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Albuquerque, NM Chapter 179

November 2020

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

November 17, Tuesday, EAA Chapter 179 Social Gathering Using ZOOM, look for an email with the link and time (6 PM) information - coming soon.

Inside This Issue

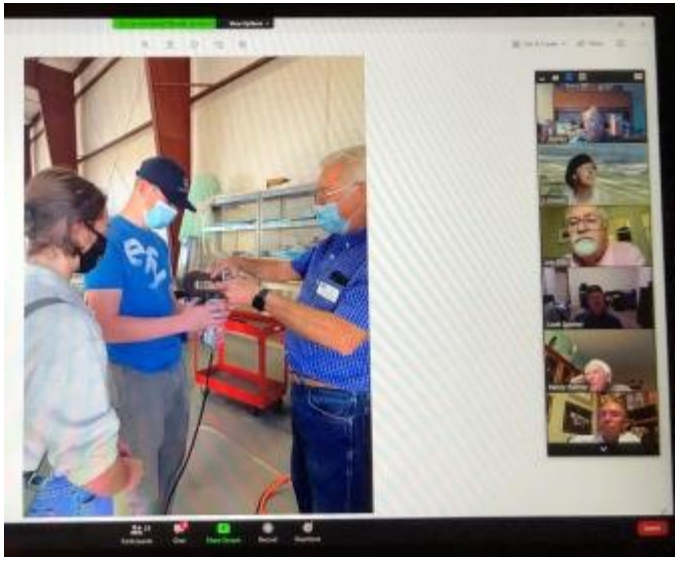
From the Editor, Harley Wadsworth

It goes without saying that the COVID-19 virus has made a huge impact on our nation and the world. It is good to have news of an effective vaccine near approval. We are at the highest level of infection throughout the world and the recovery will tale time. Lets please all try to stay healthy and defeat this deadly virus.

I look forward to the days when we get back the freedoms we enjoyed before the virus. I am encouraged about our future because of some of the events of this November. We not only have been hurt by the virus, we have been divided as a nation. I like the tempo that our President Elect, Joe Bidden, is expressing for winning the war on the virus and bringing our country together.

We have not been able to meet in person as a chapter for a long time. But, thanks to our computer age, we have been able to gather virtually and communicate. A lot of good interaction is happening with our **RV-12 build project**. We are even involving small groups of young people on occasion. Please see the pictures in this issue to see the progress that is being made and share the excitement of this fun and educational activity. HW

See the new link on our web site: http://eaa179.org/rv12project/



EAA IMC CLUB

THE CLUB JUST FOR INSTRUMENT PILOTS (AND STUDENTS)

Click on the above logo for more info

Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: http://eaa691.org

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

EAA Chapter 1306, Edgewood, NM - Not on the web yet, but they have a nice newsletter.

Find or Become a Tech Counselor and/or Flight Advisor: (your EAA login is required to see this information) https://www.eaa.org/en/eaa/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities

The Lobo Wing of the CAF The Lobo Wing is located at hangar 80 of the Moriarty, NM Municipal Airport.

NM PA New Mexico Pilots Association www.nmpilots.org

From the President, Emilio Verastegui

Hello EAA 179 Chapter members, friends, guests, and other interested parties. I hope this finds you healthy and COVID-19 free. In these times, an ounce of prevention is worth a pound of cure, to be sure. Luckily, and by the grace of God, no one in my family has contracted this virus. I do know of others who have, but they weathered the storm well and are now back to normal health.

November 2020 was and is Election Month! As you know, we apparently have a new President-elect for this great nation. No matter if you approve the outcome or not, it is essentially done.

As for our Chapter, we too have an election this November, so I sincerely hope that all dues paying members have received their ballots and made their choices. We look forward to next year, in the hopes that it will return to a normal year as far as activities go, and that our Chapter will continue to grow and be as active as ever. We invite as many members as possible to do their part for the Chapter. We solicit ideas, suggestions, and participation on everyone's part. EAA, in part, is built on the premise that we all should want to do what is right toward our fellow aviation enthusiasts, that we all enjoy and share our aviation interests, and that we bring to the general public our enthusiasm for aviation to show them that we share a common goal. That goal should include building, flying, talking, and, in general, preserving aviation for all to enjoy.

As I write this, winter has reared its ugly head and the warm weather we all enjoyed until recently has seemingly dissipated! If you own or rent an aircraft and plan to fly this winter or during colder temperatures, here are a few reminders - - -

Before any Flight Operations:

- Change the engine oil to multi-grade, or the manufacturer-approved cold-temperature oil.
- Make sure pitot heat covers, static vent plugs, control surface locks and tie-downs are in working order.
- Confirm drain holes are clear of dirt and debris to prevent standing water from freezing and causing blockages.
- Check the carb heat and alternate air inlet.
- After refueling, let the fuel settle in the tanks, then check for water in the system.
- Check that the battery is charged and the alternator is work-

(Continued on page 4)

*(**From the President** Continued from page 3)*

ing properly.

- Control cables should be properly adjusted to compensate for temperature changes.
- Park in the direction that the sun rises in the morning; it will help melt the snow and ice on the windshield.
- Warm up the engine at 1,000 to 1,200 rpm unless it's necessary to reduce rpm to keep from exceeding the oil pressure redline. Allow plenty of time for the engine to warm up.
- Take off the airplane's wheel pants (if applicable). Ice and slush can collect under the pants.
- Check magnetos and re-time if necessary
- Inspect the cabin heat system. There is a danger of carbon monoxide seeping into the cabin in aircraft equipped with heat exchangers that surround mufflers or other parts of the exhaust system. In Preparation for Flight Operations:
- On flight day, wear warm clothing and waterproof footwear.
- Pack a cold-weather parka, heavy blanket and winter survival kit on the plane.
- Before takeoff, get an up-to-date aviation weather forecast and note any icing warnings.
- Plan for in-flight alternatives in case you encounter ice and snow.

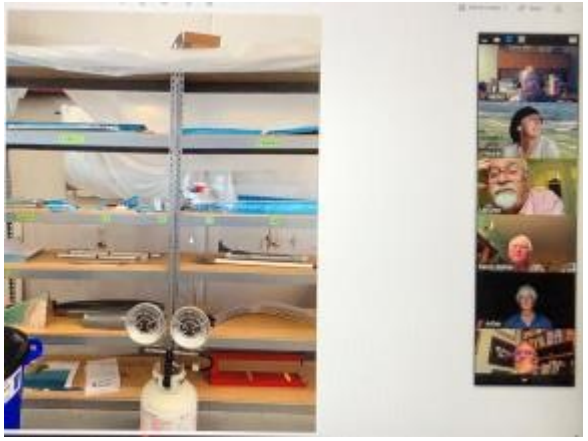
The above list hits some of the highlights for safe winter flying. Refer to AOPA for more detail.

That's all for this month. I hope you all remain healthy and, as a reminder, fly often and fly high!

Sincerely, Emilio Verastegui,

President EAA Chapter 179 Albuquerque, NM - KAEG

October Zoom Meeting



“Let’s all get high again!”

or

a short review of the altimeter and how it can help you

The altimeter in your airplane is a wonderful instrument. Used properly, it can be a life saver. If you are not sure how ito use it correctly or if you are not sure that what it is telling you is correct, then it can not help you much and may cause bodily hard!

The sensitive (pressure) altimeter that is still used today was patented in 1936 by Paul Kollsman, its inventor. The altimeter measures the height of an aircraft above a fixed level. The instrument senses this by taking the ambient air pressure from the static port. As the aircraft goes up, the pressure inside the case decreases and the bellows expand. The opposite happens as the aircraft descends. The window on the front of the instrument allows the pilot to set the altimeter to the current local pressure, which will then displays an accurate height above sea level. The reference pressure is in inches of mercury in the United States and Canada, and hectopascals (previously millibars) generally elsewhere in the world.

The altimeter most commonly found in GA aircraft is the typical “round dial” 3-pointer altimeter (see picture above). The local air pressure, commonly called the “the altimeter setting", can be set with the knob in the lower left corner of the altimeter. The result is called the "QNH". Some pilots call it “Q Normal Home” because it will indicate the aircraft’s height above sea level at the pilot’s “home” airport, regardless of its location. Another kind of indication can be derived by setting all the altimeter hands to read zero, regardless of the numbers in the Kollsman window. Then the altimeter will show the height above ground at that particular airfield. This is called "QFE", or what I call the “Q Field Elevation”. This type of setting is not used much in our everyday type of flying.

Many owners of newer homebuilts, such as any one of a myriad of RV models, Kit-Foxes, etc., are preferring to add electronic instrumentation to their panels and are bypassing the old style instruments all together. This is because such electronic instrumentation has become so much more affordable. In my own Bonanza I have both, electronic and old school as a back up. In my previous line of work, in the aircraft I flew most often, we had both, electronic indicators and old school indicators aka round-dial indicators, for the altimeters and other flight instruments.

There are, in fact, several other types of altimeters. There is the counter drum altimeter, the encoding altimeter, the blind encoder, and the radar altimeter, to name several. The counterdrum altimeter is named as such because it displays altitude utilizing a single pointer and a rotating drum that displays digits. An encoding altimeter takes altitude information and converts that data into a digital code. This code is then sent via a set of wires to the aircraft transponder. The blind encoder has no dial or read out that is visible

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(Continued from page 5)

to the pilot. It has only an electronic output fed directly to the aircraft transponder. You may not ever use any of these other types, but if you do get the chance to use them, you will find them really fun to use.

One of my favorite types is the "radar altimeter". In most "big" jets and many corporate aircraft, the radar altimeter is an invaluable tool for the pilot, or flight crew. This type of altimeter mostly comes in to play during the approach phase and the landing. It uses radio signals to determine the aircraft's height above the ground or terrain. It becomes active below 2500 AGL. The crew does not need to turn it on or make any setting changes when landing at different airports, because it works automatically. It is most useful below 1000 feet AGL because it begins talking to you. You will hear the altimeter announce its own callouts - "1000" then "500" (sometimes "approaching minimums" then "minimums") then "100' then "50 - 40 - 30 - 20 - 10", and then it stops the callouts because it assumes that if you got that close to the ground, you must really intend to land! And the pilot can gauge his rate of descent by how quickly or slowly that last set of 5 numbers are announced. A smooth rate of callouts are what the pilot wants to hear as he starts the round out and flare, anticipating the landing. So now you know how airline crews figure out how and when to flare that B-767 or AirBus 380 you are riding on when they are sitting so far ahead and above the main gear.

Unfortunately, once in a while, some pilots don't actually touch down. There are many reasons for this. It could be the result of a bad approach, or significant crosswinds, or traffic on the runway, or an obscured runway, or just about anything else imaginable. Sometimes, they just botch the flare and balloon up. In that case, a missed approach or go-around is the best way to salvage that landing attempt. If the aircraft does balloon up and no action is taken, the aircraft will then start to sink towards the runway again, faster and faster, and the callouts will resume. Not a good thing! If he is going to be the passenger in the pilot's seat, then he should grit his teeth and accept the results! If the pilot is on his game, he can make that go around look as if it was planned. But then, if he were on his game, he would not have put himself into the position of having to make that kind of choice that close to the ground, and at the last minute! And you can be assured it happens to all of us, at one time or another, male and female pilots alike, young or old, experienced or not.

The military uses a very similar radar altimeter that is used during terrain following missions, the so called "nap-of-the-earth" type stuff. It is obviously mandatory that there not be any failures or glitches with the radar altimeter(s) when flying those types of missions. But Murphy can and will rear his nasty little head sometimes, with disastrous results, as you might expect.

I hope you learned that the sensitive altimeter in the cockpit will help us determine our height relative to Mean Sea Level, if we set the correct local pressure in the Kollsman window. As you fly from one region to another, the air pressure will change and that will dictate a change for the setting in the window. That is how our little altimeter can save our lives when we use it properly.

If you want to know more about altimeters, you can go to the FAA website dealing with instruments. There you can read more about altimeters, some common mistakes that happen when improperly used, and how to diagnose erroneous readings your altimeters may give you under certain conditions. Or you can ask an instructor to teach you more!

It has been my pleasure to reintroduce you to your altimeter.

Written mostly by :

Emilio Verastegui, a pilot

Jim Kessler and Lee, baring the cold weather

RV-12 Growing Daily

Starting with fuselage kit parts from an unopened crate in September, the project is growing and already nearly fills the workbench! Besides completing the baggage floor deck and seat section, the pitch and roll control rod is in place. Randy Reimer, Mark Sturm, Doug Dingman, and project leader Lee Otto have now started putting on the fuselage skin and step mounting hardware.

It may not look much like an airplane yet, but RV owners can recognize where the pilot/co-pilot seats will be. Making great progress!

Lower skin attached

Randy and Lee showing off the progress

Lee shows off Pitch and Roll Control

Youth Introduced to Aircraft Building

Two JROTC students from Del Norte High School learn about various riveting methods on a visit to the RV-12 workshop.

Young Eagles November 2020

The Young Eagles dates for 2021 will be May 8, September 11 October 16, October 23 and November 6. We will not have an earlier date in 2021 due to the existing uncertainty about the ongoing virus problem. We plan to have the events from the normal 0830 until 1130 on those dates, however we will be reducing the number of kids that can make reservations to about 32 rather than the normal 60 kids. We will need 8 committed pilots for each of these events, so if you plan to fly Young Eagles in 2021, mark your calendars NOW and make sure that your Youth Protection documentation is or will be up to date before the flight dates. It takes about 2 weeks for all the updating to occur at EAA National, so please do not wait until the last minute. I cannot change your YPP data locally. Only you can do that with national.

If you want to fly any Young Eagles personally, and can do it within the guidelines existing on the date that you want to fly, then feel free to take a Young Eagle for a flight. Of course, you will have to have the parents permission, so they will have to consent to adhering to the safety guidelines as well.

Respectfully submitted,

Barry Kromer

A Challenge to Members to Share the Gift of EAA

By: David Leiting, EAA Lifetime 579157
Vice President of EAA Chapter 252
EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this

membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.
EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!

Kick-Start Your Aircraft Build | View this email online

Learn Aircraft Building Skills in Two Days!

Oshkosh, WI | January 23-24, 2021
Hosted at the EAA Aviation Center

If you're ready to build or restore an aircraft and are missing Oshkosh this year, join us January 23-24, 2021, at the EAA Aviation Center for a SportAir Workshops course! Save time and money by learning proper techniques right from the start, taught by experienced and accomplished professionals. Better yet, enroll with a buddy and learn together! Share this email with an interested friend!

Courses Fill Up Fast – Secure Your Seat Today!

Electrical Systems & Avionics
At the end of the course you will be thoroughly knowledgeable on aircraft electrical systems and have the confidence to build and install a system in your aircraft. Enroll now ›

Fabric Covering
Cover a wing section from start to finish. We'll go over surface prep, installing the fabric, coatings, rib stitching, finish, and painting and detail repair techniques. Enroll now ›

Continued on next page...

Sheet Metal
Learn all aspects of sheet metal work with lecture and lots of hands-on practice using the special tools and techniques used to build a sheet metal aircraft. Two detailed projects that are built during the workshop simulate what you will need to know to start and successfully complete your Vans RV, Sonex, Zenith, or other sheet metal aircraft kit.
Enroll now ›

Gas Welding
Learn this traditional method of aircraft frame construction using oxy/acy on steel plate and tube. Discussion of theory and practical aspects of gas welding with lots of hands on practice using equipment especially suited for aircraft welding work. **Enroll now ›**

TIG Welding
TIG welding is fast becoming the welding method of choice for people building their own aircraft. You'll get extensive hands-on training and knowledge about the process, tools, and techniques for using them. **Enroll now ›**

Fiberglass Techniques for RV Aircraft
This course will provide training in composite techniques required for completion of non-composite aircraft kits such as the Van's RV series of aircraft and others. **Enroll now ›**

EAA gratefully acknowledges the support of Aircraft Spruce & Specialty Co. for its generous sponsorship of SportAir Workshop programs, supplying tools, supplies, and materials.