

2011 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 - 281-2984
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

Fly-In & Librarian/Historian:

Don Gillmore 385-4549
dgillmor@rt66.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.eaa179.com

Upcoming Events & Chapter Meetings .

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

26 February, Saturday, EAA Young Eagles, Moriarty Airport from 8:30 AM to 12:00 noon. Pancake breakfast from 8:00 AM to 11:00.

Chapter 179 meetings are on the third Tuesday each month.



Chapter 179 Aircraft Parts for Sale. See page 5...

Inside This Issue

Upcoming Events & Chapter Meetings	1
From the Editor	2
From the President	2
Terminally Forecast, By Rose Marie Kern	3
Chapter 179 Meeting Minutes	4
Chapter 179 Aircraft Parts For Sale	5
On-Going Events	6

From the Editor

It looks like we are headed for a very busy and exciting year, with possibilities for the B-17 during Balloon Fiesta, lots of Young Eagles Events, and our Land of Enchantment Fly-In.



The chapter is trying to sell some accumulated aircraft parts which we do not have storage space to keep. See page 5.

I have been a member of the Albuquerque Soaring Club for several years and I am happy to report that it is alive and growing. The club has a renewed enthusiasm for flying with young, excited blood and some really involved and talented leadership. Since I live so far away from Moriarty, I don't get out there much, usually just once a month for my tow day. I may want to start flying out there and participating in their cross-country outings, hangar cook-outs, flying, and etc.

Harley Wadsworth, editor



Award winners at the Albuquerque Soaring Club's annual Gala.



From the President, Bob Waters

Going to Oshkosh?

Its not too soon to plan and may be too late. Or so I've heard. You see, your new president has never been to the aviation Mecca in Oshkosh called Air Venture. That's just something that shouldn't be allowed to continue, so this year needs to be the year. Going alone the first time doesn't seem like good sense, for the obvious reason



of the benefit of extra pilot experience flying in and out. And Air Venture seems to be more about sharing than going alone. Anyone have an extra seat or want to go along in the Comanche...or Taylorcraft?!

We had our recent annual board meeting and will have a lot to report at the next meeting, including the new budget, plans to dispose of chapter (non)flying property, the planned Young Eagles schedule (mark your calendar for February 26 at Moriarty), and some very exciting news about the EAA B-17. We'll also have Mike Marker from Chapter 530 as our speaker to show and tell us about his experimental flying, aerial photography and movie making. Should be informative and fun. Brave the cold and bring a friend!

Bob



Arnold Bronson gives a "thumbs up" at KSAF on his first solo flight in his new (conventional gear) Rans S7 airplane, an SLSA. (photos from Joyce Woods)

Terminally Forecast, By Rose Marie Kern

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One of the easiest forecasts to read can be also one of the most deceptive when it comes to predicting what the weather enroute or at the destination might be. A terminal forecast is just that, a forecast provided by the National Weather Service that is supposed to indicate what the weather will be like at that specific airport.



Even though the data is supposed to be used only for a five nautical mile radius of a specific airport, many people use them as indications of condition at other airports within 20 or even 30 miles. Some people even use them in preference to the area forecast to determine enroute conditions.

A TAF, or terminal forecast, has advantages that an area forecast does not. The most popular of which is that it separates weather phenomena by specific time periods. We like specific information whenever possible, and pilots in particular want to know exactly when that snowstorm is going to hit the airport. The National Weather Service does a really great job overall of predicting the movement and timing of air masses, and NWS forecasters who have worked an area for a long time know how the terrain will affect incoming weather.

Some TAF's give hourly weather changes during times when rapid air mass movement is expected. Keep in mind that the NWS also states that TAF's can be off by an hour either direction, so don't expect that thunderstorm to hit at exactly 1532 Zulu!

To return to my previous statement, TAF's are seductive because you are tempted to think that a TAF issued at one airport may be gospel for another airport only ten or fifteen miles away. Double Eagle Airport (AEG) is twelve miles west of Albuquerque International (ABQ). AEG does not have a TAF, neither does Los Lunas (E80) 15 miles south, or Moriarty (0E0) 25 miles east. Because it is the only TAF within 50 miles of these airports, it is logical to look at it just to get a feel for what's going on, but local pilots know that when the wind is out of the east the conditions at ABQ are dramatically different from all those other airports

because an east wind funnels through Tijeras Canyon directly at Albuquerque's main east-west runway. The other airports may not even have a five knot breeze.

ABQ also sits on the west side of Manzano Mountain, where Moriarty (0E0) is on the east side. 0E0 can have a two foot snowfall while ABQ barely gets a dusting. Also, keep in mind that while Area Forecasts are in mean sea level (MSL), TAFs are written specifically in AGL altitudes. The cloud heights will be very different in higher terrain. An Area Forecast will read ten thousand overcast for a large mountainous area which could mean mountain obscuration, a TAF in that area might say three thousand overcast. This is confusing until you realize the surface of the airport is at seven thousand feet elevation.

A TAF is issued after the NWS receives at least two hours worth of current conditions reported at specific airports. Most of these airports have AWOS or ASOS stations that automatically report twenty four hours, but some still have humans inputting the data, so those that do not report at night, or if the automated weather station is down, will not get a TAF. TAF's must be issued for any airport that wishes to have commercial traffic.

TAFs are issued four times a day. In Zulu these times are 0000z, 0600z, 1200z, and 1800z. Most of them are for a twenty four hour period. Larger airport TAFs can go out for thirty six hours. All cloud covers are either SKC for sky clear, SCT for scattered, BKN broken and OVC overcast. BKN and OVC are considered "ceilings" and these are the only layers that determine MVFR or IFR classification. The numbers next to the cloud cover are in thousands of feet – so automatically add two zeros to the end of the number. (150BKN = 15,000 broken Weather phenomena are coded, RA for Rain, -RA for light rain, BR for Mist - which is a light fog – FG is fog, but is only used when it causes visibility to go below 1 mile. A complete list of weather contractions can be found at in the AC-0045 NWS guide to aviation weather.

Let's look at a couple TAFs and their interpretation.

KABQ 211134Z 2112/2212 VRB03KT P6SM
OVC150

FM211900 23007KT P6SM SCT070 BKN130

FM220200 35005KT P6SM BKN035 OVC080

(Continued on page 4)

Terminally Forecast (Continued from page 3)

At KABQ (Albuquerque) this TAF covers the period on the 21st from 1200 zulu to the 22nd at 1200 zulu. Beginning at 1200z to 1900z the winds are expected to be variable at 3 knots, visibility is 6 miles or more (read P6SM as Plus 6 statute miles). Cloud cover is expected to be overcast at 15,000 feet AGL, good VFR weather. Sometime around 1900z or 1pm, a lower scattered layer at 7000 feet will move in and the ceiling will lower to 13,000. By 0200z or 8pm the ceiling goes down to 3,500 broken – close to marginal VFR and considering Albuquerque's location, probably the time mountain obscuration will become a factor.

Here is a more specific forecast for San Diego, California, written for a thirty six hour time period.

KSAN 211608Z 2116/2218 VRB04KT 1SM RA BR FEW006 OVC023

TEMPO 2116/2118 2SM -RA BR OVC015

FM211800 16010G20KT 3SM RA BR SCT010 OVC020

FM220200 25010KT 4SM BR VCSH OVC015

FM220800 16010G20KT 2SM +RA BR OVC005

FM221600 18010KT 4SM BR BKN020CB

At the time of the forecast issuance for two hours they expect IFR conditions – visibility only 1 mile in moderate Rain and Mist. A few clouds at 6 hundred feet with an overcast at two thousand three hundred. Although the overcast is Marginal VFR (MVFR), the visibility is IFR and only one has to have that criteria for the airport to be considered IFR. The word TEMPO means temporarily or occasionally, so during that first two hours the NWS feels that occasionally the visibilities could go up to two miles, and the ceilings could lower to one thousand five hundred. This makes a difference to some aircraft with varying landing minimum requirements.

At about 1800z there is expected to be a significant difference. IFR conditions will improve to MVFR overall, but the wind speeds will pick up becoming south-southeasterly at ten gusting to 20 knots. At 1600z we see that the cloud cover is BKN020CB. If there is a code such as CB appended to the cloud cover altitude it describes the kind of clouds, in this case CB means cumulonimbus – so thunderstorms could be moving in.

TAFs are very useful tools, indispensable to safe flight. Use them, but keep in mind their limitations!

Rose Marie Kern has worked in ATC for over 26 years. For questions you can contact her at author@rosemariekern.com

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held January 18, 2012 at the Copper Canyon Café and was convened by President Bob Waters at 6:10PM.

The minutes of the November meeting as published in the December Newsletter were accepted as written.

Treasurers Report as published by Treasurer Curtis Smith was accepted as published in the January Newsletter. Motion to accept was made, seconded and passed. Curtis called for dues to be paid. Curtis called for a vote of thanks for the great job of Joy Beasley.

Bob Waters indicated that there was no current place for the family membership option on the membership form. This will be added. It was noted in the treasurers report that a camera and printer was purchased by the Chapter for the Young Eagles Program. The cost is to be reimbursed by the EAA National Office.

Greg Roark of Southwest Learning Center was recognized. Greg to give a presentation.

Keith Beasley that we are definitely to late to host the B-17 in 2011. If we want to be considered for 2012 the Chapter must decide quickly. A motion was made, seconded and passed by the members to actively solicit for hosting the B-17 in 2012. Keith pointed out that as hosts, even if they can't fly, the Chapter does receive \$500.00.

Joy indicated that volunteers would be needed but that the monies received were a good source of Chapter funding. This allows for scholarship funding etc. With membership down, the chapter will require future sources of funding since the dues may be inadequate.

Past President Dean Wadsworth passed out Chapter Service Awards from EAA National to the retiring Officers, Directors, Committee Chairs and Technical Councilors.

Rick Richter announced the tentative date for the first Young Eagles event to be February 26, 2011, **Note from the editor:** *The location for this event is now the Moriarty airport.*

Joyce Wood requested members check HB12 and call your Representatives.

(Continued on page 5)

EAA Chapter 179 Meeting Minutes (Continued from page 4)

Bonnie Maudlin indicated that Unblended Auto fuel was available at the Alsup (Fina) in Los Lunas.

Must test each time as varies as well as octane.

President Waters called for motion to adjourn . Motion made seconded and approved at 6:45.

Meeting was followed by an informative and interesting presentation by Mr. Greg Roark of Southwest

Learning Center and the aviation components.

Respectfully Submitted;

Todd Blue, Secretary



Chapter 179 Aircraft Parts For Sale

DEHAVILLAND TIGER MOTH - PARTS • MAKE OFFER •

We have a basket of DH Tiger Moth airframe parts for sale, also have a "GIPSY MAJOR" Engine as well! • Contact Konrad L. Werner, Friend of Owner - located Albuquerque, NM USA • Telephone: 505-480-4545

GIPSY MAJOR ENGINE (TIGERMOTH) • MAKE OFFER •

GIPSY MAJOR ENGINE for sale, used in the DeHavilland Tiger Moth, etc. Email for pics/additional info • Contact Konrad L. Werner, Friend of Owner - located Albuquerque, NM USA • Telephone: 505-480-4545

TIGER MOTH PROPELLERS -4-GIPSY • MAKE OFFER •

3 Props & 1 Test Club for Tiger Moth/Gipsy Major Engine. Good to excellent condition. Email for info • Contact Konrad L. Werner, Friend of Owner - located Albuquerque, NM USA • Telephone: 505-480-4545

LYCOMING O-320-B3B ("0"SMOH) • MAKE OFFER •

Lyc.-O-320-B3B, factory 160HP/CS, conical mount, overhauled to "0"SMOH, Cert.-Status, AD's current. • Contact Konrad L. Werner, Friend of Owner - located Albuquerque, NM USA • Telephone: 505-480-4545



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