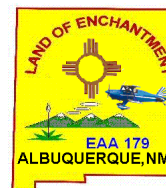


Albuquerque, NM

Chapter 179 Enchanter



August
2011

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

Upcoming Events & Chapter Meetings .

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

On **Aug 27** from 0900-1500 the **Double Eagle II Airport** will be having an Open House and Fly-In.

10 September, Land of Enchantment Fly-In at Moriarty Airport

Oct, EAA B-17, Aluminum Overcast. At Double Eagle II Airport for the week of the Balloon Fiesta.

Chapter 179 meetings are on the third Tuesday each month.



Oshkosh AirVenture 2011, see pages 5-7...

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From the Editor, Harley Wadsworth

Oshkosh AirVenture, always a great place to vacation! My brother, Tom, and I flew the C170A in with our camping gear. We had an ideal location with the Cessna 170 type group, just south of the Hangar Café. We stayed for the whole week and departed after the airshow on the last Sunday, (see our pictures in this issue.)



Left base for RW 18R at OSH



Mike and Sally Melville Stopped at Double Eagle II Airport to visit friends, on their way back to CA from OSH. Mike piloted SpaceShipOne on its first flight past the [edge of space](#), [flight 15P](#) on June 21, 2004, thus becoming the first [commercial astronaut](#) and the 434th person to go into space.

From the President, Bob Waters

OSH-some!

My long awaited trip to Airventure was everything I expected and more. We arrived on Wednesday evening, got to make one trip hold



around the lake before the approach in low clouds. Our pilot put us square in the middle of the big green dot of Runway 27. We were there. Overcast, hot and muggy or clear, hot and muggy – it didn't matter. I wandered from plane to plane, from ultralights to warbirds, from antique classics to everyday planes, from vendor booths to type clubs. I saw the Boeing Dreamliner and its antecedent, the Superfortress and a lot of Burt Rutan planes. I saw daily air shows where planes did seemingly unbelievable things. I slept well every night. I'll be back!

At the meeting this month, I hope to have some of the highlights downloaded for sharing to spur on those who where there to share their thoughts of Airventure 2011. I think our chapter has a good turnout there and I think we'd all like to hear everyone's perspectives: What were your favorite things, most surprising things, most unusual things, ... Please come and share your experiences with everyone! Bring a friend.



Above: Left to right Bob Waters, Curt Smith and Ed Scussel At AirVenture 2011

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 held 7-19-2011

The meeting was convened by President Bob Waters at 6:10 PM.

Minutes of June 21, 2011 meeting as published in the Newsletter, were accepted as published.

Treasurers Report was given by Curtis Smith. Motion and Second to accept was made. Accepted.

President Waters called for introduction of guests. Troy Bradley, Alfred Volden, Hillary Volden & Evan Volden. Alfred Volden was the guest speaker for the evening.

Bob Waters recognized Mr. Richard Wright's donation of numerous books and plans. Mr. Wright met prior to the meeting with Todd and Bob where he revealed that he was in final stage of cancer and had only a few weeks to live. He wanted to donate some books and airplane plans to the Chapter as well as a coffee table built with a DC3 main gear hub. The donation was received by Bob and arrangement made to pick up the coffee table.

Rick Richter offered his 5 year collection of aviation magazines to anyone who might want them. It was suggested that he might put them out at the next Young Eagles meet.

Konrad Werner reported that Don Jackson had wrapped up tie downs for the Land of Enchantment Fly-in. It is also planned to have an R C club bring their planes.

Rick Richter was able to have copies of Bob Hartman's B-17 Manual printed at no cost. Thank you Rick.

Kevin Banks asked for input for the new Chapter 179 website. Kevin gave a quick rundown on the new Website which was furnished by National EAA.

A Motion was made, seconded and accepted to adjourn. Meeting was adjourned by President Waters at 6:25PM followed by a presentation by Alfred Volden of All World Travel on the Virgin Galactic Space ship and Spaceport progress. An interesting and enjoyable slide presentation by Mr. Volden was enjoyed by all present.

Respectfully submitted:

Todd Blue, Secretary



Alfred Volden give an informative presentation on the Space Port and Virgin Galactic's Space Ship.



Above: Guests Alfred Volden, Hillary Volden & Evan Volden.

Below: Balloonist and new Chapter 179 member Troy Bradley. His son is the youngest Balloonist to solo.



Flying into Climate Change, By Rose Marie Kern

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The earth is warmer... or is it colder? The seasons are drier where it is usually wet and wetter where it is usually arid. Pacific islands are being swallowed by rising oceans created because the ice caps are melting. What has this got to do with flying? Well, a lot actually.



Hundreds of you now have access to online weather services which give you all the data you are accustomed to seeing prior to a flight. But how many of you are reading it all? The Standard Brief that Flight Service developed decades ago still has current conditions and area forecasts, winds, NOTAMs and all those weather products that are the result of observations scoured from hundreds of stations across the world and floating above the earth. But like the meteorite in "Armageddon", most of us can't see what's coming until it is on top of us.

I spoke to a pilot briefer recently who had briefed a Mooney pilot from Flagstaff, AZ to North Las Vegas, NV this morning. It was 5:30am and the pilot had pulled up all the usual data on the computer that you normally look for in a preflight briefing. He wasn't going to leave until 8am and come back in the afternoon, and being a little sleepy, he figured having a second opinion was not a bad idea. The briefer had been on duty for an hour already and unlike the Mooney pilot he had looked not just at the usual stuff but had pulled up the outlooks, the forecast lifted indexes and some crazy obscure data that all of us probably learned about in our NWS class, but don't use much.

What Charles remembered was that the Terminal Forecasts (TAF), Area Forecasts, and winds aloft all change between the time the Mooney pilot called and the time he wanted to leave. He had wanted to return to FLG in the latter part of the afternoon, and had figured it would be hot as usual and he'd have to compensate for density altitude, but he had not realized that today was the day that the monsoon season would officially hit Arizona.

The briefer's assessment of thunderstorms developing and their pattern of movement was dead on. The Mooney pilot filed to VGT and made it there, but was

forced to spend the night. Of course, being stuck in Vegas overnight is not really a bad thing.

All of us are accustomed to certain weather patterns in the regions in which we live and fly. But you only have to look at the devastation in the south central part of the country to see that we are getting abnormal and unexpected weather. Flying requires us to be a part of the atmosphere. Taking a warm sunny day for granted can cause us to be complacent. Talking to a professional briefer who is studying all the available NWS resources for eight hours a day can alert you to unusual changes. One reason is that he studies the outlooks and synopsis continuously.

How many of you know what a lifted index is? Glider pilots and balloonists check them all the time, but most private pilots don't. A lifted index indicates how likely a parcel of air is to move vertically given various other factors. Let's talk about stability.

A parcel of air can be:

Unstable (Less than -5)

Moderately Unstable (-1 to -5)

Neutral (0)

Moderately Stable (1 to 5)

Stable (greater than 5)

The lifted index (LI) is a common measure of atmospheric stability. The Lifted Index Analysis Chart depicts a number associated with the stability of a surface parcel of air lifted to 500 mb. Lifted index values range from positive to negative. A positive lifted index indicates stable air. Larger positive numbers imply greater stability. A negative lifted index indicates unstable air. Larger negative numbers imply greater instability. A zero lifted index indicates neutrally stable air.

Say the day dawns bright, clear and cool, perfect for flying right? The Lifted Index shows a -5. This indicates that the atmosphere is marginally unstable. All it takes is a small change to begin uplift. Uplift means turbulence and if enough moisture is present, thunderstorms. By 10AM in the southwest the sun has heated the air to the point that lifting has begun. Though there is no front or trough, thunderstorms will develop as the somewhat humid airmass rises along the mountain slopes into the colder upper atmosphere.

That is the key to knowing when the monsoon season

(Continued on page 5)

Flying into Climate Change (Continued from page 4)

will hit the southwest. If you see a low pressure parked over the Baja, and a high over the Gulf of Mexico it means that ambient moisture is floating into Arizona and New Mexico. When the lifted index is negative, you can bet that afternoon heating will push the air upwards creating clouds first over mountain peaks. The storms will then drift whichever way the upper winds are blowing that day – which is why they are hit and miss.

Is climate change caused by people or is nature just doing what it has always done on its own. Just be-

cause we can measure atmospheric change doesn't mean we know all there is to know. I don't know the answer, but I do know that if you are going flying, it is best to have the most comprehensive knowledge possible of the environment which will surround you and your loved ones. If you don't want to take the time to delve into the deeper parts of NWS charts and forecasts, then I suggest you call someone who does it for a living before you fly off for a weekend vacation.

Rose Marie Kern has worked in ATC for 28 years. If you'd like to ask her a question send an email to author@rosemariekern.com.



Jack and Glenna Hickman



This young girl knows how to make a rainy day fun. She would run and slide into the water every time the tram went by.

tion of his career. He is retiring, but I think we can still look forward to seeing more of his ideas developed, like the new road able airplane.

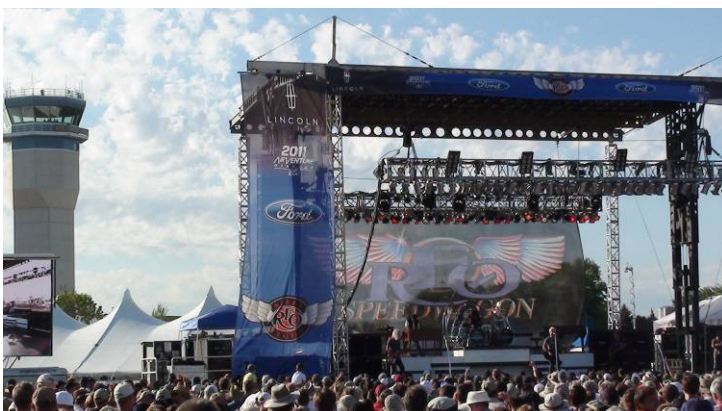
Above Right: *Burt Rutan speaks to the crowd about his career, in front of some of his many aircraft designs. One of this years main attractions was a tribute and celebra-*



This electric powered sailplane's time has arrived. It performed great and is practical in every way for today's soaring enthusiasts. Wish I had more money.



This Wright replica was built to fly. It has a modern engine and AN hardware.



REO Speedwagon concert sponsored by Ford Motor Company, on the Plaza.



Konrad Werner, and Chris + La Fonda Kinman at the Aeroplane tent, where I displayed the Pixie a few years back (2008 I think).



Electric powered, this airplane flew great. He flew it for about 10 minutes.



Bob Carlton, of Moriarty, NM, performed in the daily airshows and in a night airshow, with his jet powered sailplane.



Our Camp with the Cessna 170 types.



This beautiful Rose Parrakeet flew demo flights.



This ICON amphibious aircraft has electric folding wings, retractable gear, and more exciting features. It attracts a great crowd.



Magnificent Cessna 170B, inside ant out.



Chapter 179 member Marc Ausman with his Vertical Power display in the exhibition area. They make solid state circuit breakers.

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

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