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Visit Albuquerque EAA Chapter 179 Web Site: [www.179.eaachapter.org](http://www.179.eaachapter.org)

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

**Upcoming Events & Chapter Meetings .**

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

**Young Eagles Chapter 179 Calendar of Events, 2012:**

- 1) Land of Enchantment Fly-In Sept 9 (Sunday) at Moriarty
- 2) November 3 at Double Eagle – rain day Nov 4  
Young Eagle Coordinator, Todd Blue 266-1491, or  
Robert Hartman 565-2743

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



Hangar Party! See page 7...

**Inside This Issue**

Upcoming Events & Chapter Meetings ..... 1

From the Editor ..... 2

From the President ..... 2

Young Eagles, Moriarty, NM, May 5, 2012, Report ..... 3

Chapter 179 Meeting Minutes ..... 4

Every Way the Wind Blows, By Rose Marie Kern ..... 5

Fourth of July Hangar Party ..... 7

On-Going Events ..... 8

And More...

## From the Editor, Harley Wadsworth

Time to get ready for Oshkosh! I ordered my free NOTAM booklet from EAA. You need one if you plan on flying in. That is unless you like printing your own and are good at working with large loose sheets of paper. The page number is very helpful. Last year it was only clear to me which arrival was in effect because I used the page number, which they gave on the ATIS.



I bought a deluxe tent. It is easy to erect by myself and is spacious and tall enough to stand up in. I just hope it can take those tornado warning winds that we always seem to get at some time during the week. The sales guy said it was good for up to 60 mph winds. We will see if that is good enough.

I have included information, below, about upcoming events as sent out by Joyce Woods, President of the NMPA. They have lots of fun activities planned. The link to NMPA's web site is the following:

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

## From the President, Bob Waters

With hot summer days here, the flying is best in the early morning. I'm looking forward to that as soon as my planes get back in annual. They've been in a holding pattern for a while



as we prepared for Margaux's graduation finished the house spritzing. Life is like that sometimes. Now that it's June, Airventure is just around the corner! Are you going this year? Is it an annual trek? As you know, last year was my first time and it was wonderful. If you haven't been you ought to plan to go this year or sometime soon. There truly is something for everyone who has an interest in planes.

At this month's meeting, our very own Marc Ausman of Vertical Power and EAA Board fame will talk to us about both topics: perspectives and insights from being on the EAA Board and what are some of his exciting products that we'll be interested in. I look forward to seeing you at meeting. Remember, invite a friend and give us all the chance to grow another member. Happy flying!

**NMPA events. As appeared in the NMPA newsletter from Joyce Woods, 2011-12 President, [nmpa@nmpilots.org](mailto:nmpa@nmpilots.org)**

**Saturday July 21, Celebrate the 40th Anniversary of the Apollo 17 Mission**, an evening with the Honorable Dr. Harrison "Jack Schmitt" at the Anderson-Abruzzo Albuquerque Balloon Museum. Reserve online or by July 1. Sponsored by the Navy League New Mexico Council.

**July 28th Albuquerque (KABQ) WINGS Seminar, 10 AM. Aviation Weather Hazards in the Southwest**, followed by a short walk and a tour of the National Weather Service (NWSFO) Forecast Office. Speakers from the ZAB Center National Weather Service and the NWSFO. Location: Atlantic Aviation Services, Life-Guard training room (upstairs) at 2505 Clark Carr Loop. Lunch from 12:30PM provided by EAA Chapter 179 for a small donation.

**NEW EVENT! September 14-15, Histaerical Treasure Hunt**: Join the Rio Grande Norte 99s for a fun filled day, deciphering clues that lead to treasures all around northern New Mexico. This event is part of the New Mexico Centennial Aviation Celebration with events throughout September 2012. [Click for details and online registration](#). Limited to 20 teams, registration deadline August 31.

**September 28-30: Centennial Air Tour** – Have you flown an air tour before? *Plan now to join us to celebrate 100 years of New Mexico aviation history with a weekend Air Tour. Help promote general aviation with local events at each stop. Participants will start Friday morning at Grants (KGNT) with a lunch stop in Santa Fe, overnight at Tucumcari (KTCC). Saturday, the tour will proceed to Roswell, Carlsbad, and stop overnight at Santa Teresa (5T6). The last stop is at Socorro Sunday morning. See [Event Flyer](#) for itinerary and registration information. Reserve your spot now, [register online](#).*

## COORDINATOR'S REPORT YOUNG EAGLES RALLY

5-5-2012

### MORIARTY MUNICIPAL AIRPORT (0E0)

Although the windssock fluctuated a bit, the volunteers from Chapter 179 gathered at Moriarty Municipal Airport to hold another Young Eagles Rally. Seven pilots from Chapter 179 and Chapter 530 were able to fly 36 young men and women allowing them to gain the status of Young Eagle. The ground volunteers handled the organization and registration functions, as well as preparing a pancake breakfast for all.

Pilots for the event were Ken Dominy, Rick Richter, Vern Dudley, Will Taylor, Doug Warwick, Russ Prina and Chris Grotbeck. All volunteer pilots provided their own planes and were rewarded by the smiles of glee from their Young Eagles.

Registration, load manifests and certificates were handled by Sandy Waters, Edy Taylor, and Margaux Waters with a little help from yours truly Todd Blue.

Again, Keith and Joy Beasley and Charles Alden kept the pancakes going at the breakfast.

The crowd control and general duties were assumed by the Civil Air Cadets. Due to a scheduling conflict with Thunderbird Squadron who normally handle the Moriarty rally, Chris Tucker of Eagle Squadron joined forces with Cdr. Kathy Courreges of Edgewood NM-085 Squadron and provided exemplary duties during the Young Eagles event. To all the fine cadets from the two squadrons a hearty and sincere thank you.

And not to forget the presence of Bob Hartman who spread the word of the rally. Bob is certainly Our ambassador-at-large, always promoting the Young Eagles Programs.

To Bob Hudson, airport manager, our thanks for the cooperation and help in opening the maintenance building and terminal building for our use and the use of the tables and chairs.

Also a special thanks to Bill Marcy who kept the fu-

ture Young Eagles entertained with his Kitty Hawk "ground based" airplane.

To those mentioned and to any I may have missed, please accept my thanks for helping make this a successful Young Eagles event. In my new position as Coordinator, my sincere thanks to all those who made my first Young Eagles rally a positive success.

Respectfully submitted;

Todd Blue, Chapter 179 Young Eagle Coordinator

(See more pictures in the May Newsletter)



## Chapter 179 Meeting Minutes



*J.D. Huss, Left, and Bruce Jeffcoat, right, of the FAA presenting on Homebuilt/Experimental Certification and Flight Testing*

Regular meeting of EAA Chapter 179 was held May 15, 2012 at the Copper Canyon Café convened by President Bob Waters at 6:05PM

President Waters recognized guests in attendance , Edy Taylor and Margaux Waters , who were of great assistance at the Young Eagle Rally in Moriarty. Also recognized were J.D Huss and Bruce Jeffcoat with the FAA who were the evenings' presenters.

Minutes of April 17, 2012 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.

Curtis announced that, thanks to Bob Waters submission to his employer, the Chapter 179 Scholarship fund received a \$250.00 award from Lockheed Martin.

Curtis also announced the reschedule of the Fly-out to Santa Rosa which was cancelled. The Fly-out is rescheduled for the coming weekend.

Todd gave a report on the Young Eagles rally . Reported 36 Young Eagles flown by Ken Dominy, Rick Richter, Vern Dudley, Will Taylor, Doug Warwick,

Russ Prina and Chris Grotbeck. Registration duties were handled by Sandy Waters, Edy Taylor, and Margaux Waters. Thanks to Joy & Keith Beasley and Chuck Aldin who kept the pancakes coming.

Todd gave a brief introduction to the EAA petition to FAA to allow Young Eagle pilots to use donated free gas for the flights.

Joy reported that Safety Seminar ended up in a slight positive income as well as some profit from Young Eagle at Moriarty.

No New Business.

No Old Business.

A motion to adjourn was made, seconded and passed. Meeting adjourned at 6:25PM followed by a presentation by Bruce Jeffcoat and J.D. Huss of the FAA on Homebuilt/ Experimental certification and flight testing.

Respectfully submitted:

Todd Blue, Secretary

## Every Way the Wind Blows

By Rose Marie Kern

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I stand in a delightfully calm garden and watch as the clouds rip briskly only a few hundred feet above my head. Even more amazing is that at a higher level I can see mare's tail cirrus blowing in a completely different direction.



Winds can make a pilot's trip quicker or slower; a gentle lovely flowing drift or a nasty washboard gut wrenching misery. Pilots who research the winds aloft forecast can prepare themselves and their passengers for whatever experiences await them as they fling themselves into the sky.

The National Weather Service releases high altitude balloons from sites across the country two hours before the winds aloft forecasts are modeled for dissemination. These balloons carry equipment to measure humidity levels and a tracking device which enables the meteorologist to read its direction and speed by computer as it climbs into the flight levels.

Once the data is received they use it plus what they can see on radar and satellite together to forecast what is happening aloft. The Winds Aloft data is released every 6 hours, 0200z, 0800z, 1400z, and 2000z. The forecast data goes out in 6, 12, and 24 hour increments, reflecting how the winds are expected change over the day. Most aviation weather websites carry it, but the NWS website is: <http://aviationweather.gov/products/nws/winds>

The winds are in MSL, beginning at 3,000 feet. They are given every 3,000 feet to 12,000, thereafter they are every 6,000 feet. Wind forecasts are not issued for altitudes within 1,500 feet of a location's elevation. For instance, Albuquerque sits at 5400 MSL, this is too low for the 6,000 foot forecast, so the first data given is for 9,000 feet.

Winds aloft data also contain temperatures. Temperature forecasts are not issued for altitudes within 2,500 feet of a location's elevation.

Wind direction is indicated in tens of degrees (two digits) with reference to true north and wind speed is given in knots (two digits). Light and variable wind or

wind speeds of less than 5 knots are expressed by 9900.

Forecast wind speeds of 100 through 199 knots are indicated by subtracting 100 from the speed and adding 50 to the coded direction. For example, a forecast of 250 degrees, 145 knots, is encoded as 7545. Forecast wind speeds of 200 knots or greater are indicated as a forecast speed of 199 knots. For example, 7799 is decoded as 270 degrees at 199 knots or greater.

Temperature is indicated in degrees Celsius (two digits) and is preceded by the appropriate algebraic sign for the levels from 6,000 through 24,000 feet. Above 24,000 feet, the sign is omitted since temperatures are always negative at those altitudes. An example of this is seen below

DATA BASED ON 010000Z

VALID 010600Z FOR USE 0500-0900Z.

FT	3000	6000	9000	12000	18000
24000	30000	34000	39000		

MKC	9900	1709+06	2018+00	2130-06	2242-18
	2361-30	247242	258848	550252	

The Kansas City (MKC) winds data is based on computer forecasts generated the first day of the month at 0000 UTC. It is valid for use from 0500 UTC to 0900 UTC. Since MKC is only 757 feet MSL, the first wind data is forecast at 3,000 feet where the 9900 indicates that the winds are light and variable.

At 6,000 feet the winds are from 170 degrees (south) at 9 knots. By 9,000 feet they become a bit more westerly at eighteen knots, and by twelve thousand they are south-southwest (210 degrees) at thirty knots. Notice that at 6,000 feet there is a plus sign and the numbers 06. This means the temperature at that altitude is expected to be plus 6 degrees celcius. By 9,000 feet the temperature is zero – indicating where the freezing level is expected to be. Above 24,000 feet the temperatures are all expected to be negative, so they drop the plus/minus signs.

Notice the 39,000 foot winds. The direction is over 36 – so in order to correctly interpret the data you must subtract 30 from the direction and add 100 to the speed. So the winds are actually 250 degrees at 102 knots, temperature minus 52 degrees Celsius.

Some, not all, stations carry winds aloft temperatures up to 53,000 feet. These are usually shown on a separate line.

*(Continued on page 6)*

*Every Way the Wind Blows (Continued from page 5)*

DATA BASED ON 091200Z

VALID 091800Z FOR USE 1400-2100Z. TEMPS  
NEG ABV 24000

FT 3000 6000 9000 12000 18000  
24000 30000 34000 39000

ABI 1931+10 1929+10 2024+06 2331-10  
2448-23 235239 246348 256056

ABQ 2213+03 2327-04 3163-17  
3366-27 337242 326946 335749

ABR 2017 2312+14 2308+09 2615+02 2724-13  
2527-26 273641 274051 274562

FT 45000 53000

ABI 301049 281149

ABQ 235061 244859

ABR 224559 243756

The winds here are for Abilene, TX, Albuquerque, NM and Aberdeen, SD. Note how Aberdeen's winds begin at 3,000, but the winds for Abilene and Albuquerque begin higher due to their surface altitude. One of my favorite pilot blunders is when a rookie on his first trip from the plains into the mountains asks me for the winds at 3,000 over Albuquerque. That's when I ask where he got the drill added to his propeller.

Notice the ABQ winds between 12,000 and 18,000 – there is an 80 degree switch in direction and more than thirty knots of speed change – looks like an indicator of wind shear and possible turbulence between those altitudes to me!

When scanning the winds aloft forecast watch for directional and speed changes between altitudes and between sites along your route. If you are traveling from Bangor, Maine (BGR) to Cincinnati, OH (CVG) the winds could look like this:

FT	3000	6000	9000	
12000				
CAR	3520	3123-6	2833-09	2836-15
BUF	0307	3110-8	2622-11	2628-15
AGC	9900	2506-04	2516-07	2527-12
CLE	1808	9900-05	2515-10	2629-16
CMH	1413	2305-02	2517-07	2525-14
CVG	1420	2010+00	2414-06	2626-10

Notice that there is a strong northerly wind at three and six thousand on departure. They reduce in speed and

change direction by Alleghany in western New York and by Cleveland they are out of the south-southeast. The changes in speed and direction indicate that you've either crossed a front or over a longer distance you've left an area dominated by one surface low pressure and entered another one. At the higher altitudes the wind direction does not change as much and the speeds (and temperatures) are more consistent, so this is mostly a surface based system.

For fun sometime, look at the forecast winds aloft along a route before you look at any other weather product and see if you can visualize changes in the weather patterns – then look at the surface analysis and/or jet stream charts. You may surprise yourself at how much it can tell you!

*Rose Marie Kern has worked in ATC for over 26 years. If you have questions concerning aviation weather or air traffic you can contact her at author@rosemariekern.com.*

**Sandia Airpark Properties For Sale:**

48 Blanco Road: The 50 x 50 hangar/workshop comes complete with a charming 3 bedroom/2 bath ranch style home in the airpark. \$289,000.00



72 Blanco Road: Airpark living at its best-- 100 x 50 horse barn (can be easily converted to a hangar) and horse corral on over an acre of land are complimented by the 3000 square foot custom home with a 10 car garage, cooks kitchen, 2-4 bedrooms, luxurious Master suite, wrap around deck with 360 degree views of mountains, pasture and the runway. \$535,000.00



For both properties please contact Konrad L. Werner, Qualifying Broker, K.L. Werner & Associates Real Estate, LLC, Office: 505-265-9136 / Mobile: 505-480-4545



## **IT'S TIME FOR ANOTHER HANGAR PARTY!!!**

HOSTS ARE JULIE SMITH, JOY & KEITH BEASLEY, DAN & ZIA TELFAIR

LOCATION IS JULIE'S HANGAR AT DOUBLE EAGLE II AIRPORT

DATE WEDNESDAY JULY 4, OF COURSE!

TIME 4PM 'TIL DARK



PLEASE BRING YOURSELVES, AND A SIDE DISH OR DESSERT TO  
ACCOMPANY OUR GRILLINGS.

CALL JULIE 867-9268, THE TELFAIRS AT 856-6774, OR THE BEASLEYS AT 898-0425  
OR VIA RETURN EMAIL—RSVP'S APPRECIATED

## 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**