



2012 Officers

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Visit Albuquerque EAA Chapter 179 Web Site: www.179.eeachapter.org

The Web Site for the LOEFI is: <http://www.loefi.com>

Upcoming Events & Chapter Meetings .

16 October, Tuesday, EAA Chapter 179 Annual Election 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.



NMPA Centennial Air Tour. See inside...

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 EAA Chapter 179 BILAWS Attached, And More...

From the Editor, Harley Wadsworth

We had a great time on the NMPA Centennial Air Tour! The organizers did an exceptional job of planning and executing an event to remember for the next century. We were greeted at each stop by an unexpected gathering of people extending a warm welcome and all of the City mayors and Airport managers. Check out the links on page 3 to see the details.



From the President, Bob Waters

Do a few things well.

When I was in school (for the last time) in the early 1990s, our university president used to say that you'd be successful if



you did a few things well. In other words, stay focused and don't overextend. I think that's good advice for our chapter too. Over the last year we've had opportunities to be involved in many events, and we've usually decided to participate. That's the good news. The bad news is that it's usually been the same small group of volunteers. I think participation in the aviation community is great and I want us to continue to give our members opportunities to volunteer. And I think we can continue to focus on doing a few things very well, like Young Eagles Fly Ins, the Land of Enchantment Fly In, our Scholarship Program, and our dinner meetings and programs. I'm interested in hearing what to you think.

If you're on the fence about attending this month's meeting, let me give you one more reason to come out: it's election time! It's time for the members to speak your voice, to be heard, to express your opinion and help guide the future of the chapter. And there's actually a choice this year (see the election article in this newsletter).

Also this month, our very own Will Taylor will give us a presentation on the Albuquerque Aviation Police eye in the sky, which should be very interesting. I look forward to seeing you at the meeting as we fill the back room of the Copper Canyon. Remember to invite a prospective member. Happy flying! BW



The upcoming Chapter 179 meeting is our annual meeting at which we will be electing officers and directors for 2013. All of the Officer positions and the two Class II Director positions are to be voted on. I have attached the Chapter 179 By-Laws with this newsletter so that everyone can fully understand the duties and responsibilities of the positions. Please take this opportunity to read it before the meeting. And PLEASE come to the meeting. All of the Officers have agreed to run for their positions and were nominated by the nominating committee. Also, Dan Friedman has agreed to run for one of the two Class II Director positions. Bonnie Mauldin did not want to run again for the other position. But Laura Tweed and myself, Harley Wadsworth, wanted to run. So we will have a real vote this time to at least choose two Class II Directors from the field of three candidates.

Nominations from the floor are still open, so read the By-Laws and decide if you might be interested in serving. We have a lot of untapped talent in our chapter and we want to see it blossom. There are also lots of opportunities to serve on one or more of the committees. Don't be shy. HW



*Roswell invited the town out. Brought out the NMMI marching band **above**, Elvis, and a 747 to tour.*

*Carlsbad baked us the wonderful cake seen **above left**!*

Board Election at the October Meeting

One of the benefits of being a paid member of the chapter is the opportunity to vote for your board members. This year, all the officers and two directors are up for election. And this year you have choices! As noted in the Secretary's report, all of the current officers and one director (Dan Friedman) have agreed to be nominated for election for another term. In addition, two nominations were made for director (Laura Tweed and Harley Wadsworth). As you'll see in the attached ballot form, there is opportunity for write-in candidates for all positions and three choices for the two director positions. So come out and vote and make your self heard! See the ballot at right.

PRESIDENT:

___ ROBERT WATERS
___ _____ (write-in)

VICE PRESIDENT:

___ STEVE ROKICKI
___ _____ (write-in)

SECRETARY:

___ TODD BLUE
___ _____ (write-in)

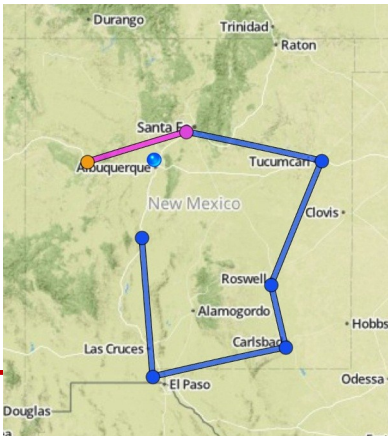
TREASURER:

___ CURTIS SMITH
___ _____ (write-in)

DIRECTORS:

TWO OPEN SEATS- VOTE FOR TWO (2)

___ DAN FRIEDMAN
___ HARLEY WADSWORTH
___ LAURA TWEED
___ _____ (write-in)



Left: NMPA Centennial Air Tour Stops

New Mexico Pilots Association (NMPA), Upcoming Events

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

NMPA's Centennial Air Tour - What Fun!

It was just . . . GREAT!!!! GREAT people and GREAT planes, enjoying the GREAT landscapes and GREAT communities of New Mexico. The weather was mostly GREAT – although prevented a few folks from participating fully. We got GREAT positive front page publicity for general aviation and our community airports!

One tour pilot put it best, “the real photos are in our memories, and this tour is a keeper.” Another pilot said that they “never would have flown some of these places without such a tour.” An airport manager said the tour prompted a good talk with city officials about needs for the airport, facilitating a long needed discussion!

Twenty-seven aircraft and about 50 people participated in a statewide Air Tour to celebrate New Mexico's 100 years of statehood and the important role general aviation has played. Communities turned out to see tour aircraft including a 1943 Stinson Reliant “Gullwing”, a 1947 Luscombe, and a T-6 military trainer used in WWII. The tour generated considerable positive press for general aviation. [Read the Post Tour media release.](#)

For links to local publicity, scroll to the bottom of the [Newsflash](#). For photos, see the: [Air Tour Album](#). NMPA

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Members, we invite you to login add your air tour photos here, too!

We helped promote some GREAT Causes – all appreciate donations and/or membership support.

[Cibola County Aviation History Museum](#), GNT

[Aviation Association of Santa Fe](#) and their F-111 project, SAF

[Walker Aviation Museum](#), ROW

[War Eagles Air Museum](#), 5T6

[First Aero Squadron Foundation](#), Inc. at Columbus

Thanks to all the tour sponsors and volunteers!

· **Special thanks to our prime sponsors: Aspen Avionics and Delta Consultants.**

· **Presenters Robert Kirk, John Deuble, and Mike Marker**

· **Airport focal points and their support teams led by:** Wes Hobbs (GNT), Bill Aneshensel (SAF), Steve Stephenson (TCC), Jennifer Brady (ROW), George West (CNM), Laura Haines (ONM).

· **All the FBOs:** GM Aviation (GNT); Santa Fe Air Center (SAF); City of Tucumcari (TCC); Roswell Air Center (ROW); Chandler Aviation (CNM); Blue Feather Aero (5T6); City of Socorro (ONM).

· **New Mexico Aviation Division**

· **And many more GREAT volunteers!**

UPCOMING EVENTS *See NMPA's web calendar for details.*

Albuquerque International Balloon Fiesta, October 6-14: a world-renowned attraction and destination for kids of all ages. For more than three decades, the first week in October brings the smell of roasting chiles and the beautiful, magical moving picture show of hot air balloons sailing silently through the crisp fall air. www.balloonfiesta.com

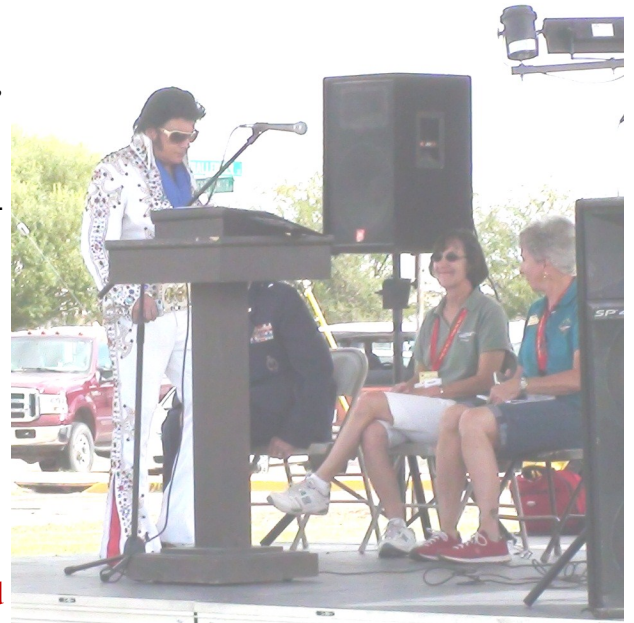
NMPA Annual Mountain Flying Clinic, held at Santa Fe (KSAF), October 19-21. NMPA presents a basic mountain flying course in how to safely navigate mountainous areas. This year, five hours of ground school will give you the tools to understand and deal with the additional challenges of mountain flying. 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.](#)

Belen Alexander (E80) Airport Open House, October 20: 8AM to 1PM. Pancake Breakfast, Hot Dogs, Antique & Experimental planes, Classic Cars, Military helicopters, SkydiveNM Demos, Young Eagles EAA Chapter 1306 (Free airplane rides for kids 8-17 yrs old w/parental permission). Contact Airport Manager Robert Uecker if you would like to participate in this event. For details: www.nmpilots.org/documents/belen_flyin-oct_2012.pdf

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.](#)



Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held September 18 at Copper Canyon Cafe. Meeting was convened by President Bob Waters at 6:00PM.

The minutes of the August 21 meeting, as published in the Newsletter, were accepted as corrected.

Treasurers report by Cutis Smith. Motion to accept and second was made. Accepted

Guests were introduced: Mike Worestrum, Jason Monsearus & Larry Clauson.

Curtis reported on Land of Enchantment. Income was down from last year due to weather problem.

Todd indicted that the Sunday Young Eagle event flew 87 young Eagles through the efforts of the pilots from Chapter 179, Chapter 530, and Chapter 691. Due to the wind, 6 registrants were no flown.

Curtis reported on Membership drive. Bring a guests next 30 days. With 5 guests a drawing from bag of goodies. Curtis suggested that each guest be mentored.

There will be an air tour around the state coming up for those interested. Also a fly-in at Socorro September 22.

There is an AOPA/FAA Safety Seminar on the 27th at the Marriot at 7:00PM.

The Nominating committee nominated for re-election all four current officers for their current positions and Dan Friedman for his current director position. Bonnie Mauldin chose not to seek re-election for another term as Director. Two additional nominations were received from the floor for the Director positions. Laura Tweed and Harley Wadsworth. Voting will take place at the October meeting.

Joy Beasley commented on the lack of volunteers at the end of the Fly-in /Young Eagle event in taking down tents and equipment. Joy also expressed concern that it appeared that they served the entire city of Moriarty. Donations for the two days were minimal. Some discussion ensued as to the continuation of the food at the events or not.

A motion to adjourn was made, seconded and passed. Meeting was adjourned by President Waters at 6:40PM followed by a presentation by Jason Monenarus from CNM.

Respectfully submitted by;

Todd Blue, Secretary

EAA Chapter 681 Young Eagles, Taos, NM

Volunteers and pilots,

I want to thank all of you for the hard work and safe flying today. The official tally was 84 Young Eagles flown for the day, along with a Taos Fireman, couple of Taos Police Officers, and a CAP Cadet or two. It was another well done rally with a lot of happy Young Eagles and tired pilots. I want to especially thank Judy Esquibel and the crew from Taos Youth and Family services for putting this event together and making it so easy for us to have fun doing what we do best... FLYING! The CAP Cadets did a great job marshaling planes. And the Taos Airport Manager and FBO were wonderful in accommodating us and selling us fuel at cost. The Taos, Santa Fe and Los Alamos CAP Squadrons all had their planes on static display.

For Chapter 691, this makes 242 Young Eagles flown for the year. That's a lot of volunteer work and a lot of expensive Avgas.

Thank you all so much for your dedication and efforts,

Jeff Scott

EAA Chapter 681 President

The History of Air Traffic Control

Part Three – Air Route Traffic Control Centers By Rose Marie Kern

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In each of 22 buildings across the U.S., in rooms as big as a football field, as many as 100 air traffic controllers are actively watching the skies over their assigned territories at any given time of day or night. Unlike the towers and approach controls, the Air Route Traffic Control Centers (ARTCCs or “Centers”) are not associated with any specific airport. They were designed from the very beginning to regulate air traffic over large areas from just above the surface to as high as their equipment can function.



It began back in the 1930's. The steel magnates and auto industry had begun using air travel heavily from Chicago to the east coast. Construction of airports with good runways and services also encouraged the development of airline travel. Though aviation was only a couple decades old, the skies were already becoming crowded. Radio communications had been set up with the Airway Radio Stations (ARS)-the precursor of today's Flight Service, and the airlines had set up other radio transmitters/receivers from the Great Lakes to Newark and Washington D.C.

Although the government was aware that something needed to be done, they did not have the money or congressional approval to do anything – so the airlines created a method to track their aircraft, built a central communications structure, and hired people to run it. In 1935 the first Airway Traffic Control Center opened in Newark, New Jersey. Within six months there were ATCC's open in Chicago and Cleveland.

The Air Commerce act of 1936 gave the government the powers to take over the administration of all three Centers, and to construct new ones as needed. If you look at a map of the Centers, the first thing you notice is their odd shapes – they definitely do NOT conform to state boundaries. The airspace was defined according to the areas most used by pilots at the time. Future facilities were defined the same way, so that the Center maps look like a big patchwork quilt.

There was no RADAR when this all began. In the

Centers, geographical maps with the locations of navigational aids and airports (what we call Sectionals today) were laid on top of a large table, and overlaid with glass. Small markers called “shrimpboats” representing aircraft were pushed along the routes of flight which they had filed prior to flight. As aircraft passed over various checkpoints they called the Centers, or the ARS, or whatever Air Traffic Facility had receivers in the area and gave their positions. If the ARS or Airport towers took the position they would transmit the data back to the Centers via telegraph or telephone. The Center controllers would move the markers based on the filed route and airspeeds.



How can you actually control aircraft if you can't see them? What made it more challenging was that not all aircraft flying were participating – only the airlines. General Aviation was so prevalent it wasn't even a category at that time. Nonetheless, the controllers of the day developed methods to keep track of the aircraft and would relay instructions to keep them separated based on altitudes and speed/time/distance calculations. These non-radar techniques were still taught as the first phase of air traffic control instruction when I went through the academy in 1983.

A big shakeup in governing aviation came under the Roosevelt administration. In 1938 the Civil Aeronautics Act created an agency independent of the

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Air Traffic Control Centers (Continued from page 6)

Commerce Bureau – the Civil Aeronautics Authority. FDR also split the CAA into two agencies – one over- saw the actual control of air traffic, airports, aircraft certification and airway development, the other was entrusted with accident investigation, safety and the economic regulation of the airlines.

1941 saw the advent of a new method of air navigation, **Very High Frequency omnidirectional radio range (VOR)**, at its experimental station in Indianapolis. Using the new system, a pilot could remain on course by watching a dial on his instrument panel, and he could give the ATCC controllers valuable information – the exact radial he was reading on the VOR.

RADAR!!! In 1952 Radio Detection and Ranging (RADAR) dramatically improved the ability of the controllers to determine aircraft position. Early radar saw aircraft, but it also saw rain, making it difficult during storms to see aircraft...but it was a start.

By 1965, 42 million people, or 38% of the adult population of the U.S. had flown in a commercial aircraft. It was not until 1967 that technology advanced to the point where early computers were married to RADAR to electronically tag the aircraft with it's ID, altitude and airspeed. The IBM 9020 computer took up a large room, and was still in operation through the 1980's. In addition to the radar display, the computer took over the task of mathematically determining how long it would take an aircraft to transit its route, and would print out strips for the controllers with those calculations.

1976 saw the implementation of the Conflict Alert System into the ATC computers. Known to controllers as the “snitch patch”, this program provided a visual and audio alert when it sensed the potential for aircraft flight paths to intersect resulting in a loss of separation.

The aftermath of the union strike in 1983 meant a nationwide slowdown in aviation as the government dealt with the problem of how to handle aircraft with one third its original staff. It also defined a need for better methods of achieving an efficient flow into the major airports – especially those that served as hubs for airlines. In 1985 the FAA published rules for Flow Control wherein aircraft were issued takeoff and landing reservation times at high traffic density airports. Center controllers were required to set aircraft up five miles in trail along specified pathways into high traffic airports beginning hundreds of miles away from the

destination.

The next level of technology to dramatically affect aviation was the Global Positioning Satellite (GPS) method of determining position. Up to this time IFR aircraft were routed along pre-determined airways. GPS allowed pilots to fly direct from beginning to end – which they loved, but controllers did not. Imagine all cars on the road, taking each turn in a calculated manner, but now one jumps the curb and drives across a field then wants to jump back onto the road between two Mac trucks! Aircraft can't just stop and wait for the trucks to pass...

So what's next? ERAM technology, being installed at the Centers now, is the heart of the Next Generation Air Transportation System (NextGen) helping to advance our transition from a ground-based system of air traffic control to a satellite-based system of air traffic management. The FAA is studying the feasibility of having GPS based computers on the ground giving direct control instructions to the computers in the aircraft. This would allow tighter spacing and greater efficiency of air traffic – and reduce the need for human intervention.

It's only been a hundred years since the sound of an aircraft engine added a new note to the symphony of the sky. Step by step we've created the most advanced aviation system in the world. I wonder what the next decade will see.

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



We flew over the Space Port on our way to Socorro



NMPA Centennial Air Tour, Headed for Santa Teresa and the [War Eagles Air Museum](#), from Carlsbad. I went into Texas to stay under the clouds.

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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