



2013 Officers

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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 June, Tuesday, EAA Chapter 179 Meeting, eat at 5:30 PM, meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE. Guests and visitors are welcome.

17-21 June, DEAA (See page 5.)

Upcoming Young Eagles Events for 2013:

September 14 at Moriarty (OEO)

November 9 at Double Eagle (KAEG)

7 September, Saturday, Land of Enchantment Fly-In at Double Eagle Airport (KAEG) – SAVE THE DATE!!!

Chapter 179 meetings are on the third Tuesday each month.



**New Mexico Tech
Students. See page 3...**

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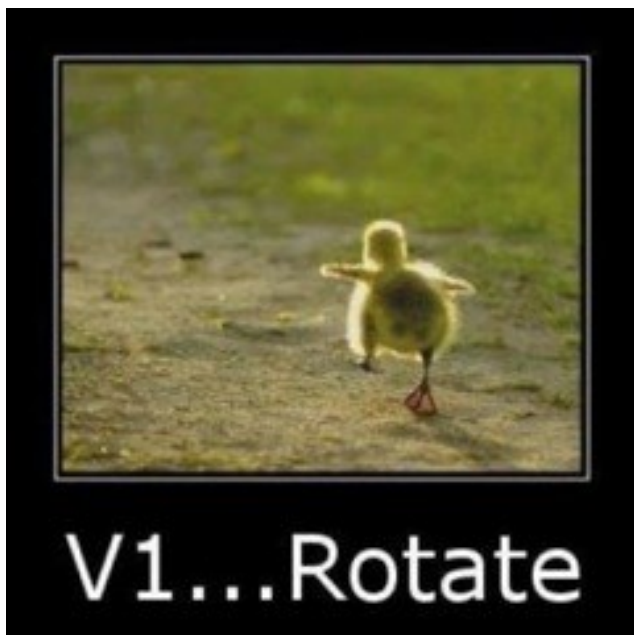
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From the Editor, Harley Wadsworth

Lots to do! DEAA, LOEFI, Young Eagles, Oshkosh, and Chapter 179 50th anniversary. We have a great group of members and friends to help make it successful and fun. And our organizers are exceptional, hard working and talented.



Curtis Smith sent in the following image from one of his dreams, I presume. I have had the same dream too, how about the rest of you?



Hope to see another great turnout for our monthly meeting. It is good to see the chapter active and growing. And we all have a great time getting together and talking about airplanes and such.

My sister-in-law, Lynda, is out of the hospital and home recovering doing well. She enjoyed the card very much.

HW



Left: This sand storm rolling in shows how much we need rain.

From the President, Bob Waters

Never underestimate the power of a few committed people to change the world. Indeed, it is the only thing that ever has. – Margaret Meade



The first-ever Double Eagle Aviation Adventure is the latest example of Margaret Meade's axiom. By the time of our meeting next week, the Adventure will be in full swing. In just a few short months, that program went from idea, to concept, to plan, to reality. Twenty-one enthusiastic kids are signed up. A dozen plus instructors from the chapter, from CAP, from FAA, and from the aviation community are changing kids lives. The Adventure is occurring without one penny advanced by the Chapter! Thank you, to everyone who pulled together to make this Adventure a success. And especially thank you, Joyce Woods, for your leadership causing this great event to occur.

We have a very special guest this month as our after-dinner speaker. CarolAnn Garratt is an EAA member and homebuilder. She flies a Mooney and a RANS S-7S that she built. She gives presentations at Sun 'N Fun and AirVenture, Oshkosh, as well as to EAA chapters and flying clubs as she travels around the country. She has flown her Mooney around the world three times. Her second world flight, in 2008, set a new world record by flying around in 8 ½ days. She just completed a third flight in March 2012 – a scenic 11-month tour! Please see CarolAnn's website, <http://www.alsworldflight.com> for more information. She will have her books for sale after the meeting.

Come out and enjoy good food and friends and a fun night. Bring a friend! He or she might just be our newest member! Happy flying!

BW

Thank You, New Mexico Tech Students

by Bob Waters



21 May 2013

At last month's meeting, we learned that the students of New Mexico Tech learned a lot by designing and building a carbon-fiber composite airplane. One of the things they learned was power loading, and just how hard little electric motors have to work dragging more plane through the air than they were designed for. The good news is that carbon fiber is strong, so there was little damage due to the off-airport landing following dual engine (motor) failure! But that is what learning is for, and I for one and delighted to be able to support a group of students learning how hard it is to do engineering design to work in teams, and to work to requirements. Enjoy the nice thank you note and picture provided by those nice future Kelly Johnsons!

To The Members of EAA Chapter 179:

On behalf of the Flying Miners of New Mexico Tech, we would like to thank you for your contributions to the team. The donation greatly helped with construction costs for our aircraft and competition expenses. We appreciate the help and support!

Again, thank you for all you do for our team.

Sincerely,

The Flying Miners of New Mexico Tech



 Mr. Bill Marcy	 Daniel Montano	 Powell Brown
 Katie Orona	 Alex Blair	 Emilio Gonzales
 Katie Trujillo	 Adam Minhas	 Brian Senft
 Curtis Amble	 Kyle Benalil	 Isabella Acevedo
 Robert Perea	 Mike Romero	



Chapter 179 Meeting Minutes

Chapter 179 Meeting Agenda May 21, 2013.

Call to Order: President Bob Waters called the meeting To Order at 6:00PM. Recognition of guest's present and new members was made by Bob. Guests and new members included Andrew Orrell (new member), Earl Cummings, Richard Damerow, Larry Sanchez, Jason Parker, Paul Glenn, Brian Serft . Daniel Montano, Fernando Nunez and Jennifer Nunez from New Mexico Tech were also present.

Presidents Report: Bob indicated that the 50th Chapter anniversary is in planning for August. Bob indicated that the event will require board approval for funding. Bob recognized Harley Wadsworth who announced that Dean Wadsworth's wife was very ill.

Vice Presidents Report: NONE

Secretaries Report: Todd Blue asked for a motion to approve the March minutes as published in the News Letter. Motion was made, seconded and passed.

Treasurers Report: Curtis Smith read the current account balances. A motion was made, seconded and passed to accept the report. Curtis has new patches and stickers.

Budget and Finance Report: None

Promotion, Publicity & Membership: The Double Eagle Summer Camp has 19 kids signed up. The budget is being met by fee and donations. Aspen Aviation has agreed to donate the T-shirts for the DEAA summer camp. An early June planning meeting is to be held.

Young Eagles: Todd announced that the Young Eagle event in Moriarty was able to fly 73 young persons with 7 pilots. Todd listed some statistics for the event. By age groups, 8-10yr 15%; 11-13yr 34%; 14-16yr 34% and 17yr 15%. Home towns represented by the YE included Moriarty -11; Albuquerque-36; Tijeras -7; Los Lunas-2; McIntosh-7; Estancia-6; Sandia Park-2; Sapello-1; and Edgewood-1.

The next Young Eagle Event will be on June 22 as the cumulating of the Double Eagle Aviation Adventure summer camp. Students will act as navigators for the pilot with a one-on-one flight.

Land of Enchantment: Will Taylor said planning was underway. Will indicated there is a need for volunteers for food for breakfast and lunch. Planning thus far includes Hot Rod show, Mini Cooper Club Heli-

copters and of course airplanes.

Scholarship Report: NONE.

Old Business: NONE.

New Business: Jim Wittenmore announced that Mike Arnold was killed in an airplane accident.

New Mexico Tech students Daniel Montano, Fernando Nunez and Jennifer Nunez gave a short recap of their recent competition with their carbon fiber aircraft

Adjourn: President Waters called for a motion to adjourn. Motion made, seconded and approved.

Followed by a presentation Laura Tweed on the Foreflight Program.

Respectfully submitted,

Todd Blue - Secretary



Laura Tweed showed us the amazing features of the ForeFlight application on an iPad

EAA Chapter 179 News and Upcoming Events

Hello EAA Members and Friends,

There are 3 upcoming Young Eagles events. What better way to attract young people to aviation? If you are a national EAA member, have access to an airplane, have the required insurance, and are current, you can fly Young Eagles. You do not have to be a chapter member.

Two Young Eagles rallies, Saturday, June 15

Chapter 691, Los Alamos. Contact Amy Ross at mous69q@gmail.com

Chapter 530 Los Lunas. Contact Doug Warwick at sdwarwick@msn.com

Young Eagles Flights for DEAA Students, 8 am Saturday June 22, sponsored by Chapter 179

We still need pilots to fly the 21 high school age students of our aviation summer program, the "*Double Eagle Aviation Adventure*." We need volunteers to fly a route they plan during the week. The route will be from AEG to Belen and back, via specific landmarks. Contact Todd Blue at tblue@ix.netcom.com

And if you are not a current national EAA member, you can join or renew for just \$40 per year at: <https://secure.eaa.org/apps/joinrenew/join.aspx>

Safe flying,

Joyce Woods

Membership, Publicity, Promotion

EAA Chapter 179

chapter@eaa179.org

505 974 5305

To all-

The Chapter 179 DEAA summer camp is coming up soon with 20 confirmed students. In case you haven't got the word this is a 1 week, 6 hour per day summer camp for young high school students who will be completing 5 days of workshops and classes in Aviation June 17 -21. On Saturday June 22 there is a YE event just for these students planned to be a one on one student/pilot flight. The students will have planned a local flight with flight plan, course navigation, check points, weather etc. And will act as navigator for the flight.

The ideal situation would be to have 20 planes and pilots, but a realistic number would be 10, with each pilot making 2 flights. At this point I have received several pilot confirmations to fly, but we could still use a few more. If you have already responded Thanks. If you are able to fly and you haven't already indicated, your help would be greatly appreciated. First flights will start at 8:00AM Saturday with a possible backup on Sunday if weather is bad.

Again thanks to all those who are able to support this YE event.

Please let me know (if you haven't already) if you are able to make a flight with one of the DEAA Students.

Thanks-

Todd

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

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.”



Somehow pilots think when they file with the Direct Access User Terminal System (DUATS) or any of the other online services that take flight plans, they are filing with Flight Service and even if they’ve keyed something incorrectly, their company will still send the flight plan to Flight Service, or Center if it is IFR. This is not the case.

DUATs is a separate computer system from both the Flight Service and Center/Tower systems. (NOTE: at this time with only one exception, if you are filing online through any service, that service may have different looking input screens, but the data is funneled through the DUATs system)

There are actually a number of reasons why a remotely filed 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 possibly call and see if the ARTCC has it already and pass along the changes or help you quickly re-file.

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://lmfswweb.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 out-

(Continued on page 7)

The Black Hole (Continued from page 6)

side their airspace. They also know all the major airports across the country.

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 was filed with flight service and 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 than the person giving the clearance understands they are not to simply say “as filed”. If it was filed with DUATs you may never know what happened to it.

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 30years. If you'd like to ask Rose a question send her an email at author@rosemariekern.com



1969 M Model C-182 Skylane 6150TT, engine replacement O470-U Continental in 2002, 2,000 hr engine, 950 (+/-) hrs on time now, McCauley Prop 950 hrs. ALL log books intact and detailed. Wingtip strobes. No hail or other damage. Engine compressions (cold) (1) 75 (2) 73 (3) 75 (4) 70 (5) 77 (6) 68. Secondary Cessna installed seatstop on pilot seat 2/18/11 by Bode Aviation at Double Eagle Airport, ABQ: Radios: King 170B NAV/COM, Terra (second radio) yoke mount Garmin GPS, Bendix King ADF & transponder, new Garmin 340 audio panel (3/09), new DG (3/09), digital engine analyzer, Electronics brand, plush new leather seats (cream color), new carpet and side panels, VERY nice interior. Doesn't use a drop of oil (rare bird!) annual September 2012 Done by Blue Mountain Aviation, 505-865-7195. Flexible on where she is hanged, we'll discuss, split expenses when decision is made, I'd like to use AOPA forms for partnership. Would paint "miss piggy" at my expense if half partner or sell 100% for \$60,000. I painted wheel fairings and striped spinner. If partnership, I would like to upgrade avionics, for discussion. Have tannis heater and snow covers for wings. **N91626** - One of the nicest Skylanes' around, asking **\$60,000**
Laura Tweed (505) 463-4766 Laurafly4@msn.com
www.WildHorseAirPark.com

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 Fellowship Christian Reformed Church, 4800 Indian School NE, (just west of San Mateo, across from the Heights YMCA). 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

EAA Chapter 179

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