

2011 Officers

Area 505 (New Mexico)

President:

Bob Waters- 844-4672
vertiev@earthlink.net

Vice President:

Steve Rokicki - 898-6383
rokicki@aol.com

Secretary:

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

Treasurer:

Curtis Smith - 899-2696
matchtwo@nets.com

Directors:

Chuck Swanberg - 281-2984
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

Fly-In & Librarian/Historian:

Don Gillmore 385-4549
dgillmor@rt66.com

Young Eagles:

Ken Dominy - 453-7262
abqmooney@hotmail.com
Robert Hartman 565-2743

Scholarship Committee :

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

Visit Albuquerque EAA Chapter 179 Web Site: www.eaa179.com

Upcoming Events & Chapter Meetings .

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

Our Next Young Eagles Event is being planned for late May. See next month's newsletter for details.

Chapter 179 meetings are on the third Tuesday each month.



AAAA Cactus Fly-In. See page 5...

Inside This Issue

Upcoming Events & Chapter Meetings	1
From the Editor	2
From the President	2
A Bird's Eye View, By Rose Marie Kern.....	3
Chapter 179 Meeting Minutes.....	4
AAAA Cactus Fly-In, March 5, 2011, Casa Grande, AZ.....	5
On-Going Events	6

From the Editor

The Arizona Antique Aircraft Association (AAAA) Cactus fly-in was a good one, see pictures in this issue. Several of our local friends were in attendance. It is an annual event that always draws us back each year for a great time with friends celebrating aviation in the first 75 degree days we have seen in a couple of months.

Harley Wadsworth, editor



Beaver



George Applebay Checking out a beautiful Aeronca Sedan.



From the President, Bob Waters

Ask and it shall be given...or the squeaky wheel gets the grease?

In last month's article, I blatantly asked for a ride or co-pilot to Oshkosh. Within days, our good chapter answered: Curtis offered a ride with him in his friend's Bonanza and Conrad offered to right seat in my Comanche. I accepted Curtis' invitation because I'd rather watch that approach the first time than do it and am looking forward to the ride and being at the world's greatest fly-in. Thank you both for your kind offers. I hope everyone doesn't get too board or amused at my excitement to finally be going to Air Venture.

Thanks also to Ken Dominy, who cancelled our Young Eagles event last month. It's a hard thing to predict the weather and Ken had to make the call. Though we may have had an hour or two that morning, it would surely have made for a challenging ride home for many of us. Chapter 530 is going to try later this month and we'll try again in March. Thanks Ken...good call!

The presentation at our next meeting is going to be a good one and unfortunately there's a very good chance that Sandy and I will miss it. Fred Fuchs from Chapter 530 is going to show a great presentation about the history of aerial fire fighting. I got to see this presentation last year at a 530 meeting and its incredible. We take aerial fire fighting for granted, but there were a lot of lessons learned to get us where we are today. It should be informative and fun. Bring a friend!

If all works out, I'll be in Louisiana the week of the meeting. Its spring break and we plan to see Sandy's family there and eat some crawfish. I hope to take the Comanche because it's a 6-hour flight. But if the tornados keep up over there, it might be the 16-hour drive!

Bob



A Bird's Eye View, By Rose Marie Kern

I lay back on my lawn chair one night marveling at the clarity of the milky way in the high desert night sky when I saw something moving strangely. Pointing it out to my friend, Karlis, I commented that it was going too fast to be an airplane, but way too slow for a comet!



Karlis looked at me and said, "I see it, it's a satellite."

Amazingly clear, the polar satellite moved out of the north and disappeared into the cluster of stars to the south. This type of satellite orbits in a path that closely follows the Earth's meridian lines, passing over the north and south poles once each revolution. Polar satellites circle at a fairly low altitude at about 850 km. This means that polar satellites can photograph clouds from closer than the high altitude geostationary satellites. Polar satellites, therefore, provide more detailed information about violent storms and cloud systems.

There are two types of satellite pictures that are returned to the National Oceanic and Atmospheric Administration (NOAA) offices for meteorological use, visible and infrared. For the rest of this article, I hope you can get to a computer and follow me in a tour of what those images can offer.

Start by going to website www.aviationweather.gov. On the left side bar you will see "Satellite", click on it and then on United States. Initially the dots above the U.S. map will say "visible" and "Latest Image". If you click on the word "Contiguous U.S.", you will get the most recent picture of the cloud conditions over the U.S. You can also click on one of the other boxes to get something closer to where you are now.



Go back to the main page and click on "visible" and "Loop-Big". Then click in

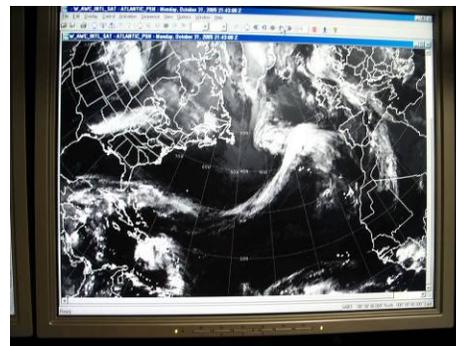
the map somewhere again. After a few seconds to load, you will be able to see a continuous loop of what is happening. The beauty of the visible satellite is that you can see the wind flow patterns and how they affect the clouds beneath. Frequently you can follow multiple layers crisscrossing in perpendicular directions.

Jet stream activity produces long streaks across broad areas—generally west to east with some north-south variations. Low level moisture may move as a mass below that in a different direction, say from the gulf northwards. Fog shows up as a medium gray thick blob that does not move at all, but does thin out at the edges as the day progresses. Look for it in the San Joaquin valley of southern California or blanketing the northeast coast in the early evenings. Pilots who want to fly into a foggy area, and have been waiting for it to lift, can check the satellite data regularly to see if it is beginning to thin.

Fluffy white puff balls geyser upwards, heralding the formation of thunderstorms. This is mostly apparent in the mid to late summer afternoons. The speed at which they develop can be fascinating.

In summer, the National Weather Service (NWS) predicts thunderstorms virtually every day over the southwest. They know there is enough moisture and enough heat, and that the mountains will play a part in determining location, but the exact spot where today's storms will develop is the question. Watching the visible satellite gives us a clue.

Visible satellites also show the terminator as it travels across the land – this is the line between sunlight and darkness. You can usually see White Sands National Monument as a bright white dot in south central New Mexico, and if the skies are clear, morning and evening shadows delineate the Grand Canyon. When a large wildfire is reported raging across west Texas, you can see streaks of smoke.



IR image

The drawback to the visible satellite of course is darkness. At night the infrared satellites give us a look at cloud activity by sensing the temperature of

(Continued on page 4)

moisture at various altitudes and displaying the data in shades of gray.

When you are planning a flight a week in advance, the satellites give you a pretty good indication of what is coming towards you. Keeping in mind that planetary rotation causes most systems to drift from west to east across the U.S. you can see what other pressures are coming to bear. If clouds off the west coast seem to be moving in a counterclockwise pattern, they will bring low and mid level moisture into California and the southwest in the next few days. Clouds moving in a line indicate the leading edge of a front, while random but relatively stationary clouds that build into thunderstorms then die in place show ambient moisture trapped in a high pressure system. That pattern will repeat daily until a strong front comes along to move the moisture out – usually in September.

Large areas of dry air are black or dark gray – this is really good flying weather. This area will also generally drift from west to east – giving you a heads up for the days to come. Strong bands of white clouds in Northern Canada moving south push rain into the great lakes and New England in the summer and blizzards in the winter.

Back at the main satellite page, notice a line on top that says International imagery on ICAO projections. Clicking on that will allow you to choose what part of the world you would like to see. The NWS keeps a close eye on the Atlantic ocean during hurricane season. Most of these are IR images only and do not loop.

So next time you're trying to decide whether to call a crew together for a flight a week away and don't want to be surprised by weather check the satellites to see if anything is headed your way!

Rose Marie Kern has worked as a weather briefer for ATC for over 26 years. If you have a question you can contact her email: author@rosemariekern.com

Move your cursor over the map and see current conditions:

<http://www.wrh.noaa.gov/zoo/mwmap3.php?map=usa>

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held 2-15-2002 at the Copper Canyon Café. The meeting was convened by President Waters at 6:00 PM .

The minutes of the January meeting were approved as published in the Newsletter.

Treasurers Report was given by Curtis Smith. The budget as presented by the Board of Directors for the coming year was detailed by Curtis. Per the Board, all expenses must be approved by the Board prior to expenditures. This is in compliance with the Chapter By-Laws.

Motion to accept the report was made seconded and accepted.

Ken Dominy gave a report on the Young Eagles events for the coming year. The first event to be held at Moriarty February 26 if the weather is favorable. A list for volunteers was passed around. Ken discussed new software for registration and record keeping of the YE events. Also new software for printing out Certificates. Ken also discussed requirements for Pilot insurance coverage as well as offerings from Sporty's for the Young Eagles program, as well as greater offering from National EAA.

New membership application now includes spot for family membership. Curtis will make available if needed.

Joy discussed the B17 Event that will be during the Balloon Festival. President Hightower at EAA National would be present for various activities. The event would be the entire period of the Balloon Festival.

Konrad Werner discussed the sale of surplus Chapter assets to be sold.

Dean Wadsworth requested direction on getting rid of the old TV set.

Joyce Woods indicated invitation to all to attend NMPA evening dinner meeting 2-26-11.

Motion to adjourn made, seconded and accepted. Meeting adjourned followed by a great aerial photo presentation by Mike Marker.

Respectfully submitted by;

Todd Blue, Secretary

AAAA Cactus Fly-In, March 5, 2011, Casa Grande, AZ



Glenn and Don upon L-5 arrival.



Fairchild



Best Ercoupe! Jack, Harv, and Marv



Shady front row seats

Photos by Joyce Woods



B-17 Raising Cain

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