



2012 Officers

Area 505 (New Mexico)

President:

Bob Waters- 844-4672
bobbywaters60@gmail.com

Vice President:

Steve Rokicki - 898-6383
rokicki@aol.com

Secretary:

Todd Blue - 266-1491
tblue@ix.netcom.com

Treasurer:

Curtis Smith - 899-2696
mach2@centurylink.net

Directors:

Chuck Swanberg - 269-0166
chucks@higherspeed.net

Dan Friedman - 823-9689
tobydan@juno.com

Bonnie Mauldin - 440-8481
bjmauldin@gmail.com

Dean Wadsworth - 907-5051
deanwads@gmail.com

Russ Prina - 856-6246
rfprina@wans.net

Standing Committees

Budget & Finance:

Curtis Smith, Dan Friedman,
& Russ Prina

Promotions, Publicity & Membership:

Curtis Smith - 899-2696

Newsletter:

Harley Wadsworth 453-6369
harleywads@comcast.net

Web Master:

Kevin Banks
KKB2B@hotmail.com

Young Eagles:

Todd Blue - 266-1491
Robert Hartman 565-2743

Scholarship Committee :

Steve Rokicki - 898-6383
Keith & Joy Beasley—898-0425

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 .

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

Chapter 179 meetings are on the third Tuesday each month.



Young Eagles. See page 5...

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From the Editor, Harley Wadsworth

October in Albuquerque means Balloon Fiesta! My cousin, Peggy, brought her Starlite balloon again and we had a great time. She was one of the VIP balloon pilots and she flew one of the event photographers who recorded a time lapse of the flight which can be seen by clicking the link below Peggy's note:



"See the YouTube link below. This is a time lapse video of my Wednesday flight in Albuquerque last week



Me, Lynda, and Peggy

taken by my passenger who was a fiesta photographer. For those of you that know the area notice I did the "ABQ Box".....went south, dropped my marker at a target, went up and all the way back north past the fiesta field, then came down and went south again aiming for a very specific field, which I nailed. ;-). Winds were pretty fast that day so the GoPro camera (mounted on my burner frame by the end of the flight) ended up face down in the dirt at the end. Very fun video."

Enjoy,

Peggy <http://youtu.be/NTUkFn7U2ZM>

We are all happy to hear that Russ is recovering well! I look forward to seeing him soon.

Harley

From the President, Bob Waters

Lots of good news and appreciation!

I spoke with Russ Prina last week and he's healing well. Hard to believe that its been two months since



his motorcycle accident. Several people are trying to convince him to stick to safer hobbies like flying! He said to tell everyone to plan on our annual Christmas party at their house on December 18th! Maybe Russ and Margaret can make our next meeting and invite everyone in person. It will be great to see them back!

For some more good news, Will and Edy Taylor have agreed to be our Land of Enchantment Fly In Chair-couple. Some of us had a chance to visit with them after the recent Young Eagles fly in and there are already a lot of exciting ideas for next year's fly in. Will and Edy will be hosting an organizing and brainstorming session soon because it's never too early to begin planning. They'll talk about it at the meeting and I hope a lot of people will attend their meeting and help begin planning our hallmark annual event. I think it will take both of them to fill Curtis' shoes over the last few years, which we all appreciate!

Our recent Young Eagles Fly In was another great success. We had about 60 kids get a rare chance to fly, lots more kids got a change to ride the Kitty Hawk, and everybody (I hope) got a chance at Keith and Joy and Linda's golden brown and delicious pancakes! A good time was had by all! Thanks to Todd, all the pilots, ground crew and breakfast crew for a lot of fun.

Even more great news: our election is over! So no more "I approved this message" or negative ads! I'd like to welcome our two newest directors, Harley Wadsworth and Laura Tweed and look forward to working with them. I'd also like to offer my thanks and appreciation to Dan Friedman, our outgoing director, for his long service to the Chapter. I expect an orderly transition at our January transition meeting.

And one last bit of good news: next year will be the fiftieth anniversary of our Chapter! At #179, our chapter was a relatively early one and our age shows it: fifty years young! Maybe we'll have a big chapter birth-

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From the President (Continued from page 2)

day party. Are there any charter members still around?

At this month's meeting, Bob Carlton will be our featured speaker. He'll talk about his unique jet-powered glider, exciting airshow and aircraft design business. It 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 bring a guest – the person you invite might be our next new member! Happy flying!

BW



Chapter 179 Meeting Minutes

The regular meeting of EAA Chapter 179 was held October 16, 2012 at the Copper Canyon Café.

The meeting was called to order by President Waters at 6:05PM

President Waters called for recognition of Guests, BW Stone, Steve McCaughey, John Haiducek, Brad Nation, and Ruth Darcy and her mother Penny Darcy.

Presidents Report: President Waters mentioned an EAA Notice that indicated a program to buy a Ford. Bob relinquished his time to Steve McCaughey who gave a short discussion of the imminent rule change in Santa Fe that would prohibit all Seaplane/Water craft from using Public land water ways. This rule as written would prevent any sea plane use of public water ways in New Mexico. Joyce Woods also indicated that this could have ramifications for small airstrips on public land. Steve urged all members to go to Santa Fe to protest this new rule.

Vice Presidents Report: NONE

Secretaries Report: Todd Blue requested approval of September meeting minutes as corrected. Motion was made, seconded and passed.

Treasurers Report: Curtis Smith reported on current Chapter balances in the Principal account, Scholarship Account and the CD. Motion was made to accept, seconded, and passed.

Budget & Finance Report: NONE

Promotions, Publicity and Membership: Curtis Smith reminded the chapter about the move to bring a guest to the meeting. Special rewards to the member with the most guests.

Young Eagles: Todd Blue passed out sign-up sheets for pilots and ground help for the November 3 Young

Eagles event at Double Eagle . Todd gave a short overview of the EAA Credits program from National , although information available is very abbreviated. Recognition was given to the Chapter members who were listed as 10+ for 2012. This was recognition for the pilots who have flown 10 or more Young Eagles during the year 2012 as listed by EAA National.

A brief mention of the newly EAA National policy change to allow parents to fly with the Young Eagle. This should be restricted to special cases only and parent must sign a waiver form and set in the back seat. (No problem with 2 place aircraft) Todd also can obtain the EAGLE registration forms for adults.

Scholarship Committee: Joy Beasley introduced Ruth Darcy as the newest recipient of the Jay Schmitt Scholarship in the amount of \$600.00.

Old Business: Per By-Laws, Election of Officers and Directors was held. Ballots were distributed to all eligible members and tallied by Joy & Keith Beasley.

The vote results:

President- Robert Waters

Vice President – Steve Rokicki

Secretary - Todd Blue

Director – Laura Tweed

Director – Harley Wadsworth

New Business: No New Business

President Waters called for a motion to adjourn. Motion was made, seconded, and passed.

Meeting was adjourned by President Waters at 7:05PM, followed by a presentation by Sergeant Will Taylor of the APD Aviation group.

Respectfully submitted by; Todd Blue, Secretary



Young Eagle Rally Report November 3, 2012, KAEG

What a great day for flying, weather cool, winds mild to non-existent, and sunshine. With the help of pilots Vernon Dudley Chapter 530, Dan Friedman Chapter 179, Ike (Michael) Levy (from up Taos way), Rick Richter Chapter 179, Chris Olsen, Chapter 179, Emilio Verastegui Chapter 179, Harley Wadsworth Chapter 179, Doug Warwick Chapter 530, Bob Waters Chapter 179 and Joyce Woods Chapter 179, all the Young Eagles were flown..

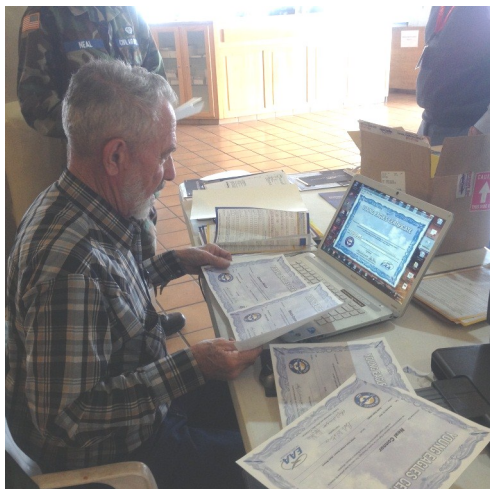
Support was found with Joy and Keith Beasley once again keeping the pan cakes and sausages going, with Chris Tucker and her squadron of CAP cadets again giving invaluable service to the event. Chris was also found at the registration table along with Edy Taylor, Toby Friedman, Matt Richter-Sand, and Sandy Waters.

Bill Marcy made, what he announced, was his last trip with his plane as he entertained all the wee (and not so wee) ones. Bob Hartman was actively holding down the tarmac in his role of senior ambassador to all.

Thanks to Will Taylor and Don Correa for the static display APD Helicopter and Plane which became an educational experience for the Young Eagles as they waited their flight. Will and Don gave full access discussions for the young ones as they went through the two aircraft.

I would be remiss if I didn't express my gratitude to the Bode organization for the generous use of their space and facilities and their support of the Young Eagle Program.

Due to the efforts of all the above persons, and those I may have missed, the event flew 56 new Young (smiling) Eagles .



It is the work of all those who were present that makes my job as Young Eagle Coordinator a pleasure.

Todd Blue,
Young Eagle Co-ordinator Chapter 179



This little aviator was having as good of time as anyone at our Young Eagles Event! Photo by Joyce Woods



This motivated Young Eagle recognized the Altimeter as soon as she got in the airplane. Her Dad's a balloon pilot! She proceeded to learn what all the other instruments were for! Photo by Joyce Woods

The Black Hole

(Or where the heck is my Flight Plan?), By Rose Marie Kern

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It happened again to me this week. While working Denver Radio a pilot called to activate his flight plan. I searched the proposal list, but there is nothing there with that call sign. The



pilot was angry. “What do you mean it’s not there? I filed it this morning with DUATS and this is the third time you guys have lost it.”

DUATS again. Somehow people think when they file with the Direct Access User Terminal System (DUATS) they are filing with Flight Service and even if they’ve keyed something incorrectly, DUATS will still send Flight Service, or Center if it is IFR, the information. This is not the case.

DUATS is a separate computer system from both the Flight Service and Center/Tower systems. There are actually a number of reasons why a flight plan may be missing when you attempt to retrieve it. We will look over each of these and hopefully it will help to reduce the incidence of this happening.

The first thing to remember is that whenever you file a flight plan, it stays in the computer data banks of the company you filed it with until half an hour prior to flight time – then it transmits to the computer of the service provider, the Air Route Traffic Control Center (ARTCC) or Flight Service, with whom you will activate.

Say you filed IFR with DUATS, an hour prior to your proposed departure time the ARTCC or Tower will receive the flight plan – no earlier. If you call for clearance too early, or if your ZULU calculation was off, the flight plan will not be there. Flight Service receives VFR plans filed with DUATS an hour prior to the proposed time as well.

Flight Service will never see an IFR flight plan filed with a private vendor at all. If you call an AFSS and ask them to change your proposed time or some other element, they do not have access to a flight plan filed with DUATS. The best they can do is help you quickly refile.

Luckily Lockheed Martin has now created a website where pilots can file flight plans that do go directly into the Flight Service system free of charge. One of the primary advantages of a nationally linked computer is that if you have filed a flight plan with an AFSS, all the other AFSSs will be able to pull up the data. Flight Service can make direct changes to VFR flight plans filed with them right up until the time they are activated, and they can make changes to IFR flight plans up to an hour in advance of the proposed time – after that the flight plan transmits to Center so Flight Service no longer has control over it. You can access the new website at <https://lmfswb.afss.com>.

If you attempt to get an IFR clearance and the tower says the flight plan is not there, then call up the nearest Flight Service right away and see if perhaps it was accidentally filed as VFR. Changing it to IFR is a quick and easy fix, if that is not the problem, they will re-file for you.

Correctly converting to Zulu time is one of the biggest recurring problems. When I am speaking to pilots, I try to make sure that the time they give me is correct. Frequently a pilot gives me local time thinking I should automatically know what he means. Normally I will come back with something like “You mean tomorrow morning?” or “That’s two hours from now right?” just to make sure that we are on the same wavelength.

Another major problem we have when it comes to IFR flight plans has to do with the way routes are filed. With the advent of GPS, a lot of pilots want to fly direct from departure to destination – and as long as those two points are within 300 miles of each other it mostly works. The Flight Service computers “know” where any fix in the country is, but the ARTCC computers do not.

ARTCC computers operate independently of each other – only meshing at the boundaries to the next ARTCC over. They know all the fixes and small airports in their own airspace plus about 200 miles outside their airspace. They also know all the major airports across the country.

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The Black Hole (Continued from page 6)

ARTCC computers do not know where all the small airports or intersections or other fixes may be outside their designated airspace. Thus, if you have filed a flight plan with DUATS or Flight Service and it is a direct flight – the DUATS and FS21 computers will accept the flight plan, hold it until it is time to transmit to ARTCC, then transmit. At that point the ARTCC computer may reject the flight plan because the routing is not recognized.

This puts the flight plan into limbo. If it is kicked back to the AFSS, the flight data specialist may try to call the pilot with the phone number on the flight plan, or he may try to fix it and put FRC (Full Route Clearance) in remarks so that the person giving the clearance understands they are not to simply say “as filed”.

One method of circumventing this problem is to simply file from your departure point to the latitude/longitude of your destination and from there to the destination. The Center computer always takes lat/longs.

Once you have “fooled” the computer and are airborne, you can ask the Center controller for direct to your destination and he can manually override it as he changes your clearance. Keep in mind that filing direct is simple, but if there are preferred routings in the ARTCC computer, it will alter your flight plan for you.

Flight plans seem like simple things, but computers are basically stupid – you have to spell everything out for them in a way they will understand. Hopefully this insight will help you in your next flight plan debacle or better yet avoid it from happening.

Rose Marie Kern has worked in air traffic for 29 years. If you'd like to ask Rose a question send her an email at author@rosemariekern.com



Two beautiful airplanes painted in American Airlines original schemes at Double Eagle II Airport. A DC-3 passing through and Guy Jones's Gullwing.



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