



2013 Officers

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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 .

24, August, Saturday, Chapter 179's Golden Anniversary Celebration, 5:00PM to Midnight, Sandia Resort and Casino. See page 3.

Upcoming Young Eagles Events for 2013:

September 14 at Moriarty (OEO)

November 9 at Double Eagle (KAEG)

7 September, Saturday, Land of Enchantment Fly-In at Double Eagle Airport (KAEG) – SAVE THE DATE!!! See pages 6-8

Chapter 179 meetings are on the third Tuesday each month. However, Our August meeting this year is replaced this year by our Golden Anniversary Celebration. See information above.



AirVenture (See page 9)

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From the Editor, Harley Wadsworth

AirVenture was really good this year. The weather was the best I have experienced at Oshkosh. The attendance was exceptional.



And the transportation systems were very efficient. Lots of people spending money at the exhibitor booths, including me.

The only group that did not attend in usual force was the US government. No US owned aircraft on display or flying. However, an individually owned and flown Harrier flew during the air show. And there were all the usual privately owned war birds flying and on display. See inside this issue for more pictures.



Camp Wadsworth



Back Left: Tom Wadsworth played base guitar with the aviation musicians at AirVenture.

From the President, Bob Waters

The First 50 Years!

Time flies when you're having fun. And I think this chapter has had a lot of fun over the last 50 years. Lots of things have changed over the



years, but many are still the same, including shared love of homebuilding, flying (hanger and actual), complaining about the price of gas, and camaraderie of good friends. People marvel about the beauty of the New Mexico skies and landscapes. We get these same incredible views from the much better vantage point of the cockpit. This time of year is best when the desert comes alive with color after the soaking rains its been getting.

I hope you've signed up to celebrate the 50th anniversary of the chapter with us on August 24 at the Sandia Resort and Casino. It'll be a fun evening packed with friends, great food and drink, and airplane stories till late in the evening. Several of our founding members will join us and hopefully regale us with stories of the early days of the chapter. There will be lots of good food and drink too as we have a great time celebrating this important milestone in our chapter's history.

Just two weeks after that will be our Land of Enchantment Fly In at Double Eagle. Plans are coming together for a great event and Will and Edy have put in a special request for great weather. There will be booths set up for many of the aviation businesses and organizations, we'll have presentations on safety and mountain flying, there'll be great food as usual. Bob Carlton plans to join us, flying his BonusJet on its longest cross-country flight ever – all the way from Moriarty! There'll be classic cars. There'll hopefully be lots of planes from all over the state and beyond. Many of us have already signed up to volunteer for part of the day and we still need a little more help. So don't be surprised if you get a call asking for help. I hope we all plan to spend our day there anyway, so the workload shouldn't be too much

Remember that there's no meeting this month at Copper Canyon. Happy flying!



Four members of Chile Flight (me, Guy "Longbow" Jones, Guy "Rocket" Prevost and Chris "Goat" Olsen) formed up on Ron "Eagle" Harmon in his new plane "Miss Micco" for a breakfast flight to GNT. A good time (and a great breakfast) were had by all! Cheers! Jon Farley "Spanky"

Chapter's 50th Anniversary Celebration

Plan to spend an evening celebrating 50 years of EAA Chapter 179. We'll have a private room and patio facing the Sandia Mountains. Our very special guests will include our chapter founders, including Earl Cummings, Bill Caldwell, Bill Guernsey, Jerry Longmire, David Mick, and Jim Stark. Invitations have also gone out to EAA Headquarters. We hope to have story sharing from the early days of the chapter through today. Please send pictures of your planes and projects to Bob Waters (bobbywaters60@gmail.com) for inclusion in the presentation.

To hold your place, please send a check made out to EAA Chapter 179 to Todd Blue at PO Box 3583, Albuquerque, NM 87190-3583 as soon as possible.



Chapter 179's Golden Anniversary Celebration

Saturday, August 24, 5:00PM to Midnight

Sandia Resort and Casino

Buffet and Cash Bar

Program honoring Chapter Founders & Today's Members

Buffet includes Sliced Boar's Head London Broil, Oven roasted Golden Chicken, Smoked Tavern Ham, Genoa Salami, Wonder Roast Chicken along with a large selection of salads and breads.

\$25 per person includes tax & gratuities

(if paid before August 17; \$30 per person after that date)

Chapter 179 Meeting Minutes

Chapter 179 Meeting Agenda July 16, 2013.

Call to Order: President Bob Waters called the meeting To Order at 6:05PM. Recognition of guest's present and new members was made by Bob. Guests included Roland Penttila, Peggy Casbourne, Bruce Thomson, Dave Kilinger and Margaux Waters.

Presidents Report: Bob indicated that he now has less storage room at his hanger due to the transfer of boxes and boxes of Chapter "stuff" from Don Gillmore. This "stuff" is composed of the Original Charter, Tiger Moth misc., books, manuals, years and years of magazines, model airplane plans and much more. Bob indicated that the current storage is to be a "short term" proposition. Requested a system for disposal.

Bob received an invitation for a general aviation rally at Cutter August 12 at 12:30. The public is invited.

Vice Presidents Report: Steve Rokicki reported on the Tiger Moth.

Secretaries Report: Todd Blue asked for a motion to approve the May 21 meeting minutes as published in the News Letter. Motion was made, seconded and passed.

Reminder to all that the Chapter 179 50th Anniversary banquet to be held August 24 at Sandia Resort. All reservations must be made by August 10th. Cost is \$25.00 per person. Cocktails at 5:00; Buffet at 6:00. Make out checks to EAA Chapter 179 and send to Todd at P.O. box 3583 Albuquerque, NM 87190.

Treasurers Report: Curtis Smith read the current account balances. A motion was made, seconded and passed to accept the report. Income from the DEAA event was \$52.00.

Budget and Finance Report: None

Promotion, Publicity & Membership: None

Young Eagles: Todd Blue noted that Chapter 691 Young Eagle event will be July 20 at Santa Fe. All pilots and ground help are welcome.

Land of Enchantment: Edy Taylor said planning was underway. Due to lack of donations, there will be no raffle. Sue at Copper Canyon has agreed to donate the beans for the event. Please say thanks to her and Copper Canyon when you are there. A sign up sheet for volunteers was passed around. Only blocks of time are requested for volunteers with assignments as neces-

sary at the event. Volunteers are needed Friday at 4:00 PM at Double Eagle clean hanger, set up tables and other items as needed.

Scholarship Report: Joy Beasley reported that a scholarship request has been made by one of the DE-AA students. Will be for the February application period.

Old Business: NONE.

New Business: Curtis Smith presented a fund raising program that he has set up with Chili's restraints. They have offered an August 5 fund raiser for Chapter 179 at the Chili's on Coors at Cottonwood. The funds are for the Scholarship program of the chapter. The funds will be based on 10% of all sales to persons with a copy of the flyer. Curtis passed out flyers.

Adjourn: President Waters called for a motion to adjourn. Motion made, seconded and approved. Adjourned at 6:45 followed by a presentation by Bob Waters on his 1946 Taylor Craft restoration and flying.

Respectfully submitted,

Todd Blue - Secretary



Bob Waters and Bruce Thomson

Bob presented on restoration and flying of their 1946 Taylorcraft. Great presentation!



1964 182G CESSNA SKYLANE



ALBUQUERQUE, NM

*THIS PLANE IS A "9" INSIDE & OUT! GORGEOUS 4-SEATER!
SELLING ONLY DUE TO BUILDING A KITPLANE!*

\$59,500 - CONTACT BOB (505/220-1250) or Rick (505/296-5050)

<p align="center"><u>GENERAL DESCRIPTION</u></p> <ul style="list-style-type: none"> ▪ Cessna Skylane 182G: <u>N2351R</u> ▪ 64-gallon Fuel Capacity ▪ IFR-Certified (as of 7/21/13) ▪ Dual VORs & Dual Glide Slopes ▪ 3 Headsets ▪ 4 Intercom Jacks - 2 front/2 back ▪ Recent new wing tips w/ landing lights ▪ Always hangared! 	<p align="center"><u>AVIONICS</u></p> <ul style="list-style-type: none"> ▪ Garmin 340 Audio Panel ▪ #1 COM - King KY 196 ▪ #1 NAV - KNS80 w/ COLLINS IND 351 w/ glide slope indicator ▪ #2 NAV/COM - 170B w/ KING KI 214 w/ glide slope indicator ▪ Garmin GTX 327 Transponder ▪ Garmin GPS AERA 560 w/ XM weather 			
<p align="center"><u>ENGINE</u></p> <ul style="list-style-type: none"> ▪ Continental O-470R ▪ 3300 hrs total Airframe/Engine Time ▪ Engine time since rebuild: 744 hours ▪ 64-gallon Fuel Capacity 	<p align="center"><u>INTERIOR</u></p> <ul style="list-style-type: none"> ▪ Recent new interior leather seats, headliner, side panels & carpet ▪ Recently painted ▪ New 1-piece windscreen 			
<p align="center">TAKE A CONTACT FORM</p>	<p align="center">TAKE A CONTACT FORM</p>			
<p>CESSNA 182 4-SALE Bob: 505/220-1250 rrsand@aol.com Rick: 505/296-5050 kitfoxrick@gmail.com</p>	<p>CESSNA 182 4-SALE Bob: 505/220-1250 rrsand@aol.com Rick: 505/296-5050 kitfoxrick@gmail.com</p>	<p>CESSNA 182 4-SALE Bob: 505/220-1250 rrsand@aol.com Rick: 505/296-5050 kitfoxrick@gmail.com</p>	<p>CESSNA 182 4-SALE Bob: 505/220-1250 rrsand@aol.com Rick: 505/296-5050 kitfoxrick@gmail.com</p>	<p>CESSNA 182 4-SALE Bob: 505/220-1250 rrsand@aol.com Rick: 505/296-5050 kitfoxrick@gmail.com</p>

Airplane and Project Photography by Ridgecrest Photo



Want your finished airplane or project airplane documented by a local, Albuquerque professional photographer and licensed pilot? I have the experience and equipment to truly bring out the details. Don't try to take pictures with a point-and-shoot when my reasonable prices will provide you with framed-quality images that will stand the test of time. Call Roland at 505-264-3930 for a quote today. Prices based on individual requests.



CHAPTER 179

A 501(c) 3 tax exempt charitable organization

For more information, contact:

Joyce Woods

EAA Chapter 179

505 974 5305 (cell)

chapter@eaa179.org

Albuquerque, NM – August 15, 2013

FOR IMMEDIATE RELEASE

23rd Annual Land of Enchantment Fly In
Double Eagle Airport (AEG), Albuquerque, New Mexico
Saturday, September 7, 2013, 8AM – 3PM

Airplane fun for the whole family! Aircraft are flying in from all over the state and beyond for a day of fun at the airport. Highlights include a jet glider, a 1941 Waco, ultralights, and a local formation flying team. Spectators will have the opportunity to walk among homebuilt, antique and other unique aircraft and meet their pilots, builders, and restorers. Admission is FREE, donations accepted.

Witness veteran airshow performer and rocket scientist, Bob Carlton of Albuquerque, arriving in his jet powered glider after the “longest powered cross country flight in this plane”. The 2 seat BonusJet is an example of how Desert Aerospace, LLC (founded by Bob) takes advantage of smaller and less expensive jet engines to help bring jet aircraft to the average business and recreational pilot.

Antique aircraft include a 1941 Waco UPF-7, owned and piloted by Greg Sullivan. His father started restoration in 1992 and celebrated its first flight in the spring of 2000. After Greg’s father passed away in 2003, Greg flew it to Double Eagle. Greg shares, “My biggest challenge is maintaining the Waco to the same excellent standard that my father restored it to, so that he may rest in peace.”

Based in Albuquerque, the "Chile Flight", a formation flying team of amateur built Van’s RV aircraft, is expected to delight crowds. This amateur team recently provided a thrilling salute of 20 high school students participating in an aviation summer camp at Double Eagle II Airport. After arriving in style, the pilots and homebuilders proceeded to teach aircraft building techniques including riveting.

Light Sport aircraft, ultralights, and hang gliders will be on display. Per trike pilot, Frank Dempsey, “these aircraft are the most affordable way to get started into flying”.

Aviation businesses and organizations are showcased in an exhibit hall. Seminars open to the public to learn about becoming a pilot, building your own plane, flying into backcountry airstrips, flying more safely, and pursuing a career in aviation. Learn how technology is making flying safer and more affordable.

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Stroll along a row of antique military vehicles, classic and sports cars, and radio-controlled aircraft.

There's food and activities for kids of all ages! One hangar is dedicated to kids, including model planes, how planes fly, why the weather is, coloring books, and other fun activities. Enjoy a pancake breakfast and hamburger lunch.

Exhibitors include aviation businesses such as Bendix-King, the NMDOT Aviation Division, and educational institutions including Embry-Riddle Aeronautical University and the Southwest Aeronautics, Mathematics, and Science (SAMS) Academy. In addition to the host Experimental Aircraft Association Chapter 179 (Albuquerque), other participating aviation associations include the New Mexico Pilots Association, Soaring Society of America, and the US Hang Gliding and Paragliding Association.

Come early to catch them as they fly in! You won't want to miss anything.

To get to Double Eagle II Airport on Albuquerque's west side, take I-40 or Paseo del Norte west to Atrisco Vista Blvd. and follow airport signs. For event information, contact Will and Edy Taylor at loefi@loefi.org or see www.loefi.org.

The Land of Enchantment Fly In is sponsored by EAA Chapter 179, a 501(c)(3) tax exempt charitable organization. The Experimental Aircraft Association (EAA) was founded in 1953 by a group of people interested in building their own airplanes. Today, EAA is a community of recreational pilots and builders dedicated to sharing our love of aviation. The Albuquerque EAA Chapter 179 is celebrating its 50th anniversary this year.

Additional References:

Albuquerque Chapter 179 of the Experimental Aircraft Association: <http://www.179.eaachapter.org/>

We have approval to use any info or photos of the BonusJet at: www.desertaerospace.com

Feel free to contact Bob Carlton at bob@desertaerospace.com

Contact info for Chile Flight pilots and Waco pilot are readily available as well. Each one has an interesting story of their aviation involvement.



Bob Carlton Flew the Jet Powered SubSonex at AirVenture, Oshkosh

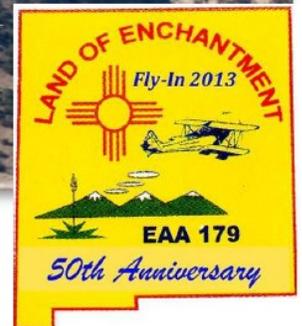
Land of Enchantment Fly-In 2013

Double Eagle II Airport (KAEG), Albuquerque, NM



September 7, 2013

Saturday 8:00 am



*Celebrating the 50th Anniversary
of EAA Chapter 179!*

This Land of Enchantment Fly-In promises to be the best ever!

There'll be fun for kids of all ages!

Static Aircraft Displays, Aircraft Judging, Homebuilder Workshops,
Exhibit Hall, Classic Cars, Great Food, & Aviation Activities for Kids



FREE Admission

Donations Appreciated

Check NOTAMS & www.loefi.org for fly-in info

Contact Will or Edy Taylor: email loefi@loefi.org

AirVenture



1939 Aeronca

Above: Bob Carlton and John Monnett being interviewed. Bob flew the SubSonex Jet in the afternoon air shows. Bob also flew his Jet Glider in the popular night air shows. The SubSonex really goes! Bob discovered the Jet engine for his sailplane and sold John on using it in the SubSonex.



1980 Bellanca
Model 51
"Aries" T-250
Dan Wilms & Jim Rhodes
owners
1 of only 2 Manufactured
in America & imported 300
in 1981
Price at time: \$45,000





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**Come Experience Leadville's
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How to Give a Pilot Report That is Truly Appreciated By Rose Marie Kern

Recently I overheard a pilot give a co-worker a PIREP what can only be labeled as the “pilot report from hell”.



Aviation needs good pilot reports (PIREP)—they are frequently the only way we can verify forecasts and give other pilots the information they really need about conditions aloft. But when a pilot starts rambling on and on with cute, folksy conversation and often extensive descriptions and phrasing about what he sees— we have a real problem coding the information into the computer.

Here’s an example:

Radio, this is N123 with a pilot report....I’m a turbo two ten RG161 over Whoachi Lake, VFR and we’re gettin’ bumped around quite a bit. We can see a cloud deck way up north and looks like there might be some rain up that way with some flashes..and back when we took off out of Podunk it was hazy and clouds were about nine thousand, right now we’ve got some clouds above us, but it’s clear at our altitude but real cold!

If someone gives you a pilot report like that – how in the heck do you put it into the computer in a format that others can understand?

A PIREP like that takes between 10 and 15 minutes of radio time. We would have to ask the pilot such things as What altitude? Where is he in reference to airports or nav aids? Are the clouds scattered, broken or overcast? Then we have to figure out how many pilot reports to encode since he talks about both current and past portions of the flight.

In the meantime, since he called Radio instead of Flight Watch, the guy working Radio may have a couple pilots on other frequencies trying to activate or cancel flight plans and a Lifeguard needing an IFR clearance from a small remote airport. Remember, each radio specialist is listening to 50 or more frequencies. Please use Flight Watch.

In this case we would recommend that the pilot should have given a pilot report for haze tops and cloud bases shortly after take-off. Then called Flight Watch enroute with the turbulence information

Here is an example of a useful Pilot Report:

Flight Watch, N123 with a Pilot Report.

(Pause while the guy on radio has a chance to open the PIREP form)

N123, Albuquerque Flight Watch, Go ahead.

N123 is a C172 on the Amarillo 290 degree radial at 40 miles at niner thousand five hundred. We have light chop, temperature is minus 2, scattered clouds above around 25,000. We can see lower clouds and lightening north.

This is easy to input and another pilot getting briefed can look at the report as it is encoded below and know exactly what this pilot wanted others to know.

AMA UA TM/2134 OV/AMA290040 TP/C172 FL/095 SK/SCT250 TB/LGT CHOP TA/M02 RM/LOWER CLOUDS AND LTG N

Sometimes a pilot will call and say he wants to file a pilot report. He gives his location and type aircraft as requested and then says “It was a beautiful flight”. This does not really tell us anything. If we assume that he means skies clear and negative turbulence, we are assuming this guy is not a thrill taker. Heck, for all we know he’s an acrobatic pilot who thinks “Beautiful flight” means he got the guy in the right seat to puke.

Some pilots feel compelled to lump a whole flight’s worth of complicated data into one pilot report at the end of the flight. If a Bonanza landing Bangor took off from Albany two hours ago – his climbout experience is no longer pertinent. Pilot reports are kept for only one hour in order to have the most useful and accurate information. We would have loved to have that data – two hours ago!

If the weather is bad, then giving multiple pilot reports along the route is really helpful. When possible, give one within half an hour of take-off, and perhaps another enroute. Then give us one when you land and close your flight plan about the conditions during descent. Please do not change the data halfway through the report, know what you intend to say before you call. Flight service specialists are required to read the report back to you and ask if it is accurate and complete. If you suddenly decide that the temperature is a

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Pilot Reports (Continued from page 11)

degree different, or the clouds really look more scattered than broken, they have to start all over again.

Use the standard phraseology – this way everyone knows how to interpret the information. The basic information needed for a pilot report begins with the aircraft type, location, and altitude. After that you can include one or more of the following:

The optional fields are:

Sky Conditions – Cloud bases and tops or sky clear. Clouds are few, scattered, broken or overcast.

Turbulence – Negative, Light, Moderate, Severe or Extreme (NOT Smooth, “a little bit” or “I was picking my teeth off the ceiling”) This can include the words Chop, Intermittent, Continuous, or Occasional.

Air Temperature – preferably in Celsius. This field is mandatory when giving an icing report.

Wind Vector – Direction and Speed. You can say “southwest at 10 knots” and we will encode it as 24010kt. Please do not say “On the nose at 10 knots”, we can’t see what direction your nose is pointed.

Icing – Trace, Light, Moderate or Severe – along with Rime, Clear, or Mixed. You can give a range of altitudes if you climbed through the icing. Frequently a pilot will say they incurred “some” icing, or “a bunch”. Always remember that an icing report must include temperature.

Weather – This broad category includes inflight visibility, and limitations to visibility such as dust storms or haze, and includes all forms of precipitation. Always give visibilities in whole numbers.

Remarks – Whatever doesn’t fit anywhere else. Includes reports of Thunderstorms at a distance, comments such as During Descent or “Tossed Dog into back seat”. There are only 77 characters allowed in this field – so please keep it to the point.

In general, a flight service specialist will listen to what is said, then try to encode it properly. She or he may read back what they’ve encoded to verify your meaning. When you give a range of information, they are required to submit whatever is the worst value.

If a pilot says that the bases of the overcast are 4 to 5 thousand, Radio will encode 4 thousand. If you say the temperature is between minus 2 and minus 3, they will encode minus 3.

If you want to give extensive data, the specialist may be forced to split it into two pilot reports. Please be

patient as he or she will need to take the time to get it all into the pilot report mask, then read it back to you for verification. If you want some more information on PIREP encoding, check out section 7-1-20 of the Airmen’s Information Manual.

Pilot Reports are our best way of communicating timely and useful weather data to other pilots, and you can help by giving us the data in a way that is easy to understand. Remember, Flight Watch was designed exclusively to give and take weather information on active flights, so call 122.0 for pilot reports!

Rose Marie Kern has been working in Air Traffic for over 30 years. If you’d like to ask her a question send an email to author@rosemariekern.com.



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