

2015 Officers

Area 505 (New Mexico)

President:

Will Taylor -256-0681
apdpilot@aol.com

Vice President:

Robert Richter-Sand (Bob)
- 299-1007, rrsand@aol.com

Secretary:

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

Treasurer:

Art Woods - 974-5301
turbo182rg@flylonecone.com

Directors:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Russ Prina - 856-6246
rfprina@wans.net

Bob Waters- 366-3107
bobbywaters60@gmail.com

Harley Wadsworth - 453-6369
harleywads@comcast.net

Randy Reimer- 792 1857
reimerrc@gmail.com

Standing Committees

Budget & Finance:

Art Woods, Curtis Smith, Dan
Friedman, & Russ Prina

Membership, Publicity, and Promotions:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Newsletter:

Harley Wadsworth 453-6369
harleywads@comcast.net

LOEFI:

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

Web Master:

Cael Chappell
cael@chappellweb.com

Young Eagles:

Todd Blue - 266-1491

Scholarship Committee:

Steve Rokicki - 898-6383
Keith & Joy Beasley - 898-0425
keithjoyair@q.com

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

Newsletters are at: <http://eaa179.org/newsletters/>

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

Upcoming Events & Chapter Meetings .

17 March, 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.

Young Eagles Event Dates: May 9 (0E0); June 6 (KAEG - limited to DE-AA 2015 students); September 12 (0E0); November 7 (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



Cactus Fly-In. See page 7...

Inside This Issue

Upcoming Events & Chapter Meetings.....	1
From the Editor.....	2
From the President.....	2
Chapter 179 Meeting Minutes	3
Wake Turbulence, by Rose Marie Kern	4
For Sale.....	5
YOUNG EAGLE RALLY REPORT	5
Aviation Weather Workshops Flyer	6
AAAA Cactus Fly-In.....	7
On-Going Events.....	8

From the Editor, Harley Wadsworth

The 57th annual Cactus Antique Fly-In was March 6-7 in Casa Grande AZ. See pictures on page 7.



<http://www.cactusflyin.org>



Wadsworth brothers: Harley, Van, and Tom at the Cactus Fly-In

From the President, Will Taylor

Well so far the first part of March has proven to be one filled with aircraft maintenance for me and my crew. First, my plane came due for its annual, then the city's helicopter hit its 500hr inspection. The helicopter doesn't have annual inspections but it might as well have for all the disassembly we've had to conduct for the inspection.



As for my airplane, just when I thought it would be a quick and easy annual, a leaky fuel valve was located. This of course just reinforces the reason we conduct annuals and why they are so important for our safety; so we can catch the little problems before they become big ones! Once the new valve is in place and a little re-tensioning of the aileron cables is done, my ol' Skyhawk should be ready to get back to boring holes in the sky in no time (oh of course, just in time for the windy season no less)!

A reminder that we will be awarding scholarships to our winners at this month's meeting. This is expected make for a longer meeting so we will have a short presentation at the end.

As the meeting falls on St. Patrick's Day, those that like the traditional corned beef and cabbage are in for a treat as Copper Canyon will be serving it up! See you there! -WT

At our March 17 meeting, the Scholarship Committee will be presenting four \$1,000 scholarships to their recipients plus two Air Academy Scholarships. Come meet these special young folks and wish them well in their aviation endeavors. JB



Spaceport America's First Fly-In

You may be interested in seeing the video they posted on their website from the fly-in:

<http://spaceportamerica.com/visit-us/fly-ins/>

Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <https://docs.google.com/document/d/1afh1758JBMdn0yPX2gBQtPO7ecC7lwgeh-bLxjkl28/edit?usp=sharing>

EAA 555, Triple Nickel Chapter: <http://online.fliphtml5.com/yasa/sxoa/>

EAA 251, White Sands Chapter doesn't have a new newsletter.

Chapter 179 Meeting Minutes

Chapter 179 Meeting for February 17, 2015

Call to Order: President Will Taylor called the meeting to order at 6:00PM.

President Taylor introduced guests Powell Brown, Sara Marcy, Brad Nation, George Young, Dennis Kirby and Chet Leach.

Presidents Report: Will announced LOEFI AUGUST 29—The first planning meeting for LOEFI will be February 19 at Copper Canyon Cafe. Open to all interested in helping.

Vice Presidents Report: Bob Richter-Sand announced that the guest speaker could not make it due to business conflict. Bob will try to get a speaker for next meeting.

Bob is looking for a certified flight instructor for RV8. Let him know of anyone you know.

Secretary: Todd Blue asked for a motion to approve January minutes as published in the newsletter with approved corrections. Motion made, second and approved.

Todd announced that the federal and state reports have been sent in for FY 2015.

Report: Art Woods announced current state of income and expenses. Art detailed Chapter financial status. Motion to approve as presented, second and approved.

Membership, Promotion & Publicity: Joyce Woods indicated need to pay dues. Joyce will be working on website update. Possible on line dues payment. Joyce discussed new website as a work in progress and now looking great.

Young Eagles: Todd Blue thank for all who helped with an exceptional effort with 73 Young Eagle flown. The next event is in Moriarty May 9. Joy Beasley indicated profit on food at YE event at Double Eagle.

DEAA: Joyce Woods: DEAA Summer camp for 14yr-17. There will be an open house on April 18 for parents and kids. The Summer camp will be held June 1-6 with a YE flight for student participants on June 6. Applications are being accepted.

Land of Enchantment: Bob Waters will be asking for Volunteers for LOEFI. August 29th. Initial planning meeting will be held at Copper Canyon Thursday February 19. All interested persons are encouraged to

attend.

Scholarship Report: Steve Rokicki, Joy & Keith Beasley. Joy indicated cut-off date for scholarship application as February 15. To date she has received 12 applications. Joy explained scholarships have a 25 year old age limit. Scholarship money will only be disbursed to the school or organization offering the schooling and not directly to the scholarship recipient. With Ye credits, we were able to give a tuition scholarship to one person to the summer camp at Oshkosh. The scholarship is for tuition only and does not include travel expenses.

Web Master: If you need things updated let Cael or Joyce know.

Old Business: None.

New Business: Will Taylor explained purchase of 8 x 40 storage container to be placed at BODE. When container is on site, there will be an inventory system. Due to the red color, the container needs to be painted which will raise price \$700.00 +/- Will asked membership to approve \$700 for paint job. Motion and second made to add amount to paint the container Seconded and passed. This will bring the total cost to \$4010.00 (approx)

Access will be given to board members annually.

SW Sport Pilots representative explained main goal to have Flyouts /camp outs Joyce will see about putting in Newsletter. Mentioned various groups etc.

Randy Reimer discussed Lions Club Angle Flight wing and March 25 Texas Holdem poker event..

Chris Grotbeck discussed work done with Forest Service to preserve Back Country Airfields..

Motion to adjourn at 7:05PM seconded and passed.

Respectfully Submitted,

Todd Blue, Secretary Chapter 179

Wake Turbulence, by Rose Marie Kern

©2015RoseMarieKern

In the late 1960's the effects of what had been described as "prop wash" or "jet wash" was recognized as a serious flight hazard which was examined and identified officially



as Wake Turbulence. A natural result of powered flight, the disturbance of air trailing behind aircraft greatly increased in strength as the greater size and speed of wide body turbojet aircraft were developed.

Vortices generated by wake turbulence are of such strength that an aircraft traveling behind the one creating the vortices can be forced into a roll from which it cannot correct or recover. Accidents and incidents attributed to wake turbulence are a significant contributor to worldwide safety statistics.

Wake turbulence includes vortices, thrust stream turbulence, jet blast, jet wash, propeller wash, and rotor wash both on the ground and in the air. In flight it is caused by a pair of counter-rotating vortices trailing from wing tips. They are circular patterns of air created by the movement of an airfoil while generating lift.

Vortex strength, or rotational force, is governed by aircraft weight, wing shape and speed. Larger aircraft produce greater force than smaller ones. The shape of the wing refers to the loading capacity of the wing, or how many pounds per square foot the wing is required to support.

It is interesting that at higher speeds the airflow over the wings is spread out and smoother. It is the slower speeds, with a greater angle of attack, that create a greater chance for the wake to form.

Vortices from large aircraft sink approximately 300 – 500 feet per minute. They level off at approximately 500 – 900 feet below the flight path, and slowly move outward because lift forms first at the root of the wing and then develops toward the wingtip. To avoid contact with this effect smaller aircraft should remain behind and above larger ones in flight.

In the course of any flight, the effect begins when an aircraft rotates while taking off, and ends as it lands. When possible, aircraft landing behind larger aircraft should stay at or above the larger aircraft's flightpath and note where it touches down. Land beyond that

point, runway length permitting. If unable to do so, the smaller aircraft should delay landing for a couple minutes, perhaps by doing a go around.

Vortices slowly descent and diminish in strength with time and distance. When close to the ground with *no wind*, vortices will move laterally outward at 2 – 3 knots. A delay of at least two minutes after a heavy aircraft executes a low approach, missed approach or TGL will greatly decrease the effect.

Similarly, when departing, it is best to delay the departure for a couple minutes. You should also note the larger aircraft's rotation point and do not begin the take-off roll unless your rotation point will be **prior** to the larger aircraft's rotation point.

Helicopters also produce wake turbulence as high pressure air on the lower surface of the rotor blades flows around the tips to the lower pressure region above the rotor blades. In a slow hover taxi or stationary hover near the surface, helicopter main rotor(s) generate downwash producing high velocity outwash vortices to a distance approximately three times the diameter of the rotor.

When rotor downwash contacts the surface, the resulting outwash vortices have behavioral characteristics similar to wingtip vortices of fixed-wing aircraft, but instead of being down and out, helicopter circulation is outward, upward, around and away from the main rotor(s) in all directions. This circulation when upwind of a runway can drift towards the runway. Pilots of small aircraft should avoid operating within three rotor diameters of any helicopter that is in a slow-hover taxi or stationary hover.

In forward flight, departing or landing helicopters produce a pair of strong, high-speed trailing vortices similar to wingtip turbulence of larger fixed-wing aircraft which can affect small aircraft while operating behind or crossing behind landing and departing helicopters.

Other factors that can affect the strength of wake turbulence include whether or not the larger aircraft is departing or landing on another runway – either crossing or closely parallel. A steeper than normal descent or an aircraft landing slower than normal will increase the effect as well. Wake turbulence decays faster if there is atmospheric instability, such as strong low level wind flow at the surface or turbulence aloft.

Wake turbulence is the invisible enemy – you have to realize that the potential for it to exist is there and

(Continued on page 5)

Wake Turbulence (Continued from page 4)

make decisions based on observation and knowledge of its characteristics.

References: FAA Wake Turbulence Training Aid, April 1995, and Air Traffic Bulletin, Issue 00-6, Fall2000.

Rose Marie Kern has worked in Air Traffic for over 30 years. If you have questions concerning air traffic control or aviation weather you can contact her at author@rosemarietern.com

YOUNG EAGLE RALLY REPORT

FEBRUARY 14, 2015

DOUBLE EAGLE AIRPORT

What a great day for 73 new Young Eagles! With the help from great volunteer pilots Chuck Swanberg, Will Fox, William (Rol) Murrow, Chris Wilson, Dan Friedman, Joyce Woods, Art Woods, Gary Williams, Richard Perry, Kenneth Summers and Will Taylor, representing Chapter 179, 691, 1306, the day went off without a hitch.

Ground volunteers included Susie Reimer, Randy Reimer, Rick Richter, Nettie Richter, Jenifer De La Garza, Ruth Darsey, Heidi Darsey, Katlyn De La Garza, [REDACTED], Heidi Weiss, Linda Cooper, Chuck Alden, Joy and Keith Beasley, David Cheung, Natasha Kelly, Bob Waters and Dion Lear.

Special thanks to Moe and the Bode line crew.

To Doug Christian and Vertical Limit for the generous use of their facilities which allowed an orderly registration process.

A special thanks to the Controllers in the tower for keeping things in an orderly manner with the two runway use.

Thanks to the CAP cadets (listed above) for their professional assistance.

To any I may have not recognized please believe that your presence was appreciated.

The Young Eagles Programs in New Mexico can be proud of their contribution to introducing the Young Persons to the world of flight. Since 1994 Chapter 179, 530, 691, 1306 have flown a total of 7072 Young Eagles. (As of December 2014) Chapter 179 can certainly be proud of the 2964 YE they have flown.

Todd Blue

Chapter 179 Young Eagle Coordinator



2002 RV9A \$49,000

Firewall forward Eggenfellner 2.5 Subaru package with all upgrades
Total time on aircraft and engine 289.1
Electric Quinti Avio constant speed hub, Flyspeed controller, 3-bladed Warp Drive prop

Equipment: Garmin 300XL
T-2000 transponder with decoder
Grand Rapids EIS 2000 with fuel flow option
Electric Flaps
Electric aileron and elevator trims
Whelan strobes Landing light
Lightspeed headsets

Hangared at KAEG
Contact Keith Beasley, 898-0425 keithjovair@gmail.com

Chapter 179, on February 14, flew their 3000th Young Eagle since 1994. Joyce Woods flew Filiberto Gonzales.

SAWS VI

PROVIDE ✈️ PREPARE ✈️ PREVENT

APRIL 17-18, 2015
LAS VEGAS, NEVADA



Collaborating for a Safe & Productive National Aerospace System

Join the National Weather Service as we bring the Southwest U.S. aviation and weather forecasting communities together to promote aviation safety and productivity through improved weather awareness and forecasting services.



AVIATION WEATHER FORECASTING WORKSHOP

Friday, April 17th, 2015

- Cost: FREE!
- Topics: decision support for general aviation, airline and air traffic control; aviation weather forecasting; strengthening communications, leveraging current and future technology; and more!



AVIATOR & CONTROLLER WEATHER WORKSHOP

Saturday, April 18th, 2015

- Cost: FREE!
- Earn WINGS credit
- Topics: aviation weather hazard anticipation and avoidance, understanding NWS forecasts and tools, and more!



Join us Friday evening for a social networking dinner



To register or to find local resources and the latest workshop agenda please visit

www.weather.gov/psr/SAWS6



Meeting space & discounted accommodations provided by: **RIVIERA**
HOTEL & CASINO

AAAA Cactus Fly-In, Casa Grande AZ, March 6-7, 2015



600 HP



PT 22



Cessna 170A



1938 Aeronca Chief



Bucker Jungmann



1957 T-34 A/B



Monocoque



Spartan Executive



Hatz Biplane

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!

Artesia Breakfast Fly-In—First Saturday of the month from 8:00—10:00 Call airport manager first.

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

EAA Chapter 179

P.O. Box 3583

Albuquerque, NM 87190-3583