



Albuquerque, NM Chapter 179



2022 Leadership

President:

Emilio Verastegui

Vice President

Kyle Reinhardt

Secretary:

Joyce Woods

Treasurer:

Jessica Reinhardt

Board Members

Mark Sturm
Brandon Fryar
Mike Wirstrom
George Young
Robert Richter-Sand

Standing Committees Membership

Art Woods
membership@caa179.org

Land of Enchantment Fly-In (LOEFI)

Emilio Verastegui
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Double Eagle Aviation Academy (DEAA)

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Young Eagles

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Scholarships:

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Emilio Verastegui
Gwen Walcott

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Reimer Hangar/Tool Crib:

Lee Otto

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Upcoming Events & Chapter Gatherings

Chapter Gathering – Feb 15, 1800 hrs

IMC Club – Feb 19, 0930-1100 hrs, hybrid format
See details on page 4

Scholarship Application Deadline – Feb 15, 2022

DEAA Kickoff – Feb 19, 2022, 1300 hrs

Bootheel Bonanza – Fly-In NM90 and KLSB – Mar 11-13
See NMPA Events at <https://nmpilots.org>

2nd Young Eagles Rally – Apr 2, 2022

Double Eagle Aviation Academy – Jun 6 - 10, 2022

Land of Enchantment Fly-In – Sep 24, 2022

EAA AirVenture Oshkosh - July 25 - 31, 2022

February 2022

In This Issue

Upcoming Events & Chapter Gatherings	1
Notes from Our President	2-3
EAA Chapter 179 Membership	3
Notes from the Editor	3
February Chapter Gathering	4
January Gathering – Recap	4
Reminders	5
Regular Chapter Events & Quick Links to Chapter Website	5
From the Young Eagles Nest	5
Space Reserved for Your Story	5
IMC Club	6
RV-12 Build Project	6
Double Eagle Aviation Academy (DEAA)	6
Scholarships	7
NEW Chapter 179 Scholarship	8
Moving into the RAF, now Chapter 179's Hangar	9
Getting Acquainted – Gwen Walcott	10
A Space Odyssey – Leaving New Mexico	11-12
Looking for Explanations –x UFOs.....	13
Aerodynamics Quiz	13
Directory of New Mexico and other Organizations and Resources	14
In the News and Other Interesting Topics	15
Corporate Sponsors and Donors	15
DEAA and Scholarship Flyerw	16
LOEFI Poster and YE/LOEFI Business Cards	17



Notes from our President

Emilio Verastegui



Hello Fellow EAA Chapter 179 members and Aviation Enthusiasts!

Welcome to February 2022! Hard to believe we are starting the second month of this year already. Seems like it was just December a few days ago, and I was trying to stay awake to watch the ball drop in Times Square.... Well, that didn't happen for me! How about you?

Our Chapter is really fortunate to have several new Officers this year, along with a few returning ones, that will work together to make sure the Chapter has a successful, enjoyable, and noteworthy year. I would like to take the time to say some words about each position and that person filling the chair. While we are all volunteers, it can be as much fun as you want to make it.

As you may now know, **Joyce Woods** has transitioned to the position of Chapter Secretary. I am sure she will do the best job possible to make sure the membership stays as informed as possible with the activities and news of the Chapter. Among her other duties as Secretary, she will keep the minutes of each BOD meeting and report on our regular Chapter gatherings, as necessary.

Kyle Reinhardt has stepped up to take on the mantle of Vice President. His enthusiasm seems unbounded and I am sure he will do a great job. If his contributions to the Food Truck successes at LOEFI last year are any indication, he will fit into the position with ease.

His wife, **Jessica Reinhardt**, has graciously volunteered to be our Treasurer this year. She is as enthusiastic as Kyle and will make sure the Chapter stays solvent and on the positive side of the ledger. While she is a new Officer, her worldly experience will serve her well.

Mike Wirstrom and **George Young** are our two new additions to the Board of Directors. They will bring a fresh perspective to the Chapter BOD meetings, but yet are easily capable of infusing a measure of calm to the situation if the Chapter finds itself in a state of flux.

Our Standing Committee Chairs remain populated much the same as before, with the exception of a couple of positions.

First, **Art Woods** remains as the Membership Chair. Of course, if you have not paid your yearly Chapter dues yet, you can contact him directly or go to the Chapter website to pay your dues discretely. Please pay your dues as soon as possible. Your dues are for a great cause - Scholarship!

Speaking of Scholarship, **Mark Sturm** remains our Scholarship Chairman. He did a fantastic job last year and the Chapter is very lucky, and grateful, to have him on board again this year.

Jim Kessler has volunteered to be our Double Eagle Aviation Academy (DEAA) Chairman again this year. He has done an outstanding job in the past and we are grateful for his willingness to once again take on this great task. He is a natural teacher and he has gone to great lengths to influenced many young participants of DEAA.

With the departure of Carol and Barry Kromer to the wilds of the Massachusetts coast, we did lose our YE Chairman of longstanding. However, **Dan Fuka** did step up and took on the mantle of Young Eagles Chairman. His willingness to help the Chapter in this way exemplifies the Spirit of EAA, volunteerism. I, for one, am sure he will do an outstanding job as YE Chairman.

Another recent departure left us without the experience and knowledge of Kent Berwick as IMC Club Chairman. In his place, **Joyce Woods** and **Barry Harper** have enjoyed sharing the position of IMC Club Chairman and moderators. Their wealth of experience will make a great impact with those scenarios. Even if you are not instrument rated or have no desire to become so, a lot of knowledge is passed around in that room. If you have the chance, peek in and see what it's all about.

We should all thank **Dan Morse** for taking on the task of being the new caretaker of the Chapter Storage Locker. That storage locker contains a plethora of "stuff" that the Chapter regularly uses for all our activities. Keeping it organized and ready for immediate use is no small task. I have been in it and I can say without a doubt, it takes a small army of people to empty and refill it in an orderly manner. If you need something from the locker, call Dan Morse - he can help!

Some have asked me or mentioned to me that they heard the Chapter had an aircraft building project. Well, we do, or more correctly, we did! It was an RV-12 and it was recently sold to a newly formed flying club, whose members mostly come from our Chapter roster. **Lee Otto**, the Reimer Hangar/Tool Crib Chairman, is the man whose vision and direction made the RV-12 possible. He organized the hangar and tools, helped with the construction, and generally directed other builder/helpers in the construction of the RV-12. In the end, you know the RV-12 will be a successful flying machine; it has to be - just one look at Lee's own RV-10 will fill you with excitement!

Finally, I want to acknowledge **George Young**, our outstanding Newsletter Editor and Web Master. His dedication to our Chapter newsletter and web presence helps make our Chapter one of only a few that have become so well know to EAA in Oshkosh. I am hoping that this year will be the year that EAA responds with an award for all the hard work George does keeping our Chapter and Newsletter visible.

Already, we all have a new-to-us Chapter hangar, currently being used by the High Desert Flyers flying club. Several of their members are in the midst of applying all their energies toward hanging the Rotax engine on the airframe and

(Continued on page 3)

Notes from our President (continued)

Emilio Verastegui

(Continued from page 2)

doing all the other many things that are required to make it fly. As soon as they have their own hangar, the Chapter will have the opportunity to evaluate another project, as continuing education, for all Chapter members and any young enthusiasts (maybe from Young Eagles) that want to learn more about flying, building, and aviation in general.

Unfortunately, our very first Young Eagle Event of 2022 was cancelled due to the frigid weather. We look forward to rescheduling this to a later date. Please stay tuned and look for a new date in the following newsletter or direct eMail from Dan Fuka, our YE Coordinator. We are in the good hands of Dan Fuka. I am sure he will have all his bases covered and ready for any unforeseen contingencies that may occur. While he cannot control the weather, I sincerely hope that Mother Nature cooperates and helps us each and every time we have a YE event.

Please plan on coming to our next (this month's) Social gathering on 15 February at the City Building, just below the tower at Double Eagle Airport. I think you will enjoy it, in many ways.

Sincerely,
Emilio

Emilio Verastegui, President
EAA Chapter 179

EAA Chapter 179 Membership

Art Woods, Membership Chair

Time for Renewal - Chapter 179 membership, that is . . .

If you haven't already, it is time to submit 2022 chapter dues! We've made it easier than ever to join as a new member or renew your membership with online payment via credit card, debit card or PayPal.

Just go to: <https://eaa179.org/membership/>

The conventional methods of payment are still accepted as well, including personal check, money order and yes, even cash. Dues are \$20 for an individual member and only \$30 for a family (spouse and children under 18).

If your contact information has changed, please complete the renewal form. Make cheques payable to "EAA Chapter 179" and mail to EAA Chapter 179, P.O. Box 3583, Albuquerque, NM 87190- 3583. You'll receive an e-mail confirmation.

Many of you have always paid in person. Don't hesitate to email me if you have any questions about your membership status or if you need help with the website payment process.

Art Woods
Membership Chair
membership@eaa179.org

Notes from the Editor

George Young

2022 is off and running.

- 'Tho our first [Young Eagles \(YE 2022\)](#) rally was 'frozen out', we may be able to make it up. And we have 4 more scheduled this year. Go Dan Fuka and the YE Team.
- We're offering 4 scholarships this year plus a new one, the [.R.C. "Doc" Weaver Leadership Scholarship](#). Applications are due Feb 15. Go Mark Sturm.
- Planning will begin in earnest for our [Double Eagle Aviation Academy \(DEAA 2022\)](#) with a Kickoff Meeting on Feb 19. Go Jim Kessler and the DEAA Team.
- The first steps for our [Land of Enchantment Fly-In \(LOEFI 2022\)](#) are being taken with publication of this year's poster. Go LOEFI Team.
- And we're [moving into our new Hanger](#).

These are our headline events. Each requires a lot of work from many folks, but they are among our most rewarding activities and they connect our Chapter with the public and, significantly, the public with EAA 179..

I mentioned YE and LOEFI – we have printed [business cards](#) with the YE on one side and the LOEFI poster on other. It is not too soon to get the word out.. There is a supply in the Hangar (in the 'office desk'); grab a few and start sharing our message with friends and acquaintances.

You will find a couple of new columns in this issue:

- [Getting Acquainted](#): An introduction to one of our more illustrious Members, Gwen Walcott. She tells about her lifelong passion for aviation leading her to build her own RV-12.
- A directory of [NM Aviation and Other Organizations and Resources](#): A quick [reference](#) to activities and resources that you may find helpful and/or interesting.

I would like to continue with both of these. For Getting Acquainted, each month highlighting a Chapter Member, their interests and accomplishments. And for the Directory, providing a synopsis of one or more of these resources, hopefully to save your GoogleSearch time. And ... for each ... your suggestions, or better yet your contribution, making them more interesting and meaningful. (My thanks to all who have contributed over the past year.)

One more thing: As a spinoff of the Directory, Lanny Tanning, editor of the NMPA Newsletter gave a shout out to us, referring to our Newsletter and activities. NMPA publishes some great articles – I invite you to check out their [February issue](#). And their [other issues](#) as well.

George Young
Editor & Webmaster
newsletter@eaa179.org

February Chapter 179 Gathering

Joyce Woods



Tuesday February 15, 2022

5:30 Doors Open

6:00 PM Potluck Dinner / Social Time

6:30 PM Program

Dress warm, but we'll bring heaters!

2022 UPDATE: Start Time moved 30 minutes later

Join us to hear Dennis Kirby share his builder/pilot story. He and his son Michael are nearly finished building a Murphy Rebel. In case you need a memory jog, Dennis frequented our meetings at Copper Canyon before COVID and is building at Edgewood. Or you may have crossed paths with him at AirVenture. Here's a preview from Dennis:

"I purchased this partially-completed kit airplane a few years ago because it appeared "mostly finished" and I thought it would be a quick effort to get it finished. Boy was I misled!



Dennis Kirby & Murphy Rebel

This is my second homebuilt airplane - I had previously built a Kolb Mark-3 light sport (Rotax-912 powered) and flew it for 14 years. I flew it to several of the NMPA Gila backcountry fly-ins, many places in New Mexico, and to destinations in Arizona and Utah. Although it performed very well as a one-person camping airplane, I decided I wanted a larger aircraft that I could actually take TWO persons - and a fair-

coming-powered airplane of some sort to do this. I hope this Rebel fills that requirement!"

Where: City Maintenance Facility at Double Eagle II Airport

Directions: The City of Albuquerque maintenance facility at Double Eagle II Airport is next to the Control Tower. [At the last stop sign before turning left to the main airport parking lot, proceed straight through the gate towards the Control Tower. Look for EAA signs.](#) Park in front of the city building.

Drive to Double Eagle II: Take I-40 or Paseo del Norte west to Atrisco Vista Blvd, follow airport signs. (7401 Atrisco Vista Blvd)

January Gathering – Recap

Kyle Reinhardt

Last month we had the pleasure of hosting a special guest speaker – Kit Crumpton. Kit is a historical novelist and spoke to us about her most recent publication, "Please Send Ketchup, WWII Letters from a B-29 Pilot." This book is collection of letters written by her father who was a B-29 Superfortress pilot during WWII Japanese bombing missions. Kit has a good way of storytelling and teaching us history through the letters, photos, and memorabilia from her father.

Kit has done extensive research, not only about her father's experience through his letters, but also about the circumstances – the B-29 bomber itself and the Pacific Theater of war. She has sought out opportunities to get as close to first-hand experience as is possible these 75 years later, from visiting airshows featuring WW-II aircraft to flying on B-29 *Fifi*" and in a P-51, to visiting islands in the South Pacific. More info on the Web at kitcrumpton.com, where you can also purchase "Please Send Ketchup ..." and her other books. Thanks, Kit.

From my time stationed in Guam, I could make a connection with Kit's stories. While flying my solo cross country from Guam to Saipan, passing over Tinian, I took these photos of places Kit included in her presentation. Top photo: Tinian Island and the old bomber runways. Bottom Photo: Voice of America antenna towers. (And check it out on GoogleEarth. Ed.)



Reminders

The Editor

Reminder to Register your Aircraft

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>

Reminder to Renew Your Chapter & EAA Membership

See Page 3 for details from Art Woods, our Membership Chair.

Young Eagles Rally Apr 2nd

Mark your calendar. The 2nd Young Eagles Rally is coming up on Apr 2nd. Your continuing support, pilots and support crew, makes these among our best events. Come on out, even if to just kibitz.

From the Young Eagles Nest

Dan Fuka – Young Eagles Coordinator

Aw, shucks, The February 5th Rally was cancelled, or postponed? Here is Dan's notice about the cancellation:

"Sadly, the pilots and volunteers team have decided that it is best to CANCEL tomorrow's Feb 5th, Young Eagles event. While airplanes love the cold, event ground operations are not able to handle the number of participants in well below freezing temperatures. We hope to find a good Saturday within the next 4 weeks to have the event rescheduled.

Albuquerque normally gives us ideal weather for these events even in the winter, the perfect mixture of cool that the airplanes love, and sun for the participants and volunteers to soak up.

I will send an availability poll to all our pilot mentors Monday AM to determine if there is a good Saturday within the next 4ish weeks that has enough pilots available to reschedule this event, and we will send out an email to all the pre-registered students so they are able to get a slot when this date is set.

I am so sorry this has happened to us on what was a jam-packed pre-registered event where we had to expand our pre-registration seats 3 times!

Thank you!
Dr. Daniel R. Fuka
EAA Chapter 179 Young Eagles Coordinator



Dan Fuka
Young Eagles Coordinator
youngeagles@eaa179.org

Regular Chapter Events

3rd Tuesday – Chapter Gathering
3rd Saturday – IMC Club
1st Tuesday of Odd Months – Board Meeting

Quick Links to Chapter Website

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

Space Reserved for Your Story

Any Member



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

- 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@eaa179.org

IMC Club – February 19, 2022
Barry Harper & Bill Weber, Discussion Leaders



Sharpen your Instrument Flying Skills!

The chapter IMC Club meets the 3rd Saturday of each month, 0930-1130 at Double Eagle II Airport, still a hybrid session (in person or remote). Anyone is welcome to join!

Participate in-person in the Bode Aviation conference room, 2nd floor, next to the café.

OR Join Remotely: Register in advance, Zoom access info will be eMailed to you: <https://bit.ly/IMCJan2022>

IMC Club sessions provide an open discussion based on instrument flying scenarios. Discussions provide a good review of essentials for IMC flight plus a fun way to meet and learn from other instrument pilots.

If you'd like to receive FAA Safety WINGS credit, register for the Seminar also: <https://bit.ly/IMCJan2022Wings>

Barry Harper & Joyce Woods
IMC Club Coordinators, EAA 179
imclub@eaa179.org

RV-12 Build Project
Lee Otto and the Build Team

The Chapter Build Team has finished their work, the first phase of constructing the RV-12. Congratulations for work Well Done. It has been clear to me when I visited them in the Bode hangar that they were very happy to be engaged in building again or in the case of Mark Dyslin, getting an introduction to building an airplane.

This RV-12 Chapter Project sets forth a new direction for EAA 179 to go, to initiate projects for Chapter members to participate in. I can envision activities such as building a plane, or workshops on building principles and techniques, or even seminars focused on flying skills. Bring your ideas, and stay tuned.

As for the RV-12, it has been sold to the High Desert Flyers Association, a group of 9 people who share in ownership of the soon-to-be flying airplane. They will complete the build and will get to fly it. Completion of the project is now under the direction of High Desert Flyers with two of their members, Stephen Fleming (engine) and Mike Rehberg (avionics), leading the way.

George Young
Editor & Webmaster
newsletter@eaa179.org

Double Eagle Aviation Academy (DEAA)
Jim Kessler

Our 8th Double Eagle Aviation Academy (DEAA) offers another fun and challenging week at the airport! Students ages 14 – 17 will explore a future in aviation. Students will learn about many facets of flying and airplanes:



- learn about career opportunities in aviation from professionals
- learn and practice reading weather reports
- learn to use the lift and drag equations of aerodynamics
- learn the aircraft controls for pitch, roll, and yaw
- learn the importance of balancing weight in the plane
- learn and practice interpreting the instrument “Six Pack”
- learn how aluminum structures are designed to be strong
- learn what is inside the motors of airplanes
- learn the legs of a traffic pattern
- learn and practice communicating at non-towered and towered airports
- learn and practice assembling a simple electrical wiring circuit
- learn and practice riveting and rolling aluminum to make part of an aileron
- learn and practice conducting an aircraft pre-flight inspection
- learn and practice planning a flight
- fly with one of our Chapter members on a special Young Eagles rally on the Saturday following

The doors will open at 8:15 AM with time to meet pilots and spend time talking about and sitting in different airplanes each morning. Class starts at 9:00 AM. There will be morning and afternoon snacks and lunch is provided. Each day will end at 4:15 PM. A student notebook with the contents of all the presentations is provided to each student. If you are interested in aviation, this is an exceptional opportunity to discover the possibilities.

Applications **are due by May 13**. Download the Application here: https://eaa179.org/wp-content/uploads/2022/01/Application_DEAA-2022-v1.pdf

See the Poster on page 15 in this newsletter.

Questions? Let us know. Contact us at deaa@eaa179.org

FOR DEAA VOLUNTEERS: The kickoff meeting for the 2022 Double Eagle Aviation Academy will be held February 19, at 1:00 PM in the Bode conference room. For those who are not able to attend in person we have a Zoom link available. Contact Jim Kessler [(910)467-2162] for the link or with any questions.

Jim Kessler
DEAA “Principal”
deaa@eaa179.org

Scholarships

Mark Sturm – Scholarship Coordinator



Greetings chapter members and friends.

As I mentioned here last month our local EAA Chapter 179 is planning to offer four \$2,000 scholarships in 2022, and we have also submitted our chapter application for another (our 3rd) EAA National Ray Scholarship (\$10,000) for next year as well. That's possibly \$18,000 in scholarships for 2022!! We should be notified in February or March if our chapter was selected to receive a Ray scholarship in 2022.

As a reminder, scholarship applicants must be between 15-25 years old, and residents of New Mexico. If selected, funds can be spent on flight training, aircraft rental, fuel, instructor fees, maintenance certifi-

cations (A&P), aviation related college courses for an aviation degree, etc. The online application process is now through 15 February 2022.

Pass along this QR code or

web address <https://forms.gle/V9W1iDd4DDhnKXrm6>

to eligible young guys and gals who have shown a passion for aviation.

For further details on this exceptional scholarship opportunity, check out our chapter website (www.eaa179.com), the [Scholarship Flyer](#) on page 16 of this newsletter, look for flyers around the city, or send me an inquiry (scholarships@eaa179.org).



Mark Sturm
Scholarship Coordinator
scholarships@eaa179.org

Winners Updates



Our 2021 Ray scholar, Luke Vaughn, has been flying with Bode Aviation at Double Eagle and just passed his cross country stage check. He's now logging his required solo cross country time and starting to prep for his final check ride. Keep after it Luke!



You may remember Jesus Perez, one of our 2020 scholarship winners. He's been hampered in his flight training because of COVID protocols, but has submitted this update on his progress toward his private pilot license.

Thank you so much everyone for this opportunity!! I'm so excited to finish my private pilot training. I started my flight training in 2020 but with this COVID virus it was difficult for me and had to pause my flight training for a couple of months. But now at this time I have completed all my 40 hours required for my private pilot license, I have completed all my solo XC flights and also a week ago I pass my written test. Thanks to this scholarship now I can get ready for my checkride and if everything goes well, I'll be getting my license by the end of February. From there I'll be heading to the next step and get my instrument rating and so on. Also, I want to thank all those people who donate to make these types of scholarships possible; that can help student pilots like me achieve their dream of becoming a pilot.

Quiz Answers: 1 = C, 2 = C, 3 = A, 4 = A, 5 = D, 6 = C

R.C. “Doc” Weaver

LEADERSHIP SCHOLARSHIP

A newly established scholarship for high school graduates continuing their education in the aviation industry. EAA Chapter 179 adds this \$2000 scholarship to our annual award program, funded by the Weaver family.



Upon graduating from college, Richard “Doc” Weaver joined the United States Air Force (USAF) to seek a career as a pilot. Lt. Col. Weaver is part of a “three generations” of pilots. His father-in-law, Leo Purinton flew the Stearman as an instructor during WWII and taught both Doc and his son to fly. Doc’s son, Lt. Col. Scott Weaver, flew the T-38A and F16C in his 20 year USAF career.

In 1974, his final flying assignment before retirement took him to Kirtland AFB, NM. Highlights of Doc’s career include a year in Vietnam flying the C-123 and three years with NASA and Apollo 11, helping put a man on the moon. In addition to flying, painting provided Doc with a creative outlet that greatly enhanced his life. He retired from the active military in 1976 and has been painting full time since then and living in Santa Fe with his wife of over 65 years, Alyce Purinton Weaver.

Three Generations

“Doc” Weaver (left)
Scott Weaver (far right)
Leo Purinton (right)

*Scott flies an RV-8 based at KAEG
and a 777-200 for American Airlines.*

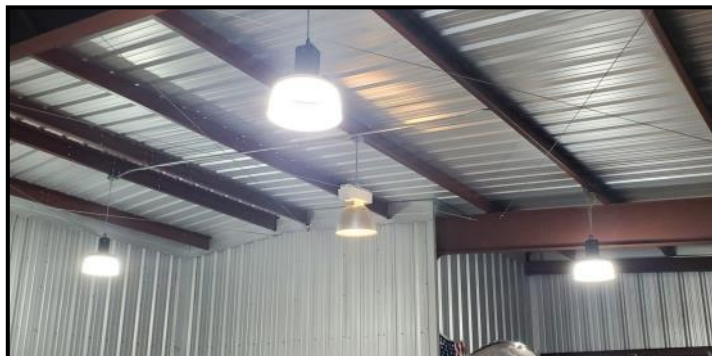


Moving into the RAF, now Chapter 179's Hangar!

George Young, editor



As you've read elsewhere in this Newsletter, EAA Chapter 179 purchased a hangar at Double Eagle II airport (KAEG). 'Tis a T-hanger facing west at the north end of the southeastern building (across from the Bode FBO). Formerly known affectionately as the Reimer Aircraft Factory (RAF), it is now the home of Chapter 179.



Since taking possession, under Lee Otto's leadership, some key improvements have been made:

- Bright LED light fixtures have been installed, providing excellent lighting for work throughout the hangar.
- Additional electrical outlets have been installed where work benches will be located.
- Tools and material for the RV-12 have been moved from the Bode hangar and our storage container into our new hangar.

Meanwhile, Meg Fleming has been working to organize the large number of tools and amount of material that have been accumulated, working to create some order out of the chaos.



The RV-12 Project itself is also now located in our hangar. Work is proceeding under the auspices of the High Desert Flyers Association who has purchased the Project from the Chapter. Working on alternate days, Stephen Fleming is doing the engine install and Mike Rehberg is doing the avionics install. Their work will continue here until they are able to acquire a hangar.

In coming weeks/months, the goal is to have the hangar available for various Chapter activities. Plans are being made to identify it as -ours- with a sign or banner on the north outside wall telling folks this is the home of EAA 179. And suggestions have been made to place an emblem or sign over the door to give our hangar some special character, such as honoring the Reimer family for their generosity to make it possible for the Chapter to purchase the hangar.

Getting Acquainted – Gwen Walcott

Editor's Note: With the goal of getting to know our Chapter's members, I've solicited stories for the Newsletter. I know there are many interesting tales out there, experiences building, flying, even how interests in aviation came to be. Gwen answered with her autobiography, where and when her interest in aviation came about, how it influenced her education and career, and now having time to pursue aviation at a personal level. Thanks, Gwen, for what I hope is the inauguration of a regular column in the Newsletter.

Here's Gwen's story:

Been interested in flying since post toddler-hood. Used to revel in stories my father told of his flying adventures during WWII, getting my mother to fly with him after marriage, and our trips to Westover AFB in Massachusetts. Airplanes and flying became (and always remained) my central life focus. Everything I did up thru the end of High School focused on flying and becoming a pilot.

In 1963 I joined the Connecticut Wing of the Civil Air Patrol, rising to the position of Cadet Commander of my Squadron. I entered pilot training in 1965 at airport 22B in Connecticut, but didn't earn my Private until 1968. I also applied for, and was given a student slot appointment to the USAF Academy (Class of 1970) by Connecticut Congressman Bernard Grabowski, but was reject by the Academy. From there, I went on to UConn to study Mechanical Engineering but quit after my sophomore year to join the US Air Force.



RC-135V of 55th SRW

In the Air Force, I was assigned to the Security Service command as an airborne reconnaissance officer and flew 11,000 hours on EC-121T and variants of the EC-130 and RC-135. Assignments were in ADC, PACAF, Pennsylvania ANG, and ACC. During those days (Viet Nam era), flying clubs were prohibited in the Pacific Theatre of Operations (where I spent nearly my entire Air Force Career), so my only

flying was done, professionally, with the Air Force, except for a short stint I did with the Nebraska Wing of the Civil Air Patrol while assigned to Offutt AFB outside of Omaha. Also, between my two tours at Offutt, I was able to complete my Master of Science degrees in Aeronautical Engineering and Meteorology.

Upon separation, I went to work for the DOE at Sandia Labs and did occasional rental flying, as work time and finances allowed, with West Mesa Aviation (since acquired by Bode) and Bode at KAEG as well as Del Sol Aviation at KABQ. At Del Sol, I was encouraged to upgrade my license to add my Instrument Rating. Renting aircraft being always a hassle, I had decided that I needed to expand my dream of aircraft ownership into reality. My initial dream of owning a Cessna R182 ventured over to building and owning a Van's RV-10. There, I could have the plane of my dreams, outfitted as I saw fit, and saved money by doing my own maintenance. But the original (2004) cost estimate of \$145,000 quickly expanded

to \$350,000 and became unrealistic. I also re-examined my "mission" and decided on an RV-8. But cost still put it out of my reasonable range. I then heard about the RV-12 and thought that I could swing that --- if I could convince certain other parties that we could afford and let me go ahead with a purchase. During all familial negotiations, Randy Reimer approached me and told me of a good deal available on a partial RV-12 on the other bank of his hangar building and that I should investigate it. I did, and agreed to become the 3rd owner of Vans Serial Number 120235.

With a U-Haul truck under my command, I relocated the partially built empennage and paper work of SN 120235 to my house in Rio Rancho and began work on completion of the empennage, and ordering of additional kits. I completed the wings and most of the fuselage in my garage (storing finished sub-assemblies in U-Haul storage facilities) when a hangar (formerly occupied by Mark Sturm) became available. I took possession and transferred my existing assemblies from the U-Haul facility and my garage to AEG for further work and assembly. While there, I got occasional visits from Lee Otto, Mark Sturm, Randy Reimer, Dave Otero, and Jason Manzanares to help me complete my assembly.

Most of the work was done solo by myself (I prefer working alone), but needed help with tips on paperwork and attachment of the stabilator and WINGS (3-4 person job). Mike Wirstrom helped me arrange inspection, obtain a DAR, and do FAA interface for my Airworthiness Inspection.

Prior to obtaining my Airworthiness, the aircraft was rolled out onto the hangar apron and tied to the bolsters around the NW fire hydrant next to Jim Britt's hangar (A8). The Engine Run test ran well, with no appreciable squawks. The airplane was brought into the hangar for post test inspection and readied for the next two engine runs and 5 taxi tests, including comm checks, brake break-in, control surface operational response and movement stability, and the most important compass swing. Dave Espinoza completed the transponder and IFR/pitot-static certifications and it was time for the First Flight. But first, it was time to complete the Airworthiness inspection. That went off without a hitch and it was time to re-assemble the dis-assembled aircraft and head out for the First Flight.

Most everything went as planned with only minimal squawks (some of which took a few months to repair), and the aircraft was set up for a 56 hour flight test regime --- far more than demanded by the FAA but enough to satisfy my curiosity about things. To be honest, I now have well over 200 hours on the Hobbs and I am still doing testing --- trading off findings with Mark Sturm and his Velocity --- largely focused on the Dynon avionics system (about things they don't tell you is available).



A Space Odyssey

Barry Kromer

Barry and Carol Kromer recently moved from Albuquerque to Cape Cod. They were stalwart supporters of our activities, as is reported elsewhere in this Newsletter. Having moved over the Holidays, Barry returned at the end of January to fetch his Piper Cherokee. Here is his recount of the flight from Albuquerque to the Cape. Thanks, Barry (ed)



The flight odyssey of N15675 and its repositioning took place from January 29th, 2022 to February 1, 2022. The flight was due to Carol and I moving from New Mexico to Cape Cod, MA. Most aviation folks already know that a PA28-140(with a 150 hp engine)is not a speed king, normal cruise is around 110 mph. Knowing this, I planned originally for a 3 day flight. The airplane was staying at E98, Mid Valley Airpark as the guest of Meg & Stephen Fleming, so the first leg was planned to be Saturday January 29, with fuel stops at Dalhart, TX (KDHT), Winfield KS (KWLD) and overnight at Sullivan, MO (KUUU), second leg plan was fuel in Sullivan IN (KSIV), fuel in Lancaster, OH (KLHQ), and overnight in Washington, PA (KAFJ) and third day was fuel stop at Mount Pocono, PA (KMPO) and end at Chatham, MA (KCQX). Departure time was to be 0700.

Because the temperatures along the route were supposed to be below freezing at the overnight stops, Stephen and I installed an oil pan heater, this was utilized Friday the 28th, so the oil would be good for starting on Saturday morning. At 0700, it was obvious that the airplane was not airworthy, due to icing with ¼” of ice on the wings. We eventually used some windshield

washer fluid as deicer and with the help of the sun, I took off around 1100 local. No issues over to Dalhart, refueled, and headed to Winfield, KS. With that late start, I cancelled the overnight in Sullivan, MO and reserved a room in Winfield, KS. Arriving in Winfield around 1700, I refueled the airplane and looked for a ride to the hotel (about 5 miles down the road). Well, Winfield has no Uber, Lyft, taxi or ANY other means of getting around. Fortunately, there were 2 people working on a 7/8 scale Jenny at some hangars. They graciously gave me a ride to the hotel. I asked the hotel clerk how I could get back to the airport at 0700 the next day. “You can’t”. OK well long story short, the front desk person said he would come back in the morning at 0700 and give me a ride....he did! Next challenges: the airplane would not start, not even turn over, and the radio would not start. There are NO local A&P;s but in making numerous calls to numbers I “kind of” researched online for Winfield, I got all kinds of suggestions, to no avail. Planned

0800 takeoff moved to 1000 when miraculously the airplane started and the radio came to life when I jiggled some wires at the circuit breakers. That ended the possibility to make it to Washington, PA so more phone calls and a room now reserved in Sullivan, IN. Now the flight plan was to get from Sullivan IN to overnight in Washington, PA, then next day to Mount Pocono, PA for fuel and end at KCQX.

I arrived at KSIV around 1700, and Pat the airport manager, stayed at the terminal to make sure I arrived, he offered a 50 foot extension cord to plug in my engine heater, and I had use of the Fairfield County municipal crew car for the evening. Same problem in the morning though, ice on the wings, and the radio wouldn’t turn on. Jiggled some wires by the circuit breakers and the radio came to life again. Planned departure for 0900 was now 1030 local. I did have a fuel stop in Lancaster, OH and made it to Washington, PA for the overnight. The FBO didn’t have space in any of the heated hangars for overnight, but the line guy hooked up an extension cord and had my engine heater on overnight. For the third day in a row; ice on the wings. The FBO let me move the airplane into their heated jet hangar for an hour, and the ice was gone. Planned departure of 0900 now moved again until 1045. Repeat radio not turning on until wires were jiggled at the circuit breaker. Flight to Mount Pocono at 5500, great, due to nice tail wind. Piper doing 139-140 mph. Got fuel at KMPO and head for KCQX on final leg. Really favorable tail winds at 5500, 7500 and 9500, but very unfavorable headwinds at 3500. I was zipping along at 7500 until I got to the CT border when there was basically a surprise solid overcast coming up fast. I was on flight following with NY Center and told them I needed to make an immediate descent through a hole in the clouds, and Center told me to “do whatever you have to”. That action was a diving spiral at almost VNE (I noticed the wings did stay attached to the aircraft) and my (unfortunate) final altitude (from approximately Danbury, CT to Cape Cod) at between 2500 to 3500 and that unfavorable headwind reducing my speed to a little over 100 mph. That part of the flight was not pleasant. Overcast immediately above, mist in the air and what really had me a bit worried was the outside air temperature at 32F. There was moderate chop until approximately New Bedford, MA. The view to the right was nice though, I came up Long Island Sound, and out over Buzzards Bay, with a beautiful although gray view of Martha’s Vineyard, and the rest of Cape Cod. Ended the day by landing at my new home airport KCQX and positioned N15675 in its newly acquired hangar.

One note on the radio “issue” turns out both the engine not starting and radio not turning on appear to be the 45-year-old circuit breakers, so there are new breakers on order from Spruce.

As usual, everyone I dealt with at any of the airports, and any of the locals I met during overnights or fuel stops were great to deal with and extremely helpful.

Yeah, I’d do it again. All the issues, as most of you know require extreme flexibility in flying any of the planned legs. I never “had” to be anyplace, and that mentality made the trip actually enjoyable.

Barry Kromer
cbkromer@yahoo.com

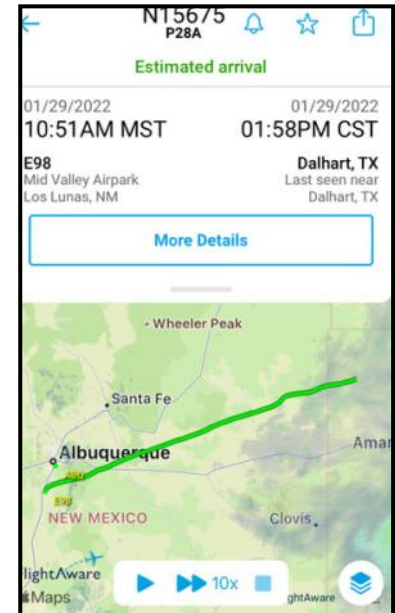
Leaving New Mexico

Stephen Flemming & Barry Kromer

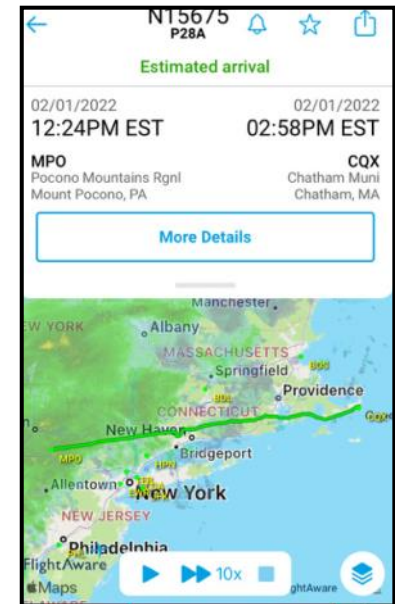


Soon enough, he was on his way, leaping off into New Mexico's clear blue skies. We wished him the same weather as he crossed the country on his way to Cape

'Twas a Cold Morning the day Barry started his 3-days of flying from Las Lunas (E98) to Chatham Muni (CQX). His engine heater took care of that issue, but ... it took a hair blower and windshield cleaner to remove the frost from the wings and other flying surfaces..



His first leg out of Los Lunas..



His final leg into Chatham. Note the weather.

Looking for Explanations – UFOs

Are you into UFOs? We received this from author Michael Schrott, seeking information about the [Roswell Incident](#).

ROSWELL UFO CRASH/RETRIEVAL



Attention: After more than 75 years, the truth can finally be revealed regarding what has commonly been referred to as the “Roswell incident”. On the night of July 2, 1947, an “egg shaped” object of unknown origin crashed on the Foster ranch approximately 35 miles north of Roswell NM. The craft measured approximately 13 feet across, and had a brushed aluminum exterior surface. On the morning of July 3, local rancher Mack Brazel discovered mysterious debris scattered over the ranch. The debris consisted of hundreds of “tin foil” looking shreds of material that spread out like “liquid Mercury” after being folded up by hand and released. Other debris included extremely thin material that could not be cut, burned or dented with a “16-pound sledge hammer.” Finally, multiple small “I-beam” shaped debris was recovered which included strange “hieroglyphic” writing or symbols on the inside wall. By July 8, military personnel from the 509th Bomb Group (stationed at Roswell Army Airfield) arrived on the scene to begin the retrieval operation. They discovered five bodies associated with the craft, and one was “still alive”.

By 4:00 PM on July 8, multiple eyewitnesses in Roswell observed a military convoy travelling down Main Street, heading in the direction of the base. This convoy consisted of multiple jeeps and a “low boy” tractor-trailer which was carrying an “egg shaped” craft concealed by a large tarp. Minutes later, the convoy arrived at Hangar P-3/Building 84, where the construction of a large wooden crate began. The remaining deceased alien corpses were carefully placed into “child sized” caskets, and loaded into the crate. On the morning of July 9, the bodies (contained within the crate), were loaded into the bomb bay of B-29 “Straight Flush”, and subsequently flown to the aero-medical lab at Wright Field (Dayton Ohio) for autopsy. If you or someone you know has had first hand experience dealing with the Roswell debris, crashed UFO or the extra-terrestrial bodies recovered, please preserve an important part of our national history by contacting military aerospace historian Michael Schrott below.

Michael Schrott
Phone: 815-814-2145
email: auroracad5@aol.com

How Much Do You Think You Know About Aerodynamics?

Emilio Verastegui

- 1) Which of the following is NOT one of the 4 forces that act on an aircraft in straight-and-level, unaccelerated flight?
 - A - Thrust
 - B - Weight
 - C - Centrifugal
 - D - Drag
- 2) The acute angle between the chord line of the wing and the direction of the relative wind is the _____.
 - A - Angle of Attitude
 - B - Angle of Incidence,
 - C - Angle of Attack
- 3) In straight-and-level, unaccelerated flight, the sum of opposing forces acting on the aircraft is always _____.
 - A - Zero
 - B - Positive
 - C - Negative
- 4) In an aircraft with an aft center of gravity (CG), the nose will more easily pitch ____ than an aircraft in a forward CG configuration.
 - A - Downward
 - B - Upward
 - C - Neutrally
- 5) Lowering flaps increases _____.
 - A - Camber
 - B - Lift,
 - C - Drag
 - D - All three correct
- 6) A wing is typically designed to stall from ____ to ____, resulting in more effective aileron control during the stall.
 - A - Bottom to Top
 - B - Leading Edge to Trailing Edge
 - C - Root to Tip

Answers on [page # 7](#)

Emilio Verastegui
EAA 179 Technical Counselor
eaa179.org

NM Aviation and Other Organizations and Resources Of Interest

The Editor

There are many organizations serving aviation interests in New Mexico. These include, of course, EAA Chapters and other such organizations, but also government agencies and commercial enterprises. In future months I plan to present a synopsis of the significance of some of these resources, what is interesting about them or what they offer in the way of enhancing our flying experiences.

This is a starter list of organizations that I have tracked down. If you know of others to add to this list, or have corrections or updates, please send me eMail at the eAddress below. And if you use any of these regularly, please consider providing a synopsis and review. Thanks.

George Young
Newsletter Editor
newsletter@eaa179.org

NM EAA Chapters

- [251](#), Alamogordo, KALM (& [Facebook](#))
- [1306](#), Edgewood, 1N1
- [555](#), Las Cruces, KLRU (Triple Nickel Chapter) (& [Facebook](#))
- [691](#), Los Alamos, KLAM & KSAF (Green Chile Chapter)
- 530, Los Lunas, E98
- [1193](#), Roswell, ROW (Aliens Chapter)
- 1570 Santa Teresa, DNA
- 1615, Truth or Consequences, TCS

Other New Mexico Organizations

- [New Mexico Aviation Division](#)
- [New Mexico Pilots Association](#) (NMPA) (& [Facebook](#))
- [Fly New Mexico! Facebook Group](#) - started by David Otero. Ask to Join!
- [New Mexico Airstrip Network](#) (NMAN)
- [Lobo Wing of the CAF](#) (& [Facebook](#))
- [Rio Grande Norte 99s Facebook Group](#) (ask to join!)
- [Tuskegee Airmen \(local chapter\)](#) (& [Facebook](#))
- [Albuquerque Soaring Club](#) (& [Facebook](#))
- [Women in Aviation Intl - Land of Enchantment Chapter](#) (& [Facebook](#))

National Organizations of Interest

- [Experimental Aircraft Association](#) (EAA) (& [Facebook](#))
- [Aircraft Owners and Pilots Association](#) (AOPA) (& [Facebook](#))
- [Recreational Aviation Foundation](#) (RAF) (& [Facebook](#))
- [Ninety-Nines](#) (& [Facebook](#))
- [US Southwest Soaring Museum](#) (& [Facebook](#))
- [Angel Flight](#)
- [LightHawk](#)

Online Resources

- [FAASafety.gov](#)
- [Kitplanes](#)
- [Social Flight](#)
- [AVweb](#) – AVWeb Flash
- [AOPA News & Media](#) – [AOPA Newsletters](#)
- [Barnstormers](#) – [Barnstormers eFlyer](#)
- [GA News Digital Edition](#)
- On Facebook
 - [The Aviator's Lounge](#)

EAA Resources

- [Hints for Homebuilders](#)
- [Learn to Fly!](#)
- [Pilot Proficiency](#)
- Become a [Young Eagle Volunteer!](#)
- [AirVenture—Oshkosh](#)

eMail Resources (Subscriptions)

- [FAA Safety Team](#) – Safer Skies Through Education
Log in to your account, then go to Account Preferences.
- [AOPA ePilot](#)
- [AOPA Aviation eBrief](#)
- [AVwebflash](#)

In the News and Other Interesting Topics

The Editor

Fly-Ins on the Horizon

NMPA has announced Fly-Ins in coming months that you might be interested in:

- Feb 12—[Breakfast Fly-In, Silver City \(KSVC\)](#) - Registration requested to plan transportation to breakfast
- Bootheel Bonanza—a Weekend of Events
 - March 11-13—[Amigos del Cielo Fly-In Weekend \(NM90\)](#)
 - March 12—[Lordsburg Fly-In \(KSLB\)](#)
 - March 12—[STOL Clinic at Amigos de Cielo \(NM90\)](#)

Check out their Event Calendar available on their website <https://www.nmpilots.org>

Buckeye Air Fair/Copperstate Fly-In

The Buckeye Air Fair/Copperstate Fly-In is back! It will be held at the Buckeye Municipal Airport (KBXK) on February 17-20, 2022.

In order to keep a show this big running smoothly, **WE NEED VOLUNTEERS!** Please consider becoming a Copperstate volunteer. Sign up is easy. Just go to [Copperstate.org](https://www.copperstate.org) and select Volunteer from the main menu, fill out the required information and click Submit. That's all there is to it! You should receive a confirmation email from me in a day or two. If you are with EVIT, West-MEC, ROTC, Boy Scouts, CAP, or member of any other group, please state so in the Comment section.

Mark Weiss, Fly-In Manager
Copperstate Fly-In, Inc., 480-528-7177

Aerocoup Raffle

AeroCareers is a 501c3 charitable and educational organization that operates closely with EAA Chapter 64 to provide mentoring, scholarships, and low cost flight training. Three teens have earned their private pilot certificate in our vintage Cessna 172 and are learning hands-on skills helping rebuild a hurricane-damaged 1957 Cessna 172. We are currently raffling a 1946 Ercoupe to help fund our educational activities. Your assistance in publicizing our raffle is much appreciated.

**WIN THIS ERCOUBE
OR \$20,000 CASH**

\$50 per Ticket or 3 for \$125

GRAND PRIZE: 1946 ERCOUBE 415C AIRCRAFT or \$20,000 CASH

2nd Prize: Level Aviation BOM - 3rd Prize: Lightspeed Zulu3 Headset

Winners drawn June 1, 2022

[CLICK HERE TO ENTER](#)

AeroCareers' mission is air & space career education & mentoring.
All funds support our 501c3 charitable missions.

AEROCAREERS AIRCRAFT RAFFLE



GRAND PRIZE: 1946 ERCOUBE 415-C AIRCRAFT or \$20,000 CASH



SECOND PRIZE:
LEVEL AVIATION
BROADCASTING OUTER MODULE (BOM)



THIRD PRIZE:
LIGHTSPEED ZULU 3 AVION HEADSET

\$50 per Ticket or 3 for \$125

Scan the QR Code at right or go to rafflecator.com/pages/52380/aerocareers-aircraft-raffle to purchase tickets and see all the details.

Winners will be drawn June 1, 2022



AeroCareers is a 501(c)(3) not-for-profit, tax-exempt charitable and educational corporation. Our mission is air and space career education, networking, and mentoring. One-hundred percent of our funds are used to support our educational and charitable missions. To learn more about our organization, visit <http://aerocareers.org/>.

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Thank you for your support!

Gold Level

Brandon Fryar
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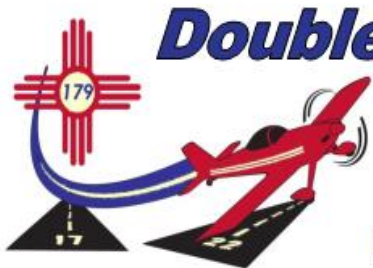
Bronze Level

Lucien & Sandra Haag David Otero
Michael Haag Bob & Kat Richter-Sand
Jason Manzanares Michael Wirstrom

Bronze Corporate Sponsor



For information on Sponsoring EAA Chapter 179,
visit <https://eaa179.org/sponsor>.



Double Eagle Aviation Academy

June 6 - 10, 2022

Double Eagle II Airport, Albuquerque

Explore a Future in Aviation

- ✦ Consider aviation careers
- ✦ Learn about aircraft, how they fly, aircraft building, pilot communications
- ✦ Plan a flight, check weather, conduct pre-flight checks
- ✦ Meet pilots, mechanics, engineers, air traffic controllers, and other specialists
- ✦ Invited for a Young Eagles flight Saturday, June 11

Ages 14 – 17

Application deadline May 13, 2022

Selection based on applications. Previous aviation knowledge or experience not required.

Get application at www.eaa179.org

\$150 tuition includes T shirt, Lunch & Snacks, all class / workshop materials.

Tuition due after acceptance. Inquire per need-based scholarships.

Sponsored and directed by volunteers of Albuquerque EAA Chapter 179, a 501(c)3 tax exempt charitable organization. Contact us at: chapter@eaa179.org



Youth and Young Adult Aviation Scholarships

If you are serious about a future in aviation and under the age of 25 please apply for an aviation scholarship by February 15, 2022.

How to Apply

The application form will open on January 1, 2022. Submit your application at the following site; all entries will be via electronic forms via the QR Code or:

<https://forms.gle/V9W1iDd4DDhnKXrn6>

The maximum award per individual for 2022 is \$2,000. If you have any difficulty with this application process or the form itself, contact:

scholarshipeaa179@gmail.com



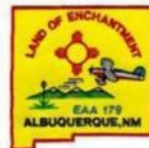
How Can These Scholarships Be Used?

The Albuquerque Chapter 179 of the Experimental Aircraft Association presents annual scholarship awards to candidates pursuing aviation education including flight training, A&P certification, etc. Applicants must be 25 years of age or less and residents of New Mexico. The amount and number of grants are determined each year and contingent on available funding. Applications must be received by February 15, 2022. Recipients are notified and awarded certificates at the March Chapter meeting. Scholarships must be focused on their aviation endeavors and are paid directly to the school or instructor on behalf of the student recipient.

Examples of how these funds can be used are:

- Working toward certification, including CFI fees, and aircraft rental or tuition
- FAA testing fees
- FAA textbooks, review guides, and such

Scholarship funds are not used for general studies and school expenses. Chapter 179 has awarded over \$50,000 to applicants over the past 10 years! Good luck; we relish the opportunity to support you in your aviation endeavors!



For more about EAA Chapter 179:

<http://eaa179.org/>



Here comes 2022.

- Here is this year's poster for LOEFI. We will print tabloid size copies for dissemination this summer.
- Double-sided business cards, LOEFI and Young Eagles, are available in the desk in the Chapter Hangar. Pick up a few to pass along to prospective YE participants.

EAA Chapter 179 presents the
Land of Enchantment Fly-In
LOEFI 2022 September 24 7AM - 3PM
Double Eagle II Airport (KAEG)



Info at www.loefi.org

FREE ADMISSION & PARKING AIRCRAFT DISPLAYS YOUTH ACTIVITIES
Exhibit Hall Car Clubs Military Vehicles Aircraft Awards Pilot Seminars Food Trucks

EAA Chapter 179
Young Eagles Flights
Youth, Ages 8-17
Fly free with a volunteer pilot
at Double Eagle II Airport

2022 Dates
Apr 2 May 7 Sep 10 Oct 15 Nov 5

Registration info at www.EAA179.org/YoungEagles

EAA Chapter 179 presents the

Land of Enchantment Fly-In

LOEFI 2022 September 24 7AM - 3PM
Albuquerque Double Eagle II Airport (KAEG)



EAA179.org

FREE ADMISSION & PARKING AIRCRAFT DISPLAYS YOUTH ACTIVITIES
Exhibit Hall Car Clubs Military Vehicles Aircraft Awards Pilot Seminars Food Trucks



LOEFI.org