



2013 Officers

Area 505 (New Mexico)

President:

Bob Waters- 844-4672
bobbywaters60@gmail.com

Vice President:

Steve Rokicki - 898-6383
rokicki@aol.com

Secretary:

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

Treasurer:

Curtis Smith - 899-2696
mach2@centurylink.net

Directors:

Chuck Swanberg - 269-0166
chucks@higherspeed.net

Dean Wadsworth - 907-5051
deanwads@gmail.com

Harley Wadsworth - 453-6369
harleywads@comcast.net

Laura Tweed -463-4766
laurafly4@msn.com

Russ Prina - 856-6246
rfprina@wans.net

Standing Committees

Budget & Finance:

Curtis Smith, Dan Friedman,
& Russ Prina

Promotions, Publicity, & Membership:

Joyce Woods -974-5305
chapter@eaal179.org
niner3echo@flylonecane.com

Newsletter:

Harley Wadsworth 453-6369
harleywads@comcast.net

LOEFI:

Will and Edy Taylor -256-0681
apdpilot@aol.com

Web Master:

Kevin Banks
KKB2B@hotmail.com

Young Eagles:

Todd Blue - 266-1491
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

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

Upcoming Events & Chapter Meetings .

16 April, 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.

17-21 June, DEAA (see page 3 for more information)

Upcoming Young Eagles Events for 2013:

May 11 at Moriarty (OEO)

September 14 at Moriarty (OEO)

November 9 at Double Eagle (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



“Thank You” gathering for KAEG controllers see page 7...

Inside This Issue

Upcoming Events & Chapter Meetings 1
 From the Editor 2
 From the President 2
 DEAA Information 3
 EAA Chapter 179 Meeting Minutes 4
 Scholarship Awards 5
 The Lowly Pilot Report, by Rose Marie Kern 6
 “Thank You” gathering for KAEG controllers 7
 On-Going Events 8

From the Editor, Harley Wadsworth

I enjoyed a great ski season, but now I am anxious to get in my airplane and do some flying!



There is a lot of planning going on for our upcoming chapter events and activities. We are going to have some fun!

Our monthly meetings are attracting more and more people. The super presentations after the meetings are always interesting, informative, and entertaining. Come and join us. HW



"Thank You" gathering at KAEG for the controllers



Ron Harmon's exceptional newly acquired Cessna 195

From the President, Bob Waters

Five and counting!

One change in aviation in the last 50 years is clear to me: members joined (or formed) EAA chapters at a much earlier age than we do now.



We can debate the reasons, but regardless of the outcome, it's a good thing! Of the 30 founding chapter members, we're now in contact with five of them, which is very exciting! All of them are active and seem to be in good health. If this trend of finding founding members continues, we're going to have to find a much bigger place for our 50th birthday party! Details still being worked.

There was a good turnout for the Saturday cookout for our friends in the AEG tower cab. Thankfully, what was to be a farewell turned out to be a celebration of a two-month delay on that decision. I had a chance to thank them for helping make our Young Eagle flights there much safer. I emphasized that our Young Eagles were going to be the future airline pilots, recreational pilots, mechanics, and maybe controllers! You never know who the Young Eagle in the right seat is going to grow up and become... thanks in part to all of us on the ground and in the air who make that great program successful.

OK. We've had some great presentations over the last few years. This month, we're likely to lower the average a bit. Our presenter will be... me! A few years ago, my partner, Bruce Thomson, and I restored a 1946 Taylorcraft BC12D and are now flying it. We took a lot of pictures, and if you come to the meeting, you'll get to see some of them and hear about the amazing but true performance characteristics of this classic plane. Here's a teaser: it climbs better on hot August afternoons than it does on cold December mornings. I'll also add a bit of history of the Taylorcraft Factory. Come out and enjoy good food and friends and a fun night. Remember, the friend you bring might just be our newest member! Happy flying! BW



Know a High School kid that wants to aviate??? They won't want to miss the Double Eagle Aviation Adventure. It will be a fun filled, interactive learning adventure covering aerodynamics of flight, aircraft systems, navigation, communications, aviation careers, and building aircraft! It's June 17 – 21, 2013 at the Double Eagle II Airport, cost \$80. On Saturday, June 22, participants will have an opportunity to participate in a separate Young Eagles event, flying a route they planned during the week. **But HURRY! APPLICATION DEADLINE APPROACHING. . . . APRIL 25.**

Potential participants and parents are encouraged to attend our informational **Open House at Double Eagle Airport on Saturday, April 20th from 1-3 PM in the Bode Aviation lobby.** Any EAA members welcome to participate!

FAQ: *Wow, this is great! As an EAA member, how can I help?*

A) Help us attract kids with a passion to learn about aviation -- send them this link: <http://www.179.eaachapter.org/deiaviationadventure.htm>

B) Donate to EAA 179. Key sponsorships needed are for: T-Shirts, lunches, printing costs. Two members have already pledged to "sponsor a kid" that wouldn't otherwise be able to afford the camp. We are counting on donations to break even.

C) Fly a Young Eagle on Saturday, June 22. We want every kid to have a 1:1 experience so we'll need more pilots than ever! But if we get enough, you'll only fly one 40 min flight.

Take pride in supporting the dedicated team that has put together a curriculum we "would have craved for at that age!" (quote courtesy of Earl Cummings, charter EAA 179 member.)

Chapter 179 Meeting Minutes

Chapter 179 Meeting, March 19, 2013.

Call to Order: President Bob Waters called the meeting To Order at 6:00PM. Recognition of guests present was made by Bob. Guests included Peggie Salazar, Valeria Salazar, Jeff Salazar, Lee Tu, Julie Welch, Shannon Welch, Guy Welch, Conner Welch and Richard Hastings. Joy Beasley announced that the three scholarship recipients were Jeff Salazar, Lee Tu, and Conner Welch.

Presidents Report: Bob Waters introduced the new upcoming events including the 50th anniversary event planning. Bob noted that Earl Cummings (an original founding member was excited about the event) the search is still on going to find other founding members. To date three have been located. Bob also announced that Earl Cummings will sponsor one student to the Aviation Summer Camp.

Vice Presidents Report: NONE

Secretaries Report: Todd Blue asked for a motion to approve the February minutes as published in the News Letter. Motion was made, seconded and passed.

Treasurers Report: After reading the account balances, a motion was made, seconded and passed to accept the report.

Budget and Finance Report: None

Promotion, Publicity & Membership: Joyce Woods reminded everyone that there was a current membership form passed around. If you have not paid you are reminded to do so.

Young Eagles: Todd Blue reported that despite earlier report that the Young Eagle Credits were not expected, National EAA did, in fact, award Chapter 179 with \$1025.00 in credits to be used for designated items for the Young Eagle events. There are still ongoing efforts to continue to foster all New Mexico Chapters involvement in all Chapter Young Eagle Events. So far 10 Chapters have been identified. The closest Chapters are 1521, 179, 1306, 691, and 530. A list has been developed showing contact persons at each Chapter and activities scheduled for 2013.

Land of Enchantment: Will and Edy Taylor reported that the 50 year banquet will be separated from the LOEFI. There are still vacancies for volunteers and Team Leaders and Will urged all to participate if possible. The next LOEFI planning meeting is April 2,

2013, 5:30PM at Cooper Canyon.

Scholarship Report: Joy Beasley announced the successful Scholarship Recipients from the 11 applications received. Conner Welch, Jeffery Salazar and Lee Tu were recognized by Joy Beasley.

Old Business: Dan Friedman gave a short comment concerning the UFO organization (United Flying Octogenarians). Dan indicated that there were now 1600 UFO members with one lady UFO who is 102.

New Business: Harley Wadsworth explained the Newsletter distribution/computer change he is going through. At the current time only three Newsletters are sent by "snail mail". Printed copies may be requested but due to costs it is requested that email delivery be used.

Thank You Margaret for the beautiful pot holders.

Laura Tweed looking for a partner in her 182. Chuck announced the current availability of "airplane parts".

Adjourn: President Waters called for a motion to adjourn. Motion made, seconded and approved. Meeting adjourned at 6:30PM followed by a presentation and slide presentation by Curtis Smith on the Rio Grande Navy. The presentation was enjoyed by all.

Respectfully Submitted;

Todd Blue, Secretary



Curtis Smith gives an informative presentation about the Rio Grande Navy.



In my presentation last meeting about the Rio Grande Navy, I mentioned this was one of the planes we had at Kirkland. I also said the A1 was a work-horse in Vietnam and aided our

ground forces. You might be interested in this video:

<http://youtu.be/Dr3UPTGnmHs>

Scholarship Awards

The Scholarship Committee had its work cut out for it this year with 11 applications received--truly a group of very impressive young folks. The three chosen as recipients of \$750 each were introduced at our March meeting, but we would like to tell you all a little about them.

Leigh Tu was chosen to receive the 2013 Jay Schmitt Memorial Scholarship. Leigh says he became interested in aviation when he saw an old, unloved Piper Super Cub whose ailerons were gone, tires flat, and fabric weathered sitting at the airport. He just knew there was something special about that yellow tail dragger. He began his pilot training in August, 2011, soloed in February, 2012, and passed his check ride in February, 2012. He is currently pursuing IFR certification (part 61) at Del Sol Aviation and will continue through commercial and CFI certifications. He would love to give back to the aviation community by giving others the spark of interest in aviation that was ignited in him.

Jeffrey Salazar had wanted to fly since he was three years old. His wife purchased him an introductory flight on January 6, 2012, and he then registered for a ground course which he completed in March. He obtained financing to start pilot training and began in June, 2013, and seven months later on January 2, 2013, took his check ride--just under a year from intro ride to private license! This was all accomplished while attending UNM part-time working on his Bachelor's, holding down a full-time job, and trying to spend some time with his wife and son. He will be continuing training at Del Sol Aviation and hopes to fly professionally, perhaps with an airline, for the rest of his life.

Connor Welch was chosen for our third scholarship. This very mature 14-year old has a total

of 19 hours flying time so far. He has completed Sporty's Recreational Ground School and is a Young Eagles regular both as a participant and volunteer. He stated: "My passion in life is flying; I have a deep urge to fly, even when I am on the ground my eyes are always turned skyward. Whether it's soaring above the desert floor in a glider, heart-stopping aerobatics, sitting in the cockpit of a war bird, sitting at the window seat on a Commercial aircraft, or just flying with a friend in a small Cessna. The thrill of flying is something I cannot explain nor live without." He hopes to receive his pri-



Scholarship Recipients: Left is Connor Welch, center is Jeffrey Salazar, and right is Leigh Tu.

vate pilot's certificate at 17, commercial certificate at 18, and then attend Embry Riddle Aeronautical University to obtain a degree in physical engineering.

Congratulations to these three great guys, and may we be blessed with equally deserving applicants again in 2014.

Please keep in mind, folks, that we are a 501c (3) organization. Our Scholarship Fund is totally separate from other Chapter monies. To help us with awarding additional scholarships in the future, all donations to EAA 179 Scholarship Fund are greatly appreciated.

Joy Beasley, Scholarship committee

The Lowly Pilot Report, By Rose Marie Kern

“Flight Watch, N3RK just west of Roswell, with a pilot report, over”

“N3RK, Albuquerque Flight Watch, go ahead pilot report”

“N3RK is a Cherokee, we were at five thousand five hundred, and had moderate turbulence from Midland to Carlsbad. We just started getting some severe jolts as we got east of Roswell. We climbed to seven thousand five hundred and we have light turbulence at this altitude”



Ahh, the lowly pilot report. Every time you call flight service, the briefers always ask for pilot reports. Pilot reports are the missing pieces of a puzzle in the realm of Weather Service measurements and instrumentation. The weatherman is chained to the ground with his computers and calculations. He has satellites far above the atmosphere to give him a look at airflow there, and he has surface observation stations feeding data into the computers below the atmosphere, but except for weather balloons sent aloft a couple times a day, he has no way of knowing what is happening IN the atmosphere. It is still one of the greatest guessing games known to man – what is going to happen next?

Enter the Pilot Report. Pilots cleave the air at altitudes from just above the surface nearly to the ozone layer every day. They do not just see weather, they become a part of it. The data that they accumulate and give to air traffic gets fed immediately into National Weather Service databases. This data confirms or disputes the forecasts made to that point and it serves as the basis for the next educated guess as to how the weather will affect the people, animals, crops, roadbuilders, campers, golfers and aircraft.

Pilot reports are a pilot's best source of weather on his route. Airmets and Sigmets are issued, but are they real? Is there really icing in those clouds over Indianapolis? A Cessna Skyhawk pilot is aching to get home to Cincinnati. The Airmet exists, but what is really happening? During his briefing he finds that the pilot of a Beechcraft Baron flying from Terre Haute to Dayton reported a trace of rime icing at FL115, but after dropping to FL075 and the Baron reported clear with an outside temperature of plus 4 degrees C.

The Skyhawk pilot leaves immediately and comforta-

bly makes it home.

On the other hand, if the Baron had reported that he had encountered light icing from FL045 on up to FL115, the Skyhawk pilot, who had no de-icing equipment on board, would probably take a hotel room for the night and try again tomorrow.

Airmets are indications that certain types of flying hazards are probable in an area, but a Pilot Report is real-time information that is of incredible value to other pilots. When a pilot report is received, it is considered pertinent for briefing purposes for only one hour. After that time it is removed from the weather service products, insuring that the only data the pilots and briefers receive is current. It is not thrown out completely though. This data is accumulated with other pilot reports and used to reconsider advisory products. The pilots themselves therefore frequently initiate action on the part of the Weather Service to stimulate the issuance of Airmets or Sigmets.

All pilot reports, even the negative ones have value. If it is forecast to be turbulent, but all the pilots are reporting smooth flying conditions – this is Good! If it is forecast to be smooth and clear and the pilot reports it is smooth and clear – this is Good! Never think that you are “wasting time” with any pilot report, they are all valuable.

Every time you give a pilot report Flight Service needs your location, type aircraft and altitude to start with. After that you should give whatever clues to the big puzzle that you can. Are you in the clouds at your altitude? What altitude did you enter them at? How thick is the layer? How many miles can you see in front of you?

At your altitude are you getting turbulence or icing? What intensity? Do you see any rain in the area? The weather service likes having pilots give wind speed/direction and temperature aloft data in pilot reports.

The two categories that tend to confuse a lot of pilots are the intensities and types of turbulence and icing. Icing is a little more obvious. If it is barely visible it is trace. If it is lightly coating all surfaces it is “light”. If it looks like thick icing on a birthday cake and is starting to make flying difficult, it is moderate. If it is severe, you are probably already losing altitude so fast that you don't have time for a pilot report.

(Continued on page 7)

The Lowly Pilot Report (Continued from page 6)

Air carriers define turbulence according to passenger discomfort. Light turbulence causes coffee in those little Styrofoam cups to slosh around a bit. Moderate turbulence means the coffee slops out of the cup and may tip the cup over. Severe turbulence lands the coffee in the lap of the guy in the next seat back, and extreme turbulence tosses the stewardess into the lap of the guy in the next seat back.

Sometimes the turbulence is classified as “chop”. Ever drive down a dirt road that has a lot of parallel ridges like an old time washboard? That is chop.

We get a lot of interesting comments that are added to pilot reports which will bring home a condition in a more personal way. One pilot was reporting nasty headwinds and turbulence. The report read: TCS UA/OV ONM-TCS/TM 2219/FL085/TP C152/WV 180045/ TB MOD/RM “Only thing moving in this aircraft is my stomach”.

Or this one in southeastern New Mexico:

CNM UA/ OV CNM/ TM 0245/FL065/TP C210/ Turbulence – Moderate to Severe/Remarks: It’s rougher than a corn cob up here.

My favorite was made by an unheated Experimental flying from El Paso to Albuquerque up the Rio Grande in February. He reported the temperature, then said, “I should have worn my fur-lined jock strap.” Unfortunately, the supervisor would not let me code that one into the database unedited.

Flight Watch is uniquely designed to take and disseminate pilot reports. Radio can do it too, time permitting. If you give one to the ATC Towers, they will pass it on to Flight Service because their computers are not linked directly to the Weather Service. Center controllers have no requirement to take pilot reports, and if you try to give them one they may simply have you contact Flight Watch.

Other, more unusual, pilot reports can include such things as seeing the ground obscured by blowing sand or dust, and then giving the dust tops, or observing a forest fire where there are no TFR’s already in the area. This is one of the ways that the Forest Service gets on top of fires quickly in the more remote regions.

To all those who religiously give pilot reports – thank you. To the rest of you, Flight Watch is listening on 122.0, so call up and let’em know how your flight’s going.

Rose Marie Kern has worked in Air Traffic for over 28 years. If you have a question she can be reached at

author@rosemariekern.com.

Double Eagle II Tower Controllers “Thank You” Gathering

Over 100 turned out for the Double Eagle II Tower Controllers Appreciation gathering on April 6. All six controllers were able to participate in some part of the event, still keeping the tower covered. Senator Udall’s office was represented by Sarah Cobb who listened to concerns and announced that the Senator would be so-sponsoring a bi-partisan bill this week with Senator Moran to assure continued tower funding. She said this would need to be resolved “from the ground up” and encouraged writing letters to Senator Udall. Local formation pilot Guy Jones and EAA179 President Bob Waters shared comments in appreciation of how well the AEG controllers manage traffic, despite not having radar available. John Bode commented as well, expressing hopeful expectations that the budget issues will get resolved and prevent closure. Currently the tower is slated to close June 15. Thanks to Joy and Keith Beasley and their friend Linda for grilling burgers, and to the tower controllers union who contributed drinks. Thanks to all who came out in support!!



Tim



Woof, Rod, and Derrick



Aaron

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 Fellowship Christian Reformed Church, 4800 Indian School NE, (just west of San Mateo, across from the Heights YMCA). 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

EAA Chapter 179

P.O. Box 3583

Albuquerque, NM 87190-3583