

2011 Officers

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

Upcoming Events & Chapter Meetings .

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

Chapter 179 meetings are on the third Tuesday each month.



Hangar
Party
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From the Editor, Harley Wadsworth

We were very sad to hear of the tragic loss of Jay and Joyce Schmitt's son, Jonathan, age 24. Our thoughts and prayers are with them.



Heading to Grants. Art and Joyce Woods at 4 o'clock over the thirsty Rio Puerco valley.



Above: Bob Waters loads up Young Eagles for a flying adventure at Mid Valley Airpark, June 18.

From the President, Bob Waters

Oshkosh, here we come!

Back in February, I blatantly made a request for help to get me to Air Venture for the first time. While several people offered rides, Curtis was first and I'll be going with him.



(Thanks Curtis!) I am really looking forward to it and understand that no matter how prepared I am, I'll still be overwhelmed. I can't wait for that kid-in-a-candy-store feeling. If you've got any thoughts on what things I absolutely shouldn't miss, please let me know.

When we get back from Oshkosh, two big events will be just around the corner: our Land of Enchantment Fly-in in September and our B-17 adventure during Balloon Fiesta. Both are going to be a lot of fun and will have plenty of opportunities for volunteering. Joy Beasley graciously volunteered to start making early calls for B-17 volunteers – it's a full week with both weekends, so I hope we can share the fun. I expect Curtis will be doing the same for the LOE Fly-in. Our chapter is so awesome in your willingness to give of yourselves to spread the word of aviation! I guess we've learned that the more we give, the more we receive!

This month's presentation is going to be out of this world! Alfred Volden of All World Travel is one of Virgin Galactic's few accredited space travel agents in the whole world, and he's right here in Albuquerque. He and his operations manager, Evan Volden, are ready to sell you a ride on the Rutan-designed SpaceShipTwo! They'll share with us everything that Virgin lets them about progress on the recent flight testing. So everybody with adventure in your souls and money in your pocket, bring your checkbook and sign up. And bring a friend to the dinner and meeting. See you there.

Bob

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 Minutes Meeting held 6-21-11

The meeting was convened by President Bob Waters at 6:15 PM.

Minutes of May 17, 2011 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.

President Waters called for introduction of guests. Jacob Kennedy was introduced by Greg Roark from SW Learning Center. Jacob is a scholarship recipient and recent graduate of SW Learning Center. Jacob thanked the Chapter for the support and indicated his plans to attend Emery Riddle and on to an Airline pilot career. Larry Kennedy, Renee Kennedy, And Tiffany Kennedy were also recognized.

Guy Jones and John-Olay Johnson were introduced as the evenings' guest speakers.

Curtis announced Kevin Banks new Chapter 179 Web Master, replacing Don Gilmore. Kevin will be developing the new Chapter 179 website.

Bob Hartman reported on the recent Young Eagles rally with a total of 80 Young Eagles flown and only 3 not flown due to the increased winds.

Joy Beasley presented a Chapter 179 certificate of scholarship to Jacob Kennedy.

Bob Waters indicated that the B17 visit is definitely on after discussion with George Daubner at EAA HQ. The B-17 will be here during the week and will include both weekends. Rod Hightower will not be able to attend as earlier indicated. Bob indicated that Konrad Werner is to take the lead in arrangements. Konrad will require volunteers for the week. Bob requested that there be a planning meeting for the event.

Chuck Swanberg mentioned the upcoming Air Classic air race (formally Powder Puff Derby).

Joy reported that there will be a 4Th of July Hanger party. Please RSVP Joy & Keith, Julie Smith or Dan and Zia Telfair so they can determine amount of food. Bring side dishes or deserts. Party will start around 5

PM at Julies Hanger at Double Eagle (Safe-Tee Hangarage II number 9).

Curtis announced that here will be a Double Eagle Open House August 27. There will be a Chapter 179 table. Further details to follow.

Meeting was adjourned by President Waters at 6:45 followed by a presentation by Guy Jones and John-Olay Johnson of their flying trip along



Above: John-Olay Johnson and Guy Jones Presenting their Lewis and Clark Route, CT expedition.

the Lewis and Clark expedition route. A great presentation enjoyed by all.

Respectfully submitted: Todd Blue, Secretary



Above: Jacob Kennedy receives Scholarship award.

Below: Jacob's proud parents and sister, left to right: Larry, Renee, Jacob, and Tiffany.



Refresher Training, By Rose Marie Kern

Ever wonder what kinds of training an Air Traffic Controller is required to take after they have achieved their certification? Surprisingly, a lot of it is very similar to what pilots are encouraged to do. Going over things they learned at the very beginning and “know” so well that they otherwise might not think to glance at it ever again. Much of their required refresher relate directly to seasonal weather changes.



The FAA mandates that each month has a specific focus, which they determine at the beginning of the year. For instance, in March there may be a lesson on wind shear, April’s training relates to radar types and capabilities – both ATC and weather, May will find the specialists reviewing thunderstorms (and hurricanes) and June brings Density Altitude classes. The controllers are required to once again look over the meteorological conditions that cause these effects, but more importantly they are reminded what affect the atmospheric environments have on aircraft, and what options they should employ if a pilot reports he is encountering severe weather.

As weather turns colder in October and November the required training is icing. What kinds of icing exist, how it affects an aircraft’s performance, how to predict that it may be a factor in the airspace they control. Of course they are alerted to icing’s potential by National Weather Service (NWS) alerts such as Airmets and Sigmet, but even if the weather boys miss something, the controllers are reminded that icing is most severe in widespread stratiform precipitation where temperatures hover between freezing and 10 degrees below freezing. Many times the NWS forecast for a large area may say “occasional light icing”, but the Approach controllers at Buffalo, New York are trained to observe and recognize specific wind and moisture effects caused by their proximity to two Great Lakes, which can cause serious ice problems that only occur near their airport.

Unlike summertime storms where severity is seen in radar returns of orange and reds, the sneakiest and most dangerous wintertime precipitation is a large uniform area of green and yellow returns. On the na-

tional radar mosaic seen at www.aviationweather.gov, I saw what most pilots would dismiss as “just clouds” southeast of Lake Erie two years ago. On the radar mosaic mentioned, radar returns in blue and sometimes faint gray are normally clouds, but these clouds contained a massive amount of supercooled water droplets. I remember thinking that this was one of the most dangerous weather phenomenon I’d seen because someone would not expect it. Unfortunately, I was right.

Controllers at Albuquerque Tower can expect fairly strong west winds most of the time, but they are wary when a low pressure system parks in the eastern part of the state, or when a front slides down the central plains and backs up to the Rocky Mountains. This causes a Bernoulli’s effect as otherwise light winds are funneled through Tijeras Canyon – which is aligned just right to blast the Albuquerque Sunport with gust up to 60 knots.

Whenever a pilot encounters a dangerous weather phenomenon, Air Traffic must do whatever they can to help. If you are picking up icing, then ask for higher or lower – whichever YOU, the pilot, chooses, is what they must give you. If you need a vector around storms ask for one.

If no specific weather phenomena is required in any given month, then the controllers take refresher training in reading satellite pictures, or search and rescue procedures. Of course, they are also required to have the same reminders that anyone working in the government or large corporations gets concerning diversity and ethics training.

All these repeated classes do get tedious, I gotta admit that the materials change very little from year to year and after 25 years of it, you tend to sigh when the supervisor pulls you off the operations floor to do your monthly training. Nonetheless, it is as important to actually do this training as it is to read through the materials that govern the air traffic system at least once a year.

For pilots, this would be the Airman’s Information Manual, for tower and center controllers it is FAA document 7110.10.65 and flight service abides by the 7110.10. It is not enough to just look at it once and figure you know it now and forever... especially now when changes in technology are causing all the rules to

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Refresher Training (Continued from page 4)
be modified or deleted and recreated.

As pilots, you may want to also create a calendar of monthly reminders to go over a section of the NWS manual... AVIATION WEATHER SERVICES Advisory Circular, AC 00-45F. This document is available online and it specifies the weather graphic and radar products available and certified for use in aviation.

Learning does not end just because someone achieves their certification. To be good at the job and to ensure ongoing excellence in the safe and efficient flow of air traffic, controllers, flight service – everyone who participates in the National Airspace System, must actively review the documents and meteorological conditions that affect them and the people they serve.

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



Mid Valley Airpark, Young Eagles, June 18.



Independence Day Hangar Party

The party at Julie Smith's hangar was very well attended with lots of great food! Special thanks to the hosts: the Telfairs; the Beasleys; the Richters; and Julie Smith.



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

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