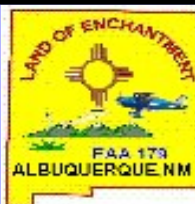




Albuquerque, NM Chapter 179



2021 Leadership

Area code 505 (New Mexico)

President:

Emilio Verastegui - 280 2421
chapter@eaa179.org

Vice President:

Joyce Woods - 974 5305
chapter@eaa179.org

Secretary:

Ryan Carson - 385-2946
secretary@eaa179.org

Treasurer:

Carol Kromer - 225 5168
treasurer@eaa179.org

Board Members:

Mark Sturm - 508-8291
sturm615@msn.com
Brandon Fryar - 259-4752
bfryar@live.com
Kent Berwick - 867-5857
kberwick1953@gmail.com
George Young - 933-1003
gyoung@pngyoung.com
Robert Richter-Sand (Bob)
220-1250, rrsand@aol.com

Standing Committees

Membership:

Scott Speirer - 205-7742
membership@eaa179.org

Newsletter:

newsletter@eaa179.org

LOEFI:

Emilio Verastegui
loefi@eaa179.org

Double Eagle Aviation Academy (DEAA):

Jim Kessler - 369 5364
deaa@eaa179.org

Young Eagles:

Barry Kromer- 860-377-0986
youngeagles@eaa179.org

Scholarship Committee:

Mark Sturm - 508-8291
scholarships@eaa179.org

Storage Locker & Tool Crib:

Randy Reimer- 792-1857
reimer1rc@gmail.com

Technical Counselors:

Dave Otero—328 6391
daoteronm@gmail.com
Emilio Verastegui-280 2421
n611ev@msn.com
Gwen Walcott - 506 4427
gsw2@ix.netcom.com

Web Master:

George Young— 933-1003
webmaster@eaa179.org

Upcoming Events & Chapter Gatherings

Chapter 179 Social Gathering – February 16 via ZOOM

See page 2 for details

IMC Club - Feb 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

February 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>



From the President
Emilio Verastegui



Hello fellow EAA Chapter 179 members and friends!

Welcome to our February Newsletter.

As you can see by the banner accompanying this edition, we do have some new Officers and Board of Directors making their appearance this year. You probably noticed their names listed in this publication last month, but I wanted to point out their names to you again. I suggest that you renew your friendship with each and every one of them, or get to know them if you have never been introduced.

What I am getting at is that since we have been constrained and confined due to the COVID-19 issue, we should not overlook our mutual friends here in EAA 179. Please text, call, or write an email to any or all our officers any time you feel comfortable doing so. It will start a conversation and maybe develop a connection for you that you will treasure for a long time.

Since we have been locked down for so long, maybe some of us have lost touch with many of our fellow Chapter members. All it takes to get back to that comfortable level of normalcy is to speak to a friendly, familiar voice, to speak with a person that has the same interest as you do, a person with maybe the same outlook on life, which is a love of all things aeronautical.

I want to say a few words about Harley Wadsworth. He deserves a rousing and raucous round of applause for his long service and great work with the newsletter and his devotion to the Chapter. I am sure that when he began fourteen years ago, he had no clue that he would be involved for so long with this task, and it is a task I do not envy. None the less, he remained steady, diligently putting in the time and

effort into the newsletter to make it one of EAA National's outstanding local publications. Please join with me in saluting Harley for a job well done!

And Thank you Harley for all your work and dedication to our Chapter!

We also have, for the first time in a long time, short commentaries or interesting stories by many of our chairmen, such as Barry Kromer, our YE Chairman; Mark Sturm, our Scholarship Chairman; Jim Kessler, our DEAA Chairman; and others. We welcome this new approach, one which we think will help better inform you about different activities in our Chapter.

Of course, in an ideal world, each of us knows everyone else and we all participate together. We can make that happen, so that is why we want to make you more knowledgeable about the people and activities that we have available to everyone, not just members. Knowledge is power, as they say, and we want our Chapter to be a powerful force and voice in the Albuquerque area. We can do that if we all work together. If you can't be an Officer or Chairman, you can volunteer to help, or you can recruit new members, or you can donate your time in some other useful direction to help make Chapter 179 one of the best Chapters in all of EAA!

Please join us in this endeavour; you'll be glad you did!

Sincerely,
Emilio Verastegui
President. EAA Chapter 179
(505-280-2421)

chapter@eaa179.org

Salute to Harley Wadsworth!

Joyce Woods

After 14 years (yes FOURTEEN years), Harley Wadsworth steps down after tirelessly serving as EAA 179's Newsletter creator and editor. A HUGE THANK YOU, Harley!

We are so grateful for his commitment, publishing 169 issues EVERY MONTH since January 2007. Our newsletter keeps chapter members informed, helps recruit new members and sponsors, promotes chapter activities, supports builders, acknowledges volunteers, and provides a venue to share our passion for aviation.

Many may not realize but for many years, Harley maintained our chapter address list and mailed a paper newsletter. Luckily for his successors, he converted to an electronic format. He dutifully photographed events and filled in relevant content in addition to collecting articles from others. I can vouch for him always graciously accommodating last minute submissions.

Beyond the newsletter, Harley has been an active Chapter 179 member for years. He's volunteered for just about everything and you can always count on him. As a Young Eagles pilot, judging Land of Enchantment Fly-In aircraft, showing his aircraft at public events and our Double Eagle Aviation Academy, supporting EAA TriMotor and B17 visits, you name it – he's done it. He says the newsletter editor has been his "favorite job" in the chapter.

Harley, THANK YOU for your long run as Newsletter Editor!
You deserve a break – enjoy it.



Harley after a Young Eagles flight, 2009.



Harley showing the Pixie at DEAA, 2014.

February Chapter Gathering

Emilio Verastegui

EAA Chapter 179 February Gathering

- February 16, 2021
- 5:30 Online Chat
- 6:00 Program:
Plans Build Skyote
by Emilio Verastegui



Builder Emilio Verastegui will share the story of his Skyote, an aircraft designed by Pete Bartoe of Denver. He purchased a project started by a previous builder. Starting from a set of drawings and a work in progress, Emilio is approaching the fabric covering stage. Emilio currently serves as our EAA Chapter 179 President, Young Eagles pilot, and brings his perspective as a retired Fed Ex Airbus 300 Captain.

Join us! Anyone welcome.

To join this Zoom Gathering, click on the link below, or open ZOOM on your computer, tablet, or phone, and enter the Meeting ID and Passcode:

[https://zoom.us/j/96536291543?](https://zoom.us/j/96536291543?pwd=a1BkU05JV2JmejVUQW1Od2c0ZXkxZz09)
[pwd=a1BkU05JV2JmejVUQW1Od2c0ZXkxZz09](https://zoom.us/j/96536291543?pwd=a1BkU05JV2JmejVUQW1Od2c0ZXkxZz09)
Meeting ID: 965 3629 1543 Passcode: 390281

Other NM EAA Chapter Newsletters

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

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

January Chapter Gathering—Recap

Joyce Woods



The New Mexico Pilots Association: Everything You Secretly Knew You Wanted to Know

John Lorenz, President of the New Mexico Pilots Association (NMPA) shared the innermost workings of the NMPA, New Mexico's squeaky wheel of aviation. NMPA has had significant impact on general aviation in NM, including the 2020 reopening of two public airstrips and reversal of a threat to close the Lordsburg Airport.

John shared the organization's priorities and recent activities to promote aviation safety, to represent general aviation to officialdom, and to promote growth of back-country and recreational aviation tourism in the state.

To see John's Presentation, go to <http://www.nmpilots.org/presentations>, and choose "NMPA: Everything you Secretly Knew ...". This will download the Presentation in a .pdf file.

Each year, NMPA presents a WINGS Seminar at our Land of Enchantment Fly In. Check the NMPA schedule of upcoming events and learn more at www.nmpilots.org.

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. 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. 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.

membership@eaa179.org

Scholarship Update

Mark Sturm

On 29 January, we were notified by EAA Headquarters that Chapter 179 has been selected to receive \$5,000 funding for a Ray scholarship for 2021! There are only 40 of these scholarships awarded annually throughout the country.

This is the 3rd year in a row Chapter 179 has been selected for a Ray scholarship and is testament to the dedication and commitment our chapter places on bringing new young people into general aviation. We will select a candidate to apply after our application window closes on 15 February. Congrats to all 179ers.

scholarships@eaa179.org

LOEFI — Planning



Planning is commencing for LOEFI 2021, scheduled for Sept 25, 2021.

A kickoff meeting was held on Feb 9 to begin identifying key people, and setting a schedule for preparations. Emilio Verastegui is acting Chairman of the team, with a handful of others stepping forward for various activities.

This is a major event for EAA 179. It draws visitors from throughout New Mexico and beyond. EAA 179 has been hosting LOEFI for many years now, since the Chapter was based in Moriarty. It is also a large source of funds to support our activities throughout the year, particularly our Scholarships. Check out a report on page 12 on the 1st Fly-In hosted by EAA 179.

LOEFI is also an activity that 1) requires many hands, before, during, and after the event. And 2) it brings together our members in a shared endeavor that adds immensely to the rewards and satisfactions of being a member of EAA 179. Please step forward to join in making LOEFI 2021 again an event in which we can be proud.

loefi@eaa179.org

Call for Presenters

Joyce Woods

Each month, we hold a chapter gathering like others nationwide. EAA's founder Paul Poberezny, said that successful EAA events always include three elements: Aviation, Education, and Social. And do we miss the normal "social"! With food, of course!

We've shifted gears this past year from meeting at Copper Canyon Café to online via Zoom, still at 6 PM, the 3rd Tuesday every month. We've started and ended with "informal chat" time and aviation/education presentations have worked fine. Unlike some chapters, we've done well to at least keep in contact this past year. And between starting our RV12 build, scholarships, individual builds, and fundraising, a core of members have kept BUSY!

Now that our routine has been disrupted, it's a good time to ask:

- *Starting anew, what should our gatherings look like?*
- *What should we keep the same, and what might we do differently?*

In addition to 3rd Tuesday evening sessions, I'd like to see some weekend hangar visits or other on-airport activities. Given continued gathering restrictions, we've discussed the idea of a "come and go" format, either outdoors or in an open hangar. Any volunteers? Builders or otherwise, I'm game to try anything once, and see where it might lead. Your thoughts?

I'm interested in your input in two areas:

- Thoughts on format, location, and timing for our gatherings.
- Ideas for topics which would attract you. And if you have a potential presenter, that's even better.

Please send me your thoughts at chapter@eaa179.org. The best presentations are often by local members – do you have a favorite topic you could share?



Some Resources on the Web

George Young

Reminder to Register your Aircraft:

A reminder—the State of New Mexico requires owners or lessees of aircraft in the state to register same prior to March 1 of each year. Fines accrue per month thereafter. For details and to submit online or obtain the form, go to NM DOT's "Aviation Division" web site: <https://dot.state.nm.us/content/nmdot/en/aviation.html>

Thanks, Mark Sturm

AOPA Scholarships

AOPA offers a number of primary and advance training scholarships for AOPA members. Opportunities are offered for the following categories:

- High School Flight Training
- Teacher Flight Training
- Primary Flight Training
- Advanced Rating
- Aviation Industry Scholarships

Applications are due by February 14, 2021
(apologies for the late notice—gy)

For more information, visit AOPA's web:

<http://aopa.org/training-and-safety/students/flight-training-scholarships>

EAA Scholarships

EAA offers a number of scholarships, some of which the Chapter has taken advantage of on behalf of our members and youth (see articles on page 4 and 8 of this Newsletter). For information on them and others, visit EAA's web: <https://eaa.org/eaa/youth/Aviation-Scholarships>

newsletter@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, (910)467-2162 (c)
deaa@eaa179.org

From the Young Eagles Nest

Barry Kromer



This is hopefully going to be an enhancement to the monthly Young Eagles section of our newsletter. We will post a few paragraphs from various EAA pilots on their experiences with flying Young Eagles. I will be contacting many of you to send me your experiences and pictures, if available from one or several of your flights. I'll attempt to do the first one so you can get an idea of what we're going to do:

I've been flying Young Eagles for about 12 years, and it's been a great experience. My last flight was with Jackson Buck in November 2020. I've attached a couple of pictures. If you have flown any Young Eagles, you will notice the extensive smiles, which usually start when they get in the airplane and last until after they leave

the airport. I've only had great experiences with the 41 kids I've flown.

The most enlightening experience was a kid I took flying who had Asperger's Syndrome. His Dad asked if I would take him for a flight, since he had expressed interest in flying. I was a bit nervous what to expect, since the kids are usually non-verbal and could be a behavior problem. Well, I was totally wrong. My passenger was talkative the whole flight, did some flight controls, and was a complete joy to have in the cockpit.

The best part of the flight was actually after the flight. When I talked with his Dad a week later, he had never seen his son so engaged and couldn't wait until his next flight. Apparently flying Young Eagles is also therapeutic!

Young Eagles pilots: Make sure your Youth Protection training is up to date, only 2 more months until we have our 1st event this year! You aren't allowed to fly if your YPP is not up to date. May 8, 2021 is scheduled at the current time. Tentative on what the NM government decrees.

youngeagles@eaa179.org



Young Eagle Headed to Air Force JROTC Flight Academy Joyce Woods

APS recently announced that Veronica “Roni” Bearcup was accepted to the prestigious USAF JROTC Flight Academy. She receives an incredible scholarship worth about \$25,000 to cover transportation, room and board, **and flight hours required to earn a private pilot license.**

She'll attend an 8 week summer course at a partner university with no military commitment. Roni is one out of 230 youth world-wide to receive this opportunity. Amazingly, a second student from our area, Luke Vaughn of Volcano Vista High School also received the scholarship. See the APS Announcement here: <https://www.aps.edu/news/2020-2021/coveted-military-scholarship-awarded-to-aps-students>

Veronica “Roni” Bearcup is one of four youth from Del Norte High School who contacted our chapter last summer, interested to learn more about airplanes before taking an aeronautical exam as part of an application for this summer aviation program. Exam topics included math, reading tables, broad aviation knowledge, instrument comprehension, and logic problems.

Respecting pandemic restrictions this past summer, we initially were reluctant to fulfill their request. Recognizing the importance of their timing, Lee Otto and I attempted to fulfill their interest in a masked, small group outdoor visit. Lee agreed to show the students our Chapter RV12 build. Joyce took them to see and sit in her Cessna. Realizing the strength of their interest and commitment, the next weekend, Ryan Carson, John Lorenz, and Joyce Woods got them in the air for focused Young Eagle Flights, teaching and testing their knowledge along the way.

Roni's Young Eagle flight was her first time in a small aircraft. The students all studied aerodynamics, studied but commented about how aerodynamics and instruments made more sense, actually experiencing changes during flight. Her attentiveness to learn on the ground and in the air demonstrates her determination to learn to fly.

Congrats to Roni Bearcup, a true pilot in the making! We hope to meet Luke Vaughn soon, as well!



Scholarship Highlights

Mark Sturm

I hope everyone reading this newsletter is aware that our 2021 call for scholarship applications is still active until 15 February. Getting new young blood into general aviation is a big part of what EAA is all about. If you know a young person who's interested in aviation and eligible for one of our scholarships, please have them apply.

Christian Orehek graduated from SAMS Academy last year with his Private Pilot License. He was awarded a 2019 Chapter 179 scholarship and is using it to help pay for his instrument training. As his career advances, he would like to work as a medevac pilot and eventually become a long-haul airline pilot.



"I have had a long-standing relationship with local CFI Lauren Chavez, and she has agreed to be my instructor for my instrument rating. After evaluating aircraft capabilities, it seems that some training will take place in my Cessna 150 and for some I will rent a Cessna 172. Here I am about to put the hood on and fly into some real clouds! This instrument flying is certainly different than my VFR private pilot training; I don't get much of a chance to enjoy the view of the beautiful New Mexico landscape. Instead, I spend a lot of time looking at my instrument cross checks. In the past couple months, I've learned holds (those are tricky, I'm still learning them!) VOR approaches, ILS approaches, localizer approaches, and general skills under the hood. It's all a great challenge that I'm thoroughly enjoying and wouldn't be possible without the generous scholarship from Chapter 179. Thanks to all. I'll keep you posted as I progress toward my checkride."

Jacob Edington is one of our two 2020 EAA National Ray scholarship award winners. Jacob is completing his senior year of high school; graduating this June. His goals are to complete an engineering degree in college and become a U. S. Air Force pilot. He is an active member of our chapter 179 and has worked at Young Eagle events, Balloon Fiesta, and Land of Enchantment Fly In. He is currently taking lessons with our own Jon Daffer and is getting close to solo.



"I was ready to go. I had over 18 hours of dual with Mr. Jon Daffer in his trusty PA-28 Cherokee. I had aced the pre-solo exam, I had memorized the plane's emergency procedures, I had my student pilot's license and medical certificate, and had all the necessary logbook endorsements. The weather looked good, unseasonably warm, the winds were forecast to be calm, and Mr. Daffer said this might be the day. I was so ready to go. This would be the best Christmas ever. Since I'm also working on my Eagle Rank (Boy Scouts) and had plenty of time, I decided that morning to go on a 20-mile bicycle ride."

The next thing I remember was waking up in a hospital bed. What the heck! Turns out I was hit by a car while out riding my bike. While my injuries were painful, nothing major was broken. I had to stay in the hospital for a week because of some heavy internal bruising. To say the least, this was NOT my best Christmas ever."

Fast forward three weeks, and I have been cleared to fly again. I've got a couple flights scheduled and maybe I'll be looking forward to the best Valentine's Day ever. Maybe I'll get a new bicycle wheel for the occasion."

Thanks to all the EAA179 folks who have sent well wishes and kept me in their prayers. I look forward to showing some pictures of my upcoming solo on my next posting."

Stay safe (aviation-wise, COVID-wise, and of course bicycle-wise)"

scholarships@eaa179.org





Clean and Inspect Your Tail End

If you're an aircraft owner, then you certainly know that there is a fair amount of maintenance that needs to be done on your plane. I learned the importance of this in the late 1990s when I owned my first Pitts and it has stayed with me to my current plane - and RV-7. There aren't a lot of parts on a Pitts, but in the rigors of hard aerobatics, lots of parts move, bend and twist causing wear or the loosening of the structure and plumbing. But the plane was designed to bend and twist. Rigid parts under too much stress tend to crack and break. At the time, I was fortunate to have a couple of very experienced Pitts builders and owners at my airport willing to offer their help and look over my shoulder so that my plane was safe to fly. I learned from them that simple things like a preflight inspection is done a bit differently than what I was used to doing on the Cessnas and Beechcraft that I had been flying.

The most notable preflight inspection that comes to mind pertains not just to a Pitts, but to any plane that has a tail wheel, and that is the control linkages at the rudder and the tail wheel. My RV-7 had the same sort of linkages that most tail wheel planes have consisting of a drawbar compression spring, linkage chains and a teardrop shaped connector clip. (I've recently converted to the J.D. Airparts Tail-wheel Steering Link) These parts allow the rudder and the tail wheel to move together but somewhat independent of each other. These parts also get dirty quickly, especially here in the desert southwest. Grime can be caused by dirt attaching to engine exhaust gasses, engine breather oil and in some cases, a coating of smoke oil. In my case, I experience all three! The oil and dirt mixture is doing nothing good for the parts back there. If left alone, they will grind and file away at the contact points weakening them and ultimately causing their failure.

You know the saying that a chain is only as strong as its weakest link. In my setup of these components, I had two compression springs (3 parts each), 2 linkage chains (15 links each) and the connector clips (4 each). That's a total of 40 parts of which the failure of any one of them could make for a very bad day. This is easy maintenance, just Keep it all clean!

If you fly a nose wheel plane, you still need to pay attention to the connection of the rudder cable to the rudder. That bolt that connects the cable to the rudder should be a standard AN bolt with the shank drilled, a couple of washers and a castigated nut secured with a cotter pin. The bolt should be loose enough to turn by hand with or without a wrench. The rudder cable should not bind on the rudder horn. Never ever, ever use a hardware store bolt!

Continued on next page

I was taught by my Pitts mentors to rotate the rudder cable bolt 1/4 turn at each preflight so as to provide even wear on the bolt. At the yearly inspection, all the parts should be removed, cleaned, inspected and replaced if necessary. These are airplane parts that really aren't that expensive.



This picture shows a new connector clip next to a used one that shows significant wear from only 100 hours of flight. Notice the significant wear at the bottom where it was in contact with the rudder horn. The nicks you see at the top were caused by safety wire that I added as an extra precaution...just in case.

David Otero, EAA: 450336, Technical Counselor
daoteronm@gmail.com



Six Months of RV-12 Chapter Building

Lee Otto



In awe, Lee recalls that we started with this first small subassembly (left) and in just six months, we have something that looks like an airplane! The airframe you see (below) is nearly complete from tail to firewall. Of course, we got a huge boost since the entire tailcone was complete when donated by builder Adam Coffey. Besides completing the main structure, much detail work is in place including static lines, brake lines, and the fuel system.

An enthusiastic core team of skilled builders led by Lee Otto and including Randy Reimer, Jim Kessler, Mark Sturm, Doug Dingman and Craig Kemper have been key to our rapid progress. And get this, we are already starting to talk about a “next project”.

Besides completing the main structure, much detail work is in place including static lines, brake lines, and the fuel system. An enthusiastic and committed core team of builders have helped turn a page for our chapter. And get this, we are already starting to talk about a “next project”.

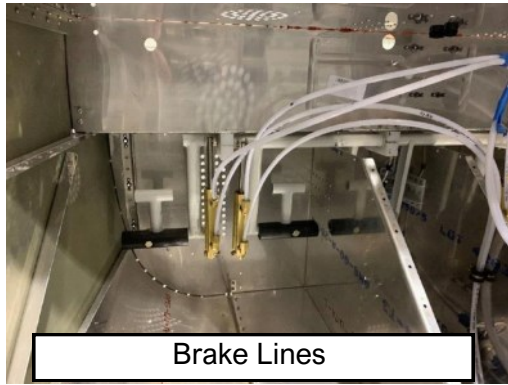
We are very close to completing everything we can with what we have available. The shelves and bins that were once full of parts are now nearly bare! Only the steps and a replacement flaperon (aluminum parts on bottom shelf) that was missing from the otherwise completed wings we received.

Continued on next page

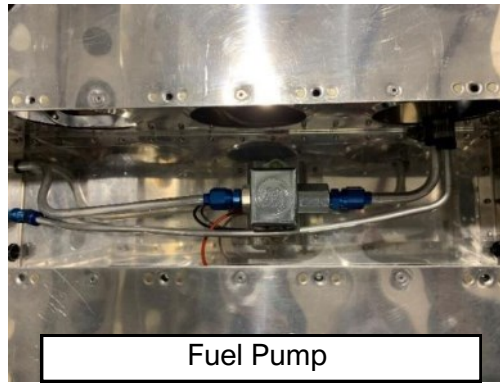
This view of the area under pilot and copilot seats (right) shows flight controls, ready for final connections.

With the finish kit not expected until

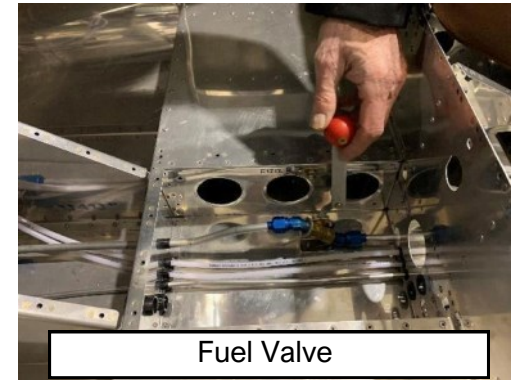




Brake Lines



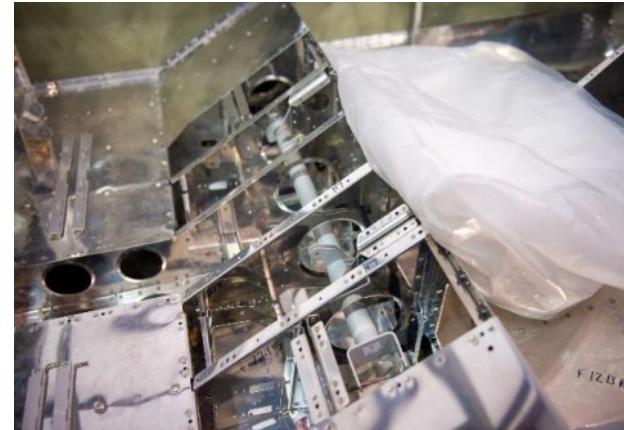
Fuel Pump



Fuel Valve



March, I guess we'll get a break from working in the cold hangar!



A beauty, isn't she?

Chapter 179 History—Anecdotes

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 nearly complete set of Newsletters. They make for very interesting reading. In future Newsletters, I will include extracts that I find interesting. newsletter@eaa179.org

EAA Chapter 179 Newsletter, August 1992

“October 9-11 EAA New Mexico Fly-in: Enclosed is a list of committees and people who have volunteered to be on them. We need all of you! Also spouses who would like to get involved. I'd like some help on the Saturday youth program from both men and women—also any ideas. Only a few weeks until this event to get it all together. I think it will be a real fun--type project in which to be involved. Call George A., Fly-in Chairman, at 1-264-0331 or me. We also plan to emphasize the “Young Eagles” program at this fly-in.”

EAA Chapter 179 Newsletter, October 1992

Areas of responsibilities

- | | |
|-------------------------------|--------------------------|
| • Fly-in Coordinator | • Signs |
| • Aircraft Judging | • EAA Information Booth |
| • Aircraft Parking | • Fly-in Program Booklet |
| • Airport Layout | • Youth in EAA |
| • Flight Line Control | • Volunteer Coordination |
| • General Administration | • Saturday Breakfast |
| • Aircraft Registration | • Photography |
| • Auto Parking & Ticket Sales | • Fly Market |
| • Safety and Security | • Forums |
| • First Aid | • Press Releases |
| • Vendor Coordination | • Public Relations |
| • Transportation and Lodging | |

“First New Mexico State Fly-in: The fly-in we've been planning and working on for months had turned out to be a great success! Must've had around 100 airplanes and hundreds of carloads of people come to it. With minor complaints, almost everyone had a goo time, aided and abetted by some great weather Saturday. The IAC chapter re-

ported serving 291 breakfasts!

My only regret is that I was so busy with our youth activities, I didn't get a chance to take pictures or get a good look at that newly-paved ramp full of show planes. I hope those of you who did take pictures will bring them to share with the rest of us. And we need some good ones to send to Oshkosh. Also, Jean Mays of Flying review magazine has requested we send some since she was unable to attend.

Numerous people helped with this event. I'll try to list you all, to the best of my knowledge, and hope I'm not leaving many out.

A strong emphasis was placed on the new EAA Young Eagles program. We had five pilots flying these young people, ages 8-17, and must have given about 50 rides. Some were flown before we had the sign-up sheet out so the count isn't really accurate. The five pilots were Loyd Sallee in his Cessna 179, Rick Seddon in his C-172 Skyhawk, Rick Cleis in his J-4 Cub, Herb Reiskin in his Ercoupe and Ned Derickson in his Cherokee 140. These men spent may hours and gallons of gas at their own expense flying the kids and all reported enjoying it very much, a truly gratifying experience. ...”

And much more in the article, identifying the many people who made possible this first EAA New Mexico Fly-in, now the Land of Enchantment Fly-In, our LOEFI. Names that I recognize included Harley Wadsworth (computer), John Lorenz (“shutterbug”); maybe others that you might recognize.