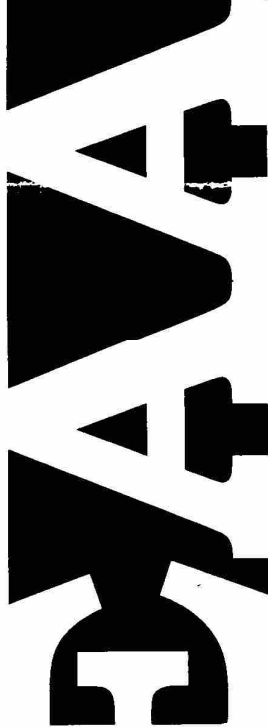


August 1997

Newsletter



Chapter 179  
PO Box 3583  
Albuquerque  
New Mexico  
87190-3583

## CHAPTER PICNIC

Fran Tschida

Twas a dark and stormy night. Well, afternoon actually, but the EAA Chapter 179 summer picnic went on as scheduled. Saturday, July 19, found some forty-plus members and guests safely sequestered in a hangar at Moriarty Municipal Airport, away from the gusty winds and occasional rain shower, enjoying great food and great company. Extra tables were needed to hold all the goodies that folks brought as side dishes.

Once again, Jon Lund, wielding his spatula, did yeoman service at the grill; serving hot dogs and hamburgers to the attendees. After much burger flipping and hot dog rolling (to say nothing of heat and smoke inhalation), Dick Coresy agreed to run the grill for a while so that Jon could eat.

My personal observation was that this was the best, and best attended chapter picnic in quite some time. (Continued on page 2)

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## Aviation Crime Prevention Institute warns pilots about flying to Mexico

By Michael Sweeney

The Aviation Crime Prevention Institute (ACPI) is warning U.S. pilots that a flight into Mexico could cost them their airplanes - and possibly their lives - at the hands of increasingly violent aircraft thieves.

At the same time, ACPI President Bob Collins is warning aircraft owners in the Southwest United States to double (Continued on page 2)

### NEXT MEETING:

Date: Tuesday, August 19, 1997  
Time: 7:30 p.m.  
Place: District No 9 Fire Station, 501 Bear Canyon Ln. N.E.  
(Near Osuna and Edith)  
Program: Albuquerque FSS presentation

### 1997 CHAPTER OFFICERS

Frank Rowton	President	298-1457
Pat Kirkpatrick	Vice President	892-4929
Russ Prina	Secretary/Treasurer	856-6246
Dick Shead	Newsletter Editor	839-9316
Konrad Werner	Young Eagles Coordinator	265-9136
George Applebay	Technical Counselor	832-0755

**Picnic...**Also observed: Robbie Robinson was just finishing up a (rather large, I thought!) plate of food, when he looked across the table at George Applebay and me and said; "The problem with a gathering like this is the fact that we never have enough variety or enough food." Then he winked, grinned, and ambled off to refill his plate. I guess he wanted to try out a few more selections before the hoarders got it all—but I sneaked ahead of him!

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**Mexico...**the guard on their airplanes, particularly the owners of Cessna 206s, 207s and 210s.

ACPI's warnings follow the theft this year of six U.S.-registered airplanes in Mexico, 10 in California, and two in Arizona. All of the airplanes stolen in Mexico, and most of those taken from the United States, were 200-series Cessnas. All 18 planes are believed to have ended up in the drug trade in Mexico and points south. "We're saying don't fly to Mexico," Collins said. "If we stopped flying down there, maybe we'd get the Mexican government's attention."

ACPI is a nonprofit organization that tracks the theft of aircraft and avionics for aviation insurers.

ACPI believes that most, if not all, of the airplanes stolen so far this year are being used to ferry cocaine north from Peru and Bolivia, and to transport marijuana grown in the mountains of Mexico to distribution centers in the northern part of the country. From there the drugs are smuggled by various means into the United States.

While the theft of more than \$1 million worth of aircraft is troubling, Collins said ACPI is more concerned about the increasingly violent nature of the thefts. He said thieves reportedly shot and killed a Mexican pilot recently to get his Cessna 402, while armed men forced a 206 pilot out of his aircraft at gunpoint. "The Mexican drug cartels are getting stronger than the Colombians ever were, and they're a lot more ruthless," Collins said.

According to ACPI, the "worst areas" are in the western part of Mexico and the Sierra Madre Mountains, and include the Baja Peninsula and the states of Sonora, Oaxaca, Guerrero and Sinaloa. Pilots flying into remote strips in any of those areas are asking for trouble. Collins said, especially if they are flying Cessna 206, 207 and 210 models. "If you have to fly into Mexico, fly into populated areas with attended airports," he warned. And even then, he cautioned, "expect the worst and be prepared."

The same advice holds true for the Southwest United States. "If you put a Cessna 206 at an unattended airport down there, you're a sitting duck," Collins warned.

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## **EAA Technical Counselor Total Climbs Past 1,000**

*EAA AVIATION CENTER, OSHKOSH, Wis.*

The Experimental Aircraft Association's (EAA) Technical Counselor Program, which assists airplane builders with their construction projects, now has a record 1,000 members. Those Technical Counselors share their knowledge, expertise and experience with amateur and custom aircraft builders and restorers on a volunteer basis.

Technical Counselors are often available through one of EAA's 930 Chapters worldwide. The program helps build present airworthy, error-free aircraft for inspect by the Federal Aviation Administration (FAA).

"EAA Technical Counselors are superb resources for information," EAA President Tom Poberezny said. "It also enhances the reputation of the amateur-built aircraft movement, since Technical Counselors help people create a safe and economical way in the world of personal flight."

EAA Founder Paul Poberezny began the Technical Counselor program in the 1960s as the EAA Designee program. It became the Technical Counselor program in the 1980s and expanded to assist those restoring as well as building aircraft.

EAA members who are experienced aircraft builders or restorers may apply for Technical Counselor status if they have constructed an amateur-built aircraft; restored an antique or classic aircraft; hold A&P, IA DAR, DER or Aerospace Engineer certification under U.S. or comparable international regulations.

Technical Counselors may have background in all phases of aircraft or in a specific area such as welding, woodworking or covering. FAA recommends Technical Counselor assistance for home-builders, especially during pre-closure, pre-covering and other critical times.

Aircraft builders who use the expertise of Technical Counselors are also eligible for discounts on aircraft insurance premiums through AVEMCO Insurance, one of the world's leading aviation insurers.

For more information about the EAA Technical Counselor program or how to contact a Technical Counselor in your area, contact your local EAA Chapter or call EAA Headquarters at 414-426-4821.

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## **EAA Technical Counselor Program**

*by EAA Chapter #25 of Minneapolis, Minnesota.*

An EAA Technical Counselor is an aviation education counselor who shares knowledge, expertise or experience he or she has acquired with other amateur or custom aircraft builders and restorers. The counselor assists the builder with the aspect of the project most closely related to his or her technical experience.

All of aviation benefits when well constructed, airworthy aircraft are presented to the FAA for final approval. The Experimental Aircraft Association(EAA) created this Technical Counselor Program to encourage the self-help tradition of airplane builders and restorers, as well as the sharing of aviation knowledge to promote safety.

Listed are answers to commonly asked questions about this program:

Q. What are the qualifications needed to become an EAA Technical Counselor?

A. First, a person must be a member of the Experimental Aircraft Association.

Second a candidate must meet one of the following qualifications:

1. Have built an amateur-built aircraft;
2. Have restored an antique or classic aircraft;
3. Be an A&P, IA, DAR, DER or Aerospace Engineer under U.S. regulations or comparable foreign regulations;
4. Ultralight Technical Counselors must have experience and ability to provide technical assistance for ultralight aircraft builders.

Q. Can I be a Technical Counselor if I have a skill in just one specific area?

A. Yes! If You have skills in an area such as woodworking, welding or covering, you would be eligible to pass along those skills as a Technical Counselor.

Q. Can a Technical Counselor prepare me for my initial flights?

A. Possibly. He or she can also help you find an EAA Flight Advisor to assist you through that part of your project.

Q. What is the advantage of using an EAA Technical Counselor?

A. Most EAA Technical Counselors have a lot of experience... They know airplanes! The program helps builders present airworthy, error-free aircraft to the final FAA inspector. A major insurance carrier also recognizes the value of the program. If you have three or more visits by an EAA Technical Counselor, you get a discount on premiums!

Q. Why are Technical Counselors important to the FAA? I see it's recommended for pre-cover and other visits as noted in Advisory Circular 20-27D.

A. The FAA has only one final visit at this time, so it relies on EAA Technical Counselors to do the

pre-closure, pre-cover and other visits that the agency handled before turning it over to Technical Counselors in 1983.

Q. Does an EAA Technical Counselor charge for his or her services?

A. There are no fees charge for a Technical Counselor's educational help when assisting a builder by visiting his project. Any remuneration for travel and/or lodging between a Technical Counselor and a builder/restorer is strictly between those two parties.

Q. How do I find a Technical Counselor to visit my aircraft?

A. A local EAA Chapter can help, or you may contact:

EAA Information Services  
P.O. Box 3086  
Oshkosh, Wisconsin 54903-3086  
Phone: 414/426-4821  
FAX: 414/426-6560

More about EAA Technical Counselors ...EAA's Technical Counselors range between the ages of 27 to 80 years old. Their activity consists of visiting an average of 12 or 13 aircraft per year, present an occasional technical program at their local EAA Chapter meetings, or submit technical information to both their local newsletter editor and to the EAA office for possible publication. Among current Technical Counselors, 62% are aircraft builders, having completed an average of two aircraft. Seventy percent have completely restored an aircraft while more than 95% have built or restored aircraft, or hold an A&P license.

To maintain Technical Counselor status, a person must visit three aircraft per year, provide three Chapter programs per year, send three articles to EAA for possible publication per year, send in photographs from three different visits for publication or a combination of the above. That person may also work as a volunteer at the Homebuilder's Corner during the EAA Oshkosh convention. All activities must be documented every two years through a revalidation process.

Technical Counselors also receive a quarterly newsletter from the EAA's headquarters filled with technical tips and information. The Technical Counselor program is also insured for any legal liability presented against them while operating within the policies of EAA and its efforts to ensure safety in aviation.

"The EAA Technical Counselor program is a superb resource for information. It also enhances the amateur-built aircraft movement's reputation as a safe and economical way to welcome more people into the dynamic world of personal flight."  
[EAA President Tom Poberezny]

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## Homebuilt-Directory

*From GANews & Flyer*

We estimate range of completion cost this way: \$ = less than \$12,000; \$\$ = \$12,001 to \$40,000; \$\$\$ = \$40,001 to \$120,000; \$\$\$\$ = \$120,001 to \$250,000; \$\$\$\$\$ = more than \$250,000.

### Land planes 500 pounds and heavier

D-4 Fascination (Siggi's Airplane Works, Inc.) - Monoplane, low wing; tri-gear or tailwheel retractable; 80 hp; composite, fabric, tubing; seats: 2 price: \$\$.

Marathon (Mirage Aircraft, Inc.) - Monoplane, low wing; tri-gear; 160 hp; composite, wood; seats: 2; price: TBA. RS-1 Shrike (Lexicon Aviation) - Monoplane, low wing; retractable tri-cycle gear; turbojet hp; composite; seats: 1; price: \$\$.

Safari (SkyStar Aircraft Corp.) - Monoplane, high wing; conventional gear; 125 hp; tubing, fabric; seats: 2; price: \$\$.

Tango (D.F.L. Holdings Inc.) - Monoplane, low wing; tri-gear; 180 hp; composite; seats: 2; price: \$\$.

Velocity XL (Velocity Aircraft) - Canard; retractable tricycle gear; 260 hp; composite; seats: 2+2; price: \$\$.

**Ultralight, land planes less than 500 pounds**

APEX Cross 5 (A.K.S.) - Flexible Delta wing; tri-gear; tubing, fabric; seats: 2; price: \$.

APEX Eco 6 (A.K.S.) - Flexible Delta wing; tri-gear; tubing, fabric; seats: 1; price: \$. Clipper (Air Creation) - Flexible Delta wing; tri-gear; 65 hp; tubing, fabric; seats: 2; price: \$\$.

Drifter SB (Tiger Aviation) - Monoplane, high wing; conventional gear; 64 hp; tubing, fabric; seats: 2; price: \$\$.

Fun Racer 447 (Air Creation) - Flexible Delta wing; tri-gear; 40 hp; tubing, fabric; seats: 1; price: \$.

MCR-01 BAN-BI (American Ghiles Aircraft Inc.) - Monoplane, low wing; tri-gear; 80 hp; composite; seats: 2; price: TBA. Paradigm (VSTOL Craft Corp.) - Monoplane, high wing; conventional gear; tubing, fabric; seats: 2; price: \$.

Racer XP II (Air Creation) - Flexible Delta wing; tri-gear; 40 hp; tubing, fabric; seats: 1; price: \$.

RW19 RagWing Stork (RagWing Aviation) - Monoplane, high wing; conventional gear; 70-80 hp; wood, fabric, tubing; seats: tandem; price: \$.

Twin (Air Creation) - Flexible Delta wing; tri-gear; 52 hp; tubing, fabric; seats: 2; price: \$.

Windlass (Bateleur Sky Sports) - Flexible Delta wing; tri-gear; 52 hp; tubing, fabric; seats: 2; price: \$\$

**Addresses for new designs/name and address changes**

Air Creation, 8710 W. Carefree Hwy., Peoria, AZ 85382; phone: 602-566-8026; fax: 602-561-2287.

Aircraft Spruce & Specialty Co., 225 Airport Circle, Corona, CA 90270; phone: 800-824-1930 (order desk), 800-861-3192 (customer service); fax: 909-372-0555; Internet: <http://www.aircraft-spruce.com>; E-mail: [info@aircraft-spruce.com](mailto:info@aircraft-spruce.com).

Aircraft Spruce & Specialty Co., 900 S. Pine Hill Rd., Griffin, GA 30223; phone: 800-831-2949 (order desk), 800-443-1448 (customer service);

fax: 770-229-2329; Internet: <http://www.aircraft-spruce.com>; E-mail: [east@aircraft-spruce.com](mailto:east@aircraft-spruce.com).

A.K.S. Inc., POBox 17161, Portland, OR 97217; phone: 503-289-1491, 503-233-6848; fax: 503-247-9207; Internet: <http://www.teleport.com/~trikes>; e-mail: [trikes@teleport.com](mailto:trikes@teleport.com).

American Ghiles Aircraft Inc., 522 E. Washington St., Orlando, FL, 32801; phone: 407-839-0581; fax: 407-872-3233.

Arnet Pereyra, Inc., 3795 Fly Park Dr., Rockledge, FL 32955; phone: 407-635-8005; fax: 407-639-8557; e-mail: [aventurahp@aol.com](mailto:aventurahp@aol.com).

Bateleur Sky Sports, 8401 Southside Blvd., No. 202, Jacksonville, FL 32256; phone/fax: 904-645-1801.

BD-4 Aircraft, 568 Larkspur Ct., Medina, OH 44256; phone: 330-725-1382; fax: 330-239-2739.

Bede Aircraft Corp., 568 Larkspur Ct., Medina, OH 44256; phone: 330-725-1382; fax: 330-239-2739.

D.F.L. Holdings Inc., 3001 N.E. 20th Way, Gainesville, FL 32609; phone: 352-377-4146; fax: 352-377-2033.

Lexicon Aviation, 6250 Royal Pines Dr., Clover, SC 29710; phone: 803-631-4810; fax: 803-631-4652.

Midget Biplane Assn., 21 Hemlock Dr., Mayville, NY 14757.

Mirage Aircraft, Inc., 1091 W. Sahara Palms Dr., Tucson, AZ 85704; phone: 520-797-2161.

Paramotor Aviation, 1738 Applevue Rd., Pickering, Ontario, L1V 1T8, Canada; phone: 888-PARAGLIDE, 416-219-6315; fax: 905-420-9716; E-mail: [paramotor@aol.com](mailto:paramotor@aol.com).

Phantom Aircraft Co., 6154 West G Ave., Kalamazoo, MI 49009; phone: 616-375-0505; fax: 616-375-0505.

Popular Flying Association, Terminal Bldg.,  
Shoreham Airport, Shoreham-by-Sea, West  
Sussex, BN 43, England.

Raceair, 21 Hemlock Dr., Mayville, NY 14757.

RagWing Aviation, Box 39, Tokcena Air Park,  
Townville, SC 29689; phone/fax: 864-972-5606.

Replica Plans, 4366 Eckert St., Chilliwack, BC,  
V2R 5J5, Canada; phone: 604-823-6428.

Renaissance Composites, 3025 Airport Ave.,  
Santa Monica, CA 90405; phone: 310-391-1943;  
fax: 310-391-8645; Internet:

<http://www.berkut.com>; E-mail: [berkut@loop.com](mailto:berkut@loop.com).

Siggi's Airplane Works, Inc., 372 Briarwood Rd.,  
Venice, FL 34293; phone: 941-484-9100, 941-  
493-0230.

SkyStar Aircraft Corp., 100K N. Kings Road,  
Nampa, ID 83687; phone: 800-5-kitfox; fax: 208-  
466-7194; Internet: <http://www.skystar.com>.

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[rsteeves@facstaff.wisc.edu](mailto:rsteeves@facstaff.wisc.edu).

Tiger Aviation, Inc., 3031 W. Patrick St.,  
Kissimmee, FL 34741; phone: 407-932-1234; fax:  
407-932-2432; Internet:  
<http://www.tigeraviation.com>; E-mail:  
[tremfl@aol.com](mailto:tremfl@aol.com).

Velocity Aircraft, 200 W. Airport Dr., Sebastian,  
FL 32958; phone: 561-589-1860; fax: 561-589-  
1893.

VSTOL Aircraft Corporation, POBox 7534, Ft.  
Myers, FL 33911; phone/fax: 941-936-1261.

Wings of Freedom Aviation Inc., POBox 835,  
Middlefield, OH 44062; phone: 216-834-3254;  
fax: 216-693-4075.

Winners Circle Engineering Co., 14 S. Water St.,  
POBox 467, Monrovia, IN 46157; phone: 317-  
996-3157; fax: 317-996-3148.

