

Albuquerque, NM

Chapter 179 Enchanter



September
2012

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Robert Hartman 565-2743

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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 .

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

Young Eagles Chapter 179 Event, 2012:

November 3 at Double Eagle – rain day Nov 4
Young Eagle Coordinator, Todd Blue 266-1491, or
Robert Hartman 565-2743

Chapter 179 meetings are on the third Tuesday each month.



LOEFI Young Eagles. See pages 8-9...

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From the Editor, Harley Wadsworth

As most of you know, Russ Prina was involved in a motorcycle accident in the Flagstaff area. We are all keeping him in our thoughts and prayers for a speedy recovery. The following information is from Ken Dominy who visited him in Flagstaff:



"As related to me, Russ has a broken left ankle (which will be surgically repaired today), some broken toes, a broken bone in his left shoulder, 4 broken ribs and a severely abraded left hand and arm. Russ was wearing light weight gloves which wore through quickly, resulting in the abrasion. They will also perform a skin graft today on the left arm, wrist and hand. He was wearing a helmet and riding gear which, no doubt, saved his life.

The doctors said he is "repairable" and should recover with time and treatment.

The plan, according to Margaret, is to not transport him to an Albuquerque hospital, but to leave him there until discharged. The facility is a level 1 trauma center, and he is receiving the best of care. The nurses and therapists had him sit up on the side of the bed while I was there and do deep-breathing. It was painful, but he cooperated. The idea is to keep him elevated as much as possible to avoid pneumonia complications.

So, keep Russ and Margaret in your prayers."

Ken Dominy, 9-7-2012

LOEFI, Curtis Smith

I want to thank each and everyone that helped this year's LOEFI! Although the weather turned away planes on Saturday and the public, Sunday's good weather brought out the kids. The CAP cadets were again very helpful. Damaged equipment kept the mobile tower from attending.

We also had 'tiedown' sponsors that contributed, Tillery Chevrolet the Suburban, TA Truck stop [chili, ice and water, Aircraft Spruce [gift certificates and promo items, Aircraft Specialties [t' shirts, hats, pens, note pads and gift certificates, FAA FSDO for its safety presentation, EAA 530 and 691 [for pilots and planes on Sunday] and finally the State aviation Division for the promo items and their donation. I hope I didn't leave any one out. Thank You! (See pages 4, 7, 8, & 9)

From the President, Bob Waters

Well another great LOEFI has now passed into the record books and a great time was had by all! Thanks to everyone who volunteered their time to make this a successful event, especially



Curtis Smith, who has led this event for the last few years. Though we kicked off under the first cold front of the fall, we had a good turnout of planes and people, and everyone left happy and full from Keith, Joy and Chuck's great pancakes and sausage and hamburgers and hotdogs!

The Young Eagles Sunday was also a great success. We flew over 80 Young Eagles, who also had a great time and left with fully bellies of great food! Thanks to all the volunteer pilots, including Will and Jeff from the Northern New Mexico chapter, and ground support people who make these events go so well. And thanks to Todd Blue for bringing it all together. We couldn't do it without you all volunteering your time and resources.

This month's meeting will have a report from our nominating committee recommending a slate of officer candidates for nomination. Luckily, unlike national elections, we'll only have to endure one month of "I approved this message" ads because the election is at the October meeting. I appreciate the work that Steve Rockiki, Laura Tweed, and Emilio Verastegui have done on this important committee. Russ Prina was to be their fourth member, but he got himself pretty banged up instead; we all sure hope that he recovers quickly.

Also this month, thanks to Chuck Swanberg who is part of the program, Jason Manzanares will join us to speak about CNM's aviation maintenance program (and possibly some other aviation adventures!), which should be very interesting to our chapter, given that some of our members are already in the program. I look forward to seeing you at meeting as we fill the back room of the Copper Canyon. Remember to invite a friend. Happy flying!

New Mexico Pilots Association (NMPA), Upcoming Events

Note: Sept 21st AOPA WINGS seminar time corrected below.

NEWS FLASHES Visit www.nmpilots.org for all the latest news and Forum posts

Aviators! Have you registered yet for the New Mexico Centennial Air Tour? If you haven't, there's no time to waste! [Sign up today!](#) And if you're still procrastinating, consider breaking news. . . and some reminders. . .

Governor Martinez proclaimed September 2012 as *New Mexico General Aviation Appreciation Month*

The NM Centennial Committee officially endorsed September aviation events as part of a New Mexico Centennial Aviation Celebration.

Any aircraft types are welcome! We'd love to have historic aircraft, but isn't any flying aircraft part of our 100 year history?

At Tucumcari, you'll learn about New Mexico's role in the first commercial passenger line from author and pilot, Robert Kirk, who recently completed a trip to retrace the entire route, and will share photographs and other previews of his new book in his presentation, *Flying the Lindbergh Line*.

Tour fun starts early Friday with WOW Diner donuts at Grants (KGNT) and a visit to their newly restored generator building and beacon museum. The next stop is Santa Fe (SAF) for lunch and local oral aviation history. On Saturday, the tour proceeds to Roswell (KROW) for an event filled with musical fanfare, food, and visit to the on-airport Walker Aviation museum. Next, a quick stop at Carlsbad (KCNM) before heading to Dona Ana County (5T6) for a War Eagles Museum tour and cowboy cookout. The last leg heads north to Socorro (KONM), joining the M Mountain Fly-in, along with the tour close and awards. [For the full scoop on what's planned, CLICK HERE!](#)

Pilots and non-pilots alike will enjoy this tour! For itinerary and hotel details, see the [Event Flyer](#). The minimal \$60 full tour registration fee covers all meals and ground transportation. A partial tour option (\$40) is also available.

Registration offers **door prize eligibility** – and we have generous donors!

Questions? See the Air Tour [FAQs](#). Or contact us at airtour@nmpilots.org

[REGISTER NOW ONLINE](#) – pay either by check or credit card. Call Joyce Woods if you have trouble registering: 505 974 5305.

UPCOMING EVENTS See NMPA's [web calendar](#) for details.

[New Mexico Centennial Aviation Celebration](#) - Throughout September 2012, New Mexico airports are celebrating 100 years of rich aviation heritage with fly-ins, air shows, and our NMPA sponsored weekend air tour. Here are links to the individual events:

Land of Enchantment Fly-In, sponsored by EAA Chapter 179 at Moriarty airport, **from 0730 to 1300 Saturday, September 8**. Young Eagles 8-11am Sunday.

· **40th Bomb Squadron Reunion**, Roswell, September 14-15.

· **Histaerical Treasure Hunt**, sponsored by the Rio Grande Norte Ninety-Nines, Santa Fe, September 14-15. Details at www.rgn99s.org

· **Mountain High Fly-In, 100 Years of Planes, Trains, and Automobiles**, Ruidoso, September 22.

· **M Mountain Fly-In**, Socorro, September 29.

· **New Mexico Centennial Celebration Air Tour 1912-2012:** Grants-Milan, Santa Fe, Tucumcari, Roswell, Carlsbad, Santa Teresa, Socorro, September 28-30.

Friday, September 21, Ruidoso (KSRR) AOPA WINGS Seminar, 1:30PM (Note corrected time). Mastering Takeoffs and Landings by Yasmina Platt, AOPA Southwest Regional Manager. No charge for just the seminar if pilots want to attend. Enjoy free refresh-

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ments and a chance to meet Yasmina. It will be at the Ruidoso Convention Center in Paradise Room 6. Registration not required – coming soon on the FAA site. Sponsored by AOPA and the New Mexico Aviation Division. For details, contact: RonaldB.Keller@state.nm.us or (505) 244-1788 ext. 114

New Mexico Centennial Air Tour, September 28-30 It's going to be a great time! [Register Online](#) (send check or use credit card) \$60 per person for Full Tour including Fri and Sat group dinners, all lunches, and ground transportation. Partial tour option (\$40) also available. Book hotel reservations on your own. Did we mention door prizes? *See more details above.*

Negrito (0NM7) Annual NMPA Fly-In, October 5-7 NMPA's back country fly-in is in conjunction with the Arizona Pilot's Back-country group this year. A limited number of aircraft will be able to fly to the new airstrip in Arizona (the Double Circle Ranch), previously closed. If you are interested in being in that group (on first come, first serve basis), contact Larry Filener (lfilener@filener.com).

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.](#)

Check out the latest [Classified Ads](#) and [Links](#) on our website - or post your own! Or share the fun of your recent flying on the [Forum](#) or [Photo Gallery](#). Members have access to our member roster and other **Members Only** functions on our web site.

What's up in your area? Members can log in and post any aviation events on the calendar.

Receiving this indirectly? Sign up on our NMPA email distribution so you don't miss anything! [Click to Subscribe.](#)

Joyce Woods, Communications

New Mexico Pilots Association

LOEFI 2012, Moriarty, NM



Bob Carlton's Two place Jet Motor Glider. With demonstration flight on Sunday,



Congratulations to Louis Heller, a brand new private pilot! Louis flew his Piper Colt into the LOEFI Saturday from Sandia Airpark.



The shine of John Weibener's gorgeous polished 1946 Cessna 140 with unique yokes!



Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held August 21, 2012 at the Copper Canyon Café convened by President Bob Waters at 6:05PM.

President Waters recognized guests in attendance, Jack Hickman and Dan Getz.

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

Treasurers Report was given by Curtis Smith. Some discussion followed concerning possible transfer of some of the checking account funds to alternate instruments yielding a better rate of return. President Waters suggested sending to board for consideration. Motion and Second to accept Treasures report was made and accepted.

Curtis gave an update of LOEFI including all tie downs collected & monies received; finalization of brochure and distribution; distribution of flyer to FBO's and receipt of donated prizes.

Curtis made a further call for volunteers for the Saturday September 8.

Young Eagle report was presented by Todd Blue. Todd indicated that planning was going well with

some pilots agreeing to fly Young Eagles on Sunday September 9. Bob Hartman indicated that he had made his normal school routes. Todd discussed the new Eagle Program for adults explaining the different approach that EAA national has outlined for the program.

Chris Grotbeck discussed the Sandia Open Area Rodeo (ROAR) to be held commencing the week of September 30 at the Balloon Park. Volunteers were solicited to man the EAA table.

President Waters reminded the membership that Officers and Directors are up for nomination. A volunteer nomination committee was chosen to present a list of nominees/retainees to the membership at the next meeting for vote by the membership. Committee members are Steve Rokicki, Russ Prina, Emillio Verastegui, and Laura Tweed.

A motion to adjourn was made, seconded and passed. Meeting adjourned at 6:50PM followed by a presentation by Jack Hickman of his WV experiences.

Respectfully submitted:

Todd Blue, Secretary



Presentation by Jack Hickman about his WV experiences during the cold war.

The History of Air Traffic Control

Part Two – Air Traffic Control Towers By Rose Marie Kern

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If you ask the general population where Air Traffic Controllers work, they will point to the tall, elegantly tapered structure rising high above an airport. It is their only real reference to ATC outside of movies and television. The people in the ATC Towers are responsible for aircraft and other vehicles on the ground or in the air around a specific airport.



Back in time we travel to the 1920's. After WWI Americans went crazy over the concept of traveling through the sky. Weekend mechanics began constructing aircraft in their barns, the government put together cross country routes for air mail, and businesses discovered how convenient it was for both people and products to travel quickly between places.

Aircraft could just land on any straight, flat piece of earth, but municipalities quickly discovered that to attract lucrative businesses, they should develop dedicated landing fields. This created new sources of employment: people to maintain the runways and airfield, aircraft mechanics, structures where pilots and passengers could sit, make calls, and get a snack.

Large airfields with such amenities, coupled with primary locations around large metropolitan areas, ensured increasing numbers of transient and locally based aircraft. By the end of the 1920's there were 145 municipally owned landing fields in the United States. With no such thing as onboard radios the pilots had to depend on their own powers of observation to make sure they had the airspace and runways to themselves.

Unfortunately this frequently resulted in near misses or actual aircraft accidents over areas with dense traffic. In 1929, an aircraft mechanic named Archie League made up two oversized flags – one green and one black/white checkered. He took them out on the St. Louis airfield and local pilots were taught that green meant “go ahead”, the other one meant either “go around” if they were flying, or “Hold in Place” if they were on a taxiway getting ready to take the runway.

Archie is acknowledged as the first Air Traffic Controller.

By this time most of the aircraft used for personnel or parcel transport were being equipped with radios and in 1930, Cleveland Municipal Airport began using them to control the traffic on the field. Light guns were developed for those planes not equipped with radios. These had red and green filters to signal a pilot whether or not to proceed. Airlines had most of their aircraft equipped with radio by 1932.

Towers were independently operated. All hiring and training was done locally and procedures varied from airport to airport. In November of 1935 the Department of Air Commerce hosted a conference including representatives from all segment of the aviation community to discuss the possibility of a uniform air traffic control system. But it was not until March of 1936 that the director of Air Commerce, Eugene L Vidal, was able to convince Congress of the necessity for the Federal Government to take over Air Traffic Control.

An Air Traffic Control Section was created under the Department of Air Commerce in January 1938. Its job was to standardize Air Traffic Control Tower Equipment, and Operation techniques, and issue certifications for both the facilities and the personnel.

In 1938, the Civil Aeronautics Act created an agency independent of the Commerce Bureau, the Civil Aeronautics Authority (CAA). In 1941 the CAA was authorized federal funding to construct and operate ATC towers, and soon the CAA began taking over operations at the first of these towers, with their number growing to 115 by 1944. Also in 1944 Ruth V. Osgood, a pilot, became the nation's first woman air traffic controller when she was hired at Chicago's Midway Tower.

Then there was RADAR! In 1952 Radio Detection and Ranging equipment used radio waves to detect distant objects. Installed in darkened rooms inside the Control Tower facilities, RADAR allowed controllers to regulate air traffic around busy airports. The first RADAR pictures were fuzzy green blips on a black background. They were laid flat like tables. Controllers standing over the top of them had clear plexiglass

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markers called “Shrimboats” laid on top of the RADAR returns. They used black grease pencils to mark the aircraft callsign and altitude on the shrimboats. The RADAR antennas were positioned close to the center of the airfields and the screens had range rings drawn from the center so that controllers could tell how far out the aircraft were. This portion of a tower was called the Approach Control.

Early RADAR picked up rain and snow as well as aircraft, so any weather system moving through the area greatly diminished the ability of controllers to tell where the aircraft were. Nonetheless, when a target was identified as inbound, the RADAR controllers used shout tubes to call up to the Tower Cab and tell them from what direction an aircraft was arriving.

Tubes were used to send messages from the tower down to approach. 1 inch by 8 inch strips of paper were attached to plastic sleeves and dropped down the tube. These messages contained the information on aircraft which the tower had just given clearance to depart the field.

1960 saw the installation of the ASR-4 Airport Surveillance radar at Newark. This system had a range of 60 miles, and was capable of seeing up to 25,000 feet. Newark was also equipped with ASDE-2 radar, which allowed controllers to view the ground positions of aircraft and vehicles on the airfield regardless of the weather.

Nov 5, 1962. FAA announced a standardized design concept for Air Traffic Control towers, featuring a free standing tower with greater visibility from the cab, improved spaces for radio and radar equipment and a better environment for ATC personnel. This was created by NYC architectural firm I.M. Pei and Associates.

1965 the ARTS (advanced radar traffic control system) computer programs were field tested at Atlanta Tower. The most exciting part of the ARTS system was that it electronically tagged radar targets with the Aircraft ID and Altitude – Goodbye Shrimboats!

In 1970 the FAA established the Terminal Control Area concept. The TCA was designed to minimize the midair collision hazard around the nation’s busiest airports. Pilots flying in these areas were required to have onboard radios and be in contact with ATC at all times. And in 1976, the FAA introduced the Air Traffic Control Handbook, the 7110.65. This was a compendium of all procedures, phraseology, and regulations used by controllers nationwide.

As technology advanced so did the number of aircraft wanting to land and depart at any one time. The pay-scale for Tower Controllers was directly tied to the number of “operations” on the airport daily. Controllers would normally begin their careers at the smaller airfields and bid into positions larger facilities as slots became available. The government began instituting “flow control” restrictions on airlines in 1985.

Terminal Approach Control facilities (TRACONs) were increasingly split off from single airports. With the ability to remote the radar information, one TRACON can handle several airports. SoCal TRACON handles over 45 airports in southern California.

In 2004, the FAA awarded contracts for level 1 and 2 towers to SERCO. Other companies competed for these contracts over time. All privately managed towers must comply with the same rules as those run by the Federal Government.

Today there are 131 federal airport traffic control towers; 246 contract towers; 132 Towers/Terminal Radar Approach Controls (TRACON) and 29 stand-alone TRACONs. Air traffic controllers are generally well organized, have assertive and firm decision making skills, and possess excellent short-term memory and visual memory abilities. In addition, studies have shown that controllers generally have a degree of situational awareness that is much higher than the average population. These skills give pilots confidence that they will safely navigate the crowded skies.

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



LOEFI volunteers Chuck, Keith, and Joy, cooking up fantastic meals for everyone. They are the best!

LOEFI Young Eagles, 9-9-2012

MORIARTY MUNICIPAL AIRPORT (0E0)

With blue sky and some later “cross wind exercise”, the volunteers from Chapter 179, Chapter 530 and Chapter 691 gathered at Moriarty Municipal Airport to hold another Young Eagles Rally. 14 pilots from Chapter 179, Chapter 530 and Chapter 691 were able to fly 87 young men and women allowing them to gain the status of Young Eagle. Unfortunately, due to the wind we were unable to fly six but directed them to the November Event at Double Eagle. The ground volunteers handled the organization and registration functions, as well as preparing a pancake breakfast for all and the final on site assistance and tear down.

Pilots for the event were Ken Dominy, Joyce Woods, Curtis Smith Will Taylor, Bob Waters, Art Woods, Emilio Verastegui, Chris Grotbeck, and Bonnie Mauldin all from Chapter 179. They were joined by John Wiebener from Edgewood, Vern Dudley from Chapter 530, Amy Ross, Will Fox, and Jeff Scott from Chapter 691. All volunteer pilots provided their own planes and were rewarded by the smiles of glee from their Young Eagles. On behalf of 87 new Young Eagles, Thank you all.

Registration, load manifests and certificates were handled by Lynn Tucker, Chris Tucker, Steve Rokicki, with Dan Friedman as straw boss along with a little help from yours truly Todd Blue at the computer.

Again, Keith and Joy Beasley and Chuck Alden kept the pancakes going at the breakfast. Harley Wadsworth was seen taking pictures, Chuck Swanberg, Konrad Werner, Maxine Lear, Dion Lear, and Laura Tweed were available helping as needed.

The ramp and line duties were assumed by the Civil Air Cadets under the able leadership of Col Ross. These fine young Cadets continue to provide exemplary duties during the young Eagles event. To all the cadets a hearty and sincere thank you.

And not to forget the presence of Bob Hartman who spread the word of the rally. Bob is certainly our ambassador-at-large, always promoting the Young Eagles Programs.

To Bob Hudson, airport manager, our thanks for the cooperation and help in opening the maintenance building and terminal building for our use and the use of the tables and chairs.

To those mentioned and to any I may have missed,

please accept my thanks for helping make this a successful Young Eagles event. In my position as Coordinator, my sincere thanks to all those who made this Young Eagles rally a positive success.

Respectfully submitted;

Todd Blue

Chapter 179 Young Eagle Coordinator





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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