



The Leader In Recreational Aviation

# Albuquerque, NM Chapter 179 Enchanter



October  
2015

## 2015 Officers

### Area 505 (New Mexico)

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## Standing Committees

### Budget & Finance:

Art Woods, Curtis Smith, Dan  
Friedman, & Russ Prina

### Membership, Publicity, and Promotions:

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### Web Master:

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### Young Eagles:

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### Scholarship Committee:

Steve Rokicki - 898-6383  
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Visit Albuquerque EAA Chapter 179 Web Site: [www.eaa179.org](http://www.eaa179.org)

Newsletters are at: <http://eaa179.org/newsletters/>

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

## Upcoming Events & Chapter Meetings .

**20 October, 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. This is our annual meeting for election of officers.

**Young Eagles Event Dates:** November 7 (KAEG)

*Chapter 179 meetings are on the third Tuesday each month.*

# Chapter 179 election of officers at our October 20 meeting.



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## From the Editor, Harley Wadsworth

Hope you got to enjoy some of the Balloon Fiesta. My cousin, Peggy, brings her balloon and I get to crew for her. It is always fun and worth getting up at 4:15 AM.



Remember that our October meeting is our annual meeting for electing chapter officers.



View pictures by Stephen Fleming of the B-17 maintenance marathon at the following link:

<https://www.dropbox.com/sh/dd6mmad23a2mg4r/AACVhbbpP6WPqca-ns3yKmkca?dl=0>

## From the President, Will Taylor

Another Balloon Fiesta has come and gone and I'm finally getting a little rest in after a long week. Sounds like this was a very successful Fiesta, as I understand it, this is the second time in Fiesta history that balloons were able to launch every single morning! Fiesta had a new addition this year, after the balloons cleared the field they had a group call "Parabatix Sky Racers" perform on the field. These fellows wore a parasail type wing with a backpack harness consisting of a motor and propeller; they flew in formation, around inflatable pillars as well as some aerobatic maneuvers. These guys were very skilled and a thrill to watch.



Just a reminder we have officer elections at this month's meeting! So come out and vote at this month's meeting. If you know someone you would like to nominate, let a member of our nomination committee know (Joyce, Harley or Bob W.) or you can also make a nomination on the floor. Take care, see you at the meeting! - WT



## Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <http://eaa691.org> <http://www.facebook.com/eaa691>

EAA 555, Triple Nickel Chapter: <http://www.zianet.com/EAA/>

EAA 251, White Sands Chapter doesn't have a new newsletter.

## To Spaceport America in a Comanche 250

On Saturday, October 3<sup>rd</sup>, Spaceport America opened its doors to a limited number of planes from the New



*Bob Waters, Bruce Thomson, Rick Richter and Randy Reimer pose with 82P in front of the Gateway to Space terminal and hangar at Spaceport America.*

Mexico Experimental Aircraft Association (EAA) chapters and New Mexico Pilots Association (NMPA) for its first ever Open House on October 3, 2015. A few planes from EAA 179 made the flight along with about a dozen other planes from around the state. This is the story of four intrepid aviators, Randy Reimer, Rick Richter, Bruce Thomson, and Bob Waters, who flew to Spaceport America in a 1962 Comanche 250.

The Spaceport is located under the outer layers of the White Sands Missile Range (WSMR) Restricted airspace (R-5111A, B, C & D). This location is important, because it is one of the few places in the country with restricted airspace all the way to space: no pesky Cessnas or airlines to interfere. That restricted airspace so favorable for space launches can also be a hindrance for events like this. The procedures for arrival and departure changed twice in the 24 hours before the event.



*Spaceport America, located in southern New Mexico offers "middle of nowhere" privacy to its clientele.*

The standard arrival from the north (we launched from south of Albuquerque at Mid Valley Airpark (E98)) is to fly to the southeast from the Truth or Consequences

VOR on a 45° entry to downwind to either runway 16 right traffic or 34 left traffic. Communication is with Spaceport Unicom on 122.9. The day before the fly in, WSMR announced activation of that restricted space for military training operations. Emails from the Spaceport announced that we were to enter the airspace from due west and fly directly to the Spaceport at less than 1000ft AGL. I wondered whether that email would do me any good if an F-16 showed up on my wing to escort me to custody for violating the restricted area! Luckily, the airspace changed again on the evening before the flight to allow flights from the west to 3000ft AGL, while WSMR used the rest of their enormous airspace to the east for their war games. No F-16 escorts were seen that day.

The Gateway to Space terminal/hangar facility is an impressive bit of architecture that looks like a flying saucer partially embedded into the desert (<http://spaceportamerica.com/>). That's not a bad motif; Roswell is about 150 miles to the east. Inside the hangar was a mock up of SpaceshipTwo, several big monitors telling the story of the Spaceport and Virgin Galactic,



*The mockup of SpaceshipTwo*

and the Spaceport store! Terrestrial visitors arrived by car and were bussed to the ramp from the nearby parking lot. Food trucks and the facility's impressive fire fighting vehicles rounded out the program. We met Spaceport CEO Chris Anderson, and several other Spaceport employees, who were all very gracious.

With the exception of high-profile companies like Virgin Galactic and SpaceX, Spaceport America is very secretive about their clientele. Their website mentions the benefit of quiet development opportunities: "Enjoy the value of the 'middle of nowhere'. Minimize public exposure and industrial espionage thanks to the total isolation of our remote locale. Conduct your operations safely and securely, and release information on your terms – or not at all." Any on-going activities at the facility were well out of sight that day.

The Open House was in conjunction with WSMR's Trinity Site, the National Radio Observatory Very Large Array (VLA), and the New Mexico Museum of Space History Founder's Day, so there was lots to do in central New Mexico in addition to the International

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Balloon Fiesta being held in Albuquerque.

The fall weather was cool, with a high broken ceiling and scattered storms. In the southwest, it's usually no problem to see and avoid these storms from a hundred miles away; you just fly around them. The return to Mid Valley was a beautiful flight over Elephant Butte Lake and up the Rio Grande valley.

The Spaceport officials said they were considering more events to bring in pilots and the public. If they do, this would be a great destination for a Comanche fly out. The only thing better than a Comanche parked in front of the Gateway to Space terminal/hangar is a lot of Comanches parked there! Stay tuned.

## Chapter 179 Meeting Minutes

### Chapter 179 Meeting Minutes for September 15, 2015

**Call to Order:** President Will Taylor called the meeting to order at 6:05pm

**Introduction of Guests/ New Members:** President Taylor called for guests/ new members. Joseph-Caesar Archangel introduced himself. He will give after meeting presentation.

**Presidents Report:** Will Taylor announced that word from the Space Port is there are 10 slots available for the October 3, 2015 fly-in.. There will be a limited number of participants and all must have insurance. No landing fees. Let Will know if interested.

Will announced a United-Way Youth Team of New Mexico, is putting on a fund raiser at the Los Alamos Airport September 27, from 4:00 to 7:00PM. Free diner.

Will also called for volunteers for the annual nominating committee for Chapter officers . Contact Will . Per by-laws, slate of officers will be presented at the October meeting.

Also a call for A&Ps' for the B17 October 5-

12 at Bode Aero at KABQ to help with maintenance.

**Vice Presidents Report:** Bob Richter-Sand Solicited Chapter members for meeting presentations. Suggestions included Oshkosh, LOEFI, RC Aircraft, NM Tech design team, Aviation fire camp with the Forest Service.

**Secretaries Report:** Todd Blue request motion to approve minutes as published in the newsletter, Motion made, seconded and approved.

**Treasurers Report:** Art Woods gave a verbal treasurers report. Motion made to approve made, seconded, and approved to accept.

**Young Eagles:** Todd Blue reported that starting with a 900' ceiling, parents, kids and pilots waited the weather out until the blue skies appeared at about 10:30 and with the help of Doug Warwick, Vern Dudley, Bob Waters, John Lorenz, Ken Dominy, and Raoul Rosen-schein flew 35 Young Eagles. Pan- Cake Breakfast was handled by Randy and Susie Reimer and Chuck Alden. David Cheung acted as a one person registration as well as typing the certificates. Channel 13 was in attendance with cameras and microphones taking coverage for broadcast.

**Land of Enchantment:** Bob Waters thanked all who made the 2015 Land of Enchantment a great success with 1500+ participants and visitors. Bob offered special thanks to the CAP Eagle Squadron for their help

**Old Business: None**

**New Business:** Bob Waters announced Chapter 530 meeting with Kurt Winker as speaker at the Chapter 530 hanger.

**Adjourn:** Motion was made to adjourn, second and passed. Meeting adjourned at 6:35 Followed by a presentation by Caesar Archangel

Respectfully submitted,  
Todd Blue, Secretary

## Eliminating Flight Watch, by Rose Marie Kern

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The FAA has officially announced that the Enroute Flight Advisory Service, commonly called “Flight Watch” is eliminated from Flight Service responsibilities as of October. This is not really a surprise to us who have been providing that service, the advent of so many options for pilots to check weather while enroute has greatly reduced the number of calls taken by Flight Watch. On top of that, there are many pilots who never could quite figure out what Flight Watch really was.



I’ve spoken to pilots who thought that Flight Watch, which is provided by Flight Service or “Radio” is the same thing as Flight Following, which is provided by the Air Route Traffic Control Centers. The pilot who knew that Flight Watch was in the same building as Radio frequently asked them to activate or cancel flight plans – and since Flight Watch could not do that directly they had to give the pilots another frequency.

Flight Watch was not allowed to give enroute aircraft “Preflight Briefings” for their next leg, only updates from the aircraft’s current position to its destination.

Flight Watch was created in 1972. At that time Aviation was growing by leaps and bounds and all types of aircraft would call Radio to get updated weather enroute. A call for weather updates can take from 4 to 12 minutes depending on the complexity of the weather systems in place. In the meantime there were dozens of other pilots calling for other things which might only take a minute – like cancelling a flight plan, or 5 minutes – like relaying IFR clearances.

By opening up a position dedicated to updating weather along a current route of flight only, the FAA sought to alleviate the pile up of calls Radio deals with. This is why Flight Watch was only open from 6am to 10pm.

Slowly the numerous requests for enroute weather updates has reduced. The larger airlines now handle it in-house, as do the military. Most General Aviation pilots have purchased systems that deliver weather updates and radar images right to their cockpits.

One of the things General Aviation pilots liked about Flight Watch is that the low altitude frequency was 122.0 nationwide – no fumbling around trying to figure out which Radio to call, just dial it in, give a position, and you were talking to the right person. For awhile

after the dissolution of Flight Watch, the 122.0 frequencies will still be manned by a specialist whose job is simply to redirect the pilot to the correct Radio frequency for his area.

Radio will resume the duties Flight Watch had taken over in 1972. The FAA will watch closely as to how adding that responsibility back into the mix will work. Overall the number of calls being received by Flight Service over the years has been steadily reducing.

One other service that is being phased out is the Airport Advisory. By the time they were discontinued there were less than 20 airports across the country which still offer that service, and of those only one had any significant traffic. All but a handful were co-located with towers, so the service was only active late at night after the tower closed.

Like Flight Watch, Airport Advisories were created before other options were available. Since pilots can tune into the Automated Weather broadcasts at every airport now, there is no need to call someone for it. Most pilots going into airports with the service didn’t know it existed or just did not bother.

Another change that is occurring slowly over the next few months is a re-arrangement of frequency monitoring. The emergency frequencies, 121.5/243.0, have long been monitored primarily by Flight Service, and in some cases by the Centers. At this time the emergency frequencies are being relocated to the centers and approach controls. The total number of sites is being reduced as newer, more powerful transceivers are replacing old equipment. Great care is being taken to ensure there is no reduction of service to the pilots.

There is another seldom used service that is being eliminated – it went by many names: Mountain Reporting Service, Swamp Reporting Service or Lake Reporting Service. All of these referred to the practice of aircraft filing a separate flight plan whenever they would traverse hazardous areas with no radar coverage VFR. From the time a pilot reported entering those areas he was expected to call Radio and state his position every 10 minutes until he exited the area and canceled the service.

Since radar now covers the Great Lakes and other areas this service was designed for, it is no longer considered necessary. The only place it is still in use is the Hawaiian Islands.

Flight Service Radio can still provide assistance to pilots who are lost or having an emergency if called on their frequencies. The specialists still train for this

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*Eliminating Flight Watch (Continued from page 5)*

continuously throughout the year. Radio will take pilot reports and give weather in addition to relaying clearances, activating/canceling flight plans and providing other services as requested.

Rose Marie Kern has worked in ATC since 1983. Questions or comments may be sent to [author@rosemariekern.com](mailto:author@rosemariekern.com).

## Chapter Info

Hello EAA 179 members and friends,

Thanks again to all who helped make our 2015 Land of Enchantment Fly-In so much fun! We're still getting photos posted on the website - but you can enjoy [Phil Thompson's photo show](#) and a slideshow of Larry Bell's photos: <http://eaa179.org/previous-event-photos/>

### YOUNG EAGLES made TV NEWS:

THANKS to great cooperation amongst area EAA chapters, the Moriarty Young Eagles event 9/12/2015 was a success. That was especially great because the KRQE TV reporter, Sara Montoya, referred to us by Amy Ross after EAA 691's last event, came out with a photographer. They did a nice story which you can read (or view the video) at: <http://krqe.com/2015/09/12/program-helps-young-people-fly-the-friendly-skies/> Nice job on camera, YE pilots Ken, Doug, and Bob! Nice positive press for general aviation.

Happy flying,

**Joyce Woods**

Membership, Publicity, Promotion  
Albuquerque EAA Chapter 179

## Chapter 179 Election of Officers

Our Chapter 179 election will be at our October 20<sup>th</sup> meeting at 6pm, Copper Canyon Café, per our bylaws and discussion at last 2 meetings. A nominating committee was appointed and has presented the following slate; nominations will also be taken from the floor.

President, Will Taylor

VP, Bob Richter Sand

Secretary, Todd Blue

Treasurer, Art Woods

Director, Joyce Woods

Director, Tandra Hicks

*Continuing Directors (not up for election this year): Harley Wadsworth, Randy Reimer*

*Past President, Bob Waters, continues as a board member per our By-Laws*

Regards,

Bob Waters, Harley Wadsworth, Joyce Woods  
EA179 Nominating Committee

## Young Eagle and Pilot Meet Eight Years Later

At a recent lunch at the Bomber Café at Double Eagle



II airport, a young lady at the table next asked if that was my airplane out on the ramp. When I said it was, she showed me picture on her phone of a smiling eight-year old girl who had just become a Young Eagle standing in front of the plane

with me. I was talking to that same young girl eight years later – now a 16-year-old woman! Small world!

She is Lauren Volquardsen, having lunch at AEG with her dad, Dustin, and brother, Theron. I asked if she'd started taking flying lessons and she said not yet. Her dad, however, was taking lessons! Her brother was

soon to start taking glider lessons. Who knows! Maybe Lauren is next! It runs in the family, you know.



We took another picture in front of the plane and I invited her back to our next Young Eagles rally on Saturday, November 7 at AEG. She

promised to come. Enjoy this nice before and after picture of a young Young Eagle and her modern day self! Did you notice that the only thing that didn't age was the plane!

Bob Waters

## Scholarship Letters from EAA



August 7, 2015

EAA Chapter 179, Inc.  
Todd Blue  
5700 Aspen Ave NE  
Albuquerque, NM 87110-5214

Dear EAA Chapter 179, Inc.,

On behalf of the EAA Air Academy we would like to say thank you for helping young people from around the United States and the world attend the EAA Air Academy 2015 camps. Your support of our camp program is truly appreciated. We were able to have over 325 young people experience one of our EAA Air Academy camps because of your generosity. Your involvement in the Young Eagles program has been a blessing to many young people and we would like to say thank you for your involvement in the program.

Enclosed are thank you note(s) from participants your chapter has assisted financially. If you have any questions about the EAA Air Academy camps, please contact us at [airacademy@eaa.org](mailto:airacademy@eaa.org).

Sincerely,  
Experimental Aircraft Association, Inc.

Bob Campbell  
Director, Museum & Resident Education

Scott Cameron  
EAA Air Academy Camp Supervisor



Dear EAA chapter 179,

Thank you for the scholarship that allowed me to attend the EAA Air Academy camp, the week I've spent here has been awesome. I really liked building the sheet metal wing section of an airplane. My favorite piece was the composite airplane T joint. It was a fun piece to build because it demonstrated a lot of the practices that can be used to put an aircraft together. I want to be an AMT at an airline, so learning the basics of sheet metal and composite showed me what to expect when repairing a sheet metal or composite aircraft. At camp I got a helicopter ride for the first time, and it was awesome. The airplane flight in the Cessna 162 was great, I was allowed to do things I haven't gotten to do before, I got to stall the airplane and I had control of the power and pitch of the airplane. The composite material was cool because I want to build a few things and composites are a perfect building material. Thank you for sponsoring me for this camp, you definitely got your money worth.

Sincerely, Ryan Mdney



To EAA Chapter 179,

Thank you for the opportunity to attend EAA Air Academy 2015. I really appreciated the experiences that I went through. One of the many experiences I enjoyed was my flight in a C162 sky catcher. In the flight we did a steep turn maneuver. This was especially interesting because it was a turn with a 45° plus bank angle. Also in the flight I did a radio call. Another fun thing we did was zero g's. While performing the maneuver I held a tennis ball and watched it float. I enjoyed this flight because I was the pilot in the left seat. Another activity we did was a flight in a Bell 47 helicopter. This was my first experience in a helicopter. Also I enjoyed all of the projects we did in the workshop. In the workshop we built 4 different things. The things we built were, a wooden wing rib, a composite section of a wing, a sheet metal instrument case, and a balsa glider. My favorite of these was the sheet metal case, and wooden wing rib. Thank you again for the opportunity to experience the world through aviation. With this camp I will be able to pursue my career in aviation. I greatly appreciate the donation that were given. Your sponsorship was the only way I would have been able to attend the camp.

Sincerely, Ashley Fried

## 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

**EAA Chapter 179**

**P.O. Box 3583**

**Albuquerque, NM 87190-3583**