

# Albuquerque, NM

## Chapter 179 Enchanter



October  
2011

### 2011 Officers

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#### Treasurer:

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### Standing Committees

#### Budget & Finance:

Curtis Smith, Dan Friedman,  
& Russ Prina

#### Promotions, Publicity & Membership:

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#### Newsletter:

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#### Young Eagles:

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#### Scholarship Committee :

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

### Upcoming Events & Chapter Meetings .

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

**It's officer and director election time again.** All four officers (Bob Waters, president, Steve Rokicki, Vice President, Todd Blue, Secretary, and Curtis Smith, Treasure) are up for election. Two Directors (Russ Prina and Chuck Swanberg) are also up for election. All officers and directors are willing to serve another term in their same capacity. However, if there are others interested in running for office, please provide their/your name to Curtis, Todd or Bob and we will add you to the ballot. We will have the official nominations at next month's meeting.

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

*Chapter 179 meetings are on the third Tuesday each month.*



**B-17, Aluminum Overcast, at KAEG. See page 3...**

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## From the Editor, Harley Wadsworth

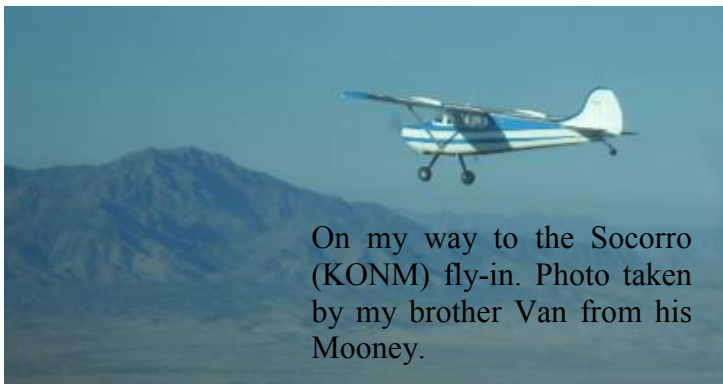
We have enjoyed lots of chapter activities during the last two months. With the Land of Enchantment Fly-In, Young Eagles, and the B-17 during Balloon Fiesta. Thanks to everyone who participated in organizing, volunteering, and attending the events.



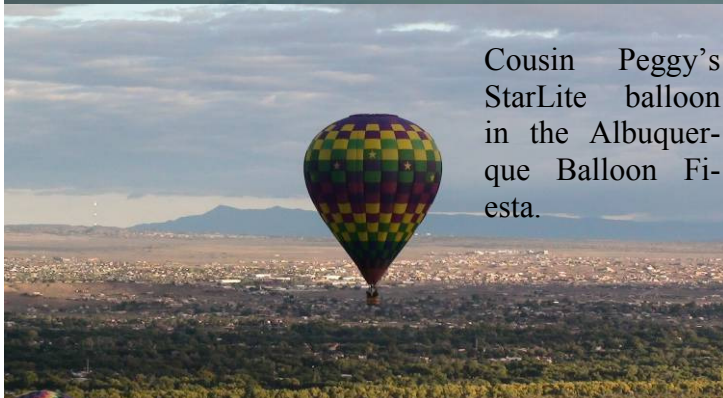
My cousin, Peggy, brought her balloon to the Balloon Fiesta again this year. I managed to get out of bed at 4:30 AM to help crew for her most mornings. It is a lot of fun surrounded by crowds of excited spectators and ballooners. I was in the lemon balloon when I took the photo below of Peggy's balloon.

The Socorro Fly-In was also a good time. The community comes out enjoys aviation. They gave the pilots breakfast, ONM wheel chocks, and a goody bag.

Be sure to come to the Chapter 179 meeting Oct. 18 so that you can participate in the chapter elections. HW



On my way to the Socorro (KONM) fly-in. Photo taken by my brother Van from his Mooney.



Cousin Peggy's StarLite balloon in the Albuquerque Balloon Fiesta.

## From the President, Bob Waters

### Why We Do It

Many of us have just completed an exhausting, exhilarating and very fun week volunteering our time to support the visit of EAA's B-17, Aluminum Overcast. To me



the event was an unqualified success! The crowds were good, particularly for the current economy (though we always want more visitors). We flew every day and several times twice a day. We had a steady stream of visitors, including many veterans and a few WWII veterans. Until last week, one veteran navigator's last B-17 flight was a one-way trip to Germany in 1943; he was shot down over Berlin and spent a year in a POW camp until liberated by Patton's Third



Army. Another veteran captained 34 B-17 missions in Europe, was shot down and landed his plane in Belgium behind Allied lines, which one month before would have been behind enemy lines...all at age 22! Families of two and three generations came to see this amazing warbird and introduce kids to

aviation and times past (please enjoy my favorite photo: Preston Shetter, ready for his next mission!).

Once again, our chapter came out in force to volunteer time to help make another event successful. Please join me in thanking all of these great chapter volunteers. There are always a few who go that extra mile and I'd like to recognize them: Konrad Werner once again was our Tour Stop Chairman and helped coordinate all the week's activities with the Oshkosh crowd. He also produced – overnight – a wonderful brochure that got dis-

*(Continued on page 3)*

## B-17 Aluminum Overcast, Oct 1-8, 2011, at KAEG

*From the President (Continued from page 2)*

tributed widely in town to further publicize the event. Joy and Keith Beasley organized all the volunteers for the week, ran the merchandise trailer and also help co-ordinate all the volunteers. Rick Richter convinced a local car dealer to loan transportation to the Oshkosh crew for the week and convinced a local print shop to donate twenty copies of Bob Hartman's B-17 Flight Manual, which we sold. Bob Hartman spent most mornings meeting visitors and talking about his B-17 and B-29 experiences.

So why do so many people show up to volunteer their time through our EAA chapter for so many events? There are probably as many reasons as there are volunteers, and each volunteer has his or her personal reasons. For me, it's the fun of being part of something bigger than myself; it's public service, including service to veterans (e.g., B-17) and kids (e.g., Young Eagles); it's the future of aviation (e.g., Young Eagles and our outstanding scholarship program); and it's the camaraderie with the great people of the chapter who I am developing deeper friendships with. What's your reason for volunteering?

Speaking of volunteering, all four officers and two directors are up for election. If you'd like any of us to run from office instead of for it, please nominate someone! Maybe we could have a televised debate on the real issues...!

At our meeting this month, our very own Joyce Woods will introduce Larry Filner who will show and tell us why we all should be taking advantage of backcountry flying in New Mexico. He's just back from the NMPA's Negrito fly-in, which he coordinated. I'm sure he'll have an outstanding presentation. Let's fill up the Copper Canyon. I look forward to seeing you all there. And remember, bring a friend.



*Photos by Richard Rittmuller.*



## Aluminum Overcast Visit – A Busy and Fun Week! By Bob Waters

After months of planning, our week with the EAA B-17 passed by so quickly. Aluminum Overcast rumbled into town Thursday evening, flew the press corps on Friday and entertained visitors from Saturday, October 1 through Saturday, October 8. On Sunday, six lucky volunteers got to help fly it on to its next tour stop in Las Vegas, Nevada. While the numbers aren't in yet, I'm guessing we flew about 80 visitors and hundreds of visitors showed up to tour the plane.

Sometimes the weather seemed more like England (cold, windy and rainy) than New Mexico, but the people kept coming out. Many veterans and several WWII veterans came out. Lots of kids and families got to see and touch this important piece of history, and take a souvenir home with them, if only pictures and memories.

We were able to get the word out pretty widely! During the Saturday morning KKOB 770 interview, George Daubner, tour coordinator, could barely get a word in because Terrie Q. Sayre kept going on about her wonderful flight experience. The Journal featured the event on page 1 of the Saturday Local section, featured it in the Friday Venue Top Picks, and it was the most viewed video on their website. The Balloon Fiesta included us in their program. Many chapter volunteers distributed flyers and information all around town. But one of the best advertisements was the sound of four big radials rumbling through the sky.

There are so many people to thank for volunteering their time to make this event a success. Please recognize all these volunteers for their efforts when you see them. And please enjoy some of these great pictures of the event. Heads up: Next month's meeting presentation will be more pictures and videos and remembrances of this fun event.

Volunteers included the following people:

Ben Abeyta, Chuck Alden, Kevin Banks, Larry Battin, Joy and Keith Beasley, James Bernard, Todd Blue, Ken Dominy, Dan and Toby Friedman, Chris Grotbeck, Bob Hartman, Margaret Keller, Jess Lara, Russ Prina, Dan Rask, Nettie and Rick Richter, Bob Richter-Sand, Rich Rittmuller, Steve Rokicki, Curtis Smith, Chuck Swanberg, Emilio Verastegui, John Viney, Harley Wadsworth, Dave Wascam, Bob Waters, Margaux Waters, Konrad Werner, Jim Whittemore, Art and Joyce Woods.





## Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held September 20, 2011 at the Copper Canyon Café, convened by President Bob Waters at 6:25 PM.

Motion & second to accept The Minutes of September 16, 2011 was accepted as published in the Newsletter as amended.

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

Introduction of guests Richard and Barbara Wright. (Richard is our newest honorary member); Michele Boyco guest speaker.

Curtis gave a report on the Land of Enchantment Fly-in. Due to weather event was reduced although approximately 15 aircraft were in attendance. Due to some donations numerous prizes were given out. Curtis also indicated a positive income for the event.

Ken Dominy left a Young Eagles event report with Bob Waters who read the report to the membership. Due to the efforts of the volunteer pilots, 118 Young Eagles were flown during the day. Due to the rough air 19 applicants were not able to fly. Ken thanked all the volunteers and high praise for the Civil Air Patrol Cadets for their assistance.

Ken announced the October 15, 2011 Young Eagle rally by Chapter 530 at Mid Valley.



Michele Boyko and Laura Tweed shared their experience flying in a cross country race with the 99ers. They received a turtle award for finishing last. They had a good time.

The next Chapter 179 Young Eagle event is planned for November 12, 2011 at Double Eagle.

Discussion was held on possible dedicated Young Eagle event for the Civil Air Patrol Cadets for their great assistance. It was suggested that the Cadets would be treated as “civilian” so there would be no conflict with CAP regulations. Ken is to check with CAP commanders to determine feasibility for event.

Bob gave a report on the upcoming B-17 visit October 1 – Oct 8. Rick Richter has obtained the use of a donated car from Karl Malone for pilot transportation during the event. Bob discussed the advertisement of the event via KOB radio, The VENUE, as well as joint advertisement with the Balloon Festival. Chapter 179 will set up a membership table in Bode primarily to direct traffic out of the FBO as well as solicit membership.

Chuck Swanberg related accident at Fly-In and lack of “First Responder” Discussion indicated the need for at least basic First Responder first aid at the events. Chuck suggested some training of members to act as First Responders.

Chuck also brought up extraneous radio chatter during the YE event. Due to non-tower and heavy traffic this could lead to accidents. It was suggested that good radio procedure be used during the events.

Michele Boyko, with the 58<sup>th</sup> Special Operations Wing, handed out some handbooks on Midair Collision Avoidance.

Dan Friedman related his call from Charles Boyle about Patrick Stratford’s widows offer to donate a 601 XL Zenith airplane to the Chapter. President Waters to confer with the Board of Directors after Konrad has an opportunity to actually see the airplane.

The final order of business was the presentation of a birthday cake to Sandy Waters along with a rousing “Happy Birthday “.

A motion to adjourn was made, seconded and passed. Meeting adjourned at 6:50 PM followed by a presentation by Michele Boyko and Laura Tweed on their race experience.

Respectfully submitted by;

Todd Blue, Secretary

## Transferring Control, By Rose Marie Kern

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Airspace is divided into geographical areas and altitudes. Yes, there are uncontrolled areas still in existence, but for the most part each piece of airspace is controlled by a specific Air Traffic entity. At a small towered airport, the tower “owns” only the area close into the airport. Larger airports will have Approach/Departure controls and then of course we have the Air Route Traffic Control Centers.



Have you wondered how everyone keeps up with who is supposed to be watching your aircraft? A combination of communication, radar, and procedures are used to define responsibilities. In IFR conditions, your flight plan is instrumental in allowing ATC to sequence their actions prior to your call for clearance.

Most Towers are linked by computer to the rest of the ATC system. If there is no associated Approach Control, the Tower will call the Center to get your clearance after you leave Tower’s airspace. When you depart, they key this information into a computer, or they call the Center to notify them of your departure. The Center keeps the airspace around that airport clear until you are identified on radar and in communication with them.

If the tower has an Approach Control, specific departure procedures are set so that the Tower does not have to coordinate every flight. The Center’s computer has assigned the squawk code which the aircraft is given while receiving clearance. The Tower gives clearance to depart and change frequency. As soon as the aircraft leaves the airport surface squawking that code, Approach picks it up and radar identification is made. At that moment, Approach assumes control of the aircraft. They will follow it to the outer limits of their airspace.

As the aircraft approaches the invisible boundary of Approach airspace, the equipment starts flashing the data block on the radar screen to alert the controller. Simultaneously the equipment at the Center receiving the equipment will pick up the signal and also flash to alert that controller of an incoming aircraft. If no further coordination is required, the Center controller

keys the accept key and the Approach controller has the aircraft change frequencies.

If the Center controller sees a problem with the aircraft approaching his airspace he immediately calls the Approach controller to have the aircraft put on an alternate heading or altitude before it enters his airspace. Only after the Approach controller makes this change does the Center controller accept the handoff.

For instance, an air carrier departs Amarillo, Texas eastbound. The Fort Worth boundary is fairly close at hand so the air carrier is normally still climbing to his requested altitude. Fort Worth sees the aircraft hand-off, but has traffic at FL260. Fort Worth calls Albuquerque Center and asks that the air carrier be stopped at FL250. If Albuquerque is talking to the aircraft they will comply and Fort Worth accepts the handoff. If the aircraft is actually still on frequency to Amarillo Approach, Albuquerque will call them to relay the information prior to accepting the handoff. Fort Worth will allow the air carrier to continue his climb once the conflicting aircraft is no longer a factor.

The further ahead an action to avoid aircraft coming into conflict can be taken, the easier it is on the pilots. For instance if the computer shows a potential conflict 200 miles from the conflict point, one or both aircraft may be asked to alter their heading by only 5 degrees, then be set on course once the required separation is achieved. A more drastic diversion ordered less than 20 miles apart would spill everyone’s drinks and cause a lot of yelling.

The same procedure for coordination is used as the aircraft transits between Centers or between the various sectors within the Center’s airspace. Each Center is huge – covering many states and altitudes, so the airspace is broken up in a manner that allows the greatest efficiency. For instance Albuquerque Center covers most of west Texas, New Mexico and Arizona. The airspace around Roswell is full of military operating areas, but the Restricted Airspace of White Sands Missile range does not allow east-west travel by aircraft at any altitude. Because of this there is little commercial air traffic in the area – mostly military and small aircraft. That chunk of airspace is usually kept whole from the surface to FL600 as the controller is primarily concerned with military maneuvering.

All major east-west flows must either transit over El

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*Transferring Control (Continued from page 7)*

Paso or about 60 miles south of Albuquerque. The corridor south of Albuquerque eastbound is the initial sequencing point for all the airports in the Dallas/Fort Worth area. The airspace there is stratified so that aircraft above FL240 going to those airports can be lined up and fed into a stream. Albuquerque Center has a letter of agreement with Fort Worth Center that aircraft heading into the DFW metroplex from the west/northwest will all transit over Texico VORTAC no less than five miles apart. The Fort Worth controller expects these aircraft and steers his other traffic away from this path. By the same token, aircraft heading west from El Paso are fed into streams for Phoenix, San Diego, or Los Angeles.

The radar screens of both the current and receiving facilities begin flashing the aircraft's icons at least 20 miles before the aircraft reaches the boundary. Under the Aircraft's ID there is an H plus the sector number or Approach control identification flashing. H23, means that the handoff is to Sector 23, HABQ is handing off to Albuquerque Approach. Some of the Approaches have amusing combinations – whenever a handoff is made to El Paso Approach the icon flashes "HELP".

Rose Marie Kern has worked in Air Traffic for over 28 years. For ATC questions you can contact her at

[author@rosemariekern.com](mailto:author@rosemariekern.com).

## Clearing Out The Hangar



Table & Saw \$125.00

Contact Rick Richter, [netric@comcast.net](mailto:netric@comcast.net)



*Waves of Balloons launching at the Balloon Fiesta.*

Dean,

I am assisting in the parting out of a Zenair 601 as part of an estate sale here in Albuquerque. Would you advertise these items in your next EAA Chapter Newsletter and "word of mouth". Basically, I am asking for 50% of the current retail prices for the instruments/avionics. There is a "Firewall Forward" Jabiru 3300 engine with about 50 hours total time that is also for sale for \$13,000.

I can be contacted via email or via my cell phone at 703-698-9576.

Thanks for your help in this endeavor.  
Steve Rothert



Compressor, it has a 220V motor, \$195.00

Contact Rick Richter, [netric@comcast.net](mailto:netric@comcast.net)

## Young Eagles, Sept. 11, 2011, Moriarty, NM

### YOUNG EAGLE COORDINATOR'S REPORT

YOUNG EAGLE RALLY 09/11/2011

MORIARTY, NEW MEXICO

It was a great day for flying as Chapter 179 members aided by pilots from Chapter 530 gathered at the Moriarty Municipal Airport on Sunday September 11, 2011, the tenth anniversary of the terrorist attack on the United States which temporarily brought all civilian flying to a halt.

Following a flag-raising ceremony conducted by the Civil Air Patrol, under the command of Lt. Col. Bob Ross, accompanied by the bugle (trumpet, in this case) of Don Jackson, the flying commenced. All the while, a hearty breakfast was served by Joy and Keith Beasley, Maxine Lear, Chuck Alden, and Steve Rokicki. Actually, breakfast became lunch due to the lengthy event.

The registration line stretched to what seemed to be the horizon, as Young Eagle candidates swarmed our registration forces. The assault was met by our five brave volunteers. Nettie Richter and Toby Friedman signed them up, while Dion Lear and Sandy Waters assigned the candidates to their pilots. Todd Blue produced the printed certificates attesting to their new status as Young Eagles. Volunteer, Raymond Telles, helped deep track of all who served. Our chapter scribe, Harley Wadsworth, kept a photo journal to be incorporated into an upcoming chapter newsletter.

Flight operations were conducted by Chapter 179 pilots Bob Waters, Dan Friedman, Rick Richter, Curtis Smith, Chuck Swanberg and Chris Grotbeck. Assisting pilots Vern Dudley and Doug Warwick from Chapter 530 in Los Lunas helped to provide the needed lift, and Chapter 179 YE Coordinator, Ken Dominy, was even pressed into duty to help stem the tide.

Altogether, in 5 hours time the pilots flew 116 Young Eagles of a total of 137 candidates that came out to Moriarty. Regretfully, as coordinator and with the advice and counsel of the pilots, I had to make the decision to suspend flight operations due to heat-produced

turbulence. We never like to disappoint those who waited patiently for their turn, but we always want the experience to be positive.

Special thanks to the City of Moriarty and airport manager, Bob Hudson, for their hospitality, and thanks to all, mentioned by name or not, that made this event a big success.

Respectfully submitted;

Kenneth W. Dominy

YE Coordinator

EAA Ch 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 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**

**P.O. Box 3583**

**Albuquerque, NM 87190-3583**