



Albuquerque, NM Chapter 179



2021 Leadership

President:

Emilio Verastegui

Vice President:

Joyce Woods

Secretary:

Ryan Carson

Treasurer:

Carol Kromer

Board Members:

Mark Sturm

Brandon Fryar

Kent Berwick

George Young

Robert Richter-Sands

Standing Committees

Membership:

Scott Speirer

membership@eaa179.org

Land of Enchantment Fly-In (LOEFI):

Emilio Verastegui

loefi@eaa179.org

Double Eagle Aviation Academy (DEAA):

Jim Kessler

deaa@eaa179.org

Young Eagles:

Barry Kromer

youngeagles@eaa179.org

Scholarships:

Mark Sturm

scholarships@eaa179.org

IMC Club:

Kent Berwick

imc-club@eaa179.org

Technical Counselors:

chapter@eaa179.org

Dave Otero

Emilio Verastegui

Gwen Walcott

Storage Locker & Tool Crib:

Randy Reimer

chapter@eaa179.org

Newsletter:

George Young

newsletter@eaa179.org

Web Master:

George Young

webmaster@eaa179.org

General eMail:

chapter@eaa179.org

Upcoming Events & Chapter Gatherings

Chapter Board Meeting – May 11, 1730 hrs, via ZOOM

IMC Club – May 15, 0900-1130 hrs, via ZOOM

Chapter Gathering – May 18, 1730 hrs, via ZOOM

Open Hangar – May 25, 1730 hrs – See page 2 for details

LOEFI Planning Meeting – June 1, 1730 hrs, via ZOOM

Double Eagle Aviation Academy – June 14 - 18

Young Eagles – Sep 11, Oct 16, Oct 23, and Nov 6

Land of Enchantment Fly-In – September 25

See details elsewhere in this Newsletter

May 2021

Inside This Issue

Upcoming Events & Chapter Gatherings/Meetings.....	1
Notes from the Editor	2
May Chapter Gathering	2
Open :Hangar Gathering – May 25th.....	2
IMC Club	3
April Chapter Gathering—Recap	3
We’re Gonna Do It.....	3
Double Eagle Aviation Academy (DEAA).....	4
LOEFI — Planning Update	5
From the Young Eagles Nest	6
Scholarships.....	6-7
Grants-Milan (KGNT Fly Out—WOW!).....	8
Space Reserved for Your Story.....	8
Hickman’s Open Hangar	9
Women in Aviation.....	10-12
RV-12 Build Project.....	13



Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <http://www.eaa691.org>

EAA 1306, Edgewood: <http://www.eaa1306.org>

Notes from the Editor George Young

There is much going on in EAA 179.

- The RV Build team is busy with the next stage of construction—incorporating the many elements of the Finish Kit. Lee Otto extends an invitation for members to visit the ‘workshop’ in the hangar west of the FBO.
- Jim Kessler is in the final lap of preparing for our Double Eagle Aviation Academy (DEAA, Jun 14-18). If you aren’t yet involved and would like to, contact Jim.
- The LOEFI Committee continues to develop plans and make preliminary preparations for our Fly-In (Sep 25). This is our –major– event for the year, and “many hands” are key to making it the success we’ve had in past years. Contact Emilio Verastegui to volunteer your time, energy, and ideas.
- We’re now (finally) able to host our Young Eagles events. Barry Kromer has it well in hand. Thanks to Barry and to the many pilots who are planning to be there to give our youth-guests (and some future aviators) a memorable ride.
- Other events have taken place or are being planned:
 - Arranged by Brandon Fryar, a dozen planes (and 21 people) joined a Fly-Out to Grants-Milan on Apr 17, with breakfast at the WOW Diner.
 - Jack and Glenna Hickman hosted an Open Hangar at Mid Valley on May 1st to see their collection of interesting aircraft (and enjoy breakfast burritos).
 - A Social Gathering and Open Hangar is planned for May 25th at Double Eagle, with Mike Wirstrom and his Velocity II.

Expect more of these events as Covid restrictions are relaxed (and flying weather becomes more consistent).

See details of these and more in articles later in this edition of the Newsletter.

George Young
newsletter@eaa179.org

May Chapter Gathering Emilio Verastegui

EAA Chapter 179 Monthly Gathering May 18, 2021

Plan on joining the Chapter for our next ZOOM Gathering on April 20th. Get acquainted with other members starting at 5:30, with the program to follow at 6:00.

This month’s program will be informal discussion of recent activities:

- May Fly-Out to Grants
- RV-Build Project
- RV-12 Flying Club
- May 8th Young Eagles
- Preparations for DEAA
- Planning and preparations for LOEFI

Follow the link below, or join via ZOOM with the Meeting ID and Passcode.

<https://zoom.us/j/96536291543?pwd=aBkU05JV2JmejVUQW1Od2c0ZXkxZz09>

Meeting ID: 965 3629 1543

Passcode: 390281

One tap mobile - +13462487799,,96536291543#,,,,*390281# US (Houston)

Dial by your location - +1 346 248 7799 US (Houston) +1 669 900 9128 US (San Jose)

Open Hangar Gathering - May 25th Joyce Woods

EAA Chapter 179 “Open Hangar” May 25, 2021

5:30 Social; 6:00 PM Program

An “in person” event at the City of Albuquerque Maintenance Facility at Double Eagle II Airport. Mike Wirstrom will share the story of his Velocity build project.

Drive In Directions: Before the left turn towards to the main parking lot, enter the gate straight in from the stop sign, towards the tower. For those without gate access, someone will be available to let you in. If not obvious, text or call Joyce Woods at 505 974 5305.

Joyce Woods
Vice President, EAA 179
chapter@eaa179.org

IMC Club – May 15th Kent Berwick



The IMC Club meets the 3rd Saturday of each month, 0900-1130, these days via ZOOM. Barry Harper, in Raton, provides the computer hosting for our meetings due to my limited internet service and I moderate the meeting.

The IMC Club continues to be popular with good attendance each month. These “workshops” include review of essentials for IMC flight, and often include discussion of scenarios provided by EAA. We usually sort out the materials in the week before the meeting.

Our next meeting will be May 15th. The FAASafety announcement for it should go out prior to that for NM pilots.

I do look forward to resuming in person meetings (and maybe hybrid?) but not until I get my vaccinations.

Kent Berwick

imclub@eaa179.org

We're Gonna Do It

In Pursuit of a Chapter “Home” by Joyce Woods

Thanks to all of you who expressed interest in a chapter facility! Special thanks to Warren Cox who stepped forward to help provide guidance to the Board of Directors as we start this journey. Our team is now a threesome: George Young, Warren Cox, and myself.

Warren jumped right in, envisioning a structured process to guide chapter decision making. The process includes evaluating possible facility attributes, considering chapter member support and current public events (Young Eagles, DEAA, LOEFI). Ultimately, the process will help us balance perceived needs with practicality and cost.

In addition to current activities, we need to consider future needs. Here are a couple questions to ponder. . . please share your thoughts with us at chapter@eaa179.org

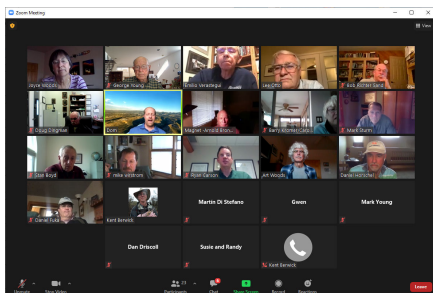
1. If we had our own building, what can you envision us doing? Why do we want our own space? What are we not doing today that we would be able to do with our own facility?
2. To what degree are we willing to commit the chapter financially?

Do let us know your thoughts. If you're interested to get involved, please let us know.

Stay tuned! Much more to this story ahead . . .

Joyce Woods
Vice President, EAA 179
chapter@eaa179.org

April Chapter Gathering—Recap Joyce Woods



Some 25 folks “gathered” on ZOOM for the April Chapter Gathering. Dom Purpura of Chapter 691 (Los Alamos/Santa Fe) shared personal flying experiences in his presentation: “*Fly New Mexico True: Where to fly and what to do without leaving the state*” (<https://wp.me/aaKZBf-17Q>). He prepared this resource, recognizing the unique opportunity we pilots have for travel within the state, even over the past year. Dom flies a Mooney.

The main challenge is assurance of ground transportation from the airport. However, he found that if you call ahead, it usually can be arranged. One rental car company told him he needed to reserve 5 days in advance. Uber type transportation is not always available in small communities.

Dom closed by sharing his favorite route for any of his visitors, starting from Los Alamos airport, following the Rio Grande gorge to the Taos bridge and circling the Valle Caldera. Thanks Dom for a great reference for exploring New Mexico!

Joyce Woods
Vice President, EAA 179

Double Eagle Aviation Academy - Jun 14-18

Jim Kessler



DEAA planning is moving forward. We have room for more students. We have 10 students and expect at least 3 more after the Young Eagles flights on May 8th.

The deadline for application is May 14th.

We will build the student binders on Friday, June 4th at 9:00 AM. Location

TBD. We need two more volunteers.

Our next DEAA planning meeting will be June 5th, at 9:30. We will be live at Bode or you can meet us online.

Set-up will be on June 11th starting at 9:00. We'll need 3 or 4 people to carry tables and chairs around at the City Maintenance facility.

There will be some additional sanitation requirements during the week due to COVID. We will have to serve the food. We need one more volunteer for that job.

We need a forehead thermometer to take temperatures every morning. If anyone has one we could borrow for the week.

We will need one more person to sanitize the classroom, kitchen, and bathrooms a couple times per day.

If you are willing to help let Jim Kessler know by email, jhkfour@gmail.com.

Jim Kessler
DEAA "Principal"
(910)467-2162 (c)

DEAA: Recruiting Panel Members for Aviation Careers

What's Next?

Are you a past EAA scholarship recipient, or past DEAA students, or in the midst of pursuing an aviation career?

Would you like to give back to the wonderful folks of EAA 179? Of course you would!

We have all seen the faces of young people light up after taking a Young Eagles flight or the Double Eagle Aviation Academy (DEAA) summer camp. They have stars in their eyes and maybe think they want to be a pilot or something along those lines, but just don't know quite the next step. And parents are wondering, oh my, how do I make that happen and how much does it cost?

We have many people in our chapter that have done just that, taken the next step, to become pilots or mechanics. So we thought, let's bring in the current generation of aviators, maybe just a few years past high school, to share their fresh real-life experiences, with our possible next generation of aviators.

At the 2021 DEAA summer camp this year, we are working on putting a group of people together, to help share their information and knowledge of what it takes to pursue aviation careers.

We would like you (and your parents too, because we know parents play a huge role in making all this happen) to share what you know about the requirements, the education, the financing, military options, etc... It will be a casual panel discussion as part of the graduation ceremony on the last day of the camp, **Friday, June 18th, between 2-4pm, at Double Eagle Airport.**

This idea was the brainchild of Manuela Thompson, who's daughter Madison, an avid participant in EAA 179 activities since age 14, is graduating Kansas State University this year with a Professional Pilot bachelor's degree. Madison still has a road ahead of her to reach her ultimate goal of flying for the airlines, but is well on her way, and her Mom & Dad will be sharing what they have learned. We will also have a recent graduate of Embry-Riddle Aeronautical University on the panel to share his experiences.

We would love your help!

Please contact Manuela Thompson at (505) 250-8328 or Manuela.thompson11@gmail.com if you can help or know of someone who can.

Thanks so much!

Manuela Thompson

LOEFI — Planning Update

George Young



The 4th LOEFI Planning Meeting convened on May 4th. Chaired by Emilio Verastegui, current team members continued with detailed planning for this major event for EAA Chapter 179.

The Chapter has a history of conducting a really great fly-in. It happens because many members contribute to the effort (and often includes their family and friends).

- Most of the key committees have members in Lead roles; a few are as yet unfilled – please contact Emilio to express interest you may have in joining the effort.
- There is much to do between now and September 25th to prepare to host LOEFI. Planning meetings will be held monthly on the first Tuesday of each month.
- And come September 24th and 25th .. please take it from me — LOEFI has been great fun and very rewarding experience.

Some changes from previous years are in the works :

- We will have Food Trucks on site to provide breakfast and lunch.
- Plans are in the works to offer on-site camping. We've received permission to use the field adjacent to the APD hangar as the campground.
- The categories for awards have been streamlined: Kit Built, Plans Built, Contemporary (1971 - present); Classic (prior to 1970); LSA/Trike; Warbird, Most Distant Fly-in, People's Choice; LOEFI Grand Champion (judge's choice)

Please contact Emilio to express your interest in joining us in planning, preparing, and presenting LOEFI to the New Mexico flying community and to Albuquerque's public. And if you have questions, contact [Emilio](#) or [me](#) by eMail.

The next planning meeting will be held on June 1st.



PS: If you would like to help spread the word, we have business cards. Contact me or Emilio to get some to hand out to friends, neighbors, colleagues, etc.

By August we will have posters, large and medium size, and even post cards. Look ahead, identify places where they can be posted or distributed. More publicity is good publicity.

George Young
loefi@eaa179.org

From the Young Eagles Nest

Barry Kromer, Young Eagles Coordinator



As I wrote this on May 8, 2021:

"We are still on for our first Young Eagles Day in over a year. I had no idea how this was going to go, but it appears we are going to have a "sold-out" event. I started out with 40 slots, but I rapidly had 12 pilots volunteer so I upped the reservations to 48—12 kids per time slot for 4 time slots.

The parents will be required to sign a Covid 19 waiver this time. Basically it says they can't sue us if either the parent or the kid gets the virus. It's provided by EAA National.

There also may be a change of venue, as the Bode "old maintenance" office where we usually work, is under construction, so Bode has offered their regular FBO. I am thinking we will be using the new outdoor gazebo area for registration and refreshment area. We can be outdoors, under a cover, and close to the airplanes. No masks outside either. We are also NOT having a pancake breakfast. We are still restricted on food serving, so I believe we will have just coffee and doughnuts, and of course, our donation jar will be conspicuously displayed."

As of this writing, 05/082021:

We had 37 kids on hand to get their Young Eagles flight. Weather cooperated—winds remained within bounds until all but one Young Eagle got to fly. Thanks to all those who brought their airplanes, "entertained" the kids (and their parents), and gave the Young Eagles a taste of flying..

Here is an interesting Young Eagle anecdote from Bob Waters:

"A few years ago, I was sitting in the Bomber Café at AEG for lunch with friends. A young lady with her parents at the next table asked if I was Bob Waters and showed me a picture of me with a younger her in front of my plane having just finished her Young Eagle flight. (Full disclosure: She recognized my plane outside the window, not me!) She recalled what a great time she had on that Young Eagle flight, saying she'd always remember it. After lunch, we all went out to the plane and her family took more photos for a now-and-then comparison. Young Eagle flights can be life changing, whether they lead to aviation careers or leave lasting impressions to those who would never have a chance to fly otherwise. Go fly Young Eagles! "

Barry Kromer
Young Eagles Coordinator
young eagles@eaa179.org

Scholarships

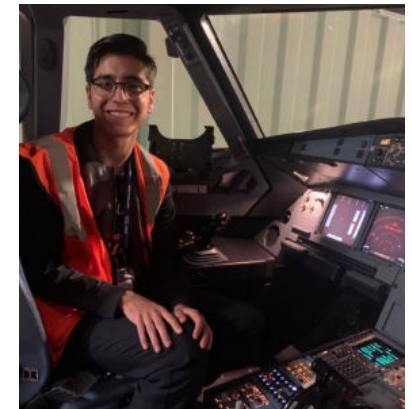
Mark Sturm



Well, I thought it would be interesting to see what two of our 2021 scholarship winners are up to. Sergio Morales is certainly a busy guy; working at 10 Tanker (DC-10 firefighting aircraft based at the Sunport), going to school to complete his associates degree, and working on his Airframe and Powerplant license. Our hat's off to this hard-working young man. Also, check out the First Solo article from Vladislav Sevostiaanov down in Las Cruces. What a memorable day he had; congrats Vlad. Keep up the twice-a-week training flights and you'll have your license in time to fly up to Double

Eagle in September for our Land of Enchantment Fly In (LOEFI)!
Mark

Sergio Morales: I recently finished my powerplant classes and am scheduled to get tested for my Powerplant rating in 3-4 weeks. Currently focusing on that. Also, I managed to convince 10 Tanker to establish a Maintenance Control Department to supervise maintenance operations and provide maintenance personnel with the proper parts and possible procedural alternatives to maintenance issues. The company asked me to establish and run the program! This is a great opportunity for me and am looking forward to the challenge. Also, I have come to a decision to continue going to school after my Associates as an A&P to get my Mechanical Engineering degree. Lots going on right now. I'll keep in touch and let you know how things are progressing.



Vladislav Sevostianov: On March 16th of this year the EAA 179 chapter hosted its scholarship reception (thanks guys), and the very next morning, March 17th, I soloed. My instructor (Don) and I went out on runway

(Continued on page 7)

Scholarships (continued)

Mark Sturm

(Continued from page 6)

30 in Las Cruces, which is also designated as the “calm winds” runway. Conditions were perfect—no clouds, no wind, no traffic.

Don and I went around the pattern twice, everything was smooth. Another plane joined the pattern—the pilot was someone Don knew—and we coordinated to switch to runway 26, since with the particular runway layout at the Las Cruces airport doing full stop landings on runway 30 ends up taking quite a bit of time. Runway 26 runs parallel the hangers and there is no need to cross other runways to taxi, so it was a lot easier to use instead. Anyway, there was practically no traffic and conditions were fine, so 26 was just as good as 30 in my book. After our two times around runway 30, I brought the plane over to the hangers and Don jumped out. He stood by the hangers to watch runway 26, and I steered the plane over towards the runway.

Radios were silent and visual traffic was clear so I went on the runway. On takeoff the plane was like a rocket—removing just a single person made the plane significant lighter! I climbed to 5200 feet and turned cross wind, and then at 5500 to downwind. Then all of a sudden, the radio just started exploding with traffic! With the plane being lighter I playing around with power trying not to go too high (I must have been at 57 or 5800 feet, the plane just kept climbing), yet a jet was now in the pattern on runway 30—definitely not something I wanted to get mixed up with. Several small aircraft joined the pattern for runway 26, a couple Cessnas and Pipers. I keep fighting with my altitude trying to stay low while swinging my head around keeping track of all the traffic. I don't think I've had more than a couple planes to watch out for previously—the air traffic around Las Cruces is always pretty low, but not this morning!

As I turn to base and then to final I mention “first solo” with every radio transmission just to make sure the other pilots give me a little more lee-



way. Landing is smooth and I turn off the runway to taxi back to the start. Several pilots congratulate me over the radio. I need to fly around the pattern three times, so two more to go.

The jet finally landed and the small planes took off (they were flying Touch and Gos, so while I was taxiing they went ahead of me). I take off again, knowing now what to expect and managing altitude a bit better. As I get up to turn to crosswind *another* jet enters the pattern, this time practicing IRF approaches—also on runway 30 rather than 26. I've never seen jets around Las Cruces and they just keep coming! Two military helicopters also starting speaking on the radio—this was just a mess. On top of all this, there was still the several small airplanes just flying in the runway 26 pattern with me. With my head spinning like a top trying to keep track of everyone the second time around finally passes smoothly again.

The third time I end up waiting in the runup area a bit as there are some planes ahead of me also taking off. I wait my turn and after takeoff finally do a good job managing altitude, staying right where I want the whole time, not going too high with the lower-than-usual aircraft weight. On the downwind a massive King Air comes out of the east and looks like it's going straight as me. I start explaining on radio what I'm doing in the pattern—this is another plane I don't want to get anywhere near! The King Air turns left (which isn't the right way he should be turning when two planes are approaching head-on, but the runway I was going for was left, and he needed to join the pattern the correct way anyway). I finally landed and got back to hanger—this was probably the busiest day of the year at the airport, and I was happy to be back on the ground. I soloed overall without incident but under memorable circumstances with the unwanted support of many planes around me!

Mark Sturm
Scholarship Chairman
scholarships@eaa179.org

Grants-Milan (KGNT) Fly Out - WOW! Brandon Fryar



Our first in person gathering was a breakfast fly-out organized by Brandon Fryar. And what fun it was! Twelve airplanes and 21 people in total. The flightline included a Bonanza, Mooney, Rans S-7, Cherokee, and 2 Cessnas, plus a nice RV collection: two RV-12s, two RV-7s, and two RV-10s. Others that stopped in included a Comanche and two biplanes in formation: Christen Eagle and Pitts S-1. Did I say FUN?!!

Foreflight traffic tracking shows the gaggle enroute to KGNT which helps manage arrival spacing. Chile Flight pilot David Otero formed up on Brandon, who captured the in flight photo. Chris Roybal, Marketing Director for the City of Grants gave out Rt66 glasses cleaner cloths. Steve Owen, curator of the on-airport Aviation Heritage Museum encouraged us to return once the museum reopens.

Thanks to Brandon Fryar for inspiring this first post-COVID Fly-Out!



Space Reserved for Your Story Any Member

Everyone has a story or two (or more?) to share from their flying experience. Maybe you have a story or two?

- Your experience building your pride-and-joy airplane.
- Favorite or memorable flights that you've made: your firsts solo or cross country flight; or your first flight with a passenger.
- Experiences from which others could learn: techniques you use for flight maneuvering; planning a cross country trip; navigating via pilotage, VOR, even IMC (us VFR pilots may find that useful as well).
- An experience getting lost or just confused on a cross country flight and finding your way to your destination; a potential accident avoided, or even an accident from which others could take away a lesson that you learned.

We have space in these Newsletters to augment our Gatherings and enjoy even more our shared passion for aviation and flying, especially for the less experienced pilots. Send me your stories.



George Young
[Newsletter Editor](#)

Hickman's Open Hangar

Joyce Woods



Thanks go to Jack & Glenna Hickman who hosted a small but very nice breakfast burrito visit to their hangar. Four aircraft flew into Mid Valley Airpark from Double Eagle II (Emilio, Randy, Gwen, Art & Joyce) plus Chuck Swanberg from Moriarty. Others including some based at Mid Valley drove in to join the fun. As advertised, their Vintage straight-tail 172, 2006 CTSW LSA, and 70's VariEze were on display, along with Jack's current project, a scratch-built Legacy Sonex.

Hickman's "OPEN HANGAR" attracts Chapter 179



Women in Aviation—The Early Years and Beyond!

Emilio Verastegui

This column begins a series of brief biographies of Women in Aviation, compiled by Emilio. (ed)

Much has been said and written about aviation and it has mostly gravitated toward men flying aeroplanes; after all, it was the Wright brothers who invented the noisy contraption. But even in the early years and into the 1920's and beyond, women have made many contributions to aviation history and have set and then broken many records while piloting aeroplanes.



airfield in France.

For instance, Raymonde de Laroche was the first woman in the world to receive a pilot's license, #36 from the AeroClub de France. She was a [French "Baroness" who took flying lessons from Charles Voisin](#), who himself was a pioneering figure in early aviation who built planes in the early 1900s. She received her pilot's license in March of 1910. In June 1919 de Laroche set two women's altitude records, one at 15,700 feet and also the women's distance record, at 201 miles. She was killed in an airplane accident on 18 July, 1919 at Le Crotoy



Then there is Harriet Quimby, the first American woman to get a pilot's license and the first woman to fly across the English Channel. Harriet Quimby was a journalist and movie screen writer who became interested in flying after writing about a Japanese pilot and covering New York's Belmont Air Meet. She [earned her pilot's license on August 1, 1911](#) after convincing the magazine that she worked for to pay for her flying lessons so that she could write about the experience. She flew across the English Channel in 1912, the first woman to do so, earning the nickname "[America's First Lady of](#)

[the Air.](#)" She was very glamorous and did well with the publicity. Unfortunately, she was killed in a flying accident on 1 July, 1912 near Boston.



We cannot forget Bessie Coleman, the first African American woman and the first Native American to earn a pilot's license on June 15, 1921. Known as "[Brave Bessie](#)" and "[Queen Bess](#)," Bessie Coleman received her pilot's license in France because no American flight schools would accept her because of her skin color. She was famous for performing stunts such as figure eights and loop-the-loops. On 30 April, 1926, she and her mechanic, William D. Willis, took to the air in a recently purchased but previously owned JN-4 Jenny, in preparation for the following day's

performance. At 3000 feet, the airplane suddenly went into a dive and then a subsequent spin. She was ejected and fell to her death because her safety belts were not fastened. Willis died on impact when the Jenny crashed.

Oh, you want famous - how about Florence Lowe "Pancho" Barnes? For you American Civil War buffs out there, her grandfather, Thaddeus Lowe, was also famous and is known as the grandfather of the US Air Force for using balloons to spy on Confederate forces during the Civil War. Barnes inherited his aptitude for aviation, participating in the Women's Air Derby in 1929 and [working as the first female stunt pilot for the film "Hell's Angels."](#) Of course, that particular movie, released in May of 1930, is one of the all time classic airplane movies, and should be seen by every airplane geek, sorry - buff, at least once. Sadly, Pancho died in March of 1975, alone, purportedly from breast cancer.



(Continued on page 11)

Women in Aviation—The Early Years and Beyond! (continued)

Emilio Verastegui

(Continued from page 10)



Of course, any list of women pilots would be incomplete without mentioning Amelia Earhart. She was the first female aviator to fly solo across the Atlantic Ocean. Amelia Earhart worked at a military hospital during World War I, which sparked her interest in aviation. She took her first plane ride in 1920, and flew across the Atlantic as a passenger in June 1928 — becoming the first woman to do so.

She also became the first woman to fly *solo* across the Atlantic as a pilot in May 1932. In her effort to become the first woman to fly around the world, she mysteriously [vanished in 1937](#). Most

pilots and aviation enthusiasts are familiar with her disappearance in the Pacific Ocean while attempting a round-the-world flight. Her remains, that of her navigator Fred Noonan, nor the Lockheed Electra have never been found to this day. She was also instrumental, as a charter member and first President, in forming the international organization of women pilots known today as The Ninety-Nines, Inc.



Do you feel the need for speed? Jacqueline (Jackie) Cochran did and she was the first American woman to break the sound barrier. Jacqueline Cochran [got her pilot's license in 1932](#) while working as a beautician and cosmetics salesperson. She was the first woman to compete in the Bendix Transcontinental Air Race in 1935 and came in third place. She went on to win the race in 1938. Cochran was appointed director of the Women Airforce Service Pilots (WASP) during World War II and was the first woman to fly a bomber across the Atlantic Ocean. She was also the first woman to fly faster than the speed of

sound, in 1953 while flying [an F-86](#). Sometimes called the "Speed Queen", at the time of her death, no other pilot held more speed, distance, or altitude records in aviation history than Cochran. She passed away in August of 1980.



Mock's Cessna 180, which she flew around the world, "The Spirit of Columbus," hangs in the Udvar-Hazy Center of the [National Air and Space Museum](#) in Virginia, near Dulles Airport. She died of natural causes at home on 30 September 2014.



Or maybe you want to fly for an airline - Emily Howell-Warner became the first female pilot hired by a scheduled US airline. She learned to fly at Clinton Aviation Company, a company located in Denver Colorado, then eventually [became the school's manager and chief pilot](#). Her male students went on to get hired at commercial airlines, but none would accept female pilots at that time. Finally, in 1973, she finally became the [first female pilot at a scheduled US airline when Frontier Airlines hired her](#). She became the first female captain three years later. Her pilot's uniform is on display at the [Smithsonian's National Air and Space Museum](#). Warner died on 3 July 2020 from complications from a fall and [Alzheimer's disease](#).

OK, maybe speed is not your thing. How about long distances - solo? Geraldine "Jerrie" Mock became the [first woman to fly solo around the world in 1964](#), earning the nickname "the flying housewife". Her interest for flying was sparked when she was 7 years old when she and her father had the opportunity to fly in a [Ford Trimotor](#) airplane. Her round-the-world flight garnered her an FAA Award that was presented to her by President Lyndon B. Johnson. As a student at Ohio State University, she had been one of the first women to study aeronautical engineering.

Women in Aviation—The Early Years and Beyond! (continued)

Emilio Verastegui

(Continued from page 11)

Here is another first for you - Beverley Bass became [American Airlines' first female Captain in 1986](#) and led [the airline's first-ever all-female flight crew of a Boeing 727 jetliner](#). On 11 September, 2001, Bass' plane was diverted to Gander, Newfoundland, along with 37 other flights when the FAA closed US airspace. In the Broadway musical "Come From Away" about the small town of Gander taking in thousands of stranded passengers, Bass is portrayed by actress Jenn Colella. The song "[Me and the Sky](#)" chronicles Bass' career as a groundbreaking female pilot.



And finally, some one closer to my roots, as it were. She is a very talented woman who is now flying for FedEx Express, for whom I also was a crew member. Although we never flew together, I heard that she was a pretty good stick!

Tahirah Lamont Brown first climbed into a cockpit in 1992. Twenty years later, in 2002, she became FedEx's first African American female pilot. Brown recently commented on her career accomplishments and her journey from wide-eyed novice to experienced mentor and aircraft commander. She said her interest in piloting started when she was in high school. "At that time I had only flown twice in my life, but the more I learned about aviation, the more fascinated I became," she said. Brown said she worked two jobs to pay for college and for flight training. She also reached out to friends and family saying that if they helped her now, she would pay them back later. After getting her pilot's license, she taught as a flight instructor for two years and then worked for Great Lakes Airlines (United Express) as a pilot. At FedEx Express, she is now an Air-Bus 300 Captain and a Line Check Airman.



Maybe you want to go the military route. Jeannie [Leavitt](#) became the first female fighter pilot in the US Air Force in 1993. She earned a master's degree in aeronautics and astronautics from Stanford University before she [joined the Air Force in 1992](#). After becoming the first female fighter pilot in the US Air Force in 1993 and she became the first female fighter wing commander in 2012. She is now a 2 star General! Actress Brie Larson [met with Leavitt in preparation for her role as Air Force fighter pilot Captain Carol Danvers](#) while filming the

movie "[Captain Marvel](#)."

Or maybe you prefer helicopters. In August of 1997, Jennifer Murray co-piloted her [Robinson R44](#) with Quentin Smith during their eastward circumnavigation around the world. This extraordinary feat took just 97 days. On 6 September 2000, Murray became the first woman to make a solo flight around the world in a helicopter and the first person to do so without autopilot. In 2007, she and co-pilot Colin Bodill became the first pilots to fly a helicopter to both the North and South Poles.



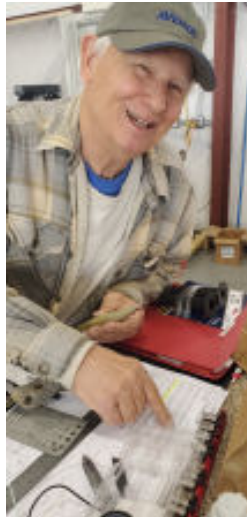
So there you have it. Many women, some famous and others not known to the public, have done wonderful things in aviation, not only for themselves but also for other women who aspire to climb into a cockpit, to inspire others like them who have a passion for flying and all things aviation. Like all aviators, they love what they do, no matter what career path they may follow. Like so many others before them, it's mostly a matter of perseverance, determination, and some luck. As some one once remarked, "The yoke (or stick) knows not if the hand that touches it is male or female!"

Emilio Verastegui, pilot

RV-12 Build Project Lee Otto, Randy Reimer, and the Build Team

The Build Team has been at work with the Finish Kit. Curious to see them at work, I recently visited the workshop.

Wiring has been a major focus at this stage of the build project. And there is now a lot of wire in place in the cockpit—under the seats and instrument panel. To the uninitiated, like me, that looks like a lot of tedious work. But it's in good hands with Randy's experience.



Sometimes a 'special tool' is required to get all the pieces into their appointed places.

Having completed this 1 hour task (according to the plans) in 4 hours, Lee and Randy sat back and admired their work and to plan what to do the next day.



During my visit with Lee and Randy, they were preparing the control sticks for installation. They were in the midst of slipping the hand grip (from a local bicycle shop, per Van's instructions) onto the sticks. Then they pulled the wire from the Push-to-Talk button through the control stick, to be attached to aircraft wiring.

With that accomplished, they could hardly wait to install the sticks in the cockpit.



Others have been working diligently on the Chapter's RV Build project, and it looks great. They welcome visitors—go to Double Eagle Monday afternoons to see what their handiwork is wroughting (*worked into shape by artistry and effort*). The "workshop" is in the back of the hanger west of the FBO.

George Young
newsletter@eaa179.org