

Albuquerque, NM Chapter 179 Enchanter



September
2013

2013 Officers

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Standing Committees

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Curtis Smith, Dan Friedman,
& Russ Prina

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Todd Blue - 266-1491
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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 .

17 Sept., 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.

Upcoming Young Eagles Events for 2013:

September 14 at Moriarty (OE0)

November 9 at Double Eagle (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



LOEFI (See page 6)

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From the Editor, Harley Wadsworth

The nominating committee will nominate candidates at the September meeting for next year's chapter officers. If you are interested in serving as an officer or director, please let Harley Wadsworth, Joyce Woods or Bob Waters know soon! It will also be possible to nominate additional members at the September meeting. The election will be at the annual chapter meeting in October.

We had a really great Land of Enchantment Fly-In on Sept. 7. Some information is in this newsletter but I hope to have more in next month's issue as well. Thanks to so many volunteers and sponsors for making the event a huge success.



Pilot Registration at LOEFI



Boeing Stearman Biplane



From the President, Bob Waters

A Summer of Fun!

I hope that everybody is recovering well from the Land of Enchantment Fly In. It was the marquee event to an incredible summer of wonderful activities for the chapter, along with Double Eagle Aviation Adventure and our Chapter's 50th Anniversary Celebration. Between writing this article and our upcoming meeting, we'll squeeze another Young Eagle Fly In at Moriarty. I don't know about you, but I'm ready for a little downtime!



But there's always something to do. This month, we will be nominating a slate of officers for next year. All four officers and two directors are up for election, and nominations will be accepted at our September meeting with a vote in October. If you know someone good for one of the jobs, including yourself, please speak up at the meeting or to one of the nominating committee (Harley, Joyce Woods and myself).

We're heading into the golden time of year for flying, so get out and enjoy the cooler mornings and bluer skies!

At this month's meeting we plan to show some of the photos from LOEFI during the dinner. Afterward, our speaker will be Gary Rivera, who in addition to being my friend and colleague, is also an amazing photographer. If you want a heads up, please see his website at www.blumerlephotography.com. It will be a fun evening, so please plan to come out and, as always, bring a friend!

Bob



Bob Carlton's Jet sailplane

EAA Chapter 179's 50th Anniversary Celebration

It was very interesting hearing about the chapter's early years from the Charter Members. We enjoyed hearing from each of the five Charter Members present. We are so happy that they formed the chapter and appreciate their contributions to aviation and our community. One can only imagine what the centennial party will reveal. Lets all do our part to preserve our culture and history for coming generations.



Chapter 179 Charter Members, 50 years later

From left to right: Earl Cummings (white shirt), Jim Stark, Dave Mick, Bill Guernsey (first president), Bill Caldwell.



GPS Anomalies, By Rose Marie Kern

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You are flying along at about 12,000 feet on a beautiful clear day in southeastern New Mexico. Your GPS shows you to be around Roswell and you are flying northwest to Albuquerque. You glance at your GPS and it gives you a reading in Mexico! Then a few minutes later it flickers and the reading is correct again. You think, "What in blue blazes is going on?!"



Before you smack the thing or make plans to take it to the repair shop, you might want to call flight service radio and ask if there are any GPS NOTAMs in the area.

For quite some time in the Southwest, there have been NOTAMs put out by the Air Route Traffic Control Centers (ARTCC) dealing with the GPS system being "unreliable or unavailable" for set periods of time. This type of NOTAM recently began appearing in the Midwest around St. Louis as well.

When self briefing, using tools from online services or the FAA Web site, these NOTAMs are difficult to interpret because they are centered on a latitude/longitude (L/L). Most of them do not mention any NAVAID. As a result, in order for someone to understand whether or not it will affect his or her flight, the pilot must dial the L/L into a computer or GPS. Pilots who are in a hurry may not take the time to do this and the scenario listed above is the result.

Whenever Flight Service sees one of these NOTAMS on the "D" or Distant NOTAM list, they make sure all the briefers are aware of what's happening and how large an area it will cover. If you are briefing yourself, the GPS NOTAMs are a little tricky to find and interpret. They are located with the other "D" NOTAMs, usually at the bottom of the last page, and will be listed with an ARTCC identifier such as ZAB (Albuquerque Center) or ZKC (Kansas City).

Here is the text of a recent GPS NOTAM where the Lat/Long is based near STL:

ZKC GPS is unreliable and may be unavailable within a 195 nautical mile radius (NMR) of 385535N/0902522W at FL400 decreasing in area with decrease in altitude to 170 NMR at FL250,

105 NMR at 10,000MSL and 73 NMR at 4,000 ft AGL. 1130-2100 daily with effect 1204271130-1205012100.

Notice that the area described is an inverted cone. The higher you are flying, the larger the coverage area. If you plot it out, at the highest altitude this NOTAM covers all of Illinois and Missouri, as well as parts of Iowa, Indiana, Kentucky and Arkansas at FL400. At 4,000 AGL it only covers a 73 nautical mile radius of the St. Louis area.

These NOTAMs are issued by every ARTCC whose airspace is touched during the exercise, and most of them are for specific hours of the day for a set period of time. The bulk of them are centered near military ranges or bases such as White Sands in New Mexico, Davis Monthan AFB area in Tucson, AZ and other locations in southern Utah and Nevada.

One way to know if the GPS is acting wonky is to keep half an eye on the old-fashioned navigational equipment just to see if the readouts agree. Having the sectional around so you can glance to see if the railroad tracks are where they should be is helpful too.

The other type of NOTAM that you will see frequently concerning GPS is one that says GPS 24 PRN OTS. This means that the pseudo random noise generator on GPS satellite number 24 is out. Why is this important?

The PRN functions like a kind of lens that focuses the signal being broadcast from the satellite. When it is down the signal from that satellite may be fuzzy and off by several miles. When this NOTAM shows up and if your brand of GPS receiver allows it, you should remove that satellite from the ones it is receiving. If you cannot remove it, then it usually won't make a lot of difference as long as your receiver is picking up at least three other satellites because your GPS equipment should collate all the various signals it receives into the position display.

In this era of aviation navigation the GPS has become the instrument of choice for most pilots. Be aware of any outages in the system before you take to the sky so you end up in the right place!

Rose Marie Kern has worked in ATC for over 26 years. If you'd like to ask her a question, contact her at author@rosemariekern.com.

Land of Enchantment Fly-in (LOEFI), Sept. 7, 2013, KAEG

What a wonderful day at the airport! We posted a few initial Fly In photos on Facebook - - - but welcome you to share YOUR photos & videos! Look for EAA Chapter 179's Facebook page: www.facebook.com/pages/EAA-Chapter-179/445885065500326

We'd love for you to **LIKE** us! *You don't have to have a Facebook account to view what we have posted.*

Here's a message from our chapter President, Bob Waters. . . .

Every bit of feedback that I have received makes clear that today's Land of Enchantment Fly In was one of the best ever. Thanks to all of you who participated in the months of planning and in today's execution to create such an enjoyable and memorable event for so many of New Mexico's aviation minded people.

There are too many people to thank by name because I know I would miss at least one, but I can't stop short of recognizing our chair-couple, Will and Edy Taylor, who tirelessly worked through months of planning meetings, with Bode, the City, with the Fire Marshall, and lots of volunteers, and then worked today like so many others to help make this event the success it is. Please thank Will and Edy the next time you see them.

There is much to learn from our experience today to find ways to get better for the next year, and we welcome your ideas at out-brief meetings will surely happen in the next few weeks. But for now, let's sit back and relax and bask in the beautiful New Mexico sunset on this day that we helped make better for so many.

Sincerely, Bob

On Mon, Sep 9, 2013 at 9:37 AM, <apdpilot@aol.com> wrote...

Thank you Bob for the kind words, the thanks goes to each and every volunteer that came out to the event to help, the success of this event would not have been possible without them.

In addition to thanking everyone who came out and truly made this event happen, there are a few folks who need to be recognized due to their dedication to this project that consistently showed up to the planning meetings and took a primary lead roll in a vital aspect of the event. So I wish to thank some of our core planning group; Edy for filling the gaps and taking lead when work kept me more than busy, Joyce and Art Woods, Todd Blue, Kevin Banks, Emilio Verastegui, Joy and Keith Beasley, Bob and Sandy Waters and let's not forget Rick Richter who secured all those wonderful sponsored items!

Like I said every volunteer deserves our thanks, and there are too many to list, but I wanted to recognize the folks above as they were our dedicated core group who really put this thing together!

Thanks all!

Will Taylor





We were pleased to have a full exhibit hall! Aspen Avionics, Bendix King, Embry Riddle Aeronautical University, Center Wx Service Unit (kids learning about evaporation),



**LOEFI Award Winners,
Sept. 7, 2013 KAEG**



Grand Champion & People's Choice

*1952 Cessna 195 N195MJ,
Roald Lutz, Sandia Park NM*



Best Contemporary *1959 Piper PA-22-150 Tri-Pacer N2901Z, Roger Smith, Los Alamos, NM*



Best Antique *1942 Piper J-3 Cub N41567,
Kurt and Misty Winker, Los Lunas, NM*



Best Light Sport *Jabiru N2620Q,
Robert AKroyd, Raton, NM*



Best Homebuilt *2011 Harmon Rocket N49GW,
Jerry Wymer, Edgewood, NM*



Best Warbird *1951 L-19 (Saigon Tea) N219TH,
Phil Phillips, Albuquerque, NM*



Best Classic *1947 Piper PA-12 N4159M,
Niesen / Shapnek, Edgewood, NM*

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 Fellowship Christian Reformed Church, 4800 Indian School NE, (just west of San Mateo, across from the Heights YMCA). 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

EAA Chapter 179

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