

Albuquerque, NM

Chapter 179 Enchanter



**December
2012**

2012 Officers

Area 505 (New Mexico)

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Standing Committees

Budget & Finance:

Curtis Smith, Dan Friedman,
& Russ Prina

Promotions, Publicity & Membership:

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Young Eagles:

Todd Blue - 266-1491
Robert Hartman 565-2743

Scholarship Committee :

Steve Rokicki - 898-6383
Keith & Joy Beasley—898-0425

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

The Web Site for the LOEFI is: <http://www.loefi.com>

Upcoming Events & Chapter Meetings .

18 December, Tuesday, EAA Chapter 179 Christmas Party, 6:00



PM at the home of Russ and Margaret Prina, 10812 Anaheim Ave. NE, Albuquerque, NM. Phone: 505 856 6246. This will be a Pot-Luck event, so please bring a dish to pass. Roasted turkey and non- alcoholic beverages will be supplied. Just bring a salad, side dish or dessert. Optional grab bag gifts (\$15 or less) for those wishing to participate in the exchange. Visitors welcome.

Chapter 179 meetings are on the third Tuesday each month. However, in December we have the Christmas Party instead of our regular meeting.

Christmas Party!

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From the Editor, Harley Wadsworth

Merry Christmas! Everyone. I look forward to our Christmas party. Thanks so much to Russ and Margaret for inviting use into their home again.



We have had such wonderful weather this year that it doesn't feel like December. We are really blessed to live in New Mexico.

Thanks for all of the articles, photos, and other support for the newsletter over the past years.

HW



From the President, Bob Waters

Another year full of fun

It's been another fun year for Chapter 179. We've flown hundreds of Young Eagles. We've fed those hundreds (and hundreds more) the best pancakes and sausage in the



state! We've had another great Land of Enchantment Fly In. We've participated in many fund events like fly-outs and helped sate those pilots who come to the local aviation safety events. We've had many wonderful speakers at our monthly meetings. And most importantly, we've had many opportunities to share our aviation-friendships.

We'll get at least two more times to do that still this year: the **Young Eagles event on Sunday, December 16 specifically for the CAP cadets at AEG**. And our annual **holiday party** at Margaret and Russ's (see the announcement in the upcoming events). I hope everyone can come to this fun way to end our year.

As good as our year was, I think next year will be even better. Stay tuned for more information on our annual board meeting in early January and plan to come out and help form the plans and budgets for the chapter. Everyone's input is not just welcomed...it's encouraged!

I look forward to seeing you all very soon. Sandy and I wish you the warmest of holiday cheers!

Happy flying! BW

Left: *The geese were all over the river last Saturday. And the coyotes were going crazy! Our weather has been unseasonably warm so who could blame them for staying around? They may be on their way now that there is cold air finally moving in late tomorrow.*

Think Snow, White Christmas, and Skiing! And of course Flying!

Thanks Joyce Woods for the nice airplane pictures.

Chapter 179 Meeting Minutes

The regular meeting of EAA Chapter 179 was held November 20, 2012 at the Copper Canyon Café.

The meeting was called to order by President Waters at 6:00 PM.

President Waters called for recognition of guests, Bob Carlton and Laurie Carlton, and Ruth Martin.

Presidents Report: Announced that Russ Prina will still have December party and meeting at his home on December 18.

The Annual board meeting to be held in January (second week) for transition meeting and budget.

The Owner Maintenance class was discussed by Chuck Swanberg. Need Curtis to send names to Chuck of interested persons.

Vice Presidents Report: None

Secretaries Report: Todd Blue requested approval of minutes as published in the Newsletter. Motion was made, seconded and passed.

Todd brought up need for attention to 990E report and State of New Mexico Nonprofit report for 2011 and 2012. Joy Beasley indicated that Curtis has submitted the 990E for 2011. Todd will check with Curtis to see if he also submitted the Corp. Non Profit report for 2011. Both reports for 2012 will be due May, 2013.

Treasurers Report: In the absence of Curtis, President Waters gave the report. Motion to approve as submitted as read, seconded and passed. YE income to be added to the report. Bob indicated that he will submit to Curtis for the new projector he has

purchased for the Chapter.

Budget and Finance Report: None

Young Eagles: Todd indicated proposed Young Eagle dates for 2013. The following tentative dates were suggested and agreed to by members present. February 16, May 11, September 14, November 9 and December 14. Todd to check with Joyce Woods for any possible conflicts.

special YE event, for Cadets

After some discussion, it was agreed to conduct a Young Eagle event specifically for CAP cadets changed to December 16 (Sunday), 2012 at Double Eagle. Several members present indicated they would fly cadets on a one-on-one basis. Todd will contact pilots and CAP for confirmation on attendance at event. The Young Eagles will be flown individually not as a Cadets. This event will not be advertised except at CAP.

Scholarship Report: Joy Beasley gave an update on the scholarship program. The concern of a singular applicant in this last cycle has indicated that some changes are to be made. The dead-line for the next application is February 15, 2013 with presentation in March. Discussion was made concerning the methods of payment of the scholarships. Joy reported that Joyce Schmitt was pleased with the Jay Schmitt memorial funds and intends to stay involved.

Joy discussed methods for scholarship recipients to receive funding which may encourage better participation.

Old Business: None

New Business: December Christmas party activities. Members agreed to gifts (\$15.00 limit) to be distributed as per last year.

The board members in attendance, Bob Waters, Steve Rokicki, Todd Blue, Chuck Swanberg, Dan Friedman, and Dean Wadsworth approved an expenditure, as suggested by members, with details to be announced later.

Meeting was adjourned by President Waters at 6:50 followed by a great presentation by Bob Carlton and his Jet Powered Gliders.

Respectfully submitted by, Todd Blue, Secretary



SNOTAMS, By Rose Marie Kern

©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

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SNOTAMS (Continued from page 4)

can expect to see in Snotams:

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)

!DCA 11/083 GAI AD PTCHY ICE WEF 1111060220

(AT GAITHERSBERG, THE WHOLE AIRPORT IS COV-



An Army "Short Sherpa" (C-23) stopped through Double Eagle II Airport after Thanksgiving. It was manufactured by Short Brothers in Belfast, Ireland and has a rear cargo loading ramp. Photos by Joyce Woods

ERED IN PATCHES OF ICE AS OF NOVEMBER 6TH, 2011 AT 0220Z)

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

!EGE 11/004 EGE AD WORK IN PROGRESS SNOW RE-
MOVAL

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.

The Flight of Old 666 So long ago.... It is up to us to remind the Americans coming now to maturity, of this great bravery by these great guys....

Heroism at it's best!

Click the link below to view

[The Flight of Old 666](#)

from: Rose Marie Kern

HANGAR FOR SALE!

Hi Harley:

Would you let everyone know we are selling a beautiful large hangar building with tall door openings, in Moriarty. It is hangar 33. Call Dion Lear, Ph 505 321 -8312 or E L McNeill Ph 1 602 799-8321 for more information.

Thank you

That Time Again



Headed to Santa Fe for brunch.

Photos by Joyce Woods



NM Centennial Air Tour at Socorro



*****EAA Chapter 179 Membership Application / Renewal*****

NAME: _____ Spouse/Partner's Name _____

Children's names [if family application] _____

Address: _____

City: _____ STATE: _____ ZIP: _____

Phone: HM: _____ Cell: _____

E-mail address _____

EAA # _____ Expiration Date (MM/YY): ____/____ D.O.B.(MM/DD): ____/____

Please specify (circle one) if you wish to receive the newsletter by: e-mail or US mail

Note: Selecting e-mail above saves the chapter money!

Your Projects (finished or in progress) as well as what you are currently flying A/C:

Please specify (circle one) if you wish to have a **family** or **individual** membership.

Our Annual Dues are \$30 Family; \$20 individual or \$15 or \$10 if you join in the second or third Quarter respectively.

Please fill out the above form and mail it with your applicable dues payment to:
EAA Chapter 179, P.O. Box 3583, Albuquerque, NM 87190-3583.

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