

Rebuilding the Land of Enchantment Fly-In—September 11-12, 2004

Okay folks! It's that time of year and the question is "Are you ready?" The following paragraph is an excerpt from an email sent by Chris Kinnaman to other EAA chapters in the region.

"Our Land Of Enchantment Fly-In had fallen on hard times in the recent past. Our traditionally scheduled early September date was impacted by the grounding of civil aircraft following the tragedy of 9-11. That year, our event became a "drive-in" with chapter members and other willing airport tenants opening their hangar doors to the public. The past two years have had us in "pancake breakfast" mode and now we are building the event back to a weekend fly-in. To accomplish this, we need aircraft on the field. All registering PICs will receive a free meal - Saturday breakfast or lunch, depending on arrival time, or Sunday breakfast. We will have 5 (five!) individual raffle drawings for \$20 worth of fuel sponsored by Sundance Aviation and Applebay Aircraft. All registered aircraft will be eligible for awards to be presented at our Saturday Evening Awards Dinner in Moriarty. How's that for an incentive package?"

So here's the latest skinny on the LOEFI. Some of the volunteers and Chapter 179 Officers met at Dion and Maxine Lear's home Friday, August 27th to go over the game plan, menus, supply lists and volunteer status.

Schedule:

Friday, 10 September

10 AM to 5:30 PM, Volunteers meet at Moriarty Municipal Airport to help set up tents, tables, parking areas, food deliveries, etc.

6 PM, Volunteer "Cook Out"

Saturday, 11 September

7 AM, Pilot Registration

8 AM-10AM, Breakfast—by donation, pancakes, sausage, OJ, & coffee

8 AM-4 PM, Static Displays—Classic Cars and Aircraft open to public

11 AM-1 PM, Lunch—\$5, hamburger or hot dog, chips, juice or coffee

8 AM to 4 PM, Judging

6 PM, courtesy van starts shuttling to Awards Dinner at El Comedor in Moriarty

7 PM-9 PM, Awards Dinner at El Comedor in Moriarty, \$10, Mexican buffet

Sunday, 12 September

8 AM-10AM, Breakfast—by donation, pancakes, sausage, OJ, & coffee

8 AM-1 PM, Static Displays—Classic Cars and Aircraft open to public

1 PM, clean up and tear down.

Volunteers So Far:

Aircraft Parking: Konrad Werner - Mel Towner - Steve Glaeser - Bob Hartman

Airport Advisory Radio Comm: Lew Chesley - Russ Prina

Auto Parking: Don Gillmore

Breakfast Saturday & Sunday: Don & Diane Jackson - Steve Reber

Lunch Saturday: Joy & Keith Beasley - Lynn Buckingham

Friday Evening Volunteer Cookout: Joy & Keith Beasley - Liliane Roetheli

Aircraft Photography for Awards: Harley Wadsworth (Harley will have help & will print awards certificates with aircraft pictures)

Publicity: Nettie & Rick Richter

Food: Donations & Purchases: Rick Richter

Restrooms: Portables from Estancia Waste reserved - Chris Kinnaman

Awards Dinner: Chris Kinnaman

Aircraft Registration: Chris Kinnaman

EAA member info, Chapter & National: Eric Rowe

Soaring Club Participation: Chris Kinnaman - Kathy Taylor (ABQ Soaring Club)

Static Displays: Larry Battin - George Applebay - Chris Kinnaman - anyone else who would like to display their project. We will secure A/C with Young Marines & yellow tape.

Security/Fire Watch: 2Lt. Bernard Seitz w/Young Marines & 3rd Battalion 1st Brigade NM State Defense Force (They are MPs), Moriarty Police & Fire Depts.

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We still need help in these areas:

Refrigerated food storage

Auto Parking - Don will need help, 2-3 more volunteers with directing cars & collecting \$5 donations, 1-2 volunteers to park classic cars.

Chuck Swanberg and Harley Wadsworth to take pix of classic cars for their participation-certificates

EAA Member Booth- Eric Rowe will need 1-2 more volunteers working in shifts

Aircraft Registration- Chris will need 2-3 more volunteers

Cashiers for food lines - 2-3 more volunteers

Pick up van from Tillery Chevrolet Friday-Marcel Roethelli

Run shuttle to & from airport to stops in Moriarty, return van to Tillery Monday- 3-4 volunteers to work in shifts

We need MORE VOLUNTEERS to make our fly-in run smoothly. Please call Chris at 286-0924 for details and please help make the LOEFI 2004 a success!

So the question is, "Are you ready to help rebuild the LOEFI?" DG

Builder's Corner

Russ Prina's Hanger Progress



Most of the structural steel was up by late July. Photos by Don Gillmore



By 31 August, three walls are insulated and sheet metal on. The roof is in progress. DG

Russ's hanger is 50' wide by 45' deep and 16' at the eaves. Concrete footings and piers were poured before erection of the structural steel by Mueller, Inc. Slab and apron will follow this Summer (Fall?). DG

Builder's Corner

New US Southwest Soaring Museum



Above, view from southeast. Partially completed 10'x12' access door in east wall.

Right, interior view of north and west walls. Note the double glass entry doors on north wall which are dwarfed by the cavernous volume.



Over seen by the Southwest Soaring Museum board of directors, the new US Southwest Soaring Museum is being built in Moriarty, NM approximately 1 mile east of Howard Cavassos Boulevard on the south side of Old US Route 66. EAA Chapter 179 member George Applebay, founded the Southwest Soaring Museum in 1994 and is in charge of the new building's construction. The building project was designed by another chapter member, retired architect, Bill Barber.

Phase one, consists of a 240' by 160' display hanger which is 30' high at the eaves. At 38,400 square feet of floor space, you could fit 17 of Russ Prina's hanger inside the museum. Double that number if you consider the volume of space available to hang gliders from the roof structure. As of late August, the building is fully enclosed and the slab floor is in place. Plumbing and electrical work as well as window installation is in progress. George has started moving gliders into the museum for storage, but a lot of interior finish work is required before it can be opened to the public. Phase two, will be a three story entry, gift shop, office facility 45' by 240' located on the north side of the hanger.

The project is being funded by the 150 museum members and contributors from across the United States. Approximately one million dollars have been raised to date. George estimates that an additional two million dollars will be required to complete the project as designed. Gliders from England, Europe and the United States have been donated by US pilot/owners, however many of these require extensive restoration before they can be displayed. Lynn Buckingham has been a

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Third Annual Mountain Flying Clinic, Taos, NM—September 17-19

The New Mexico Pilots Association (NMPA) in partnership with the FAA's Albuquerque Flight Standards District Office (FSDO) and Silver Eagle Aviation of Taos is hosting the NMPA Third Annual Mountain Flying Seminar in Taos, NM, September 17-19, 2004

The course begins with a three-hour mountain flying safety seminar beginning at 6 pm on Friday in the Taos Kachina Lodge. This seminar is free to the public but there will be a \$20 charge for all the handouts used for the seminar. It will cover flying in the mountains, density altitude and aircraft performance, flight planning, landings and take-offs, terrain navigation, safety, and survival techniques. Attendance qualifies for the seminar portion of the FAA Pilot Proficiency Program commonly referred to as the FAA WINGS Program. Completion of the entire weekend clinic to include the flying portion qualifies for the award of the FAA WINGS and completion of a Biennial Flight Review.

The flying portion consists of three hours of flight with an experienced mountain flying Certified Flight Instructor over the mountains of Northern NM and Southern CO. Participants will plan the flight to include several stops in mountain airports. Pilots may fly in their own planes or aircraft will be available for rent by contacting Silver Eagle Aviation at 505-377-6786 or silvereagleav@taosnet.com. **Advance reservations** are required. The cost of the CFI in your plane is \$175 for the three hours. For more information go to: <http://www.flynewmexico.com/NMPA.htm>

Or contact:

Bob Worthington, VP Safety & Education, NMPA
505-522-6785

Kirtland Flight Center Upgrades Aircraft & Scheduling

The Kirtland Flight Center (KFC or the 'Aero Club'), located on Kirtland Air Force Base is upgrading its current fleet. Although the aging aircraft have been well maintained mechanically and have an excellent reliability record in the air, interior upholstery and exterior paint have deteriorated significantly. However, that is changing!

In August, N7867N, one of five Cessna 172Es (US Air Force T41-C) was the first to complete refurbishment and has seen increased use. The Beech Baron should return the first week in September with new upholstery and is scheduled for new paint in January. Aero Club manager, Joanna Erni, stated that N7898N, a second Cessna 172E will be refurbished this year; an avionics upgrade for the Cessna 182RG has been approved, but awaits final Air Force signatures; and paperwork for purchase of a new Cessna 172 Skyhawk has been submitted, but is still working through Air Force channels. Refurbishment of the remaining aircraft will be scheduled in the future as funds become available.

Operations Officer, Fred Harsany expects an internet scheduling software package to be installed and begin testing in mid-September. This should significantly improve Aero Club member's ability to schedule aircraft. Joanna stated that there are 240 members about half of which are currently active. In spite of high flying hours (averaging over 300 hours in the last three months), aircraft are still available on a daily basis. For more information about the KFC or membership eligibility, go to:

<http://home.earthlink.net/~wegmand/KFC/main.htm>
Or call (505) 846-1072

New US Southwest Soaring Museum

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museum volunteer for eighteen years and has recently fabricated the four foot high lettering which makes up the ninety foot long sign on the north side of the building. She is now turning her attention to additional fund raising. Although the Albuquerque Soaring Club has not contributed directly to the museum project, some ASC members are also museum members or serve on the museum board.

The present museum buildings are located 1.5 miles south of Interstate 40 at the Moriarty Municipal Airport. At this time, the museum is open by appointment only. To learn more about the museum's collection and plans for future development or to find information and links regarding soaring rides, go to:

<http://www.swoaringmuseum.org>

Please call (505) 832-0755 or

e-mail: gapplebay@aol.com

with questions or to schedule a visit. DG

Oshkosh - Poberezny's Aeroplane Factory by Ken Dominy



Chapter 179 member Ken Dominy (left) and two other volunteers, Marty Gallegher, Illinois (center) and John Whitelam, England (right) with Pietenpol wing section at Airventure 2004.

In the week prior to the beginning of Airventure 2004, volunteers from all over the country converge on Oshkosh and begin the work of preparing the workshops to educate and motivate the builders and potential builders which make up the heart of EAA. Chapter 179 members led by Gerald Cleaver continued a chapter tradition spanning several years of service in that effort by manning the large green and white tent in the workshops area known as Paul Poberezny's Aeroplane Factory. The mission of volunteers in that workshop area is to demonstrate the construction of an aircraft just as it would be done at home. Airventure attendees, current builders and potential builders, are free to walk through the tent and view the various processes in action, ask questions, and, hopefully, be encouraged to become a builder.

The focus of effort for the past three or four years in "the aeroplane factory" has been the construction of a Pietenpol. But this was not to be just your familiar Pietenpol Aircamper, built of wood, fabric covered, and sporting a Ford Model A engine. This model would, in the EAA tradition of experimentation, be a different aircraft. The fuselage would be of welded tube construction, having been reengineered last year by Neil Pfeiffer of Ratheon Corporation and George Applebay of Chapter 179. The parasol wing, while basically still wooden structure and fabric covered, is being constructed utilizing three sections instead of the original single piece. The landing gear wheels and tires are from a motorcycle, with the addition of aircraft-type toe brakes. Power will be provided by a 65hp Continental, to be rebuilt in the future.

Chapter 179 members Russ Prina, Gerald Cleaver and Konrad Werner concentrated their efforts on the fabricating and welding of fuselage, landing gear components and engine mount with the aid of Rick Richter. In fact, "Colonel Klink" became so enamored with TIG welding process that he is reported to shopping for a TIG unit for himself. Since the welding process is not normally used in building a Van's RV6, I wonder if the "colonel" might be considering a change of aircraft. He denies it.

Ken Dominy, a Chapter 179 "repeat offender," worked a day on the tube landing gear, but spent most of his time working on the wing structure with "Brit" John Whitelam, under the direction of master woodsmith Ken Terrio. Ken Dominy's current project back home is a Van's RV8. There is not much commonality between the RV8 and the wooden wing of the Pietenpol, but acquiring new skills is always fun. Maybe a WWI fighter replica might be in Ken's future. In the same tent, Chapter 179 prez Chris Kinnaman, worked the booth distributing the plans for the Acrosport.

All chapter members that participated in the volunteer effort agree that the experience was well worth their time and effort. Attending Airventure is always a great experience, but to be involved with making it a success is even more gratifying.

Author, Ken Dominy, is a retired Southwest Airlines Captain and new member to EAA Chapter 179. Though new to the chapter, Ken has been an EAA member for several years and a veteran of four Airventures.



Chapter 179 members Russ Prina (left) and Konrad Werner (right) team up with another volunteer to work on the fuselage and engine mount. Photo by Ken Dominy.

Trip Report: 18th Annual Northwest Mountain McCall Family FlyIn by Don Gillmore



Just seven of the aircraft on static display. Clockwise from upper left, Stearman PT-17 Kaydet, Beech 17 Staggerwing, Cessna 195, Interstate L-6, Beech 17 Staggerwing, Luscombe 8-A and Waco UPA-7.



McCall, Idaho is located sixty miles north of Boise, Idaho on Payette Lake. Surrounded by mountains, it is an ideal base from which to explore Idaho's extensive system of state operated back country airstrips.



such as Mountain Canyon Flying, Human Factors and Accident Review, Canyon Meteorology, Pilot Decision

The 18th Annual Northwest Mountain McCall Family Fly-In was held 12-15 August, 2004. It was really two events. First was the 18th Annual Northwest Mountain Fly-In which alternates between host states in the FAA's Northwest Region and is sponsored by the FAA Flight Standards District Office (FSDO). The Fly-In promotes back country mountain flying safety through two days of seminars and pilot proficiency training using volunteer CFIs. The FAA also conducted "No fee, No fault" aircraft safety inspections on request. It combined this year with the McCall Family Fly-In, which draws vintage and experimental aircraft from Idaho and surrounding states. Two Hundred twenty pilots registered for the event with twenty-six

aircraft on static display, plus an uncounted public attendance.

Seminars included topics

Making, Back Country Survival, GPS Basics, and Dutch Oven Cooking! The Nampa, ID EAA Chapter 103 turned out with experimental aircraft, Young Eagle Rides and a fly by of four Harmon Rockets. Other activities included a three ship A-10 fly-by, sky divers and Smokejumper Base Tours. The Idaho Aviation Association sponsored a Friday Barbeque Lunch, Saturday Awards Dinner, and Sunday Pancake Breakfast.

I had a great time, met lots of friendly people and would recommend this event to any pilot looking for an introduction to back country flying. DG



Above, FAA Registration desk for the "WINGS" & "PACE" Programs
Right, FAA Runway Safety Program booth.



Above, Kit-Fox recover project.

Right, Young Eagles Registration booth.

Below, Four experimental Harmon Rockets on display prior to fly by.



Free METAR & TAF Tutorial On Line

PRESS RELEASE AVIATION TUTORIALS COMPANY, LLC

Aviation Tutorial Company, LLC has created a FREE online course on METAR's and TAF's. Nearly 2 hours of online, interactive training is provided, and is available to anyone who visits Aviation Tutorial's website. Users can find the link to the tutorial www.avtutorials.com, at the bottom of the main page.

This tutorial on METAR's and TAF's is unlike any other such training. It not only teaches the most basic aspects of METAR's and TAF's, but also provides training on components that most pilots are unaware of. Still, learning is made easy and fun, through full voice narration and easy-to-use controls.

Where this tutorial truly shines is the way it promotes learning through human interaction—not just rote memorization. A remarkable feature is the interactive weather controls, which enable the user to “control the weather.” For example, the user can specify wind speed, gust factor, direction, and other variables, and can then view how the weather statement displays this information. Since weather codes are confusing to interpret, the user can click the “Speak-It” button to hear a verbal translation. This allows the user to correlate codes with a true, visual picture and understanding of the weather. Users must have an internet connection, and registration is required to log-in. Simply visit www.avtutorials.com, and find the link at the bottom of the main page.

This online course on METAR's and TAF's is made available for FREE, with no obligation, and is perfect for all pilots, from students to rated pilots who wish to remain sharp and proficient. It's also ideal for airport personnel, dispatchers, and anyone else who needs to view aviation weather information. This training provides the same superb quality as other Aviation Tutorial products, such as The Navigation CD-ROM, VOR/NDB Simulator, and Getting Around On The Ground. Aviation Tutorial, in business since 1995, invites inquiries about its aviation training products.

Additional information is available at AVIATION TUTORIALS COMPANY, LLC
8555 Apple Creek Drive
Oak Creek, Wisconsin 53154 U.S.A.
www.avtutorials.com, or you may call 414-761-9331

Steve McNeilly, President

Clearing Out the Hanger!

For Sale or Trade:

Garmin III Pilot, New GPS has never even had the batteries mounted. It also comes with mounting brackets and external power supply (cig.lighter cord) and one free database update. Please contact Michael O'Dell at: mnchodell@aol.com

1942 Interstate Cadet S1A: ½ share \$12,000 or entire aircraft for \$24,000. Looks like a Piper Cub: high wing tube and fabric, tandem with sticks, but solo from the front. CPT blue and yellow. 90 HP, 490. SMOH, 4800 TTAF, NC37432, great shape. Hand prop to start. 13 gal. header tank and 6 gal. wing tank. Autofuel STC. Cruise 70 kt. Strictly VFR. Annualized 2/4. Tailwheel training and signoff available. Hungared at Edgewood. Dave Tixier (220-5684) or John Lorenz (281-9321).

Hangar Frame, \$650.00 36 X 40. Good for hay storage. Will trade for equivalent in good hay. Contact Dick & Elaine Wirth at Fancymoon@Yahoo.com

38 hour experimental Lycoming IO-290 (with fuel injection), new slicks, etc. Have over 11K into engine. Also salvaged brakes, landing gear, tire, etc. Anyone interested, contact Frank at 281-8483

PILOT EQUIPMENT- all in excellent or new condition.

- 1 ea, Red Baron Headsets. New \$150 ea., sell for \$75 ea.
- 1 ea. Soft-Comm Headset. New \$200, sell for \$100.
- 4 ea. Aerox Nasal Cannula Systems. New \$150 ea., sell for \$75 ea.
- 1 ea. Cencal Flight/Chart Bag. New \$100, sell for \$50.
- 1 ea. Map Folder. New \$50, sell for \$25.

Call Bill Brandt at 281-7406 (h) or 250-9710 ©

Partnership in 1956 Cessna 182 “Straight tail” on tall gear. Recent engine overhaul, 2 nav-coms, XPDR, DME, ADF, 4-place intercom & STOL kit. Based at Double Eagle. 40% for \$19K or 30% interest for \$14K. Contact Phil Phillips at Ph. 271-6541 or email philphil@swcp.com.

For Rent:

Hangar space available, Moriarty Airport - no high or low wing restrictions, and little-to-no size limitations. Contact alan.lampson@flash.net.

Future Meeting Topics

September 21st—Harry Davidson, curator of the Cavalcade of Wings display at the Sunport and local aviation historian will provide the program. Topic to be announced.

October 19th—Topic to be announced.

More Web Addresses

EAA National:

<http://www.eaa.org>

Albuquerque Chapter 179:

<http://www.eaa179.org>

Albuquerque Ultralight Chapter UL 118:

information@americanflyerppg.com

Albuquerque International Aerobatics Chapter IAC 47:

dholden@lanl.gov

East Mountain Chapter 1306:

bkenlu2@aol.com

Los Alamos Chapter 691:

<http://www.losalamos.com/jscott/eea691.html>

Chapter Meetings & Upcoming Events 2004

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September 25th, Air Power Expo 2004, Cannon AFB Cannon, NM

October 2nd, Prescott Air Fair 2004, Love Field, Prescott, AZ

October 2-3, CAF AIRSHOW 2004, Midland International Airport Midland, TX

October 2-3, Kingman Air & Auto Show, Kingman Airport

October 3rd, Plane Fun, Eagle County Airport Eagle, CO

October 7-10, EAA Copper State Fly-in Phoenix Regional, Grand Valley Airport, Phoenix, AZ (A39<http://www.copperstate.org>)

Oct. 15 – 17, Van's Air Force (World Wide Wing) Land of Enchantment RV Fly-in; Las Cruces, New Mexico (LRU); <http://65.219.228.161/loe/loervfi.htm>

October 16, Wings, Wheels and Waves, Four Corners Regional Airport Farmington, NM

October 19th @ 6:00PM, Chapter 179 meeting, JB Family Restaurant – 15 Hotel Circle Eubank & I-40; Albuquerque, NM

October 21-23, AOPA Expo 2004, Long Beach, California
<http://www.aopa.org/expo/2004/>

October 30, 7-11 AM, Kiwanis Fly-In Pancake Breakfast, Deming Municipal Airport, Deming, NM

Albuquerque EAA Chapter 179
% Chris Kinnaman
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Edgewood NM 87015