

Albuquerque, NM

Chapter 179 Enchanter



March
2012

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

Upcoming Events & Chapter Meetings

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

Young Eagles Chapter 179 Calendar of Events, 2012:

- 1) **May 5 at Moriarty** rain day May 6
- 2) **Land of Enchantment Flyin Sept 9 (Sunday)** rain day Sept 15 at Moriarty
- 3) **November 3 at Double Eagle** – rain day Nov 4

Laura Tweed – Young Eagle Coordinator, Laura4@msn.com, 463-4766

Chapter 179 meetings are on the third Tuesday each month.



Rosie the Riveter at the Cactus Fly-In...See page 5

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From the Editor, Harley Wadsworth

We were saddened to hear of the passing of our good friend and chapter member, Jay Schmitt. He was a warm, kind, and unselfish man who shared our excitement for aviation and life. I missed seeing him at the Cactus Fly-In. He was always there enjoying the great airplanes and the good times. Our thoughts and prayers are with his family and particularly his wonderful wife, Joyce. She has had a rough year, with the loss of their young adult son just a few months ago and now losing Jay, whom she clearly loved very much. Jay and Joyce have both been active participants in chapter activities, helping with Young Eagles, attending chapter meetings, and always eager to help. We hope that Joyce will continue to be active in our chapter, she contributes so much and we love and adore her.



***Below:** The AAAA Cactus Fly-In is a sunny escape the first weekend of March. Lots of us flock there to see the beautiful antique airplanes. See inside this issue for more pictures.*



George Applebay



Ken Dominy arriving at the Cactus Fly-In

From the President, Bob Waters

Here comes the wind!

It must be spring in New Mexico: the snow was blowing sideways today! Glad the planes are inside and I'm down here wishing



I was up there. But daylight savings time has kicked in, the days are getting longer, and summer is on the way.

We got great initial response to the chapter survey of current and future activities chapter members are most interested in (see the related article from Chris Grotbeck with the results). This kind of feedback will help us focus on the kinds of things that interest the most members. As always, there are plenty of opportunities to volunteer to help create good experiences for our chapter. If you see something of interest in the survey results, it may be calling you to volunteer!

We had a great Young Eagles event last month and everybody seemed to have a good time. Having "only" ~40 kids gave us the great opportunity to fly most of them one-on-one, giving them lots of stick time. While we pile in lots of kids to fill seats when we're really busy, I think this is the perfect size event. Thanks to all the volunteers (great food, great ground support team and great pilots) for making this a great event!

Thanks to Kevin Banks for his persistence in making contact with Don Gilmore to set up the technical aspects of transitioning to our new web site. As you know, our old website had been around long enough to get top billing in web searches. In the near term, Kevin should have things set up to direct those searches to where we want them to go. If you haven't noticed, Harley put our website at the top of the newsletter! I think Kevin's also going to get the LOEFI website up and running to support our planned efforts to make that a bigger event this year.

I usually announce this month's presenter at the end of my article. Not this month! You're going to have to come see who the mystery presenter will be. I think we'll enjoy it! I look forward to seeing you at meeting. Remember, invite a friend and give us all the chance to grow another member. Happy flying!

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held February 21, 2012 at the Copper Canyon Café, convened by President Bob Waters at 6:10 PM.

President Waters recognized guests in attendance: Brandon Smith, Travis Cannady, Kate Lynn Orona and Daniel Montano, all students involved in upcoming EIAA completion as well as their technical advisor, William Marcy. Other guests introduced were Will Taylor, Norm Schippers, and Bruce Wilkerson.

Motion & second to accept The Minutes of January 17, 2011 were accepted as published in the Newsletter.

The Treasures report was given by Curtis Smith. Motion to accept made, seconded and passed. Curtis indicated that the Scholarship fund is being set up as separate account. Curtis also reported that funds have been transferred to the CD per Board approval.

Curtis discussed LOEFI and tentative date of March 24 for a Fly-out to Santa Rosa. To set up a committee to brain storm new ideas for fly-in. Curtis said "last LOEFI" and requested volunteer replacement. Mentioned last fly out was successful and tentative schedule for next fly-out is March 24 to Santa Rosa.

Chris Grotbeck passed out a survey to members to check desired activities for Chapter. The survey may also be down-loaded from website.

Laura Tweed related information on Young Eagles event at Double Eagle and solicited a call for pilots. Time frame for event: 8:30 pancake breakfast, 9:00 Pilot Briefing, 10:00 start Flying.

Laura also indicated that that Chapter 530 have a March 10 Young Eagles event scheduled.

President Waters called for a motion to adjourn. Motion made, seconded and passed. Meeting adjourned at 6:25PM followed by a presentation by Socorro EIAA team.

Respectfully submitted by;

Todd Blue, Secretary



Brandon Smith, Travis Cannady, Kate Lynn Orona and Daniel Montano

New Mexico Tech students presented their electric powered, heavy lifting, RC aircraft design for the upcoming contest.



©Rose Marie Kern

As Santa and his reindeer prepared for their journey south they pushed ahead the cold arctic winds. Everyone in the northern two-thirds of the U.S. simultaneously wished for a blanked of white to decorate the year and refresh the farmlands, while preparing to fight the limitations it imposes.



Santa and relatively few Alaskan and Canadian aircraft can land happily on a long strip of ice and snow, the rest of us prefer some kind of drier surface. Airports fill tanks with de-icing liquids and sharpen the blades of the snowplows. Airport managers make sure that the phone number to the flight service NOTAM desk is on speedial, or the E-NOTAM computer portal is on a convenient tab.

Snotams, as ATC calls them, are issued every time field conditions change at any airport. By far the airports that issue the most are in the great lakes region. Cleveland, Chicago, Detroit, Buffalo, and the hundreds of smaller airports in the vicinity may call every hour of the day and night reporting snow and ice accumulation, runway and taxiway closures and braking action. The mountain airports out west have fewer runways (Denver excepted), but they get snow before anyone else in the country.

Lockheed Martin Flight Service gears up whenever they see lake effect snow beginning to fall by tripling or quadrupling the number of people assigned to Notam dissemination. Managers can call, fax or input the Snotams into the E-Notam program.

One of the most confusing Snotams is the MU values. (Mew, like cat, not moo like cow). Runway braking action can be described in one of two ways. The old fashioned way is where a Piper Cherokee lands, goes "Wahoo!" while sliding down the runway then just telling the manager if he stopped (braking action good), slipped in patches (braking action fair), took all of a 2 mile runway (braking action poor), or ended up backwards on top of a taxiway sign (braking action Nil).

Sometimes these relatively easy to remember terms are

wrapped up the technological rhetoric associated with a friction-measuring device used at larger airports. The numbers used are actually percentages of 100 or full stop ability. During the initial tests in Sweden, it was determined that .40 or 40% friction was enough for an aircraft to come to a full stop in a crosswind. The NOTAMs drop the decimal point, and report the values as whole numbers. The lower the number, the less friction there is for the tires to grab.

In general you can equate MU values to braking action in this manner:

40 or greater – BA Good

30 to 40 BA Fair

20 to 30 BA Poor

20 or less BA Nil

*NOTE: For those of you who are wondering why I don't use the old NOTAM contractions for braking action - BRAG, BRAF, BRAP, BRAN - they are no longer allowed in the new ICAO formats.

The NOTAM will show three MU values in a row. These correlate to the beginning, middle and end of the runway. It will also indicate what type of friction measuring device was used to get the values. In the following NOTAM, RFT means Runway Friction Tester, a specific type of equipment.

!DCA DCA 18 RFT MU 40/30/38 WEF 0912291030.

All field condition NOTAMS must contain the contraction FICON (field condition) and a WEF (with effect) time. This tells the pilot how long ago the condition was reported by the airport manager. Airports serving air carriers are required to update their runway conditions frequently, and issue separate NOTAMs for each runway, taxiway and ramp area, sometimes hourly. Smaller facilities may simply issue a SNOTAM for the whole airport that is updated at irregular intervals. If a NOTAM is left in the system for a couple days, or you are pretty sure that the condition has changed, let flight service know and we will call the manager to verify it.

The Snotams are categorized by surface with the first indicator listed after the location: RWY (runway), TWY (taxiway), AD (whole airport), or APRON – which includes ramps. Here are the contractions you can expect to see in Snotams:

(Continued on page 5)

SNOTAMS (Continued from page 4)

SN	Snow
IR	Ice on Runway
SIR	Snow and Ice on Runway
SLR	Slush on Runway
PTCHY	Patchy
THN	Thin
ICE	Ice
SCT	Scattered
WSR	Wet Snow on Runway
BERM	Snowbanks
LSR	Loose Snow on Runway
ALTNLY	Alternately

Snow and ice are measured in inches and quarters of inches. Anything below ¼ inch is thin. Here are a few examples.

!EKN 11/030 EKN RWY 9/27 FICON 1/2 IN SIR BRAKING ACTION NIL WEF 1111051820

(AT ELKINS, RUNWAY 9/27 HAS HALF INCH SNOW AND ICE BRAKING ACTION NIL AS OF NOVEMBER 5TH, 2011 AT 1820Z)

IDCA 11/083 GAI AD PTCHY ICE WEF 1111060220

(AT GAITHERSBERG, THE WHOLE AIRPORT IS COVERED IN PATCHES OF ICE AS OF NOVEMBER 6TH, 2011 AT 0220Z)

ICOS 11/078 COS APRON FICON
PTCHY THN LOOSE SN OVR PTCHY THN ICE WEF 1111
051710

IEGE 11/004 EGE AD WORK IN PROGRESS SNOW REMOVAL

Keep in mind that the NOTAM contractions are changing beginning now and throughout the next six months to bring the US into alignment with the ICAO NOTAM structure. You will be seeing some differences immediately – for example: PAEW is now WORK IN PROGRESS.

A couple years ago I watched my husband catch a strong crosswind on a snowy, icy surface. As he spun madly the snow fountained and my heart almost stopped before he did. He handled it beautifully, but I do not recommend the experience to anyone. Check out those Snotams!

Rose Marie Kern has worked in ATC for over 28 years. For comments and questions send her an email at author@rosemariekern.com.

AAAA Cactus Fly-In

Casa Grande, AZ



YOUNG EAGLE RALLY, DOUBLE EAGLE AIRPORT (KAEG), 02/25/2012



On February 25, seven pilots from EAA Chapter 179 Albuquerque, NM, aided by two pilots from EAA 530, Los Lunas, NM and one non-chapter affiliated pilot flew thirty nine young boys and girls, elevating them to the status of Young Eagle.

We had prepared for many more Young Eagle candidates, so it made for a relatively short event. I was pleased that we had a great volunteer turnout and we were able to get the rally completed before the usual afternoon winds arrived, which could have forced us to cancel before flying all of the youngsters. Estimating the number of potential candidates is a complete “wag” as there is no procedure for pre-registration, and publicity is an informal process of visiting schools and distributing flyers. Bob Hartman does a remarkable job of personally visiting as many schools in the local area as possible.

The other side of the equation is, of course, the pilots and planes that are available. My thanks to Will Taylor, Barry Kromer, Art Woods, Vern Dudley, Chris Grotbeck, Bob Waters, Harley Wadsworth, Rick Richter and Doug Warwick for providing their airplanes and personal time to promote the Young Eagles program. Your humble scribe, Ken Dominy, was able to fly three candidates in a Cessna 182 loaned by our new coordinator, Laura Tweed.

Food always helps to keep the “restless souls” satisfied while waiting for chance to fly, and that was provided in the form of pancakes and sausage for breakfast and



burgers and hotdogs for lunch. As always, the chuck-wagon was ably manned by Keith and Joy Beasley and Chuck Alden. The food was delicious.

Our registration process worked very well due to the efforts of Sandy Waters, Nettie Richter, Emilio Verastegui and Todd Blue, chief certificate printer. Chris Tucker of the Civil Air Patrol along with several cadets to provide airplane security and keeping order.

Rich Rittmuller, Russ Prina and Mary Lou Hartman volunteered their help wherever needed. Rich took the pictures for the newsletter.

Thanks go to Bode Aviation for hosting the rally, and to all of their personnel that helped to make our event a success. And, of course, I thank the personnel in the tower at AEG for keeping all of the extra local traffic separated.

Ken Dominy, YE Coordinator Emeritus
For Laura Tweed, YE Coordinator Ch 179



Chapter Activities Survey, by Chris Grotbeck

What benefits you most by being an EAA 179 Chapter member? In which Chapter events did you participate last year? What kinds of events would you like to participate in this year?

These are a few of the questions asked in a recent survey that was presented to the EAA 179 membership. The survey was developed by the Activities Planning Committee to solicit input for event and activities planning for 2012.

The early results are in and we had great response to our chapter member interests survey, with 26 members responding. Thank you!

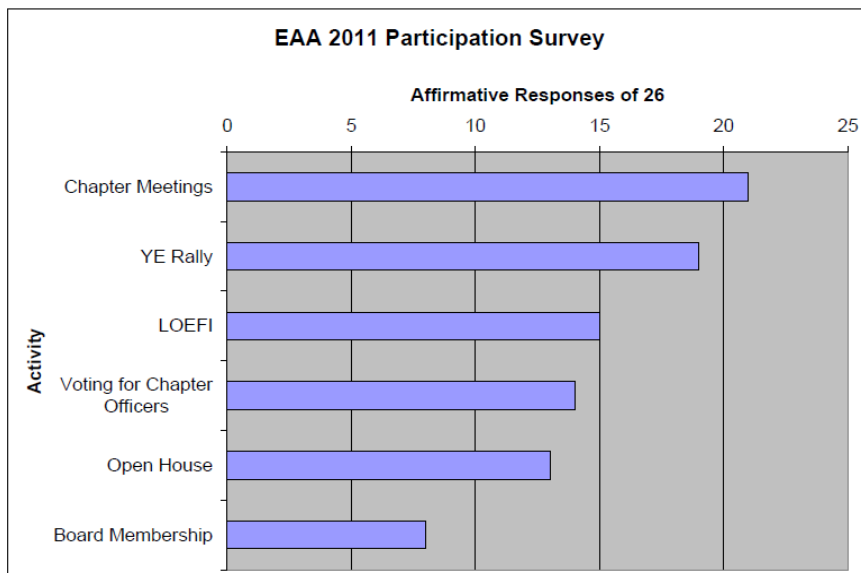
By far, the most appreciated benefits of membership are the social aspects of camaraderie, friendship, and sharing ideas with fellow pilots, builders, and aircraft/aviation enthusiasts. Also high on the list are community aspects of education, networking, and public events like Young Eagles and Flight Tours.

The two charts below summarize the 2011 activities we mostly participated in and 2012 activities that we'd like to participate in. There are some pleasant surprises in the 2012 activities interests: more flying, more field trips, more open houses, and others, in addition to current favorites like Young Eagles.

See the next page for the Activities Survey Results.

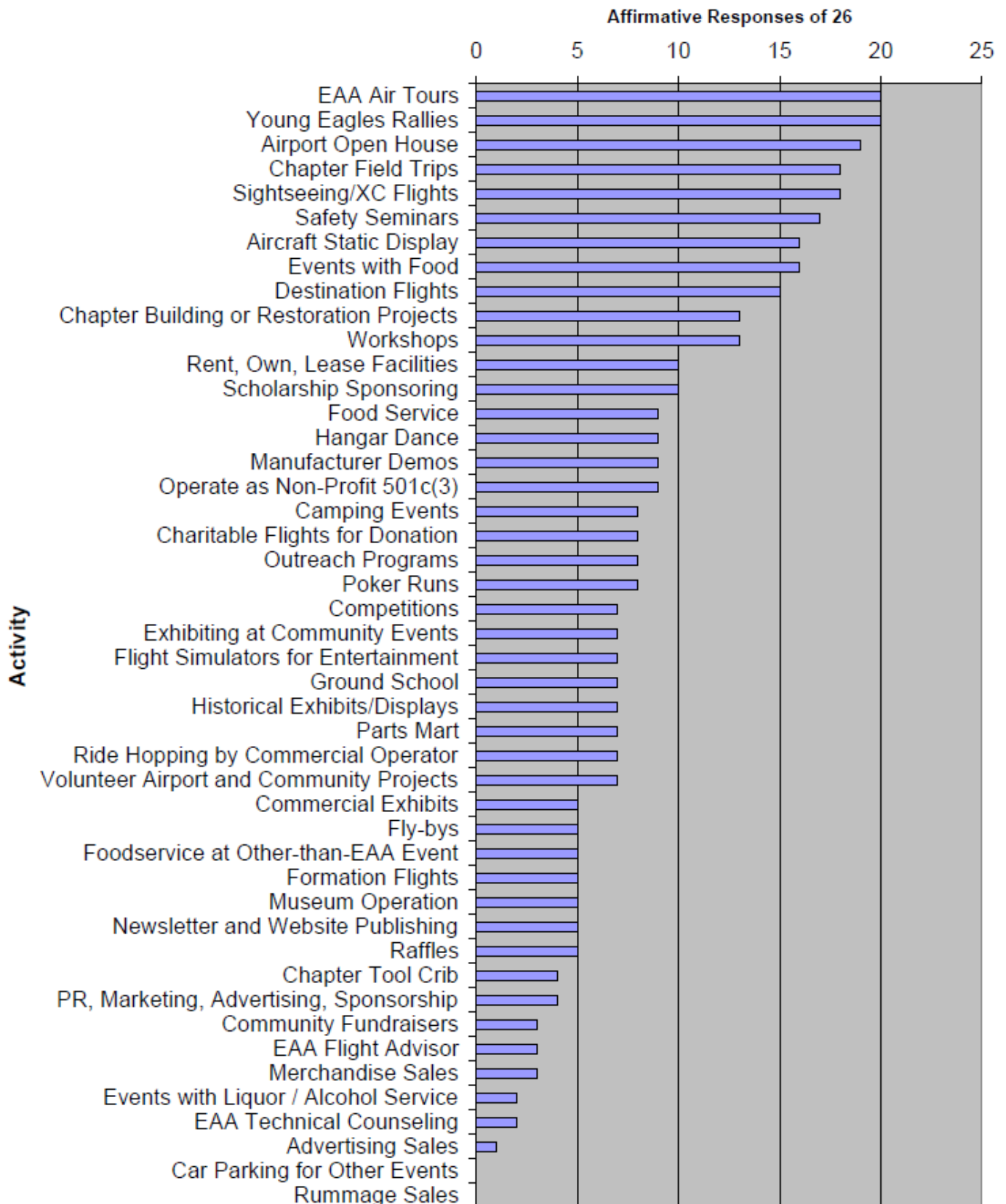
We also received some inventive write-in suggestions. Here are but a few:

- Secure a chapter room/hangar at Double Eagle Airport
- Advertise chapter meetings and Young Eagles events in the Journal for more visibility in community and public outreach
- Aviation summer camp for kids
- Presentations by chapter members after meetings - video, slides, demonstrations, comedy, etc.
- Project visits, hangar Show & Tell events, visit member projects under construction
- Fly outs, landing contests, flour sack bombing, photo contest
- Involvement with Centennial Air Tour in September
- Chapter sponsorship of non-profit charitable organizations to visit schools, parks and hospitals and to entertain and inspire kids.
- Rallies
- Chapter building project
- Tool crib and type/design workshops
- Museum operation (from a 20-yr docent of NM History and Science Museum)



So, where do we go from here? Help us figure that out. Our planning committee will get together again and develop a proposed path forward and everyone is welcome. Or, like Curtis did with the Vaughn fly out, you can take the bull by the horns and propose an event to the chapter and make it happen... It's easier than you might think!

EAA 2012 Activities Survey



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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