

# Albuquerque, NM

## Chapter 179 Enchanter



January  
2012

### 2012 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 - 269-0166  
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

#### Web Master:

Kevin Banks  
KKB2B@hotmail.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.179.eaachapter.org](http://www.179.eaachapter.org)

### Upcoming Events & Chapter Meetings .

**12 January, Thursday, Chapter 179 Annual Board of Directors meeting.** 6 PM Dinner, 6:30 Meeting, Copper Canyon Café, 5455 Gibson SE. See page 3 for more Information.

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

It's that time of year again. It is time to **renew your membership and pay your dues.** Please send a check payable to EAA Chapter 179 to POB 3583, Albuquerque, NM 87190-3583. If your personal information has changed since you last joined or renewed, please complete the application on page 9 and include with you check.

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



Young Eagles, See page 7...

### Inside This Issue

Upcoming Events & Chapter Meetings.....	1
From the Editor.....	2
From the President.....	2
EAA Chapter 179 Annual Board Meeting .....	3
Chapter 179 Christmas Party .....	3-4
Radar Realities, By Rose Marie Kern .....	5
Young Eagles, Double Eagle II Airport, Dec. 17, 20011 .....	7-8
On-Going Events .....	10

## From the Editor, Harley Wadsworth

Another year come and gone. Our chapter activities have been fun and rewarding. I particularly like our activities with the Young Eagles. I feel like we give the kids good positive inspiration that will stay with them throughout their life. And we have fun doing it.

We are very fortunate to have our wonderful group of chapter members who always give unselfishly of themselves. EAA is not just a sharing of our excitement with airplanes, it is about people and friendship. HW



## From the President, Bob Waters

Happy New Year!

At our meeting back in November, Ken Dominy announced he was full of fun from leading our Young Eagles program. Ken has done a



great job over the last few years and we all appreciate his efforts. Thanks Ken! At that meeting, we put out notice that we were looking for another YE coordinator; before the evening was complete, we got one! Laura Tweed agreed to fill that position, and I think she will be a great fit. I look forward to her bringing us together for one of the best activities I think we do. We've also seen that headquarters has announced an EAA Eagles program for adults to start this coming year. If done well, which EAA usually does, this program should provide an even faster pipeline of enthusiastic new pilots. I look forward to hearing more about that and helping make that happen.

Our Annual Meeting is January 12 and I hope we have a good turnout. We will have set the budget for this year, and discussed the future of our chapter. I think we have a great chapter and everything we do we do well. There are always opportunities to do better and I hope we can have identified a few areas to focus on. We'll report the outcomes at our January monthly meeting the following week for those who can make the meeting.

At our January meeting, Bill Marcy will have his NM Tech students come present their plans for their next model plane build and fly competition, which is always interesting. I look forward to seeing you at one or both of those meetings. Remember, bring a friend interested in aviation. Happy flying!

Bob



## EAA Chapter 179 Annual Board Meeting

**Who:** All members of Chapter 179 invited to participate

**What:** EAA Chapter 179 Annual Board Meeting

**Where:** Copper Canyon Café, 5455 Gibson

**When:** Thursday, January 12, 6 PM Dinner, 6:30 Meeting

Come participate in the planning for the future of the chapter. The Board will be reviewing and revising our chapter goals, planning for the major activities of the coming year, and setting the annual budget.

### Planned topics:

- Review and revise the Chapter Goals
- Land of Enchantment Fly In
- Young Eagle Rallies and NEW Eagle Flight Rallies
- 2012 Budget
- Chapter Meetings and After-dinner Program
- Website and News Letter
- Disposition of Chapter merchandise and projects

Bring your ideas for the future of the chapter or talk to one of the Board members ahead of time! See you there.

Bob



## Chapter 179 Christmas Party

The Christmas party was again a wonderful evening celebrating with friends. Great food, company, and hospitality. We had the grab bag gift exchange which is a lot of fun with our special rules and levity. As special thanks to Russ and Margaret Prina for opening up their home to us.





## Chapter 179 Christmas Party





## Radar Realities, By Rose Marie Kern

©2011RoseMarieKern

The capabilities of weather radar these days is amazing. Even more amazing are the programs used to interpret the data brought in by the raw radar. With



today's programs you can see not just storm intensities and movement, you can see windflow even without precipitation.

Weather radar, unlike Air Traffic Radar, was originally designed to see moisture. An individual site measures the amount of moisture and how far up in the atmosphere the moisture extends within its small area. Because upward development is what occurs when thunderstorms are created, the higher up the moisture extends usually equates to the severity of the other weather elements, such as wind and hail, associated with that moisture. The radar site also shows how quickly the parcel of moisture is moving across the observed area.

One radar site alone will only see about a hundred miles out at best, and the outer fringe moisture levels will not be painted as accurately as those closer to the site. The National Weather Service has placed their radar sites across most of the nation close enough together that today's computers can weave the data from these sites together to form a "mosaic" of weather conditions. This is what you are looking at when you see the evening news and on most of the radars available to the public on the internet.

This article will not go into the technical aspects of radar sites or specific intensity levels produced by the radar sites, those interested can find specific information on NWS radars in their aviation weather guide – government publication AC-0045. You can find it online by typing this publication number in the search engine at [www.nws.gov](http://www.nws.gov).

If you use the [www.aviationweather.gov](http://www.aviationweather.gov) site you can pull up a national picture of radar that is very sensitive. It actually picks up cloud activity and around the center of the radar site it may on occasion pick up the tops of buildings and trees. Radar waves can bend with the right atmospheric conditions, so seeing what is called "anomalous propagation" (AP) is most prevalent after

nightfall as the air cools. AP tends to hide any lower cloud or lighter precip if it is in the area, so you have to check the satellites to see if the radar returns are real or just the local skyline.

By opening up the national radar mosaic on that site it will expand the area so that even if there are no returns showing when it is small, anything that is there will pop up to be seen. Looping it gives you a better idea as to which direction the activity is moving and whether it is growing or dissipating.

The more dramatic colors – reds and oranges indicate some pretty severe thunderstorms. These are more often seen in summer and fall. Widespread areas of green and yellow are light to moderate precipitation. Blue is usually heavy cloud activity and pale gray means the computer is picking up something but isn't quite sure what.

Radar has a harder time picking up snow and ice than it does rain. During the winter time the blues and greys take on a more sinister reading. Even a pale cloud of grey could mean there is light precip in the area – and flying through it could cause ice accumulation. A smudge of light to deep blue can mean more significant icing is possible or that a small intense snowstorm is blowing through an area. Just because it is small does not mean it is harmless.

If you are using WSI or some other private vendor for your radar products the colors may be altered by their computers – in many cases they will show winter radars that have green for rain, pink for a rain/ice mix, and blue for snow. The worst thing you can fly through is a rain/ice mix – that is where you catch the heaviest icing on an aircraft. Be sure to become familiar with the variations of each different weather vendors radar interpretations.

Many of today's radar sites are also capable of producing a picture of the windflow over the site at altitudes from a hundred feet off the surface to well into the flight levels. The Velocity Azimut Display (VAD) is a National Weather Service (NWS) radar product little used in fixed wing aviation, but familiar to balloonists or anyone flying low. It is a tool that pilots and flight service specialists can use to provide critical information concerning low level wind shear and provides data about changes in wind flow patterns during a climb to higher altitudes.

*(Continued on page 6)*

***Radar Realities*** (Continued from page 5)

Like normal weather radar, the VAD takes readings from precipitation, but the sensitivity of this instrument also reads tiny dust particles floating aloft. It can sense planes, birds, and butterflies as well, though its purpose is to reveal patterns over a given point. This means that any life form or aircraft picked up for just a moment in time does not normally affect the display. One exception to this is the seasonal or diurnal migration of large flocks of birds, which can alter the VAD readings at lower altitudes.

A VAD wind readout is measured in AGL altitudes at thousand foot increments. What an amateur will see the first time is what looks like an excel spreadsheet full of checkmarks with extra ticks. Each indicator, or flag, is pointing in the direction the wind is flowing towards. It is aligned with standard compass headings so that if it points up, wind flow is from south to north. It does not provide a specific direction in degrees.

The VAD display shows the winds at the MSL levels. For instance, ABQ VAD display does not even begin until 6,000 feet - because the surface there is 5,340. The Amarillo site starts with 1,000 - but the first 4,000 is always ND (no data) for the same reason.

The tick marks on the tail are speed measurements. A full tick is 10 knots, a half tick is five knots. A triangular sail at the end of the tick indicates fifty knots. At the bottom of the page are times listed in Greenwich Mean Time or GMT. Each reading is six minutes apart. The wind/speed indicators indicate what was observed at that moment in time by the radar.

Fixed wing aircraft can benefit in areas where a high windshear potential exists. In southern California during a Santa Ana windflow, the surface winds can be almost dead calm, but within 500 feet the wind from the northeast can be ripping along at 30 to 40 knots. Checking the VAD wind readings in the area can provide the data needed to anticipate the sudden onset.

To access VAD wind readouts at home there are a couple online options.

[www.weatherunderground.com](http://www.weatherunderground.com). At the top, look for NEXRAD.

[www.pilotsandweather.com](http://www.pilotsandweather.com)

[www.aviationweather.gov](http://www.aviationweather.gov)

If you need help interpreting the VAD, call Flight Service and ask for New Mexico or West Texas. These briefers talk to balloonists more than the others in the country so they use VAD the most and will be able to

discuss how VAD operates. Remember that if you want to call Flight Service for extended discussions on weather, call in the evening when there are not so many other pilots competing for briefings on imminent flights.

*Rose Marie Kern has worked in ATC for over 26 years. She takes questions and comments at [author@rosemariekern.com](mailto:author@rosemariekern.com).*

1979 182 Skylane II, 2175 TTA&E,  
Cessna IFR, excellent P&I, NDH, fresh annual,  
hangared, long range  
tanks, all logs. \$65k. (505) 321-  
8312. **1401498**



**Below:** CAP Cadets





## Young Eagles, Double Eagle II Airport, Dec. 17, 2011

### COORDINATOR'S REPORT

Much to the chagrin of the skeptics, the weather Saturday was anything but inclement. All week prior as I checked the forecasts and conferred with our pilots, the federal groundhogs were indicating that the weather would include snow showers at best, and outright predictions of frigid temperatures with precipitation more than likely. However, we pilots in the Albuquerque area know that the local weather sleuths are more in tune with the local conditions than the national weather services, and the proximity of the mountainous terrain can have a great effect on the conditions. As Yogi Berra so wisely said, "It ain't over till it's over." Therefore, we did not give up hope that our quickly-planned event to fly the local Civil Air Patrol cadets would, indeed, go as scheduled. The question in our minds really was not so much whether the winds and clouds would allow flight operations, but whether the temperatures would make starting our engines an issue. Several of our pilots had to ferry in from the "East Side" where temperatures frequently drop into the lower teens, making preheat a necessity. Other "West-siders" do not have the luxury of hangar space, and must tie down their airplanes outside, with no power for a preheater. Happily, we only had one pilot that could not coax his mount into life. More about that later.

The real purpose of this "invitation only" rally was to reward our local Civil Air Patrol cadets that have assisted our chapter in the conduct of other Young Eagle Rallies and our yearly Land of Enchantment Fly-in. These fine young men and women are proof that the good old USA is not without patriots and young people that believe in their country; have a real interest in aviation; have self-discipline; and possess a strong sense of purpose. These young men and women have selflessly served to further our cause of promoting aviation.

This event distinguished itself from other Young Eagle rallies in that it was a "one-on-one" flight event. By limiting the flights to only a single Young Eagle, we were able to provide a

more meaningful flight experience and "stick time" to each cadet on an individual basis, as opposed to just an airplane ride. All of the participating cadets were able to actually handle the controls of an airplane in flight.



*Photos by Bryan Neil*

My personal thanks go to all that shared their time and/or their aircraft to make this event a success. Pilots from EAA chapters 179 and 530 that flew included Chuck Swanberg, Bob Waters, Russ Prina, Guy Prevost, Chris Grotbeck, Dan Friedman, Doug Warwick, Vern Dudley, Harley Wadsworth, Ken Dominy (yours truly) and Mike Madlener (flying Laura Tweed's 182.) Curtis Smith was there in his flight suit to assist, but his light sport just couldn't come to life in the cold. What's the deal Curtis? Isn't that a snowmobile engine in your mount?

Well, not to be left out, Curtis just joined Todd Blue and Sandy Waters at the registration desk. Our ambassador-at-large, Bob Hartman, was on hand to promote the Young Eagles program.

Also, I would be remiss in not thanking Bode Aviation for their support, as they always come through with super hospitality and allow us to hold the event at their facility. And, by the way, did those registration tables just appear from

*(Continued on page 8)*





(Continued from page 7)

nowhere? Could it be that Joy and Keith could have caused them to materialize? I don't know who did that, but I don't think it was Santa's elves.

I should also mention that the whole gaggle of aircraft was handled in the most professional manner by the air traffic control tower staff at Double Eagle tower. We enjoyed a safe event with their help.

At the conclusion of the event, it was my honor to accept on behalf of the participating chapters, a medallion and a certificate of appreciation from the Civil Air Patrol signed by the participating cadets. What a surprise! I thought the whole idea was to honor them for their efforts in our behalf, but they wanted to thank us instead. Wow!

Ken Dominy, Y.E. Coordinator







\*\*\*\*\*EAA Chapter 179 Membership Application / Renewal\*\*\*\*\*

NAME: \_\_\_\_\_ Spouse/Partner's Name \_\_\_\_\_

Children's names [if family application] \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

Phone: HM: \_\_\_\_\_ Cell: \_\_\_\_\_

E-mail address \_\_\_\_\_

EAA # \_\_\_\_\_ Expiration Date (MM/YY): \_\_\_\_/\_\_\_\_ D.O.B.(MM/DD): \_\_ / \_\_

Please specify (circle one) if you wish to receive the newsletter by: e-mail or US mail

Your Projects (finished or in progress) as well as what you are currently flying A/C:

---

---

Please specify (circle one) if you wish to have a **family** or **individual** membership.

**Our Annual Dues are \$30 Family; \$20 individual or \$15 or \$10 if you join in the second or third Quarter respectively.**



## 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**