



Albuquerque, NM Chapter 179



2021 Leadership

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Upcoming Events & Chapter Gatherings

Chapter 179 Board Meeting - March 9 @ 5:30 via ZOOM

Send eMail request to chapter@eaa179 to join

Chapter 179 Social Gathering – March 16 via ZOOM

See page 3 for details

IMC Club - March 20, 0900-1130 hrs, via ZOOM

Young Eagles - May 8, Sep 11, Oct 16, Oct 23, and Nov 6

Double Eagle Aviation Academy - June 14 - 18

Land of Enchantment Fly-In - September 25

March 2021

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Quick Links:

EAA Chapter 179 Web Site: www.eaa179.org
Young Eagles: ... <http://www.eaa179.org/youngeagles>
IMC Club: <http://www.eaa179.org/imc-club>
DEAA: <http://www.eaa179.org/deaa>
LOEFI: <http://www.loefi.com>
Scholarships: <http://www.eaa179.org/scholarships>
Newsletters: <http://www.eaa179.org/newsletters>
Calendar: <http://www.eaa179.org/calendar>
Membership: <http://www.eaa179.org/membership>
Contacts: <http://www.eaa179.org/contacts>
Facebook:..... <http://www.facebook.com/EAA179>



From the President
Emilio Verastegui

Hello and greetings!

I wish to welcome all our Chapter 179 members and friends to the March edition of the EAA 179 Newsletter. It is my pleasure to inform you that things are looking up here in the state of New Mexico (and not just from a pilot's point of view), as related to the COVID thing, that which has pestered us for the last 12 months. It seems that more and more rules and lockdowns are being altered, lifted, or are being eliminated. These changes bode well for our activities calendar for the year 2021! While not everything is 100% opened yet, I am very happy that there are good changes on the horizon.

I would like to remind everyone that we are scheduled to have a Board Meeting on the 9th of March. Also, our next Zoom Social Gathering is scheduled for the 16th of March, so please plan to attend our Gathering on that date. Hopefully, in the not too distant future, we may get the chance to have in-person Social Gatherings again, like those we all have missed for so long!

One more reminder, our first Young Eagles (YE) event is scheduled for the 8th of May. As always, our fearless YE Chairman, Barry Kromer, will soon exhort and plead with the pilots of the Chapter to please volunteer to help with this and the many other YE events throughout the year. Please help our YE activities be as successful as possible. You and Barry will be smiling for a long time if you participate!

So why is our first YE event scheduled in May and not before, you ask? it could be that Spring is just around the corner and Spring



often brings some thunderstorms, some downbursts, some microbursts, sometimes lots of wind, and yes, maybe some windshear!

The meteorological phenomenon known as “windshear” has been a hazard to aviators since the pioneering days of the Wright brothers. However, it was not until the mid-1970s that a positive link with thunderstorm activity was discovered through the research studies of Dr. T.T. Fujita.

Windshear refers to the variation of wind over either horizontal or vertical distances. Pilots generally regard significant wind shear to be a horizontal change in airspeed of 30 knots (15 m/s) for light aircraft. Vertical speed changes greater than 4.9 knots (2.5 m/s) also qualify as significant wind shear for aircraft.

Dr. Fujita defined a strong concentrated downdraft as a “downburst”. He also coined the term “microburst” to describe small-scale, intense downdraft that, on reaching the surface, spreads outward in all directions from the downdraft center.

The type of aircraft flown has no bearing on the fact that weather phenomena is something which that aviator must respect with knowledge, training, and sound decision making to safely complete each and every flight.

Windshear is dangerous to all aircraft. It can rapidly change the performance of the aircraft and disrupt the normal flight attitude. It poses the greatest danger to aircraft during takeoff and landing, when the airplane is close to the ground and has little time or room to maneuver.

During landing, the pilot has already reduced engine power and may not have time to increase airspeed fast enough or climb fast enough to escape the downdraft. During takeoff, an aircraft is near stall speed and thus is very vulnerable to windshear.

(Continued on page 3)

From the President (continued)
Emilio Verastegui

(Continued from page 2)

Windshear is usually associated with one of the following

- Turbulence involving violent air movements.(up or down draughts or swirling or rotating air patterns)
- Sudden increase or reduction of airspeed not caused by pilot action.
- Sudden increase or decrease of groundspeed and/or drift
- Rotor action or down drafts in the lee of mountains.
- Microbursts and thunderstorms.

While windshear can occur at any altitude, low-level windshear is especially hazardous due to the proximity of an aircraft to the ground. Pilots need to recognize quickly when windshear is affecting their aircraft and avoid it, if possible, especially during takeoff or landing.

As it's so often said, try to exercise your superior judgment so as not to get yourself into a situation where your superior airmanship skills will be needed to get you out of trouble. May all your wind shear encounters be simulations of the learning kind.

My best regards to everyone. Happy flying!

Emilio Verastegui
President, EAA Chapter 179
chapter@eaa179.org

Other NM EAA Chapter Newsletters

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

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

March Chapter Gathering
Emilio Verastegui

- **March 16, 2021**
- **5:30 Online Chat**
- **6:00 Program:**

Plan on joining the Chapter for our next ZOOM Gathering on March 16th. Get acquainted with other members starting at 5:30, with the program to follow at 6:00.

After a short introduction, EAA Chapter 179's Scholarship Committee Chair, Mark Sturm will award the 2021 scholarships during this virtual presentation with members, recipients and their families. Join us and take pride as we help recipients achieve their aviation goals.

EAA Chapter 179 presents aviation scholarships annually to support advancement of aviation education for those age 25 or under. The number and amount of scholarships is dependent on funds available. Thanks to our members and other donors who contributed this past year, especially without a normal year of fundraising events.

To join this Zoom Gathering, click on the link below from your computer, tablet or smartphone.

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

If you don't have a zoom account, you'll need the Meeting ID / Passcode.

Meeting ID: 965 3629 1543

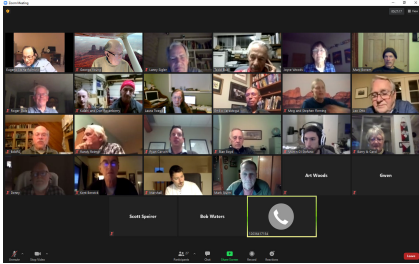
Passcode: 390281

To join by phone only: (use same ID and Passcode)

- +1 346 248 7799 US (Houston)
- +1 669 900 9128 US (San Jose)
- +1 253 215 8782 US (Tacoma)

February Chapter Gathering—Recap

Joyce Woods



'Twas a great turnout—28 folks attended the February Gathering via ZOOM. Participants joining before the Program enjoyed social time, getting to know one another.

Then, after brief updates on Chapter activities (LOEFI Planning, Scholarships, RV-12 Build progress, and other topics), Emilio Verastegui shared his aircraft builder story—**“Plans Build Skyote”**.

Emilio's story as a builder began with a Corbin Junior Ace which he purchased in 1982. He tackled his first plans built project, an AcroSport II, finishing in 1993 after more than 4 intense years of work. The Skyote was already started when he purchased it, but Emilio has persevered through incredible challenges, appropriately acknowledged by kit builders in the audience.

For those not familiar with “plans building”, it means you make everything! You start from the designer's drawings without assembly instructions to follow like with our chapter RV-12 kit. It is the



least expensive path, but takes the longest. Emilio notes that it requires a lot of patience, determination, and a high skill level. Sometimes it is best to draw on others with the needed skills.

Emilio provided examples of learning as you go, the trial and error process required. Some involved small parts but even for the main “turtleneck” (above right). A celebratory day was when the complex biplane wings were self-supporting (left) and wood supports could be removed.

With structural parts powder coated and fabric covering underway (right), Emilio looks forward to moving the Skyote to the airport for final assembly.



Membership Update

Scott Speier

If you haven't already, it is time to submit 2021 chapter dues!

We've made it easier than ever this year to join the chapter or renew your membership dues with online payment via credit card, debit card or PayPal. Just go to

<http://www.eaa179.org/join-us>.

- The conventional methods for dues are still accepted, including mailing a personal cheque.
 - Make cheques payable to “EAA 179”.
 - Mail to: EAA Chapter 179; P.O. Box 3583; Albuquerque, NM 87190 - 3583.
 - You'll receive an email confirmation.

We depend on chapter membership to fund annual ongoing activities. Fully tax deductible, dues are \$20 for an individual member, \$30 for a family.

If your contact information has changed, please complete the renewal form.

Scott Speier

Membership Committee

membership@eaa179.org

Double Eagle Aviation Academy

Jim Kessler



EAA Chapter 179 is planning a Double Eagle Aviation Academy for 2021. It will be held at the Albuquerque Maintenance Facility at Double Eagle II airport from June 14 – 18th with a Young Eagles flight for the participants on Saturday June 19th.

Those who applied for last year's DEAA, that was cancelled, will be first in line for this year, and the age limit will not apply. Other applicants must be between 14 and 17 years of age.

We will be accepting about 18 students. If you know anyone interested please have them get their applications in early. Applications are due by May 7th. See the EAA Chapter 179 website for more information, the flyer and the application.

Those interested in helping with DEAA should contact Jim Kessler, by email, text or phone.

We need:

- Snack and lunch preparation
- Simulator instructors on Wednesday
- Help with presentations
- Help with registration on Monday
- Help with set up on June 10th
- Help with clean up on Friday
- Young Eagles pilots for Saturday

Jim Kessler
DEAA "Principal"
(910)467-2162 (c)
deaa@eaa179.org

From the Young Eagles Nest

Barry Kromer, Young Eagles Coordinator



We are still scheduled for our first Young Eagles event in over a year on May 8, 2021. We'll be needing volunteer pilots, there will be 40 slots available for the 4 time slots. We'll start at 0830 as usual. If we can have the event, it will be interesting to see how many kids we get. I have a funny feeling there will be a lot, since they have basically been cooped up since last March 2020.

This month's Young Eagle experience is offered by Art Woods:

"Several years ago I had the pleasure of giving a young lady her first airplane ride. Just a normal flight in our bright yellow RV-6A. To all of us, except for maybe this young lady Madison Thompson, it was just a normal Young Eagle flight where she'd get her logbook and certificate and be on her way to a teen's normal life in high school. Well, she *was* on her way – she enrolled in SAMS Academy and earned her private pilot certificate. And then she enrolled in the Kansas State aviation program where so far, she has earned her instrument and commercial ratings with the CFI rating coming this semester. It is awesome to see the result of a 15-minute flight in a little airplane!"

Barry Kromer
Young Eagles Coordinator
youngeagles@eaa179.org

IMC Club

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.

We just had our February meeting on Saturday (the 20th) via Zoom. We have been having good attendance. For this meeting we had 31 attendees from all over. I did get three requests for the 6 month complimentary trial memberships. At least one attendee said he learned of our meeting from SocialFlight. I guess they pick up the info from FAASafety.gov. This month's scenario was a pilot flying at night who was alerted that he had picked up ice by a flickering stall warning light. In addition to discussing the scenario provided by EAA, we ran through a Boldmethod quiz on night operations. We usually sort out the materials in the week before the meeting. Our next meeting will be March 20 and the FAASafety announcement for which should go out on March 6 to NM pilots.

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

imcclub@eaa179.org



LOEFI — Planning



The 2nd LOEFI Planning Meeting convened on March 2nd. Presently chaired by Emilio Verastegui, current team members continued with detailed planning for this major event for EAA Chapter 179.

First order of business was a review of the updated LOEFI Hosting Handbook. The product of experience in past events, Joyce Woods has updated it to reflect our current plans and organization of the effort. This was followed by discussion of some of the major activities: Food Service, Advertising, Camping, Youth Activities, and Ramp Layout.

The Chapter has a history of conducting a really great fly-in. It happens because many members contribute to the effort (and often 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. And, of course.
- There is, of course, much to do between now and September 25th to prepare to host LOEFI.
- And come September 25th and 26th .. please take it from me— LOEFI has been great fun and very rewarding experience.

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.

Oh, and the Committee approved the logo for LOEFI (see it above) and the poster for this year's event (see on your left).

The next planning meeting is scheduled for April 6th, again via ZOOM starting at 5:30.

George Young
loefi@eaa179.org

Scholarship Report

Mark Sturm



A busy month for scholarship activities. On 15 Feb our scholarship application window closed and we had a total of 10 quality candidates apply for one of our scholarships. It was great to see the variety of aviation interests that exist in the community. We saw young folks interested in general aviation flying, military careers, becoming a bush pilot, building an experimental airplane, becoming a glider pilot/instructor, and a couple interested in pursuing a career in the world of aviation maintenance. The scholarship selection committee will be reviewing the application packets to determine how many scholarships we can financially support in 2021.

We got some disappointing news this week from Oshkosh. EAA National has made the difficult decision to cancel the 2021 EAA Air Academy sessions scheduled for this summer. We had two kids (Nick Romo and Scott Morgan) committed to attend Air Academy in 2020. Once that was cancelled, their slots were pushed to 2021. Now that Air Academy 2021 is cancelled we will need to relook at what's possible for 2022. Crazy COVID!

Thank you all who applied for a Chapter 179 scholarship, and whether awarded a one or not, we hope you'll continue to show an interest in EAA Chapter 179 and continue to follow your aviation dreams..... **Mark**

Below are a couple updates from previous scholarship winners.

Sophie Haag is completing her senior year (from home) at Cottonwood Classical Prep. She was one of our EAA National Ray scholars in 2020 and completed her private pilot's license in September. Since then she has been busy applying for colleges where she hopes to major in astronomical or aerospace engineering. She has already been accepted and received an ROTC scholarship at Embry-Riddle Aeronautical University in Daytona Beach, Florida, but is anxiously awaiting word back from the Air Force Academy and the Naval Academy where she has applications pending. Flying has slowed down since getting her PPL; her trusty Cessna 182 (Legs), has been down for extended maintenance. Best of luck with your academy nominations!

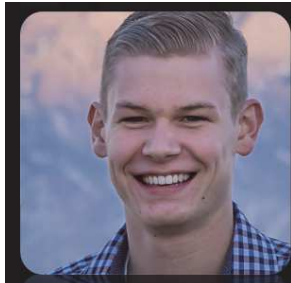


(Continued on page 8)

Scholarship Report (continued)

Mark Sturm

(Continued from page 7)



Christian Orehek is a senior at SAMS Academy and recently received his Private Pilot license. He will use the scholarship as he starts his instrument rating. As his career advances, he would like to work as a medevac pilot and eventually become a long-haul airline pilot.

Christian Orehek is a 2019 scholarship recipient and is working on his instrument ticket. In an attempt to maximize the use of his Cessna 150 and save some rental dollars, he is currently awaiting the install of a glideslope for those ILS approaches. In the meantime, he has finished the ground school course and is studying for the FAA written exam.

Below is a wonderful memory of his first instrument flight.....

As I got into bed that night I checked the Forecast one last time. The next morning looked slightly breezy with some scattered clouds up at 8,000AGL. "Nothing we can't handle" I thought to myself as I set my 6am alarm for the next morning. As I drifted to sleep I thought about how calm I felt compared to the night before my first Private Pilot Lesson. I had come a long way but had so much further to go. The next morning the weather was certainly worse than forecast. Due to the low scattered clouds I wondered if we would be able to fly. As I arrived at the airport it looked like the clouds were spreading out and my instructor was optimistic. After a normal preflight, startup, taxi and take-off it was time to put the hood on. I've never been a fan of the hood since using it in my Private Pilot Training however, I knew I would have to get used to using it quickly for my instrument training. For this first instrument flight my instructor elected to get me reacquainted with being under the hood and flying normally with instruments. As she gave me instructions, I did my best to keep the airplane where I was told to. I was generally successful at this though, my newness to this type of flying certainly showed. As we continued to maneuver my instructor exclaimed "Wow! This is just too beautiful to keep you under the hood! You've got to see this!" As I took off the hood I immediately saw what she meant. We were at cloud level, in a large clear part of the sky. Many miles away off our left side were some of the most beautiful clouds I had ever seen from the sky. While we had to ensure we kept safe distance from them, it was such a wonderful time enjoying this unique scenery.

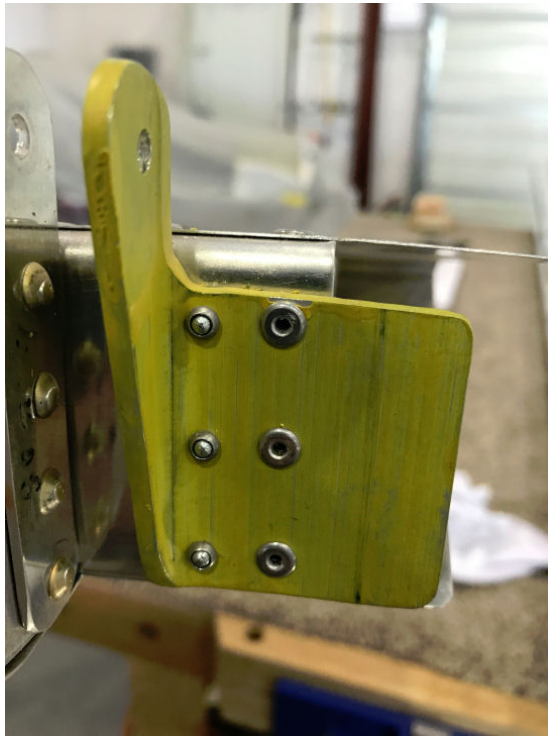
After a few more minutes of photo taking and smiles it was time to put the hood back on again. This was an instrument training flight after all! After an additional hour of maneuvers and practice under the hood it was time to guide the little Cessna back to the ground. A smooth touchdown and roll out was the icing on the cake for this flight. I can happily say that my first instrument flying lesson was one of the best flight lessons I have ever had. I was lucky enough to enjoy some of the wonderful views that make us as pilots want to keep flying, while learning new skills. This flight reminded me how much I love training and how much I love flying. I won't be forgetting my first instrument lesson any time soon!

scholarships@eaa179.org

RV-12 Build Project

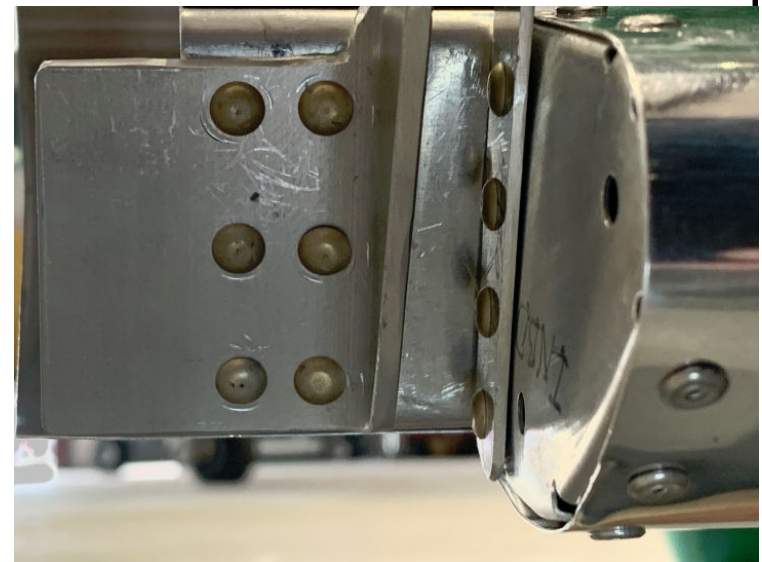
Lee Otto

This month our work slowed down because of the cold weather and also most of our big projects and the drama of industry is now done until we get our finishing kit.



We've been working on the finishing the flaperons and sealing the firewall. As you might remember when we got the fuselage kit and the wings we only got one flaperon and we had to order skins and ribs to complete the second one. That has now been done and the last items we needed to finish were the two flaperon actuation brackets.

We decided to remake both brackets because they were not made to the correct dimensions and were attached with pulled rivets and not squeezed rivets by the former builder in Carri-zozo. I called Van's Aircraft and spoke to the engineers there and they agreed that we needed to use the stronger (squeezed) rivets, as the plans indicate to attach his component.



You can see in the pictures of the brackets how they were made and attached by the previous owner. We will also work on completing all the service bulletins not yet completed for the airplane so that it's up to date with the latest version of the plans.

Update: Lee reports that Vans is projecting delivery of the Finishing Kit in 5 weeks or so. Meantime, I suspect the Build Team will be looking for more refinements. (goy)

Your "N" Number

I get a lot of interesting comments when people see the registration number on my plane. Everything from, "Way cool" to, "you better hope the FAA doesn't see that." I get a chuckle out of the later one. I think that this is one area of home-building that the feds don't make a huge deal about unless there is way too much artistic license taken. Just take note of all the variations of registration numbers on the planes at Oshkosh and you will ask how they got away with that.



Just over a year ago, I had my vinyl wrapped RV-7 painted at Art Craft Paint in Santa Maria, CA. When I showed them the paint scheme and how I wanted my N number to be, two different colors, they questioned if I could get away with it. "Of course," I said. "It's done all the time." I actually wasn't sure. I figured that if it was not a legal marking, surely a paint shop would know. Fortunately, I had several weeks before the paint shop was ready to put the red and silver on the plane and I took that time to research what is and isn't allowed on an "N" number. During that time, I saw



the gorgeous RV-10 that was being given away by AOPA with the N number N260MG with the contrasting 0MG. Very cool in my world. By the way, do you ever say, "N number" and get that feeling that you've said something redundant like ATM Machine, or VIN Number? I digress.

FAR Part 45 gives all the detail for size and location of the N number including this:

§ 45.21 General.

(α) Except as provided in §45.22, no person may operate a U.S.-registered aircraft unless that aircraft displays nationality and registration marks in accordance with the requirements of this section and §§45.23 through 45.33.

(β) Unless otherwise authorized by the Administrator, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks.

(χ) Aircraft nationality and registration marks must—

1. Except as provided in paragraph (d) of this section, be painted on the aircraft or affixed by any other means insuring a similar degree of permanence; (ie: paint or decal)
2. Have no ornamentation;
3. Contrast in color with the background; and
4. Be legible.

For most of us, we can look to the much easier to understand **Advisory Circular (AC) 45-2E**.

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_45-2E.pdf

AC 45-2E covers the required markings for aircraft, engines and propellers including what your ID plate must have on it and where it is placed as well as the EXPERIMENTAL or Light Sport markings. Here is some if the information:

(Continued on page 11)

Technical Counselor's Corner

Dave Otero

(Continued from page 10)

Fixed-wing aircraft

Minimum height: 12 inches (with exceptions such as exhibition, limited or restricted category aircraft).

Location: (1) On both surfaces of a single vertical tail or on the outer surfaces of a multi-vertical tail, or (2) On the fuselage surfaces, on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer. If engine pods or other equipment are located in this area and are an integral part of the fuselage side surfaces, you may place the marks on those pods or equipment.

Orientation: Horizontal

Experimental aircraft

Minimum Height: Exhibition, amateur-built, and light-sport aircraft with a maximum cruising speed of 180 knots or less 3 inches (with exceptions as shown in Table 3).

Location: (1) On both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer, or (2) On both sides of the vertical tail surface.

Orientation: Horizontal (with exceptions as shown in Table 3)

These are just two of the several aircraft type or categories covered by AC 45-2E, and there also examples of exceptions from the rules including this last item in the table:

"Displaying an N-number on an aircraft, but not as specified in this AC."

You may ask the FAA for authority to display the number in some other way. Contact your local FSDO or MIDO for assistance.

David Otero, EAA: 450336, Technical Counselor

daoteronm@gmail.com

Call for Ideas, Presenters

Joyce Woods

I'd like to hear your ideas for aviation related topics, currently presented online. We need speakers for 3rd Tuesday evening gatherings. I'm also seeking a few weekend come and go/show and tell style topics at an airport.

Perhaps share your aviation story? The history or technical info about a favorite aircraft? Or a special flying trip? Or maybe you know someone else with an aviation topic of interest to our members? I'm always amazed how interesting and resourceful our members are – and it's fun to learn more about each other's experiences. If you have an idea or speaker, please let me know!

Joyce Woods

chapter@eaa179.org

Ideas from EAA

Joyce Woods

EAA is asking for contributions from Members that will "spread the word" about EAA and its activities. Here is a request that we've received:

We Need Your Help—EAA Video Opportunity

EAA is looking to spark some excitement for our attendees and members. We're compiling short videos from those who know AirVenture the best: air show performers, volunteers, members, attendees, and our partners! These videos will be featured on EAA's social media channels and the EAA website. We're looking for these videos to be enthusiastic and fun, and get people motivated to attend AirVenture.

These videos will be featured on EAA's social media channels and the EAA website. We're looking for these videos to be enthusiastic and fun, and get people motivated to attend AirVenture.

Details at <https://www.eaa.org/airventure/eaa-airventure-news-and-multimedia/eaa-airventure-news/eaa-airventure-oshkosh/02-25-2021-we-need-your-help>

Local Aviation on the Web

George Young

[The 1914 Ingram-Foster Biplane](#)

The story behind the biplane on display, hanging from the ceiling at the Albuquerque Sunport (Albuquerque Museum).

[Cavalcade of Wings](#)

The web site was produced by an organization whose purpose is “..to record the aviation history of the city of Albuquerque, Bernalillo County, and the state of New Mexico.” They are responsible for the displays of model aircraft in the concourse of the Albuquerque Sunport. The website is a work in progress, with a few pages having content. One page of interest is the directory of models on display.

[National Museum of Nuclear Science & History](#)

In addition to the indoor exhibits presenting the “..story of the Atomic Age..”, a wide selection of aircraft are on display in the “[Heritage Park—Nine-Acre Outdoor Exhibit](#)”.

[Aviation Heritage Museum](#)

Published by the Cibola County Historical Society, this museum features early aviation navigation facilities including an airway beacon tower and restored Flight Service Station. The website adds more historical information about the early airway across New Mexico, including a map showing the general location of navigation arrows defining the Los Angeles-Amarillo Airway.

[Albuquerque Balloon Museum](#)

No list would be complete without the Balloon Museum.

Do you have experiences to share from your visit(s) to these places, or on the Web? Or about other interesting attractions nearby? Send them to newsletter@eaa179.org.

Albuquerque FSDO News

From the FAA Safety Team—[FAASTeam Fast Break](#)

“The Albuquerque FSDO FAASTeam is launching a new monthly ‘FAAST Break’ morning program. Brew a cup of morning Joe before you head out to the airport and join us on Zoom for 15 minutes of safety info at 7:30 a.m. the first Wednesday of every month.

We’re kicking off the series with a look at post-COVID proficiency, and how WINGs can help you. Not your typical Zoom meeting, this highly caffeinated morning briefing is presented by aviation writer, educator, and FAASTeam Representative William E. Dubois.”

For further details and registration information, go to:

https://www.faasafety.gov/SPANS/event_details.aspx?eid=103881

Note: To receive notices of events from the FAASTeam, register

Angel Fire Airport Improvements - and Logo Contest



We received a Press Release from the Angel Fire Airport Advisory Board describing improvements coming to KAXX. They plan to resurface the runway, ‘rehabilitate’ of the FBO, and construct some hangars. Overall, their goal is to make KAXX a more attractive destination for “.. aviation enthusiasts around the country ..”.

As part of their endeavor, they are inviting people to (re)design the logo that represents Angel Fire as a destination airport. The winner, to be announced in may 2021, will be rewarded with a “flight around the area as a thank you.”. Entries can be submitted to Fraser MacPhee, the Airport Manager, at fmacphee@co.colfax.nm.us.

See the full Press Release here. (.pdf)

Chapter 179 History

George Young

Our Archives have records dating back to the founding of EAA Chapter 179 in 1963. In the early years, the records include founding documents and a few Newsletters. Since 1988 we have a sets of Newsletters from many of the years. They make for entertaining, even informative reading. In future Newsletters, I will include extracts that I find interesting. More in coming issues. newsletter@eaa179.org

Chapter 179 was chartered by EAA on Aug 29, 1963. The Charter was signed by Paul Poberezny, and accepted by it's first president, Gibson Guernsey.

The chapter apparently got down to business quickly. An article from "Sport Aviation", April 1964:

"ALBUQUERQUE, N.M.

Chapter 179

Gibson R. Guernsey

1126 Morris, NE

Albuquerque NM

Here's another new chapter, and a rather strong one at that! It was organized primarily by Bill Guernsey, who is also president of the group.

Lew Longmire has begun work on a twin 72 hp McCulloch powered single-place design. It will be of all-metal construction, and have a retractable landing gear and full cantilever wing. Lew previously built the all-wood original design, "Sikumbang".

Bill Hughes has completed his "Fly Baby" fuselage recently, and had all of the members in to see the progress. Mike Steed, who built the single-place "Spook" a few years ago, has a few repairs to make on it in order to get it relicensed. John Johnson is restoring a Fairchild 24R-40, a project which as been off and on for several years but going good now. Bill Caldwell has done a beautiful job of rebuilding his



Bellanca "Cruisair", and Bill Guernsey completed rebuilding his 1941 Aeronca "Chief". Bill is currently designing his next project.

Dave Meeks started to build a Smith "Miniplane", while John Reynolds is modifying his "Miniplane", including a spring-steel landing gear, wheel pants, wing fairings, and a few other details."

In 1965, the Chapter received its New Mexico Certificate of Incorporation. The Articles of Incorporation include some interesting declarations:

- TERM OF EXISTENCE: *"..one hundred years."*
- OBJECTIVES:
 1. *To foster, promote and engage in aviation education*
 2. *To encourage, foster and aid in the building of aircraft by members of this association, by combining the skills and knowledge of the members.*
 3. *To participate in local, regional, and national flying meets, conferences, clinics, and other events of interest to pilots and amateur builders of aircraft.*
 4. *To conduct, encourage, and cooperate in research and development to improve construction techniques suitable for use by amateur aircraft builders.*
 5. *To obtain and provide educational material to members and potential members, to promote interest and education in aircraft building and aviation in general.*
 6. *To conduct all activities in accordance with pertinent Federal, State and appropriate regulations.*
 7. *To assist other organizations and individuals with similar aims as this association.*