wadsworth, editor



I have room for your pictures. Please send me some via email. And text too.



From the President, Bob Waters

With two planes in annual and running well, one '68 Bug also finally running well, and the wind starting to die down, what's a pilot to do? Go flying of course! And



there's good reason to get that winter/windy-spring rustiness in the rearview mirror: Saturday, May 21. That's both International Learn to Fly Day and our next Young Eagles fly in at Double Eagle. I expect we'll have a lot of young eagles AND adults that day, so we'll need all the pilots, cooks and checker-inners (I'm sorry, but I couldn't think of a better term), photographers, and other help we can get. So plan to join us for a fun day. Unfortunately, Sandy will be off to Houston that day, so won't get to flip the pancakes. I hope she'll still have a spot with the breakfast crew at the next fly in!

Thanks to our new member, Greg Roark, we have found three very qualified candidates to receive our chapter scholarships – three student aviators at the Southwest Learning Center. We have invited them to the May dinner meeting so we can meet them and present them with certificates. It should be fun. Thanks to our scholarship committee (Steve, Keith and Joy) for shepherding these nominations through the review and vote of the board. It's always great to get to meet the future of aviation, and Conrad can't say he's the youngest person there!

We've got a very interesting presentation at this month's meeting: James Reynolds, the Meteorologist-in-Charge of the Center Weather Service Unit in the Air Route Traffic Control Center will give us an insider's look at why the weather does what it does! Bring a friend to the dinner and meeting. See you there.

Bob

The Psychology of ATC, By Rose Marie Kern

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Dear Rose Marie

I recently discovered that I have a significant interest in a career in Air Traffic Control. However, the dilemma for me is that it's not



something that's very well publicized. I find it hard to tell what personality traits would make for a good ATC. I wouldn't want to spend the time and money getting an associate's degree from the local community college and then apply to the FAA only to find out I'm a horrible match for the job. If you could provide any insight to what it's really like, would be good and what traits could be detrimental, I'd certainly appreciate it. Thank you very much for your time.

Regards,

Justin

Dear Justin

Your request involves divining interesting personal information about the types of people that make good controllers. The answer is both simple and complex. In 1983 when I started with Air Traffic, the Civil Aeronautical Medical Institute (CAMI) was giving the trainees ongoing tests to try to determine who would be able to make it through the training and become a controller and who would not.

As we went through the academy, every single test we took had "CAMI" questions woven into the test. These questions had no real correct answer and were not counted in the grades, but you never knew which ones they were because they pertained to the material.

I do not know if CAMI ever discovered their "perfect" profile for a successful controller or not. I can tell you that whether someone made it through the training or not, there did not seem to be any rhyme or reason personality wise. I have worked with some people who were highly intelligent, and some who seemed like backwoods hicks, some with Doctorates and some who just skimmed through school and some average people who worked in a totally unrelated field before taking the ATC exam. (Like me). The only thing the successful people had in common was that they could "see" traffic, apply the rules correctly, and make deci-

sions and follow through on them efficiently. Most of them are also the types that you want around in an emergency.

The training requires you to learn how to be totally confident in yourself. I walked in the door with no knowledge of ATC at all. I made it through the academy and spent the next two years training at Albuquerque Air Route Traffic Control Center. After the academic portion, you spend hours every day with someone sitting behind you with a clipboard writing down every misspoken word and notating any procedural errors. If you cannot take criticism - this will drive you nuts. As you master each sector you "check out" on the sector and your training on other sectors is interspersed with working the positions you are now qualified on to work alone.

What's the difference between options? ARTCC's are a big dark rooms full of radar scopes and computers. Each ARTCC controls a large portion of airspace. Albuquerque ARTCC controls the area from west Texas almost to the California border and from Mexico to Colorado/Utah. The airspace is divided into specialties (north, Southwest, Southeast, East, etc). The specialties are divided into sectors - high altitude and low altitude covering a specific portion of the area. As a trainee you are assigned to a specialty. ARTCC controllers make the most money in ATC and is considered the highest stress option - both because it is the most difficult to check out in and because the traffic is usually fairly dense. The ARTCC's in Albuquerque, Denver, and Salt Lake have the lowest traffic count/less stress. East and west coast are highest traffic count/stress. If you are an adrenaline junkie who thrives on challenges - this is where you want to be.

Towers have a lot of various levels, and if I'd known what I know now when I started, I probably would have held out for one. Usually you start in a lower level to get your ticket, then if you want to move or earn a higher paycheck you bid on towers with higher levels of traffic. The only bad part is that every time you change facilities, you also go through training again, but the assumption is that if you have become a full performance level controller (FPL) at a lower level facility, you have the basic skills needed to learn a new area. Many level 1 and 2 towers are now privatized, so the FAA will start trainees in level three towers.

(Continued on page 4)

The Psychology of ATC (Continued from page 3)

Many of the older flight service (FSS) people, like myself, worked in other facilities first and then moved laterally. Flight Service does not make the salary that the ARTCC's and some towers do, but it is more friendly and in my opinion requires someone more academically intelligent than the others. FSS duties require a greater degree of study and learning - all of us have to be certified as pilot weather briefers by the National Weather Service. We talk to pilots both on the ground prior to their flights as well as in the air. We are the ones who begin search and rescue for pilots who do not show up at their destinations. In my opinion, the biggest difference is we care.

ARTCC people are disembodied voices that give commands to pilots and never really meet or interact with them. Towers are likewise in the busier environments, though some smaller towers have people who develop relationships with their aviation community. Flight Service people are focused on the needs of the pilot - and frequently develop a camaraderie with them.

The requirements to get into any of the ATC fields have changed a lot since I hired on, but once in the door the training requirements are about the same. It is much easier to check out in FSS and Tower than in an ARTCC, but the end reward in ARTCC is a higher paycheck than the others. So part of choosing which direction to go devolves around how much you see yourself earning. I know that both the FAA, who runs the towers and ARTCC's, and Lockheed Martin, who runs the FSS program are now recruiting from certain universities that offer aviation degrees and that this is preferred pathway to employment. When you are first

hired on you are required to pass an interview, a psychological test, a physical, and a security check. At this time there is also an age requirement for ARTCC and Tower work - you cannot be any older than 31. FSS has no age restrictions.

You can visit the various ATC facilities by calling one and making an appointment for a tour. Tell whoever answers the phone that you are thinking of a career. When you call an ARTCC ask for the Human Relations person - who will also have the latest info on how to get into the job. I don't know where you live, but if you tell me I can put you in touch with the closest flight service.

One more thing to know. All air traffic branches are required to work under a Union. ARTCC and Federal Towers are represented by the National Air Traffic Control Association or NATCA. www.NATCA.org. Flight Service is under the International Association of Machinists (IAM) <http://www.goiam.org/afss>.

Whether you are forced to actually pay union dues or not depends on what state you live in. Regardless, you have no vote if you are not a member and must work by their rules regardless. There are pluses and minuses to unions - and everyone is passionate about them - for or against.

These are all personal observations, but I hope they give you some insights.

Rose Marie

Rose Marie Kern has worked in ATC for over 26 years. For queries she can be reached at author@rosemariekern.com.

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held April 19, 2011 at the Copper Canyon Café, convened by President Bob Waters at 6:00 PM. The Minutes of the March 15, 2011 were accepted as published in the Newsletter.

The treasures report was given by Treasurer Curtis Smith. Motion to accept was made, seconded and accepted.

Introduction of guests and new members Jeff Bach, Dave Wascom and Greg Roark.

OLD BUSINESS

Learn to Fly will be in conjunction with the Young Eagles Rally at Double Eagle Saturday, May 21, 2011.

Curtis Smith indicated that the Land of Enchantment fly-in will be at Moriarty the week-end after Labor Day. No further new information at this time.

Keith Beasley said that the B-17 will still be in conjunction with the Balloon Festival but will be limited to October 5 thru Oct 8, 2011.

NEW BUSINESS

Joy Beasley indicated the confirmation of Saturday May 7 to honor Rick Koler.

A motion to adjourn was made, seconded and passed. Meeting adjourned at 6:17PM followed by presentation by JD Huss from the FAA concerning aviation safety as well as information on the new registration requirements for aircraft.

Respectfully submitted by;

Todd Blue, Secretary



JD Huss speaks about aviation safety and the new registration of aircraft.

Moriarty Aviation Hall of Fame Inductees

On Saturday, May 7, 2011, two new inductees were recognized for their contributions to the Moriarty Airport. They are Bill Wood and Rick Kohler. Plaques were presented, which are shown on pages 6 and 7 respectively. Bill's widow accepted for him and Rick accepted his award. They both gave interesting recollections of their experiences and involvements at the Moriarty airport. After the presentations, the attendees enjoyed a delicious meal.



Photos by Geri Salazar.

Moriarty Aviation Hall of Fame

Bill Wood



Member
May 7, 2011

Bill Wood's love and devotion of flying, care and many hours of work dedicated to our town helped build what is now the Moriarty Municipal Airport. Many people worked at this project. For Bill the Airport and flying was a labor of steadfast work to make a dream happen.

Bill's 4 1/2 yr Military Career started by his joining the Combat Engineers in the Pacific Islands area. He was at Scholfield Barracks on December 7, 1941. He was asked to take a bulldozer out to the pineapple field in preparation of starting a runway. They took him to the field and forgot him. No food, just a small amount of water, thus "His first runway job."

In September 1945 Moriarty consisted of about 3 Service Stations, a restaurant, motel and Rio Pecos Business. Three garages and businesses later, Bill was already first Fire Chief, on the first City Council, president of Rotary and now firmly committed to getting a private pilots' license.

Bill's Airport service consists of 30 years of mowing, care and maintenance and Airport Taxi trips to Albuquerque for quick parts.

For years he operated a fuel service for the Airport, managed to greet pilots and bring them into town for services. He would bring home a pilot and his wife and say, "Look Mom, I brought home a lawyer and his wife

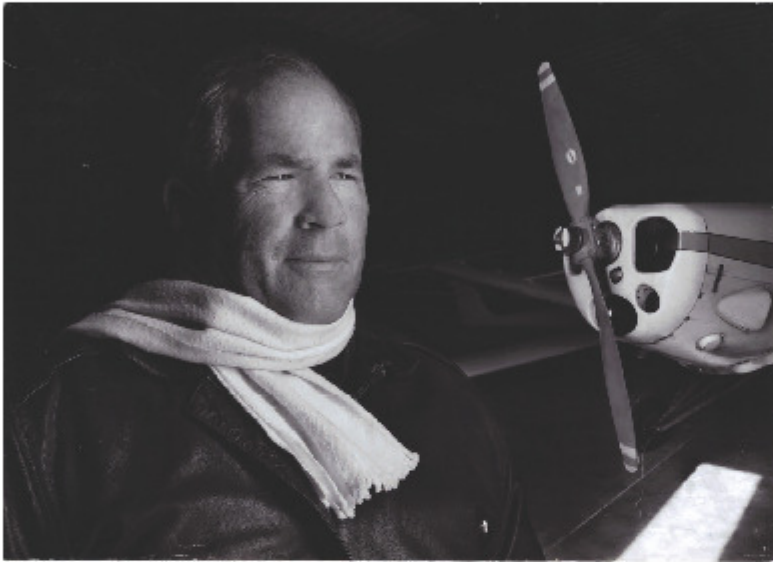


from Louisiana. His wife teaches microwave cooking" or "a farmer whose plane developed engine problems.

"Airports start with need, dreams, cooperation and hard work. "It took a City with a need, citizens willing to help, and people like Bill Wood to build the Moriarty Municipal Airport".

Moriarty Aviation Hall of Fame

Rick Kohler



**Member
May 7, 2011**

Rick Kohler has been a vital fixture at the Moriarty Airport ever since he relocated from Colorado to open Sundance Aviation in April of 1994.

Since arriving in New Mexico, Rick has been responsible for introducing thousands of individuals to the wonders of flight through soaring.

Additionally, in his role of instructor and flight examiner, he has helped hundreds of people achieve their glider pilot rating as well as assisting hundreds more reach glider solo status. Due to Rick's leadership Sundance Aviation has been responsible for the Moriarty Airport being recognized as one of the leading soaring destinations in aviation.

Rick's involvement in numerous soaring competitions and cross country camps has been key to introducing pilots from all over the world to New Mexico and in particular the City of Moriarty.

Rick successfully runs a commercial endeavor providing fuel and other FBO operations.

His personable demeanor is often the first impact that visitors to the Moriarty Airport receive.

Without Rick's hard efforts and successful Sundance Aviation business, I believe fewer pilots would call Moriarty their aviation home.



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

Artesia Breakfast Fly-In: Free and discount on gas **1st Saturday of every month**. 8:30 till 10:00 a.m. until time change then will be 7:30 til 9:30 a.m. Hope some of you all would like to come down. Info: Lance Goodrich, Airport Manager.

EAA Chapter 179

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