

2018 Officers

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Albuquerque, NM Chapter 179 Enchanter



October
2018

Visit Albuquerque EAA Chapter 179 Web Site: 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 .

October 16, 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.

Young Eagle Dates for 2018 at KAEG: Nov. 3

November 15-18, Fly on the Ford, at Double Eagle II Airport (KAEG)

Chapter 179 meetings are on the third Tuesday each month, except in December when replaced by our Christmas Party.



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From the Editor, Harley Wadsworth

Balloon Fiesta is happening now! I am crewing for my cousin, Peggy, as usual. It is always a fun time for everyone who attends.



Hello All,

Our current membership count is 85.

A complimentary one-year membership has been given to Phil and Ardie Philips, from the band that performed at LOEFI.

Other new members include Steve Preteska and Mike Shahren.

Scott Speirer, Membership Chair

Find or Become a Tech Counselor and/or Flight Advisor:
(your EAA login is required to see this information)

<https://www.eaa.org/en/ea/ea-chapters/ea-chapter-resources/chapter-programs-and-activities>



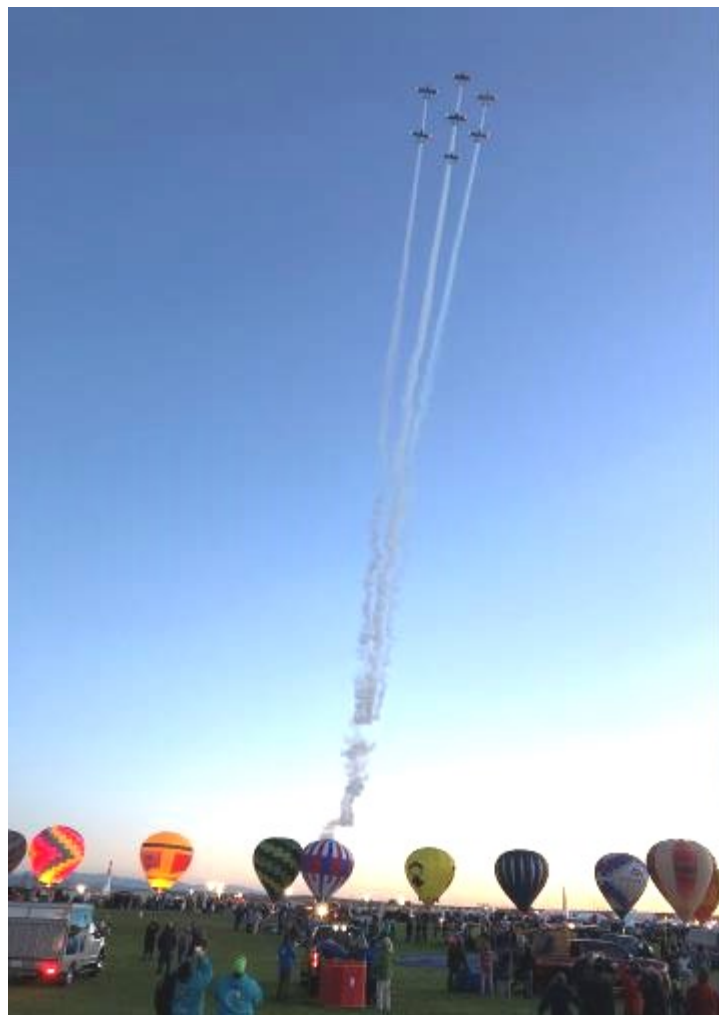
<http://www.nmpilots.org/news.asp>

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://555.eaachapter.org/>

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



Chile Flight kicks off Albuquerque Balloon Fiesta 2018.

This from Vicki Husbands,

Effective yesterday, 9/13/2018, the Belen Alexandra airport identifier and name has been changed. The airport is now Belen Regional Airport, and the identifier is KBRG.

â?"â?"

Belen on the Rio Grande?

:)

Joyce Woods

Chapter 179 Meeting Minutes

Chapter 179 September 18, 2018 Minutes

Call to Order: President Bob Richter-Sand called the meeting to order.

Introduction of Guests/ New Members: Bob Richter-Sand called for guests.

Presidents Report: Bob Richter-Sand made an appeal to Oshkosh attendees to provide flash drives /with images to Dave.

Bob announced that the Ford Tri Motor is coming back in Mid-November. Bob encouraged all to advertise it. Bob also announced the Los Alamos Fly-in in September and requested participation at the September 27 Alamogordo STEM Expo Fly-in from 0900 to 1500.

Vice Presidents Report: Dave Otero. No report

Secretaries Report: Todd Blue. Todd requested motion to accept the August minutes as published in the Newsletter. Motion made, seconded and accepted.

Treasurers Report: Dan Horschel Dan summarized current operating budget and scholarship funds. Dan requested approval as submitted. Motion to approve as presented was made, seconded and accepted

Membership, Promotion & Publicity: Scott Speirer. Scott announced current paid membership is 85 members with Mike Sheehan newest member.

Young Eagles: Todd Blue. Todd indicated that 97 Young Eagles were flown by 17 pilots. For details see report and photos in the September newsletter page 20-21. Announced next Young Eagle rally will be November 3. Will send out request for pilot and ground help for the final YE rally for 2018.

LOEFI: President Richter-Sand indicated that a debrief will be held (details to be published) but the vendors were happy. Also noted that the fire Inspector actually did nice job and stayed on site. Although ground participation appeared down from last year, the pilot fly-ins were up from last year to 60 plus planes.

New Business: Bob indicated that the LOEFI parking situation needs to be improved for next year.

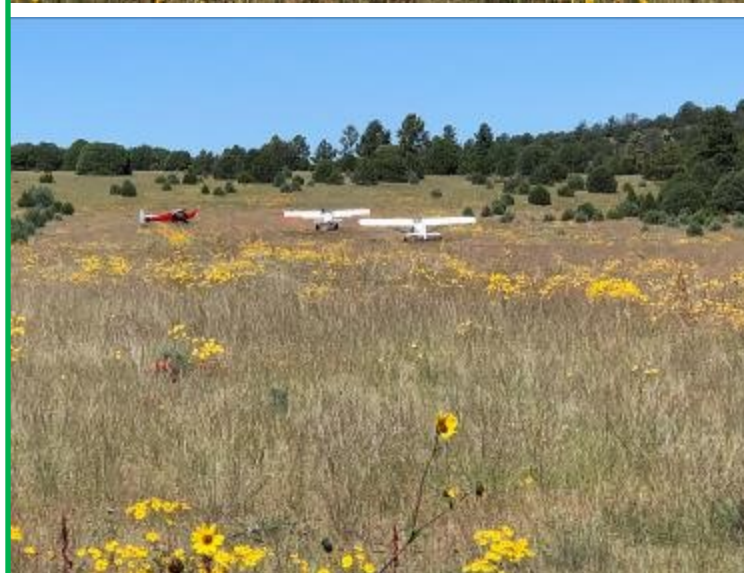
Bob noted that some T shirts available as well as Richard Perrys' Route 66 book.

Bob also announced a donation of RV parts for anyone who wants them.

Meeting was adjourned at 6:30.

Respectfully Submitted;

Todd Blue -Secretary



Six planes landed at Beaverhead Airstrip during their tour of back country airports on their adventure from the Reserve Airport main camp during the NMPA Gila Regional Fly In 2018. For more info, see their NMPA October Newsletter at the following link:

www.nmpilots.org/Documents/News/Newsletters/NMPA%20Newsletter%20October%202018.pdf



Full Tanks & Empty Bladders, by Susie Reimer

Leaving KAEG on 8-30-18, the first major cross country flight of 628 ROmeo SIerra (aka ROSIE) was successfully completed on 9-11-18. I have always wanted to learn how to knit and thought this would be the perfect opportunity, since I wouldn't have anything else to do for hours, and hours. What I had not factored in was just how "cozy" Rosie is! Still don't know how to knit.

Our first stop in Amarillo, TX, heard the tower ask "Sir, do you know where you're going?" Randy: "Not really, I've never been here before." Tower: "You're 10 miles past us, turn to 360 and try again." We did find the airport, and landed on the right wheel only! Not a confidence builder. Next stop was in Clinton, OK. Another right wheel landing. Tower: "Sir, you are on the blacktop, please get on the taxiway, and don't take out any taxi lights!" Randy: "That's what my wife just said."

Our stop for the night was Shawnee, OK, with a decent landing, where it was about 100 degrees. We were met by a group of aviation enthusiasts who were intrigued by Rosie. The FBO gave us a courtesy clunker for the evening, which only blew hot air. We made a trip to Lowe's for 2 sided Gorilla tape to fix the aileron trim tab. Seriously?? It's Taped on???!!!

Next day our first stop in Beech River was where I heard for the 4th, but not last time, "full tanks and empty bladder". As if I had to be told! Before we left on this adventure Randy thought urinals would be a good idea. NOT! I am not taking my pants down in the plane! Besides, there's no maneuvering room.

On to Newport Regional Airport, AR, my favorite spot! After checking the weather ahead of us, which showed severe storms in Memphis, the FBO manager told me "Looks lahk yall gonna be spendin the naht. Ahm fixin ta leave, but ah went to the store today an bought me a rotisserie chickin. Now when yall git hungry, yall jist hep yurself. I promise ah didin touch it with mah fangers!" They all left and actually locked us in! About an hour later the manager returned and said "Mah waf tol me 'yall git yosef back thar an give those po foks tha keys to tha courtesy car soes they can git themsefs sompin to et. Now don't roll the windas down, cuz ya won't git em back up, an don't put nuttin in the trunk, cuz ya won't git it back out." (Then how'd ya git it in thar in the first place was mah thinkin! --Amh gittin tha hang o this southern speak!). He also said "Now the po'lice maht stop in ta see why yall are here, cuz the woman's prisin is jist nex door so jus tell em Ah said it was OK". . Our "twin beds" for the night were chairs, no blankets or pillows. They did have a shower, but no towels. And no police!

Saturday we flew to Murray County, where you need your own tie downs, for time with our son and his family. Monday we flew to Indy Exec for time with that son and his family. Tuesday we flew to Timmerman in Milwaukee, WI, following the Lake Michigan shoreline, which was wonderful! As soon as we tied down it started to rain, and it rained all day Wednesday and Thursday. □ Rosie has a couple of leaks that will need attention. It was wonderful catching up with family and friends! Sadly, due to the rain, most of them never met Rosie.

Friday we flew over Lambeau Field, Green Bay, WI, which was a thrill, on our way to Iron Mt., MI, to visit more family.

Leaving there Monday we flew to Grand Island, NE, (with a very sketchy landing!) where they were having a Harvester Festival. Apparently this is a worldwide event, making hotels scarce. The wonderful girl at the FBO called around, and found accommodations for \$170/night, that I'm sure would otherwise would be \$50! We asked for a courtesy car, which they didn't have. Then how do we get there? The FBO manager



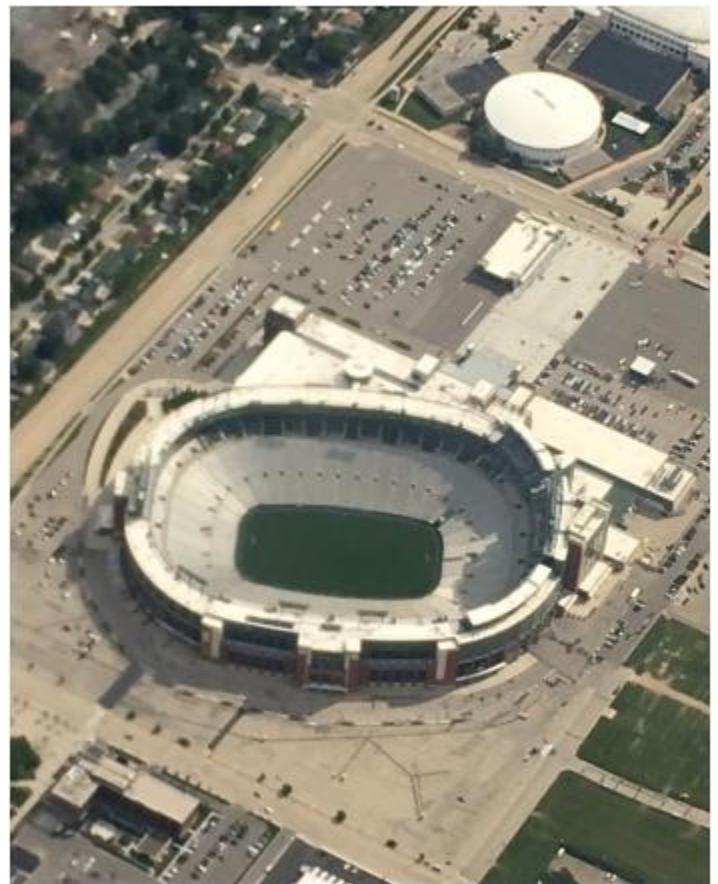
was great and provided door to door service.

Tuesday was incredibly windy. Randy even told me "If we were at Double Eagle I wouldn't fly!" Me: "Then why are we flying now???" Randy: "Because I want to get home." Me: "I do too, but want to get to our Albuquerque home, not our heavenly home!" This leg of the trip was one I did not like!

Approaching Double Eagle, Randy: "628 Romeo Sierra 10 miles west". Susie "we're EAST!" Tower: "628 Romeo Sierra, are you west, or east?". Randy: "my wife just told me we're East." Wives are always right!

After Randy proofread my story, and sent it to you, then he asked me to add:

Over 2,600 miles
32 hours cozy flying time
13 states



The Metamorphosis of Flight Service

©2018 RoseMarieKern

Back in the 1990s when the FAA was already deep into consolidating Flight Service stations around the U.S., new computer technology spurred them to re-label the new facilities as “Automated Flight Service Stations”. Apparently this was the foreshadowing of things to come.



Most of the duties performed by the Flight Service personnel have changed over time and many of them have been delegated to other entities. Thousands of specialists once sat at individual airports across the nation giving personal service to the flying community at airports large and small, there are now less than 800 specialists nationwide. The actions they perform are more limited in scope as technology has quietly taken over.

Anyone with even a smidge of observation working in the industry knew that this was how it would progress over 30 years ago. Even at that time as we sat during the quiet times between calls we saw how eventually some of the Flight Service functions could be relegated to the Centers, some to the towers, and with advances in computer technology pilot briefings could be done as a home business!

The advent of online briefing functions and flight planning has surpassed those visions. Pilots do not need Flight Service to brief them anymore if they have the training and knowledge to use what is available online.

These are the key missing elements; the training and knowledge – not just to use the computer program, but to understand what they are seeing and know how it will affect their flights. How many times does a pilot look at METARs, TAFs and weather advisories (and maybe NOTAMs) and call it good?

The weather observations once done by specialists on site are now transmitted to the weather service directly from an automated weather station. There are still a few towered airports where humans confirm the data that is sent. The old timers in Flight Service will occasionally reminisce about trudging outside in extreme heat, rain, sleet, or snow, while avoiding rattlesnakes and black widow spiders day and night to write down the data, but they are glad it is something they can laugh about now.

It was obvious to those of us working in Flight Service that a lot of the services we gave were no longer being used by the pilots. Flight Watch, Remote Airport Advisories, and Hazardous Area reporting – working those positions became... well... boring – very few calls made it sometimes hard to stay awake.

If you do a little research you can see that the FAA's long term plan for Flight Service is to continue reducing the human element and make as many of its functions as possible automated. This plan has been in effect even before this branch of Air Traffic was privatized in 2005 to a company specializing in technology. On their website, the FAA states that the mission of Flight Service* is to:

- Provide world class service and value to users of the National Airspace System (NAS), including new entrants
- Leverage advanced technologies to safely and efficiently deliver flight services in the contiguous United States (CONUS), Hawaii, Puerto Rico, and Alaska
- Support the ATO's System Operations Services with innovative, collaborative solutions to complex operational problems

They go on to say that Flight Service “encourages innovation in the delivery of services to pilots”. From there they use positive terminology as they talk about the strategy they will use to deliver efficient and affordable flight services. They are being very open about what they plan to do, and it sounds wonderful. What is hidden in the shadows is that as this is implemented, the humans who are there when you need to talk to someone “in the know” are slowly being eliminated.

This January we bid goodbye to Miami flight service, Raleigh Flight Service (RDU) closed on July 1, 2018. At this time there are only three major flight service hubs left in the nation. One of those, Prescott (PRC) will be closing in July of 2019. There are still busy times when pilots call – early mornings and during bad weather mostly, but the truth is that most pilots are finding other ways to get the services they need.

It used to be that Flight Service was the first place pilots would call for an emergency service or lost aircraft orientation on VHF 121.5 MHz. That frequency has now been removed from every FSS station except in Alaska – which due to its size is still managed by the FAA and operates under the rules from a decade ago.

121.5 MHz is now located in the Centers and Towers, but not flight service. Flight Service personnel are still required to do lost aircraft orientation training every quarter, but the number of calls for those services is greatly reduced. As pilots across the nation install

ADS-B equipment in the aircraft – or just carry google maps on their cell phones – they pretty much can always tell exactly where they are.

In the FAA administrator's Flight Service NAS Efficient Streamlined Services (FSNESS) sub-initiative, it specifically states that Flight Service is not "going away". They will continue to examine and redefine alternatives to streamline services.

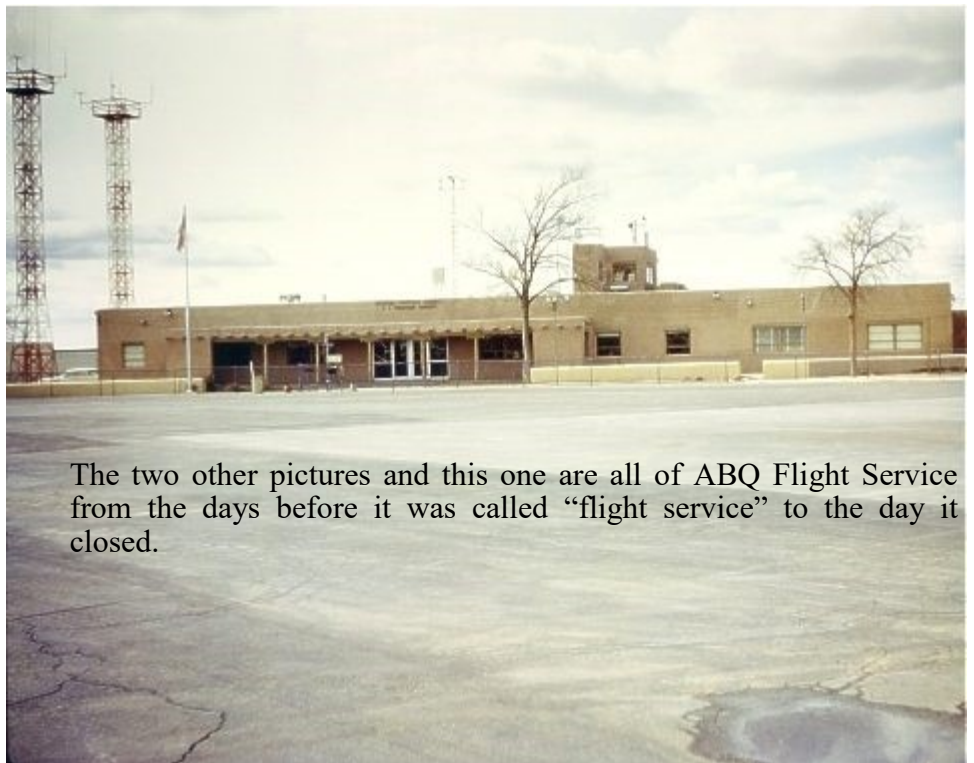
In the meantime personnel at the remaining facilities are being reduced by attrition. The only Hub facility that is occasionally recruiting is the DCA Hub in Ashburn, Virginia. It is the busiest facility and since Loudoun County has the highest per capita income in the nation, it is the most expensive area to live in. Older specialists are retiring and the younger ones who thought having the big paycheck right out of college was great are finding out there is little prospect for advancement so they are leveraging their degrees to find better prospects.

Technological innovation is the watchword for all of Air Traffic's services in the next decade and most of the new pilots coming onboard welcome the changes they see. The FAA must continue to improve aviation safety and efficiency. Pilots cannot rest on knowledge they gained in training 30 years ago. The metamorphosis will happen, be ready for it.

[*https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/](https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/)

Rose Marie Kern worked in Air Traffic for over 34 years. Her new book, *Stress is Relative*, is her memoir of entering that world in the years after the famous strike of 1981, and how she, as a young divorced mother coped. For more information go to her website

www.rosemariekern.com



The two other pictures and this one are all of ABQ Flight Service from the days before it was called "flight service" to the day it closed.

EAA Needs Volunteers for Balloon Fiesta!



The EAA [Spirit of Aviation Mobile Experience](#) is coming to the Albuquerque International Balloon Fiesta, for Thursday October 11 through Sunday, October 14, 2018, and your help is needed! *Help spread the passion for EAA by volunteering at the exhibit!*

Volunteers will assist with greeting visitors and helping with hands-on activities, which include making a cookie cutter out of aircraft materials and building a foam glider airplane. Several volunteers are needed per day. Note that last year, activities had to be limited since there were not enough volunteers.

Volunteers must be able to work a full session morning and/or evening. They need folks to sign up for specific days and times as we get closer. Here is the schedule for your planning. The trailer will not be open the first weekend.

VOLUNTEER TIMES:

Thursday through Sunday Morning (Oct 11 – 14) 5:00AM – 10:30AM

Thurs, Fri, Sat Afternoon (Oct 11, 12, 13) 4:00PM – 9:00 PM

To sign up or for more details, email EAA's Andrew Ovans at aovans@eaa.org.



Brews and Props - Angel Flight Fundraiser

Online Auction OPEN! Food, music and fun!

Saturday, October 13, 2018; 1 pm - 4 pm

Bosque Brewing Co; 834 US-550, Bernalillo, NM (old Jackalope location)

In its 3rd year, this awesome event supports the New Mexico Wing of Angel Flight whose volunteer pilots fly New Mexicans in need of non-emergency medical treatment and humanitarian needs. The artistry of the 48 custom painted propellers make this gathering unique!

Preview Propellers [HERE](#)

48 display propellers custom painted by premier New Mexico artists are up for auction. See how creative these artists were with display propellers - a sight to see! Limited edition, signed, numbered posters are also available.

Even if you can't attend, check them out! You can bid on propellers and even set up a proxy. [Place a bid!](#)

Event information at www.brewsandprops.org

If questions, contact Patti Farley at: pattifarleynm@msn.com



- Vintage Planes
- Games and Activities
- Food Vendors
- Entry is FREE!

Lea County Regional Airport
October 13th 2018
8 am - 1 pm

www.FlyHobbsAviationDay.com

Mission Statement as in the current COPPER-STATE Bylaws

9/2018

Mission paper will provide background and information for discussion in defining the annual (current) "Theme" of our organization. From the Bylaws.

"The Mission of the COPPERSTATE Fly-In, hereinafter called the Corporation is, to promote the development of youth aviation interest and pursuit of aviation careers, general aviation education and aviation education scholarships as a first priority by sponsorship of an annual fly-in event, along with participation in other aviation related activities."

GENERAL STATEMENTS FOR COMMON DISCUSSION

(2/2018 version for partnership with Buckeye Air Fair)

The COPPERSTATE Fly-In will provide aviation education, aviation safety education, scholarships and promote aviation as a occupational career path to aerospace, aviation and related sciences to insure the future of aviation. Efforts are directed to the general public, youth and existing aviation community. Mission will be accomplished thru Aviation Fly-Ins open to ALL aviation and the general public with venues of educational related programs. Programs also will encourage the contact of the general public with aviation and pilots thru the Annual Fly-In while providing aviators with a recreational opportunity.

(Note that the access of the public to general aviation has been stymied since 2001 with increased security excluding contact between the public and the aviation community. US citizen careers in aviation and the related graduation in those fields have been decreasing also in this time frame. Reversing this trend is also a priority.)

Copperstate Fly In is in February, our location has changed to Buckeye airport (KBXK), west of Phoenix, AZ.



COPPERSTATE FLY-IN

46TH ANNUAL

Copperstate Fly-In is a 501 (c)3 non-profit charitable organization of volunteers promoting education for the future of aviation.

BUCKEYE AIR FAIR

Feb. 9th—10th only

**COPPERSTATE FLY-IN & EXPO
BUCKEYE AIRPORT AIR FAIR (KBXK)
February 8th, 9th, 10th, 2019**

- AIRCRAFT & EQUIPMENT VENDORS & EXHIBITS
- AVIATION SEMINARS, FORUMS & PRESENTATIONS
- AIRPLANE CONSTRUCTION WORKSHOPS
- AIRCRAFT FLY-IN & ON DISPLAY
- AIRCRAFT JUDGING & AWARDS
- AIRCRAFT AND HELICOPTER RIDES
- LEARN HOW YOU COULD BE A PILOT
- LEARN ABOUT ALL THE CAREERS IN AVIATION
- KIDS SCIENCE AND TECHNOLOGY DISPLAYS
- LOTS OF FOOD VENDORS
- AVIATION EDUCATION RELATED SCHOOLS AND INSTITUTIONS
- AIR SHOWS
- AIRPLANE & RECREATION VEHICLE CAMPING AVAILABLE
- SEE MANY TYPES OF AIRCRAFT FLY AND PARKING
- AIRPORT IS OUTSIDE PHOENIX MODE C VEIL
- FREE AD MISSION TO THE PUBLIC
- VOLUNTEERS ALWAYS NEEDED

COPPERSTATE is partnering with the City of BUCKEYE AIR FAIR. Location allows more types of aircraft, airshows and larger venue to include Aviation, Education, Public and Community Events.

Contact: 602-618-0994 and visit WWW.COPPERSTATE.ORG for event details. rt 6 28 18

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, and continues until 11:50. Then onto Lunch at T J's New Mexican Restaurant at 235 Highway 314 SW, Los Lunas.

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!

Albuquerque Aviation Historic Group (AAHG) —First Thursday of the Month, Formation begins at 7:00 PM at following:

North Domingo Baca Multigenerational Center

7521 Carmel Ave NE (north of Paseo del Norte on Wyoming Blvd).

Albuquerque, NM 87113

2nd Floor – Classroom 5; TAKE THE ELEVATOR; (505) 764-6475

EAA Chapter 179

P.O. Box 3583

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