

Albuquerque, NM

Chapter 179 Enchanter



August
2012

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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 .

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

8 September, Saturday, EAA Land Of Enchantment Fly-In (LOEFI), Moriarty, NM; volunteers setting up on Friday September 7. Fly-In Saturday September 8. Young Eagles on Sunday September 9.

Young Eagles Chapter 179 Calendar of Events, 2012:

- 1) Land of Enchantment Fly-In Sept 9 (Sunday) at Moriarty
 - 2) November 3 at Double Eagle – rain day Nov 4
- Young Eagle Coordinator, Todd Blue 266-1491, or
Robert Hartman 565-2743



E2 Cub, 75th Birthday, see page 7...

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From the Editor, Harley Wadsworth

Hot but fun! That's my three word summation for AirVenture 2012. We arrived Saturday, noon. There was heavy traffic on arrival but we were able to fly in without holding. We flew in Saturday before the show so that we could get a close camping spot. But they sent us past all of the good spots, which they had reserved for the Cubs and put us by the Ultralight field. That was just WRONG! It was too hot and humid for an old man like me to do all the walking. Only about half of the Cubs they reserved space for came. So if one went down to the Hangar Café Monday, they would have thought the show was poorly attended because of all of the missing airplanes. I will make the following editorial comment and then I will move on.

It is my opinion that they should not reserve type club parking spots at Oshkosh. Everyone should get the closest in camping spot that is unoccupied when they arrive. If people want to camp together, they should arrive together like the Cubs did on Sunday. Then they could be parked together in the best spots available on their arrival.

Ok, other than that Oshkosh was a great event again. My favorite airplane was the Pober Pixie on page 7.

The Vintage Aircraft volunteers do a great job at the Tall Pines Café providing a filling and delicious breakfast in the mornings. And they had a wonderful barbeque style dinner on Sunday Evening. We really enjoyed that. HW



From the President, Bob Waters

August means that AirVenture 2012 is not a thing of the past! I hope we can get some highlights from those that attended at our next meeting. In New Mexico, August also means



the smell of green chili roasting in the air AND that our Chapter's Land of Enchantment Fly In is just around the corner! While AirVenture has nothing to worry about (yet!), I know that Curtis and his team of volunteers are planning for lots of fun activities, including planes, cars, food, and Young Eagles on Sunday. They've already put in a request with Flight Service for extra special good weather for that weekend. So mark your calendar for September 8th and 9th at the Moriarty Airport. More details at <http://www.loefi.com>.

This month, Jack Hickman, accompanied by his wife Glenna, returns as our featured speaker to tell us about his experiences with Willy Victor. Don't know what that is? Well come and find out. (Hint: Jack was in the 1950s Navy and this is a talk about airplanes!) Come out and enjoy a great dinner and good company (the meeting doesn't last too long!). I look forward to seeing you at meeting as we fill the back room of the Copper Canyon. Remember, invite a friend. Happy flying!



*Even the mighty
have to rest after all
the hard work and
the **HEAT!***

New Mexico Pilots Association (NMPA), Upcoming Events

NEWSFLASH - New Mexico Centennial Air Tour, September 28-30: Plans are really shaping up for a terrific weekend – **you won't want to miss it! If you are planning to participate, please help our planning efforts by registering now!** Pilots and non-pilots alike will enjoy the festive events! Speakers are lined up to highlight the Transcontinental Air Transport route (TAT), Aerial Landscapes of New Mexico, Walker Field history, and the first use of aviation in the military in pursuit of Pancho Villa. Have we mentioned the door prizes? See the [event flyer for itinerary and registration details](#). Have questions? Check out the new [Frequently Asked Questions \(FAQs\)](#).

UPCOMING EVENTS *See NMPA's web calendar for details and online registration links.*

August 18 NMPA WINGS Seminar, 9 AM: Foreflight and ADS-B in the Cockpit, at Cutter Aviation lunchroom on the Albuquerque Sunport (KABQ). NMPA member Dan Telfair will review use of Foreflight software with Stratus data access to an iPad. New users will find this a "quick start" session, while non-users can evaluate the system. Topics included are available hardware and software, GPS, battery backup, and other accessories, discussion of Stratus vs. XM weather systems, and recommended iPad settings. If you already have an iPad with Foreflight, bring it! **IMPORTANT:** Make sure you have the latest Foreflight software revision downloaded, required to receive Stratus data. Registration not required but you can [click here for details and to register for WINGS credit](#).

August 19 EAA 555 Pancake Breakfast, Las Cruces (KLRU), 8-10 AM Fly or drive in for a great breakfast at the EAA hangar!

September Centennial Aviation Celebration Events – *see our web calendar for more!*

NEW!! August 30 – September 3, 2012 Sandia Open Aerial Rodeo – Albuquerque Balloon Fiesta Park. A Southwest Summer Getaway and Soaring Extravaganza! See details at: <http://www.freewindaviation.com/>

September 1-2: Hatch (E05) Red or Green? Fly-In to Hatch Chile Fest

September 8-9, Moriarty (0E0) Land of Enchantment Fly In, sponsored by EAA Chapter 179. Fly-in pancake breakfast, aircraft judging, antique autos, radio controlled aircraft, tour of SW Soaring Museum, etc. Young Eagles Rally Sunday, 8-11.

NEW!! September 14-15, Histaerical Treasure Hunt: Join the fun! Registration Fee Reduced! Join the Rio Grande Norte 99s for a fun filled day, deciphering clues that lead to treasures all around northern New Mexico. This event is part of the New Mexico Centennial Aviation Celebration with events throughout September 2012. Find details at rgn99s.org. Space limited, registration deadline August 31.

September 28-30, NMPA's Centennial Air Tour – *Join us to celebrate 100 years of New Mexico aviation history with a weekend Air Tour in the spirit of those of times past.* Tour starts Friday morning at Grants (KGNT) with a lunch stop in Santa Fe, group dinner social (with door prizes) and overnight at Tucumcari (KTCC). Saturday, the tour will proceed to Roswell, Carlsbad, and stop overnight at Santa Teresa (5T6). The tour concludes at Socorro on Sunday morning. Full tour is \$60 per person, and includes both group dinners, all lunches, and ground transportation. A partial tour option (\$40) includes 1 dinner stop and 3 additional stops. Register online (send check or use credit card). Book hotel reservations on your own. It's going to be a great time! See [Event Flyer](#) or go directly to the [registration site](#) for hotel and registration details. Any questions? [Click for FAQs \(NEW!\)](#) or contact airtour@nmpilots.org.

NMPA Annual Mountain Flying Clinic, held at Santa Fe (KSAF), October 19-21. Each year, NMPA presents a basic mountain flying course in how to safely navigate mountainous areas. Five hours of ground school will give you the tools to understand and deal with the additional challenges of mountain flying. It includes three segments: Basic Mountain Flying, Use of Technology in Mountain Flying, and Survival. Ground School fee is \$79 for NMPA Members, \$99 for Non-Members. In addition, you can elect to fly over a course designed to give you actual experience flying in the mountain passes, landing at high altitude airports, and flying with an experienced mountain flying instructor. [For more details or to register, click here.](#)

Joyce Woods, Communications NMPA

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held July 17, 2012 at the Copper Canyon Café convened by President Bob Waters at 6:05PM

President Waters recognized guests in attendance; Pete Zaytsev, John Haiducek and Michelle Boyko.

Minutes of the April 17, 2012 meeting as published in the Newsletter, were accepted as published.

Treasurers Report was summarized by Curtis Smith. The complete report to be presented at next meeting. Curtis indicated that another donation has been received for the scholarship fund. Motion and Second to accept was made. Accepted.

Curtis gave an update on The Land of Enchantment Fly-in. Tie down spots have been assigned. A call for volunteers was made by Curtis for the event and a sign-up sheet was passed around.

Todd Blue also gave a brief update on the Young Eagles event for Sunday September 9. Todd requested that all pilots complete a pilot information sheet in order to update pilot information. Pilots are needed for the Young Eagles event as well as ground volunteers.

A sign-up sheet will be presented at the August meeting for pilots and volunteers.

Joy Beasley reported the Board approval for an additional scholarship and requested a vote of the membership. The vote was positive with a motion, second and pass to add the additional scholarship in honor of Jay Schmitt.

Chris Grotbeck discussed an event August 30-September 3 sponsored by the Sandia Soaring Association. His offer for Chapter 179 to set up a booth was received with a positive response. Volunteers are solicited.

A motion to adjourn was made, seconded and passed. Meeting adjourned at 6:35PM followed by a presentation by Laura Tweed and Michelle Boyko about their participation in the AIR RACE CLASSIC.

Respectfully submitted:

Todd Blue, Secretary



Presentation by Laura Tweed and Michelle Boyko about their participation in the AIR RACE CLASSIC.

The History of Air Traffic Control

Part one – Flight Service By Rose Marie Kern

Did you know that what is now the FAA started out as a division of the Post Office? After World War I, the US Post Office decided these newfangled air machines could provide a faster method of delivering important



documents nationwide than anything else available in that era. During the war, the Army used aircraft for reconnaissance, so they worked with the Post Office to create schedules, routes, and decide what equipment was needed for cross country mail delivery. Thus was “Air Mail” created.

A key component in the plan was to provide landing sites for aircraft that were manned by personnel equipped with another WWI innovation – the field radios. Named Air Mail Radio Stations (AMRS), these were the precursors to today’s Flight Service Sta-

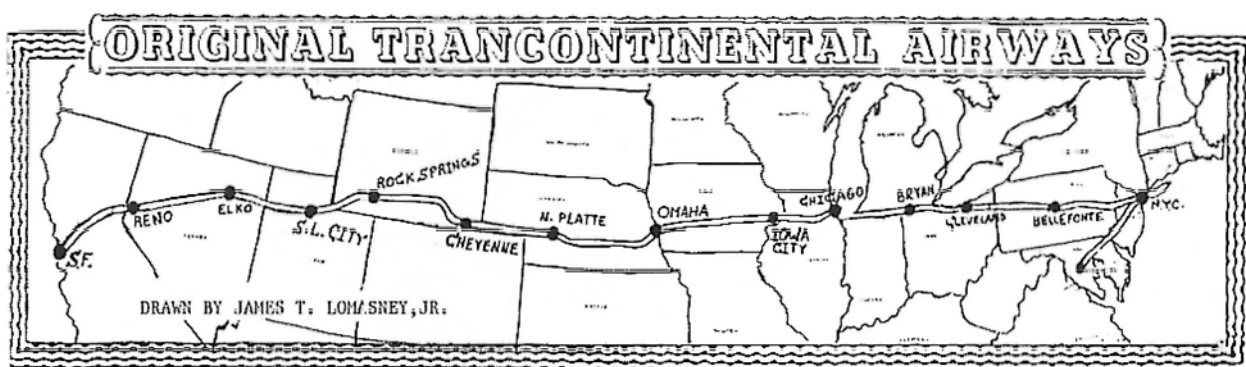
tions. When a pilot called inbound, he called the site name followed by “Radio”, that practice has not changed in a hundred years.

The first AMRS station was built in 1920 at Bellefonte, PA. The AMRS specialists were mainly ex-military radio operators. Their duties included the maintenance of their radios, fueling, loading the aircraft, and pushing oil soaked logs in a metal wheelbarrow out to the field to mark the ends of the “runway”. They took weather observations on the field to give to incoming pilots. Their primary function was to watch for incoming scheduled aircraft, and if it did not show up on time, to begin search and rescue. This is still one of Flight Service’s primary functions.

In those days an airfield was any flat area with relatively predictable winds; meadows, county fairgrounds, racetracks etc. These first airfields became

magnets for local kids and ex-military pilots who could watch the aircraft and dream of flying. The AMRS stations became hangouts for people who just loved airplanes could sit and discuss their passion. “Radio” specialists became an intricate part of the general aviation community. This type of camaraderie would exist well into the 1980’s.

The Transcontinental Airway boasted 17 landing sites, each with its own AMRS station. Flights began on February 22, 1921. Industry leaders of the day were quick to realize the commercial potential of aviation and began investing in corporate aircraft. It was quickly determined that with beacons set up enroute the aircraft could fly at night, so in 1926 the Air Commerce Act transferred the AMRS’s and airway maintenance to the Bureau of Lighthouses under the Department of Commerce. In 1927 the Airways Division of



the Commerce department was created and AMRS stations were renamed “Airways Radio Stations” or ARS.

During this time the basics of today’s ATC requirements were being created. Short range radios still only allowed the ARS’s to communicate over a local area and the quality of the transmission was poor. The language of aviation took form to allow both pilots and radio operators better communication. Flight and weather information was transmitted to/from the ARS by telegraph. As full words were expensive to transmit, only absolutely relevant information was sent. Airfields were assigned three letter identifiers.

As now, the pilot filed a flight plan. As he departed the field, the ARS specialist sent a message to the destination airfield that only gave the Aircraft ID, type, departure point, destination point and ETA. If the air-

(Continued on page 6)

Flight Service *(Continued from page 5)*

craft failed to arrive, the destination airport would request all the flight plan information, but otherwise the rest of the flight plan data was filed away.

“Q” signals further shortened the need for long messages. QRUQ N3RK means “do you have any information on N3RK?”. QALQ N3RK means “This aircraft is overdue please send the full flight plan.” Although there was a list of about 20, only the QALQ is still widely used by flight service. In 1928 teletype replaced the telegraph service as the primary method for disseminating information.

By the end of the 1920’s there were 145 municipally owned airports in the US. Radio technology was improving, but was still generally local in nature. The first air traffic control tower opened in 1929 – more details on the tower system will be in next month’s column.

Beacon lights and searchlights had replaced wheelbarrows full of firewood on dedicated airfields by now and commercial airlines had come into existence. On Oct 1, 1929 the Federal Radio Commission allocated frequencies to air transport companies, who began maintaining communication with their aircraft in flight.

With the opening of the first Air Traffic Control Center in 1935, the ARS station’s duties broadened. Pilot’s would file their flight plans with the ARS, who teletyped it to the Centers. Remember, there was no radar and no long distance radio. As planes flew over designated spots or ARS stations they would give a position report that was sent to the Center. ARS specialists would receive back instructions or “clearances” from the Centers to relay to the pilots.

In 1938 the Civil Aeronautics Act created an agency independent of the Commerce Bureau – The Civil Aeronautics Authority or CAA. The government also gave itself the power to regulate the airlines and to determine what routings were created in the sky. ARS stations were renamed Airway Communications Stations or ACS.

In 1940 VOR technology dramatically changed how planes could navigate cross country. By picking up the radio signals, aircraft could fly at night or in the clouds and still remain on course. The ACS Radio operator no longer repaired their own radios or helped pilots load their planes. They were required to have certification from the National Weather Service for

giving pilots their preflight briefings and updating en-route weather.

Flight plans began to be separated into those that were followed by the Centers (IFR) and those who wanted to fly where they choose (VFR). In 1960 the Federal Aviation Authority was created and ARS stations were renamed Flight Service Stations (FSS). FSS stations were set up at airfields with a significant amount of traffic – eventually growing to over 400 across the country. FSS specialists were trained in how to help lost pilots using pilotage, VOR orientation or using basic Direction Finder (DF) equipment.

Pilots began demanding more updated weather en-route, so in 1970 the FAA and NWS created the En Route Flight Advisory Service, aka “Flight Watch”. Computer systems and special phone lines had replaced the teletype, and radio signals could be relayed from local airports hundreds of miles via microwave links.

In 1981 the FAA announced a plan to reduce the number of FSS’s to 61 within 10 years. FSS specialists were now responsible for multiple airports and had to monitor as many as 75 frequencies instead of only one or two. They were required to memorize more airport information, larger scale weather patterns and larger geographic areas.

In 2003 the FAA decided it could privatize the management of Flight Service and the contract was award to Lockheed Martin in the spring of 2005. Part of the requirements of the contract was for the 61 legacy sites to be further consolidated. As of 2009 there were three major FSS Hubs at PRC, FTW and DCA, and three smaller briefing sites.

Flight Service today is still is the FAA’s primary and most immediate line of communication with the General Aviation community. When 9-11 grounded every aircraft in the nation, the 1-800-WXBRIEF phone number was alive with pilots all asking the same question “When can I fly?”

Flight Service still briefs pilots, handles flight plans, performs lost aircraft orientations, coordinates clearances with Centers, and initiates search and rescue on lost aircraft. When you call, they will answer 24 hours a day.

Rose Marie Kern has worked in ATC since 1983. For more ATC information contact her at author@rosemariekern.com.

AirVenture 2012 by Harley Wadsworth



Camp Wadsworth. My new tent worked great!



Steve Miller Band on the Square



*This pretty Pober Pixie blew my skirt up.
It has a 100 hp O-200 engine and is strengthened.*



*The first of the family of RVs, this RV 1 was donated
to the EAA Museum at AirVenture 2012*



*This Piper-Taylor E2 Cub was the only Cub that could
claim a 75th birthday!*



*Tom Wadsworth poses with the plane he learned to fly
in and the plane he first soloed. His instructor brought
both of them to AirVenture with a new student.*



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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