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Land of Enchantment

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Upcoming Events & Chapter Gatherings

Jun 6-10 – [Double Eagle Aviation Academy \(KAEG\)](#)

Jun 11 – Young Eagles for DEAA Students (KAEG)

Jun 11 – Young Eagles, Chapter 1306 (1N1)

Jun 18 – [IMC Club \(KAEG\)](#), 0930-1100 hrs, hybrid format

Jun 21 – [June Chapter Gatherin \(KAEG\)](#), 1800 hrs

Jul 25-31 – [EAA AirVenture Oshkosh](#)

Sep 10 – Young Eagles, Chapter 179 (KAEG)

Sep 24 – [Land of Enchantment Fly-In \(KAEG\)](#)

June 2022

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Notes from our President

Emilio Verastegui



Swift N84799 at KDKX

Greetings everyone!

Welcome to the June 2022 edition of our Chapter Newsletter.

We have a very exciting month to tell you about. Of course, the Double Eagle Aviation Academy was scheduled for the first week of June, the 6th through the 10th, with each student being offered a Young Eagles flight on Saturday, the 11th, if they wanted to

participate. With 24 students this year, it was a challenge to find willing pilots to fly them.

Yes, 24 students is a large crowd, but it was due in large part to the wonderful [ABQ Journal "Front Page" article](#) describing what EAA and the DEAA is all about. Places filled out quickly and soon Jim Kessler, our DEAA Chairman, was fully impressed with the turn out. In fact, everyone involved was very impressed.

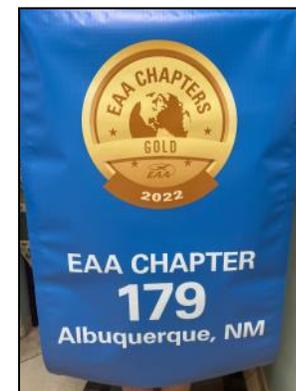
Speaking of involvement, as I and others have stated many times before, EAA was built and continues to thrive only with the involvement of its Chapter members. Without the involvement of the Chapter members, our Chapter would not succeed in any endeavour nor at any project. Whether you are a pilot, parent, or just an avid aviation enthusiast, your direct involvement in this Chapter allows the Chapter to become the best it can be. We are the largest and most active EAA Chapter in the state to my knowledge. But this does not mean that a small core of Chapter members (Officers and/or Board members) should do all the work. We do have some members that regularly come to help and put in lots of time and effort, and for this I applaud them. Please become an active member so that everyone can enjoy the fruits of all our labor. We all can benefit from this collective experience.

Some other good news to tell you about here, actually three items. The first is the exciting news that our 2021 Ray Scholar recipient, Luke Vaughn, passed his Private Pilot Checkride on Thursday, May 26th, with flying colors! Congratulations Luke! I know it was a long road for him, considering all the delays due to weather, wind and other factors, but his perseverance and dedication prevailed and he was able to pass his ride with little trouble. I think Mark Sturm, the Scholarship Chairman, Joyce & Art Woods, and some others are due an "attaboy" for helping keep Luke

drilled into and focused on the task at hand. Of course, his family and parents were very supportive of Luke and wanted to see him succeed in every way. Luke knew what he had to do and the members I mentioned (and probably some I failed to mention - sorry) just made sure he did not lose interest! Well done. Now, he will be off to the Air Force Academy in late June to begin a new phase of his life and aviation career. Again, Congratulations Luke!

Our 2022 Ray Scholar, Roni Bearup, will be finishing her PPL flying and then focusing on passing her own checkride before enrolling at UNM in the fall. We will do everything we can to help her along, as we did with Luke.

I received a note from John Egan, the Senior Manager for Chapters at EAA in Oshkosh, letting us know that Chapter 179 was selected as a "[Gold Level" Chapter](#) for the year 2022. That is significant because it means that our Chapter has measured up to some pretty high standards and we have been included in the best of the best, a "Top Gun" type of Chapter, if you will. We met all [11 critical criteria](#). Congratulations to all our members and especially to those who played a significant part in making this happen.



Don't forget to volunteer! LOEFI is on the horizon and is approaching fast and furious. We will have another LOEFI Zoom planning meeting on June 23rd, scheduled to begin at 1830 (6:30pm). Please join us to get the latest info and understand how much we need your help. Many hands make light work!

Ok, folks, it's time to go make the donuts!

Have fun in June and try to stay cool!

Go aviate somewhere fun!

Emilio Verastegui, President
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Notes from the Editor

George Young

Happy Summer, y'all.

My friend Lanny tells me that his enjoyment of flying is being hindered these days by the murky (smokey) air. He can't see the usual reference points for navigation – he can't see things like the Manzanos or Ladron when more than 10 or 15 miles away. I sympathized – but only a little. He is up there flying, enjoying quiet time. And visibility hereabouts these days isn't so bad. It is much like it was “east of the tree line” - my way of saying “back east” - where I considered a clear day to be one with visibility greater than 5 miles, and visibility greater than 10 miles was reported as “unlimited” - Ha ha.

Speaking of flying around New Mexico – with the “wind season” soon to be behind us, have you thought about where you might go flying? To have a destination for a day flight or a weekend? Check out Joyce's article in the [NMPA Newsletter](#), *Fly New Mexico is New Mexico True*. If/ when you make a visit to another airport, please share you experience with readers of this Newsletter.

An update on the RV-12 project. The High Desert Flyers Association continues to make progress on what started as the Chapter's project. Under Stephen Fleming's guidance, engine work has been completed up to the point where it was time to work on avionics.



Mike Rehberg took it from there to install the avionics (most of the wiring having been installed previously). Doesn't that look good? And initial checkout has been successful – see ADSB-IN in the AHRS. Engine start may be near.

George Young
Editor & Webmaster
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June Chapter Gathering

Joyce Woods



June 21, 2022

6:00 PM Potluck

6:30 PM Program

PROGRAM: On Becoming an A & P
Bob Waters, A & P

Join us to hear Bob Waters talk about his journey to certification as an Airframe and Powerplant mechanic! He will show the FAA requirements and how he met them. He says there will also be practice quizzes for the audience to test your mechanical knowledge!

Bob, a long time chapter member, served as Chapter President from 2011-2013 and was instrumental in shaping many of the chapter's activities that continue today. Under his leadership, our chapter moved LOEFI from Moriarty to Double Eagle II increasing community involvement. We also launched our very successful DEAA and expanded our scholarship program for young people.

Bob is an active Young Eagles pilot who recently flew his 500th mission in his Piper Comanche. He serves as the Safety and Education Director for the New Mexico Pilots Association. He has restored a '46 Taylorcraft BC-12D, a '68 VW bug and is currently restoring Sandy's late-'50s Cushman scooter.

It will surely be an entertaining and informative presentation from a true voice of experience. I base this on how he introduces weather to our aviation academy students, starting simple with a “weather rock”.

Each month, these “Chapter Gatherings” offer time to network with programs centered on exchanging experiences and ideas about aviation – airplanes, flying, and flying activities – rather than the chapter business which is addressed in bimonthly Board meetings.

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.

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

May Gathering – Recap

Mark Sturm & Art Woods

Our May Chapter Gathering was a special event with our Ray Aviation Scholar sharing his flight path to being accepted to the Air Force Academy and on the verge of getting his private pilot's license. He titled his presentation, ***"I'm exactly where I want to be."***



He started by reminiscing how he had wanted to be a pilot since he was a young child. He recalled attending the graduation of his older brother at the Air Force Academy. At the end of the ceremony, the cadets fling their "mortar board" white hats into the air. Children of family and friends then get to rush the field to pick up a memento. Except that Luke's memento became a lifelong goal – he "would grow into the hat he picked up".

That passion simmered for a few years until he was able to attend an Air Force summer camp in 2021 to get his pilot's license. As has been the case the last few years, COVID, airline hiring, and even wildland fire smoke com-

bined to get in his way. He recounted several of the highs and lows he had experienced during his flight training. He explained how excited he was to earn a Junior ROTC 8-week scholarship to the University of North Dakota (UND). And how disappointed he was that he was not able to complete his Private Pilot's License there because of COVID, forest fires, and instructor losses. Through persistence, though, he was able to solo on his last day there.

Then how excited he was to be awarded an EAA Ray Scholarship by EAA 179 so that he could finish his pilot's license. At times he was discouraged when he couldn't schedule training flights with Bode for the times when he was available to fly. And in the mix of finishing high school and flying, he applied, and was accepted, into the Air Force Academy's Class of 2026 to proudly serve his country! These ups and down have had a significant impact on Luke. He hopes that future chapter scholars could have "Clear Skies" in their training and not experience, or worry about, setbacks.

Art: I was privileged to get to fly with Luke twice before his checkride. We flew our Skyhawk for him to practice maneuvers such as steep turns, power off & on stalls, turns around a point and slow flight. Oh, and practice regular flight!! Our country's future is in pretty good hands.

Luke was so grateful for the outstanding mentorship and financial support he received from both UND and the EAA. In fact, he was so appreciative that he wants to pay-it-forward by helping a special young person next year who is excited about aviation. In that effort, he and his family donated \$2,000 for our Chapter to establish the "Clear Skies" scholarship for a deserving young person in 2023! The Members were blown away with Luke's commitment and generosity.



Luke mentioned several aspects of his life that have been essential to getting him to where he wants to be:

- The importance of family. His parents and brothers have fully supported him in reaching his goal of becoming a pilot. He mentioned how Chapter 179 has become part of his social family and how he appreciated their support and mentorship.
- The importance of commitment. Luke has been committed for years to excel and graduate from high school, complete his Private Pilot's License, and serve his country by first getting accepted, and then attending the United States Air Force Academy.
- The importance of giving back. Obviously, establishing a \$2,000 "Clear Skies" scholarship in 2023 to help a deserving youth realize his/her dream of becoming a pilot is the epitome of giving back.

We all couldn't be happier or prouder of you Luke. Best of luck in your exciting journey ahead. Please stop by the Chapter RAF hangar anytime you are home from school; we'd love to catch up and maybe even go flying.



Spring Wrap Up into Summer

We have finished the spring public YEs events with flying colors, with our last event flying 45 YEs out of 60 who had registered. It was a little scary due to several of our regular pilot volunteers having schedule conflicts, but everybody left with a smile on their face and a few new updates for us to try in future events. We are looking forward to the Young Eagles' flights on June 11th, and a special event on the 25th.

Regarding that last point... the DEAA Committee had more applicants than spaces available. To reward these applicants who were not selected the Committee decided to hold a special YE Event for them. The Committee decided the event will occur on the 25th of June. Given that it is during the warmer months of the year where the rides can get a little bumpy earlier in the day, we are limiting this event to two scheduled slots starting with a YE check in at 7:45 am followed by another slot with check in at 8:30 am.

YE Event Upgrades

We continue to work to make the Young Eagles events even more enjoyable for all, which involves pulling in information from all of our wonderful volunteers, both on the ground and in the sky. Even the simple suggestions of moving the food closer to the people... which has the resulting benefit of moving the back office far enough away that the frequent cussing of our Young Eagles Coordinator can be muffled under the purr of the aircraft making faces smile.

We are moving the student check in to 15 minutes before the pilot briefing, so that the first wave of YEs are ready to go as soon as our Pilot Briefing Captain Art considers the sky crew is safe and ready for launch. We have also added a computer at the check in booth for on site registrations, which decreases the amount of time for our volunteer pilots to get credit for the YEs they fly (and decreases the paperwork for EAA headquarters).

"... parental support was found to be the most influential factor in a female's choice of an aviation career" is a factoid that has come to our attention while developing a couple of FAA Workforce Development Grants (Zlotky and Beckman, 2011). Asuch, we have a team of volunteers working to expand our parent education while parents are waiting for their excited kids return from the skies. With all EAA offers, it has been acknowledged that this is one way we can help EAA headquarters as they have almost nothing focused on educating the kids' parents.

Our "big shoew" (remember Ed Sullivan?) is on the horizon — September 24th. The LOEFI committee meets monthly to coordinate activities and track progress. Planning and long-lead tasks are proceeding apace.

- City permits are in process.
- Food trucks are being contacted and signed up
- Ancillary organizations are being contacted (CAP, ROTC, ...)
- Ramp layout is being developed
- Pace of advertising is picking up
 - Everyone can help:
 - Pick up business cards from the RAF and start giving them to friends, colleagues, anyone who might have an interest (Young Eagles schedule is on the back of the LOEFI card)
 - Make note of good places to post our handsome poster, plan to put them up in late July or early August
 - If you have channels for spreading the word, go for it or let us know at loefi@eaa179.org or contact me
 - Mailings to organizations throughout the state will be going out in June/July
- Exhibitors are being lined up

As you might note, there is a lot going on even now, 3 months in advance. As the date gets nearer, the tempo of activities will increase. Join in on the committee meetings (via ZOOM), bring your ideas, and pick out a place (or places) where you can help. Member participation is (and has been) a key to the successes that we have enjoyed for many years.

Double Eagle Aviation Academy (DEAA)

Jim Kessler

By the time you read this, DEAA is in session (or maybe by then we have finished the DEAA 2022). I'm anticipating that it will be wildly successful; the students will have great time and learn a tremendous amount. I hope you will stop by on Friday, June 10th to observe the closing reception and talk to the students. It will be a great opportunity to soak up some aviation enthusiasm.



We had 38 applicants this year for our normal 18 seats. Because of that, we expanded the class to 24 students; the classroom is packed. This increase will be absorbed by the terrific volunteers who serve during the week. I want to thank them for their amazing efforts.

We have redesigned the classroom and identified additional equipment to include simulators. And there will be other "incidental" activities to entertain the students while further expanding their insights into aviation-related topics.

On Saturday following the week, a Young Eagles Rally will be offered to the students. Because of the size of the class, we will need a strong turnout on June 11th. If you want to absorb some aviation passion, take part in this Young Eagles Rally.

Editor: This is a special day for EAA and the Young Eagles program—[International Young Eagles Day](#).

In addition to expanding the number of students accepted this year, we are offering applicants who we could not accommodate an opportunity for a Young Eagles Flight on June 25th. Please help us with that event as well. There are potentially 14 kids whose aviation experience will begin on that day.

This month's DEAA update is short because I write this looking forward to the week. I will include an extensive description of the week next month.

I do want to thank all the EAA 179 volunteers who have made this week possible. It is a joy to work with you and to see the students respond to your enthusiasm.

THANK YOU.

Jim Kessler
DEAA "Principal"
deaa@eaa179.org

DEAA, Day 1, Airplane Preflight



Day 1 Of DEAA—six pilots with airplanes, introducing students to the airplanes and conducting a complete preflight with the students.



Lanny and his Rallye



Dick and his C-170.



Joyce and her C-172



The volunteer pilots.

Thanks everyone.

Look for a complete report on DEAA 2022 in the July Newsletter.

Scholarships

Mark Sturm – Scholarship Coordinator



Greetings chapter members and friends. Well, I think the New Mexico spring winds may be about behind us. Time for fire season it appears. There sure were a lot of TFRs throughout the state in May, and some really large ones. In spite of the winds and fires, our Chapter scholars have been busy. Let's check in and see what they have been up to ...



Luke Vaughn - 2021 Ray Scholar. Yep, on 26 May Luke completed his Private Pilot check ride! Now he only has about 3 weeks to relax, give some airplane rides to his buddies before heading out the Air Force Academy for more aviation training ... I'll tell ya, the Force is strong with this one.



Scott Hofmann. Completing the school year is Scott's #1 priority (good choice). He's flying out of Del Sol at the Sunport and has had to deal with his flight instructor taking another job. With the school year complete he hopes to take the FAA written exam and complete his license by the end of June.



Ashlee Simkins. Wow, in May she said she flew with "an amazing" flight with Joyce, attended her 1st chapter meeting, had a great time on a Young Eagles flight, and is now looking forward to attending DEAA in June and learning so many new things. Ashlee is so thankful to all who've helped her so far on her aviation journey and is excited to see where that journey goes. Go Falcons!



Veronica (Roni) Bearup - 2022 Ray Scholar. Now that she's graduated from high school and has some free time, Roni has jumped back into flying. She has had at least three flights at Bode and a couple ground school sessions. Look for her out on the flight line at AEG as she works on her PPL this summer.



Scarlette McIntire. She's just finished the school year at SAMS and is on a family vacation before she returns to ABQ and jumps into the Double Eagle Aviation Academy (DEAA). This summer she plans to start the Sporty's Private Pilot ground school and begin flight lessons at Bode. A busy summer ahead.



Daisy Balmores-Ortega. Daisy is in the middle of the Sporty's Private Pilot ground school right now and says it's a lot of fun and she's learning a lot. She's scheduled for her FAA medical exam and we've started the paperwork to get her student pilot's certificate. She's working the plan to get her PPL!

Mark Sturm
Scholarship Coordinator
scholarships@eaa179.org

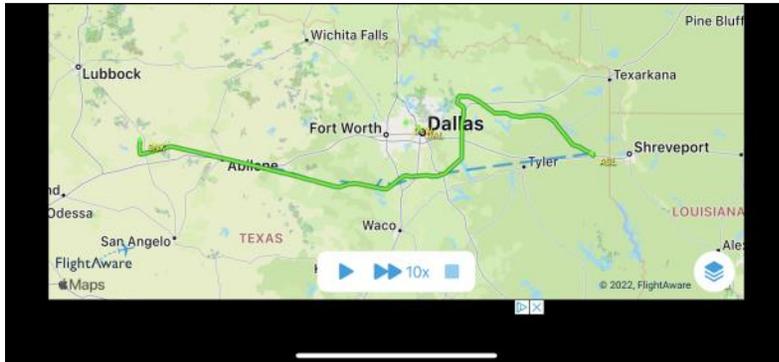
Editor: Mark submitted an article to EAA:

To EAA: "Attached for your review is a write up of Luke Vaughn, our Ray scholar for 2021. He is a remarkable young man and a tremendous asset for our chapter. If you find it worthy of publication could you pass it along to the appropriate folks at Sport Aviation."

Reply: "Thank you for sending me your article. I think it's a great piece, and I'll send it to EAA's Publications team. I know it will most likely get published in the EAA Inspire blog and get featured in e-Hotline. Sometimes they are also able to include Ray Scholar articles in Sport Aviation in the Member Central section."

Update: Here it is: [Checkride Milestone — Luke Vaughn](#)

There I was Emilio Verastegui



FlightAware snapshot of my leg from KASL to KSNK

Yes, I had a wonderful time flying to East Tennessee to visit my brother and other friends. Since I grew up there, it was and still is great to go to that which you are most familiar with - your childhood home town.

My trip began by departing KAEG, flying toward my first stop, 2O8, Hinton OK. Basically, this was just a fuel stop. My second stop was to 2M8, Charles W. Baker airport, just north of Memphis TN. A former colleague, a retired MD-11 Captain, came out to the airport to greet me, sandwich and a cold soft drink in hand. What a guy! For the past few years, he and his grandson, Marshall, have been part of our Oshkosh group. My final leg that day was to KDKX, the Downtown Island airport in Knoxville TN. Time enroute was 1:49 minutes, and that was longer than planned only because I asked for a practice LOC approach to Rnwy 26.

After several days of renewing friendships and other fun stuff, I knew I had to return to NM. Of course, I had been keeping a wary eye on the weather and it was not looking at all VFR. I departed KDKX around 0830 Tuesday morning, and I almost immediately drove into an overcast that began at 700 AGL. After a few minutes of climbing, I was greeted with sunshine, breaking out at 3100 MSL, and then I was on top. I continued the climb to 6000 MSL and leveled off for the cruise. Later, as I began my descent, I checked the weather at my destination and knew that it was not yet VFR there, so I planned for and mentally prepped for the RNAV 01 at the Covington TN Airport, M04. I encountered some turbulence and stiff cross winds on final, but landed easily and found the fuel farm. After refueling, I needed to stretch my legs and file another flight plan. Another friend and former colleague, this time a retired AirBus 300 Captain, came out to greet me. You can't have too many friends!

Departing M04, I flew southwest toward Marshall, TX, KASL. The weather and winds continued to buffet the Bonanza, but I flew on. The flight was approximately 2 hours long, and the weather at destination was not VFR! The RNAV 15 seemed to be the approach most favored by the surface winds. After landing, as typical

with many small airports around the country, self-service fuel pumps are available. The trick is to understand and determine the operation of the fuel pumps. They are not all the same nor are they all intuitive. I lost some time trying to figure out each step. But, perseverance and determination prevailed over the illogical and poorly labeled mechanisms. I had full fuel tanks again but the air seemed to have taken on a certain chill...

My next leg was planned to be the longest of the day but not the last. However, it turned out to be even a longer leg than I had planned! I took off and cruised west, more or less, watching the weather and trying to avoid the heaviest downpours. As luck would have it, ATC was not going to let me cruise by the Class B at the busy DFW airport as closely as I wanted. There was quite a bit more weather building too, and that forced a decision. ATC said I could fly north of the Class B, but way north, before turning west, or fly way south to avoid DFW altogether, then turn west towards Abilene. If I flew north, it appeared that I would encounter and have to traverse a lot more weather than by going south. I choose to fly south first then west. Although my route was not completely devoid of weather, I never saw any lightning during the entire trip.

With so much weather around and so much traffic going into DFW, I hardly got a word in edge-wise when I need to talk to ATC. I did manage to call for a deviation when I needed to do so, but it involved calling several times, just to get their attention. I did hear one jet call the controller and declare "minimum fuel" - the controller was not phased and gave him priority. I am sure that pilot was happy to hear that! The controller had more important clients he needed to attend to than me, so most of the time, I sat in awe, listening to him do his thing. He was talking non-stop and never missed a beat, never slurred or mumbled a word nor made a miss-call. You could tell that he was a very experienced professional. He was very good! You have to be in that situation.

I eventually overflew Abilene, TX and diverted to Winston Field, Snyder, TX, KSNK, since I was way out of position to reach my original destination for this leg. Again, I had to shoot another approach, this time it was the RNAV 35. After I was on the ground, I asked Everett, the older gentleman operating the FBO, to fill my tanks with 100LL. While he did that, I called FSS to check the weather and file. Upon looking at the radar, I was dismayed at the picture I was looking at! A huge line of thunderstorms and rain were quickly approaching the airport, about 20 minutes away. It was so bad, and terrible looking that the person at the weather office pretty much told me to park it and find shelter! I was tired and dehydrated. I felt the energy go out of me, so I called it a day. I secured the aircraft, unloaded my bags and went to find dinner and a room. From the hotel window, I saw it rain hard and blow fiercely for about an hour. After that, I went to bed and slept soundly.

The next morning, it was an easy ride in VFR weather to KAEG!
End of story.

Emilio Verastegui, a pilot

Electric Dragonfly Project

Will Fox

The National Aeronautical Association (NAA) is planning the first ever cross-country electric aircraft race. Named the Pulitzer Electric Aircraft Race, it is a resumption of the Pulitzer air races that began in 1920s to promote aircraft development. Only zero emission electric aircraft will be allowed to participate in the 1000 nm race from Omaha, Nebraska to Kitty Hawk, North Carolina. The race is scheduled to be held in May 2023, and participants will have 4 days to complete the race. The participant's speed will be based on flying time only. The race will emphasize the combination of speed, range, and reliability of electric aircraft in a realistic environment. The winner of the race will be awarded the Pulitzer trophy that is currently on display in the Smithsonian National Air and Space Museum.

EAA Chapter 691, in Northern New Mexico, with members in Los Alamos, Santa Fe and Taos, hopes to build an electric propelled aircraft to compete in the race. The airframe will be based on the Viking Dragonfly that was designed by Bob Walters. The Dragonfly is a very efficient two place tandem wing aircraft that uses the foam core/ fiberglass construction technique popularized by Burt Rutan.



Viking Dragonfly designed by Bob Walters

Photo: Roger Richards, Air-Britain Photographic Images Collection

EAA 691 is considering several different concepts for the electric propulsion system, but the basic system will be composed of an axial flux electric motor, motor controller, monitoring system, and battery. The design goal is to have sufficient battery storage to allow the Electric Dragonfly to have a one-hour endurance while cruising at 150 mph.

- The original Dragonfly used a 1835 cc Volkswagen engine conversion capable of 60 hp.
- The Electric Dragonfly will use an electric motor with a peak power of around 100 hp that will give the aircraft a top speed over 180 mph. The electric motor weighs around 60 pounds including the power controller, monitoring system and power cables and will be one-third the weight of the engine that it replaces.
- Not only is this electric motor more powerful and lighter than the internal combustion engine, it also has less cooling drag and maintains its power output regardless of altitude. This will allow the Electric Dragonfly to climb to altitude much faster to take advantage of higher ground speeds as well as favorable winds.
- The Electric Dragonfly can also recharge the battery during a descent and convert the plane's potential energy into stored electrical energy in the battery. A rapid descent is also not a problem because there is no fear of overcooling the motor.
- The "fuel" for the Electric Dragonfly is electrons, so instead of carrying 15 gallons of fuel, it will carry a 300 pound lithium battery. The Electric Dragonfly will need to fly several legs in the race to cover the 1000 nm distance. While the current lithium battery in the Electric Dragonfly is not capable of delivering the range that a gasoline powered Dragonfly can that will change in the not so distant future. Recent breakthroughs in lithium-sulphur battery technology have demonstrated energy densities of three times that of current lithium batteries. That could be a game changer for electric aircraft. In the case of the Electric Dragonfly, a battery like that would make not only the weight of the electric propulsion system comparable to that of the engine and fuel that it replaces but also the range.

Building an electric aircraft to race will be fun, challenging, and exciting for EAA 691 members, but I'll let you in on a little secret. That is not the real reason they are doing it. They chose this project with the hopes of attracting and educating the next generation of aviators while building a Science,

(Continued on page 11)

Electric Dragonfly Project (continued)

Will Fox

(Continued from page 10)

Technology, Engineering, and Math (STEM) program for students in the process. Let me tell you more about that.

Having the opportunity to be part of a project to build a race plane is a rare opportunity. Add to that the fact that it will use an electric propulsion system, and you have a once in a lifetime opportunity to be part of a revolution in aviation. This is the opportunity that EAA 691 wants to offer the next generation of pilots and builders in New Mexico. They hope that once folks interested in aviation and technology find out about the project they will want to get involved. The Chapter also wants to surround the project with a Science, Technology, Engineering, and Math (STEM) program. To that end they are planning to partner with local schools to get K-12 teachers and students involved in the project.

Aviation related STEM materials are abundant, and many of them are available for free. Chapter 691 plans to take advantage of these online STEM materials to teach students about aviation. They also will provide mentors for a series of hands on learning activities. Along these lines, they are considering activities such as building a wind tunnel, building a remote control model of the Dragonfly, designing and building 3D printed parts for the Dragonfly, and building a glass panel for the race plane using a Raspberry Pi to drive iPad displays. In addition, the NAA is creating a Pulitzer STEM Challenge opportunity for 5th and 6th grade teachers and students as part of the race. Students will learn about electrical power systems and aeronautical engineering as it relates to the race.

To be able to work on the Electric Dragonfly both kids and adults will need to learn some basic building skills. In order to accomplish this, Chapter 691 has begun to offer Building Skills classes to teach folks how to build and work on aircraft. They recently had a class on how to make riveted aluminum structures and another is in the works on how to build composite structures. Classes like these will allow participants to help with the construction of the race plane. An added bonus will be that everyone who works on the plane gets to put his or her name on it too.

How is Chapter 691 going to make this all happen? Well, it turns out they got off to a pretty good start thanks to some generous help from fellow aviation enthusiasts. Wes Baker, former president of Chapter 555 in Las Cruces, heard about the project and donated two Dragonfly airframes he had received from Dale Grantham, figuring they might help things along. Dan Holden, an avid pilot and a member of Chapter 691 as well as Chapter 818 in Burlington Washington, also got behind the effort and donated the use of his hangar in Los Alamos to house the project. More

recently Chris Trapp, a longtime member of Chapter 691 and former F104 pilot, decided to donate the Dragonfly that he had been flying for many years to serve as a transition trainer, chase plane, and backup airframe if needed. It seems these acts of generosity are contagious, because the number of folks that are getting involved and contributing their time and effort to the project continues to grow.



Hangar space and Dragonfly airframes donated to Chapter 691 to support the Electric Dragonfly project.

I have to ask though, is it realistic to build an electric propelled race plane in a year, teach kids about aviation in the process, and have them help build the plane as well? One might wonder what they are putting in those donuts at the EAA Chapter 691 monthly meetings. On the other hand when you have the Spirit of Aviation on your side, there is no telling what you can accomplish. I'm reminded of a quote I once heard, "*We don't grow when things are easy; we grow when we face challenges.*" If nothing else it looks like there will be a lot growth taking place over the next year for Chapter 691 members, teachers, and students.

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Editor: This article will also be published in the NMPA Newsletter.

Other New Mexico Chapters and Organizations

Chapter 1306, Edgewood – I've received a note from Harv Martens, Webmaster and Newsletter Editor for Chapter 1306 at Edgewood (1N1). He forwarded a link to their latest Newsletter. It has an interesting article about their Chapter's pursuits to get attention on airports in the Estancia Valley (Estancia and Mountainair) and a great reminder from John Lorenz about Class G vs Class E airspace around airports (e.g. 1N1 and 0E0). Check out their the [Chapter 1306 Newsletter](#).

Chapter 691, Santa Fe/Los Alamos – I was browsing through the Green Chili Chapter's web site, and found an interesting document: [Fly NM True: Where to fly and what to do without leaving the state](#). It's from a couple of years back, but if you are looking for place to fly it is a good starting point.

NMPA – Another good [NMPA Newsletter](#) with interesting articles, including a column by Bob Waters – *Salt Flats vs Salt Lakes*.

Young Eagles in the News

This is a special year for EAA's Young Eagles program. From a recent eMessage from EAA:

As reported in EAA's Chapter gram:

"2,252,897 Total Young Eagles Flown (as of May 19,2022)"

[A Bustling Time for Young Eagles](#)

[International Young Eagles Day is June 11, 2022](#)

EAA Video—Highlights 179 sign at KOSH Blue Barn

Each month, EAA puts out a "Chapter Video Magazine", a video intended to keep chapter leaders up to date on EAA happenings and resources available for chapters. Any member can subscribe to the ChapterGram on the EAA e-news preferences: <https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/ea-aviation-newsletters>

EAA 179 had a moment of fame when a photo of Art and Joyce Woods appeared from when we posted our chapter sign at the 2021 AirVenture. Designed and crafted by our own David Otero, it is clearly one of the most photogenic of the chapter signs! Art and Joyce volunteer at the Blue Barn at AirVenture and helped chapters post their signs last summer.



NMPA Events

Check out [NMPA's Website](#) & Newsletter for articles, news, and upcoming events for aviation in New Mexico.

EAA Flight Training Scholarships

Did you know – EAA has many scholarships for people interested in pursuing flight or a career in aviation or an aviation-related field? Check out [Flight Training and Post-Secondary Scholarships](#). A window is open for applications now through June 1st; another window opens Septeamber1 thru November 1. Maybe you are interested, or pass it along to others who might take advantage of these opportunities.

(Continued on page 13)

In the News and Other Interesting Topics (continued)
The Editor

(Continued from page 12)

In Berlin Airlift C-54 at AEG, Enroute to Candy Bomber Honorary Flyover (Art Woods)

The C-54 (N500EJ) from the Berlin Airlift Historical Foundation in Farmingdale, NJ stopped at AEG both directions while enroute to the May 21, 2022, an Honorary Flyover and Candy Drop at the Spanish Fork, UT Airport. Col. Gail S. Halvorsen, instrumental for Operation Little Vittles, raised morale in Berlin by dropping candy via parachute to the city's residents during the Berlin Airlift. They also celebrated renaming of the Provo Veterans Center to honor this WWII pilot famously known as the "Candy Bomber".

Gone West on February 16, 2022, Col. Halvorsen was 101. Read more: <https://www.heraldextra.com/news/local/2022/may/22/candy-bomber-honored-with-dedication-airlift-re-creation/>



From Fire Aviation

[Eight water-scooping air tankers spotted at Santa Fe Airport](#)
[Cerro-Pelado Fire, Water Scooping from Cochiti Lake](#) (Video)

About Flying

I subscribe to Pilot's Tip of the Week from [Pilot Workshops](#). The Tips provides good reminders about flying techniques. A couple of recent that Tips that I found useful:

[Choosing the Best Cruise Altitude](#)
[An Insight from Flying Jets](#)

Safety

A couple of online articles about ADSB from the FAA (FAAST Blast):

[How to Maximize the Benefits of Your ADS-B](#)
[Getting to Know Your ADS-B System](#)

Do you have any online resources to share with our Members? If so, send me the link and I will include them in a future edition of the Newsletter. Send to newsletter@eaa179.org.

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NM Aviation and Other Organizations and Resources Of Interest

The Editor

There are many organizations serving aviation interests in New Mexico. These include 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 or have corrections or updates, please send me eMail at newsletter@eaa179.org. And if you use any of these regularly, please consider providing a synopsis and review. Thanks.

NM EAA Chapters

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

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 and Other State Organizations of Interest

- [Experimental Aircraft Association \(EAA\) \(& Facebook\)](#)
- [Aircraft Owners and Pilots Association \(AOPA\) \(& Facebook\)](#)
- [Recreational Aviation Foundation \(RAF\) \(& Facebook\)](#)
- [Ninety-Nines \(& Facebook\)](#)
- [Angel Flight](#)
- [LightHawk \(& Facebook\)](#)
- [Arizona Pilot Association \(& Facebook\)](#)
- [Colorado Pilots Association \(& Facebook\)](#)

Online Resources

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

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](#)

Cultural Web Sites

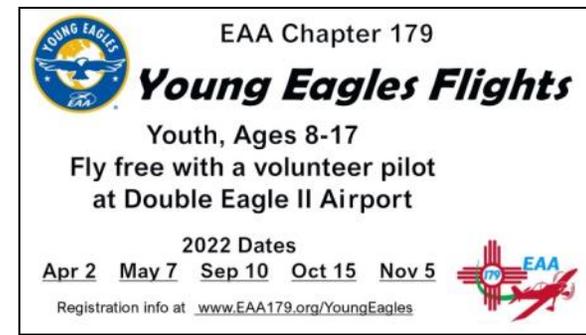
- [National Museum of Nuclear Science & History](#)
- [US Southwest Soaring Museum \(& Facebook\)](#)
- [Spaceport America](#)
- [National Aviation Hall of Fame \(nee Air Force Museum\)](#)
- [National Air and Space Museum](#)
- [*New* The Wheels Museum](#)

Here comes 2022.

- Here is this year's poster for LOEFI. We will print tabloid size copies for dissemination this summer. Download your copy by clicking on the image below; it will download in your browser..
- 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.



Front Side



Back Side

