



2012 Officers

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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 .

15 May, 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) **Land of Enchantment Fly-In Sept 9 (Sunday)** at Moriarty

2) **November 3 at Double Eagle** – rain day Nov 4

Young Eagle Coordinator, Todd Blue 266-1491,

Robert Hartman 565-2743 or Curtis Smith 710-4186

Chapter 179 meetings are on the third Tuesday each month.



Lynne Tucker soloed on her 16th birthday, See page 4...

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From the Editor, Harley Wadsworth

We are sad to hear that Bonnie Mauldin's father passed away. Our thoughts and prayers are with her and the family.



Below: Congratulations to Lynne Tucker, center, who soloed a Cessna 150 on her 16th birthday. See the inspiring article her mother wrote, on page 4. We all have reason to be proud of Lynne's dedication and perseverance. And to feel great about the EAA Young Eagles program and our involvement.

Left to right: Joy Beasley, Joyce Woods, Lynne Tucker, Curtis Smith, and Art Woods.



From the President, Bob Waters

The Young Eagle Fly In at Moriarty on Saturday was another success by all measures: the weather was fine; many kids were flown safely; everyone was well fed by Keith, Joy and



Chuck, and all volunteers, Young Eagles, and parents had a good time. Even the too-Young Eagles had fun riding in Bill Marcy's Kiddie Hawk! Todd did a great job coordinating his first event! A special welcome and thanks to our newest volunteer, Edy Taylor (Will's wife), who worked at the sign-in desk, while Will was flying Young Eagles.

I continue to believe that these Young Eagles events are one of the best things our chapter does because they encompass all things we are about: flying, public service, the future of aviation, volunteering, and having a good time. I appreciate everyone who comes out to volunteer some time for the chapter and think everyone leaves having had a good time.

Have you Googled EAA 179 or LOEFI lately? When you do, you'll see that your search returns our two web sites as the top choice! This great outcome is due to the hard work of another chapter volunteer, Kevin Banks, our Chapter Webmaster! Check out the LOEFI website: it looks great and is filling up with information too. Thanks Kevin!

At this month's meeting, J.D. Huss returns to give us a good new safety briefing courtesy of the FAA and to share some time with us. I look forward to seeing you at meeting. Remember, invite a friend and give us all the chance to grow another member. Happy flying!

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

Young Eagles, Moriarty, NM, May 5, 2012



We had another fun Young Eagles event, with 35 Young Eagles in the air. The wind was OK for May in Moriarty. It did get a little bumpy late morning but we were able to get every youngster up. Thanks to everyone for contributing to the very successful event.



Young Eagles photos by Jason Waters



She Did It

She did it!

Thanks to the Young Eagles and Chapter 179 in particular, RenaLynne Tucker is definitely on her way toward her pilot's license and a lifetime of flying!

Here's a little background about how important the support of the Young Eagles was from the start:

The flying bug bit Lynne at a very young age, though it literally came from "out of the blue"; No one in her family is a pilot nor had any connection to the aviation community. At age 6, instead of dolls, Lynne spent weeks trying to design and build individual flying devices based on magnets. At age 8, she found out she had to wait until she was 16 years old to solo in a plane. "Then I'll study and solo on my 16th birthday!" To her single, working mom living in rural New Mexico and struggling to survive, it was like saying she wanted a pony. Smile, nod, hand her the bucket and tell her to go pick the dinner vegetables from the garden to add to the Ramen noodles on the stove, then shake her head at the child's retreating back...

Three years later at age 11, however, Lynne started entering science fairs for mid-high and high school students, and she started winning her first aerospace awards and even a flight scholarship with the Albuquerque Soaring Club for her experiments with a home-made wind tunnel and various wing designs. She was also a winner in the X-Prize student rocket competition. Her mother had to start taking her interest in aerospace seriously. The hard part was to find anyone else to take Lynne's passion for flight seriously.

Flight school after flight school told her to wait, and in frustration Lynne often said, "How many times do kids have to hear 'wait' until they give up on their dreams and find other things to do with their energy?" Fortunately, a few people and the Young Eagles have a different perspective. When an experienced flight instructor, Wendell Gunthorpe from Bode Aviation, agreed to meet with her, her flight lessons began. She also took

her cadet oath with the Civil Air Patrol on her 12th birthday, which also helped opened the door to this aviation community.

However, if it hadn't been for the Young Eagles, Lynne's dream would have died just after take-off, for in 2009, her mother was suddenly unemployed and the Tuckers were homeless like so many others hit by the recession. It took three part-time jobs paying almost minimum wage to keep the bills paid, and flight lessons were not on the list. However, without even knowing these details, the Young Eagles stepped in and saved the day. They took a chance on a student so



young and gave Lynne her first powered flight scholarship, which literally kept her flying. The scholarship was paid directly to her flight school, and the knowledge that she could keep flying and keep working toward her goals was definitely the light she followed out of this dark time in her young life.

The support of the Young Eagles didn't even stop there, however, for Lynne also started the EAA Sporty's ground school training. After a Young Eagle's flight, she received

that special log book with a login and password to access the Sporty's resources for free. She had already been studying flight from the usual texts and study guides, but they were all written and designed for adults. The Sporty's videos and interactive website made it much easier for Lynne to master subjects like weather reporting and aeronautic charts. She passed the required practice test scores and Laura Tweed filled out her endorsement to take the written exam.

In March of 2012, at age 15 and only after the support of the EAA/Young Eagles, Lynne did it! She passed her FAA Private Pilot's written exam. The examiner said she was the youngest student he's ever tested, and she didn't just pass marginally; She did well.

Furthermore, on Tuesday, 17 April 2012, Lynne turns 16, so weather permitting, she will be taking her solo at Double Eagle II that morning in a Cessna 150.

(Continued on page 5)

She Did It (Continued from page 4)

She's waited 8 years, been flying for 4 of them, has logged almost a hundred hours in the air and literally hundreds of landings. Instead of just studying one summer or just one semester before she became of age, Lynne learned to fly continually while growing up, which is how her mother sleeps at night. :)

As her mother, there's just no way I can thank you enough for all you do to encourage kids like Lynne to pursue their dreams of aviation, but I can at least make a start: Thank You. Thank You for all you do. It matters. It makes a difference in people's lives.

Now Lynne is in the position to encourage others and she loves doing it, from being a cadet officer and deputy cadet commander to going into classrooms as a guest speaker. There, she teaches the basic physics of flight and encourages others younger than she is now to go ahead and start pursuing their own dreams. "There's no reason to wait until you graduate to start thinking about what you want to do or start becoming who you want to be," she tells them.

Thus, your efforts in Young Eagles snowball with every young person you support and then all the people they support in turn. Thank You EAA/Young Eagles. It matters.

-Chris Tucker,

RenaLynne Tucker's mom.

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ARTWORK: JOE JONES

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held April 17, 2012 at the Copper Canyon Café, convened by President Bob Waters at 6:15 PM.

President Waters recognized guests in attendance: Jay Jepsen, Doug & Sue Dunston, and Bruce Wilkerson. Also recognized were Norm Schippers, and the New Mexico Tech Team consisting of Katie Orona, Brandon Smith, Travis Connaly, and David Montano all students involved in EIAA completion.

Motion & second to accept The Minutes of March 20, 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 has received an additional donation in Memory of Jay Schmidt.

Todd Blue gave a brief report on the upcoming Young Eagles Rally at Moriarty May 5th. Todd asked for pilots and Volunteers. Bob Hudson, airport manager, has agreed for use of the Maintenance Building and the use of tables and chairs. Todd indicated he will continue soliciting pilots for the event.

Curtis reported on Lynn Tuckers' solo on the April 17th as being a great success. Lynne was an early recipient of a scholarship fund. Lynne is now flies gliders and will soon be a powered plane pilot. A round of applause for her efforts was made by the members. Curtis discussed LOEFI September 7-9 and solicited interested persons for a planning committee. The Young Eagle Rally will be on the 9th as well.

President Waters called for a motion to adjourn. Motion made, seconded and passed. Meeting adjourned at 6:35PM followed by a presentation by Socorro EIAA team.



New Mexico Tech team presentation on their EIAA competition

Respectfully submitted by;
Todd Blue, Secretary

Fly-Out

EAA Chapter 179 will have a May 12th fly-out to Santa Rosa [SXU]. We will try to meet at 10AM and proceed to the truck stop on the north side of the field.

Several things to be aware of:

1. Runway 8/26 is in very rough shape but it can be used. Also, you will have to back taxi, if you use 26.
2. There is a small ramp on the North side of 8/26. There is a gate that makes the walk shorter to the truck stop. I will park on that ramp to see if the gate is unlocked. If it is locked, then use the ramp on the East side of runway 1/19.
3. I will notify landing planes of which ramp to use and when the North ramp is full.

Curtis [Curt] Smith
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In Memory of the FAM Flight

By Rose Marie Kern

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One of the perks that all Air Traffic Controllers used to take advantage of prior to 9-11 was familiarization training – more commonly known as FAM flights. This was supposed to be training – the ATC specialist – including Flight Service – could schedule a flight anywhere with an airline and then fly the jump seat in the cockpit. You could only do this if someone with higher authority did not want that seat for that flight, but most of the time it was available.



I miss flying in the jump seat. The view of everything from there beat the heck out of scrunching down and looking through a passenger window. You could watch the instruments and listen to ATC, and best of all you could just TALK to the pilots rather than ordering them around or conforming to FAA language.

Some of the pilots were very adamant that FAM flights were for training – so they trained me. I learned how to open and close the doors on the aircraft, I was told how to break open the cockpit window and climb down a rope in case of an emergency landing. Several pilots went over how all the instruments worked and gave me insights as to the differences between the types of aircraft.

I learned such tidbits as B727's climb like dogs and drop like rocks – so if you have to change a B727's altitude, descend him. On the other hand, B737's like to climb, but descending is difficult. Learjet pilots love unrestricted climbs on departure, one pilot told me a Lear is the next best thing to flying a fighter plane.

Some of the more unusual flights I participated in included a ride in a UH60 helicopter as it practiced rescue maneuvers in the mountains, and a NASA trainer doing shuttle landing practice. NASA uses a modified G2 for its training. The left seat has space shuttle instrumentation, the right seat has standard G2 instrumentation.

On the NASA FAM trip, I was standing in the aisle behind both pilots holding onto bars attached to the walls. The practice strip is in White Sands Missile

Range – which was also one of the alternate landing sites for the shuttles. Out of El Paso we flew north and climbed to about 33,000 feet – then the instructor pilot in the right seat effectively cut the power to the aircraft so that it would drop like a rock.

The astronaut used the shuttle controls to maneuver this rapidly descending aircraft into position over the gypsum airstrip. Once he achieved a level where his eyes would be if he was in the shuttle, the instructor kicked the engines back in so they can climb up again.

Standing behind the pilots was a rush because when they cut out the engines the nose of the aircraft was pointed downward so sharply that I was looking down at the ground through the windows while standing up. I stood for about 4 trips up and down – then the G forces got to me and I sat in back. The astronauts have to do a dozen of these maneuvers in one trip so they get good at them even when they are tired.

I am lucky that I know a lot of private pilots who still give me rides just for fun. EAA pilots lovingly show off their hand crafted marvels. Junior Billstone introduced me to Tom in the Triple Nickel chapter at Las Cruces who took me up for a short flight in his RV10...a delightful experience.

Most ATC folks have the FAM program available to them – except for Flight Service. As I flew home to visit Mom last summer I was in a B737. I sat back in my seat next to the tiny window and thought to myself how much I would prefer to be flying in the uncomfortable little bitty jump seat again – even if I had to pay for the privilege.

Rose Marie Kern has worked in Air Traffic since 1983. If you have any questions about ATC you can contact her at author@rosemariekern.com

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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