

Albuquerque, NM Chapter 179 Enchanter



**July
2016**

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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

19 July, 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.

27 August, Saturday, Land of Enchantment Fly-In (LOEFI), Double Eagle II Airport (KAEG), 8 AM

Young Eagles Flights, EAA Chapter 179, Albuquerque KAEG, 2016

September 10, November 5

Chapter 179 meetings are on the third Tuesday each month.



Air Race Classic (see page 7...)

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From the Editor, Harley Wadsworth

This month, we enjoyed the women's Air Race Classic stopping at Double Eagle for fuel on their race across the country (see page 7).



Everyone, including me, is anxious for EAA AirVenture (Oskosh). Always a great event.

Please check out some of the EAA chapter video series by following the link on page 3. It is great to have live speakers, but the EAA does have special videos it offers for first showings at chapter meetings. Enjoy viewing the past videos.

HW



From the President, Will Taylor

I was able to sneak in a little break this last weekend and escape the turmoil at work for a bit as I've been dealing with complications of a helicopter 500hr inspection and a feisty fixed-wing. On my little escape from work, my family and I were able to head down to Santa Teresa and finally check out the War Eagles Museum; something my father and I have been wanting to do for some time.



I'm sure many of you have been down to check it out, but if not, I recommend it! They have a much larger collection of War Birds (many in flying condition) than I expected. Their collection included two of my favorites, the FU4 Corsair and the Hawker Sea Fury. I was very surprised and excited to see them both in such wonderful condition. Aside from a very nice collection of aircraft, they also had a nice collection of cars as well as an impressive collection of historical items from the forties. After spending a few hours perusing all the museum had to offer, we hopped across to El Paso for some BBQ before heading back home.

I Hope you all are having a wonderful summer; we'll see you at the next meeting! -WT



Pano view of the refueling line for the Air Race Classic

Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <http://eaa691.org> <http://www.facebook.com/eaa691>

EAA 555, Triple Nickel Chapter: <http://555.eaachapter.org/>

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

Chapter 179 Meeting Minutes

Chapter 179 Meeting Minutes for June 21, 2016

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

Introduction of Guests/ New Members: President Taylor recognized guests/new members Raphael Chesire and Wes Casper.

Presidents Report: Will Taylor thanked all who made the DEAA 2016 a success with 24 students completing the week.

Vice Presidents Report: Bob Richter-Sand is still looking for speaker suggestions. Bob also thanked all the speakers.

Secretaries Report: Todd Blue indicated that minutes from last meeting were recorded but not transcribed. All reports were approved.

Treasurers Report: Art Woods gave an over view of transactions expenses and income. Report was approved as given.

Young Eagles: Todd Blue said Good weather as ordered and with the help of 10 Young Eagle Pilots, 23 young persons capped a great week at Double Eagle Aviation Adventure. Thanks to Chris Nichols, John Lorenz, Lee Otto, Will Taylor, Jon Daffer, Phil Phillips, David Otero, Daren Galacher, Joyce Woods and Art Woods, each of the students became right seat co-pilots with an extended trip to Bernalillo, experiencing the results of a week worth of their DEAA training.

Land of Enchantment: Bob Waters indicated that the next planning meeting will be at Copper Canyon Wednesday June 29th. The CAP will be on hand for the Fly-in.

Scholarship: None

Old Business: None

New Business: None

Motion to adjourn was made and seconded .

Adjourned a 6:45PM Followed by a presentation by Chris Grotbeck

Respectfully submitted,

Todd Blue, Secretary



Presentation by Chris Grotbeck on an American Hero.

Miss a Chapter Video Magazine?

Video archives now available online

Now EAA members have access to Chapter Video Magazines from previous months. We have established a link that takes you to the archived videos with a click of a mouse. Currently, we have available the winter and spring 2016 videos, and will add more in the coming months.

Newsletter editors: Please share the link with your readers!

Remember, the Chapter Video Magazine is an exclusive, first-run offering only available at your chapter get-together. But you can see the archived videos anytime and even play them at chapter events like pancake breakfasts and fly-ins. [View Archives >>](#)



Thunderstorms, By Rose Marie Kern

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As amazing as it seems, thunderstorms are already running rampant across the country. Tornadoes, once thought to belong exclusively to late summer storms have done major damage already this year and summer has just begun.



The capabilities of weather radar these days is amazing. Even more amazing are the programs used to interpret the data brought in by the raw radar. With today's programs you can see not just storm intensities and movement, you can see windflow on the VAD (Velocity Asimuth Display) even without precipitation.

Weather radar, unlike Air Traffic Radar, was originally designed to see moisture. An individual site measures the amount of moisture and how far up in the atmosphere the moisture extends within its small area. Because upward development is what occurs when thunderstorms are created, the higher up the moisture extends usually equates to the severity of the other weather elements, such as wind and hail, associated with that moisture. The radar site also shows how quickly the parcel of moisture is moving across the observed area.

One radar site alone will only see about a hundred miles out at best, and the outer fringe moisture levels will not be painted as accurately as those closer to the site. The National Weather Service has placed their radar sites across most of the nation close enough together that today's computers can weave the data from these sites together to form a "mosaic" of weather conditions. This is what you are looking at when you see the evening news and on most of the radars available to the public on the internet.

If you use the <http://www.aviationweather.gov/radar/mosaic> site you can pull up a national picture of radar that is very sensitive. It actually picks up cloud activity, and around the center of the radar site it may on occasion pick up the tops of buildings and trees. Radar waves can bend with certain atmospheric conditions, so seeing what is called "anomalous propagation" (AP) is most prevalent after nightfall as the air cools. AP tends to hide any lower cloud or lighter precip if it is in the area, so you have to check the satellites to see if the radar returns are real or just the local skyline.

By opening up the national radar mosaic on that web-site it will expand the area so that even if there are no returns showing when it is small, anything that is there will pop up to be seen. Looping it gives you a better idea as to which direction the activity is moving and whether it is growing or dissipating.

The more dramatic colors – reds and oranges indicate some pretty severe thunderstorms. These are more often seen in summer and fall. Widespread areas of green and yellow depict light to moderate precipitation. Blue is usually heavy cloud activity and pale gray means the computer is picking up something but isn't quite sure what.

Today's pilots have a plethora of choices when it comes to radar pictures on the web. Many of the ones dedicated to aviation such as the PilotWeb site (AFSS.com) will have radar pictures with a dialogue describing the movement of cells and an overlay of Convective Sigmets or Area Weather Watches.

Storms associated with fronts are pretty easy to predict. They will travel eastward along with the fronts and once the front passes things usually clear up pretty quickly. It's the storm born of moisture and heat that surprises many pilots. The moisture is mostly invisible as it drifts in from the ocean at high altitudes.

Several times in my career I've heard pilots say "I did a briefing but there was nothing on radar!" Usually this comes from someone who was up and briefed very early in the day for an all day flight, then as the afternoon heat provides uplift to air that is holding moisture in suspension above 24,000 feet, he suddenly finds himself surrounded by lightening and anvil tops.

Something a lot of pilots ignore when self-briefing are the NWS Convective Outlooks. These are not actual observations of storm activity like Convective Sigmets, but rather an overall picture delineating what areas have enough moisture and potential lift for storms to develop later in the day. You can find them in the Convective Sigmet outlook section.

So as you prepare for the summer keep this in mind. Fly early. Before noon the air is usually calm or light winds, the skies are clear and life is good. As soon as you see the clouds forming large cotton balls around you start thinking about landing sites. By 2 PM the updrafts/downdrafts will make your passengers airsick and you might suddenly discover that your VFR flight path has been blocked.

Rose Marie Kern has worked in ATC for over 30 years. She takes questions and comments at author@rosemarietern.com.

Quick Notes

Here is a link to an interesting article describing an **electric airplane design**. (sent in by Brad Gabel via Nelda Duffey via Joyce Woods)

<http://spectrum.ieee.org/aerospace/aviation/how-i-designed-a-practical-electric-plane-for-nasa>



Want to fly a drone commercially?

We have finalized plans with Bode and will conduct a seminar August 25-26. Attached Flyer.

Effective August 29, 2016 the FAA will require a pilots licenses for commercial drone operations. No flight time is required, only pass a test and be vetted.

http://www.faa.gov/uas/getting_started/fly_for_work_business/becoming_a_pilot/#first

Our seminars are taught by retired FAA Airspace, Air traffic controllers and Certified Flight Instructors structured to give you the knowledge necessary to obtain your FAA Pilots Licenses.

These will be two day seminars 0900-1500. Planned dates are August 25-26. Cost \$150+tax includes study materials and lunch. Space is limited. To reserve your place contact through Ellis's e-mail (below).

Ellis, email: EllisMcMath@aol.com

Land of Enchantment Fly In – Saturday August 27, by Bob Waters

Our marquee fly in is less than 6 weeks away! We are looking forward to another outstanding day of flying, fun, visiting with friends new and old, eating, seminars, airplane viewing, eating, booth browsing, sunshine, and ... eating. Mark your calendars and plan to join us for a great day. The day begins with the flag raising at 8AM.

There are still plenty of opportunities to get involved in the planning and day of events activities. Volunteers are still needed in almost every element of the fly-in, including cooking and serving, pilot welcoming, aircraft judging, public welcoming, the FlyMart, Young Aviators booth, Builders' Corner booth, EAA 179 booth, and many others. We will do the day-before prep on Friday August 26 starting at 1PM and ending with a nice hamburger cookout.

Do you have aviation-related objects taking up space in your hangar, garage or back room? Donate them to be sold at the chapter's FlyMart. The chapter is a 501(c)3 nonprofit corporation, so your donations are tax deductible. We have space to store your items ahead of the fly in, so bring them soon.

If you are interested in volunteering or making donations, please contact me at bobbywaters60@gmail.com or 366-3107 and I will help get you involved.

BW

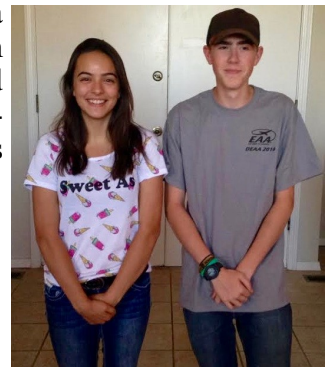
New Mexico Students off to EAA Air Academy

Six Albuquerque area students are headed for KOSH for EAA's Advanced Air Academy on scholarships in a few weeks. Congrats to EAA Chapter 179 recipients Elizabeth ("Lizzy") Gallegos and Ryan Moloney! Congrats also to Blue Sky Foundation recipients: Victoria Jaramillo, Guliana Biasetto, David Raymer, and Caleb Emerson.

Richard ("Dick") Nichols, EAA 179 member involved with the [Blue Sky Foundation](#), and his wife Diane, along with daughter Wendy Biasetto hosted a pre-Air Academy meet and greet, and preparatory briefing, including EAA 179 sponsored students. Randy Reimer, Art and Joyce Woods represented EAA 179.



During their session, these six will experience a bit of AirVenture 2016 in addition to a week of immersion in aviation. The action packed camp combines "in the air" and "on the ground" activities covering flight training, aircraft construction, restoration and maintenance, and aviation history. It's a week filled with exposure to recreational aviation as well as potential aviation education and career opportunities. We wish these teens a great week at KOSH!





WOMEN PILOTS TAKE TO THE SKIES IN 40TH ANNUAL AIR RACE CLASSIC

Forty aircraft piloted by nearly 100 women flying



the 2016 Air Race Classic (ARC), arrived at Double Eagle II Airport on June 21 within 2 hours. The race started at Prescott, AZ with the first leg ending as they crossed a timing line at Mid Valley Airpark. At each stop along the way, racers execute a high-speed low pass across a timing line locking in their time for each leg which is compared against expected aircraft performance. About 15 aircraft



skipped the KAEG stop, proceeding directly on to Midland, TX. The race terminus was Florida's Daytona Beach International Airport.



Those who needed a stop (for fuel or otherwise) proceeded to land at Double Eagle II where they were greeted with water, fuel service, lunch, snacks and an indoor refuge, conducive to weather checks and crew refueling. Stop Chair, Dave Weisner and ARC board member and former racer, Michele Boyko organized a team of volunteers including 179's Susie Reimer, Joyce Woods, Jim Britt, and others. The NMDOT Aviation Division greeted racers with NM sectional charts and special water bottles. About 10 aircraft remained overnight.



Bode Aviation's maintenance, along with local pilot, aircraft owner and A&P, Jason Manzanares teamed up to quickly solve a problem of rudder damage from 2 planes that got too close in the fueling line. The overnight work to "borrow" a rudder, resulted in a "Frankenplane" that successfully finished the race, to the racer's delight!

One team from Silver City, NM, the "[Baldwin Family Flyers](#)", a mother, daughter, and granddaughter team placed seventh. Impressive "Top 10"

finish!! We're proud of their accomplishment! To see the route and race results, go to: www.airraceclassic.org

Stay tuned – the 2017 Air Race Classic terminus is Santa Fe, hosted by the Rio Grande Norte Chapter of the 99s. If you're interested to be a sponsor, they'd love to hear from you. And if you missed this year's race, watch for details for 2017 at www.rgn99s.org!

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

EAA Chapter 179

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