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SPECIAL EDITION – LOEFI 2022

Upcoming Events & Chapter Gatherings

Oct 15 – [Young Eagles](#), Chapter 179 (KAEG)

Oct 15 – [IMC Club \(KAEG\)](#), 0930-1100, hybrid format

Oct 18 – Chapter Gathering (KAEG), 6:15pm

October 20 – Chapter Board Meeting 6:30pm via Zoom

Nov 5—IMC Club (KAEG) 0930-1100 hybrid format

Nov 5 – [Young Eagles](#), Chapter 179 (KAEG)

And check [NMPA web site](#) for other events around New Mexico

October 2022

In This Issue

Upcoming Events & Chapter Gatherings	1
Notes from Our President	2
September Chapter Gathering - Recap	3
October Chapter Gathering	3
IMC Club	4
Membership	4
Reminders	4
Notes from the Editor	5
Quiz – Weather	5
Scholarships	6
From the Young Eagles Nest	7
LOEFI – EAA179 Booths	8
LOEFI – 2022 Awards	9
LOEFI – 2022 Activities	10-15
LOEFI – Exhibitors	16
LOEFI – Volunteers	17
RV-12 Project – N179Q	18-19
In the News and Other Interesting Topics	20-21
For Sale	21
2022 EAA 179 Major Corporate Sponsors and Donors	22
NM Aviation and Other Organizations and Resources of Interest	23

You will find text throughout the newsletter that is highlighted in blue and underlined. These are hyperlinks – click on them to “take you there”. This includes the Table of Contents above.



Notes from our President
Emilio Verastegui, President



**Wow! Spectacular! Amazing!
Unbelievable! Beautiful!**

Those were just some of the adjectives I heard during LOEFI 2022.

It was an unprecedented day, for sure. By my estimation, more than 3,000 visitors attended our **Land of Enchantment Fly-In** on September 24, 2022. If that is in fact the true count, that tops and exceeds all previous LOEFI attendance records in recent history.

I think that this year's group of volunteers were greater in number and were also very enthusiastic. That made the difference, in my opinion. Chapter members who care to see a Chapter succeed and grow are the core of any Chapter. My admiration is unbridled for the all our Chapter members who participated. Many members jumped up, eagerly making themselves available, unafraid to volunteer when asked; some even did so without being asked, as true volunteers do. In any case, the **Land of Enchantment Fly-In** went off without a hitch, and everyone seemed to enjoy the day.

Of course, with so many volunteers that came and worked tirelessly, this year's Land of Enchantment Fly-In could only be a success. I am indebted to all of you and I thank you all for helping make LOEFI 2022 such a grand event. If I sound like I am repeating myself, please forgive my excitement. This year's LOEFI was a culmination of hard work, expert help, and cooperation from many fronts. The whole Chapter should be as excited and grateful as I am. A lot more people know who we are and that is a very good thing!

Planning will soon begin for LOEFI 2023. But, in the mean time, there are some small details to attend to before planning begins in earnest. For instance, we have two Young Eagle events to fly. The first will be on **October 15th** and the second on **November 5th**. I hope that our member-pilots will be available and willing to help with these events. These last two YE events will close out our year for YE events. **Dan Fuka, our YE coordinator** will be in touch, pilots!

In addition, we have Officer Elections to run soon, which will determine the Officers for next year. Please be thinking of your choices and make your selections accordingly, when the time comes.

Last, but not least, I propose a Christmas Party for the Holiday Season to take place in December. I know that many members will be very busy with family, some may be working, or maybe out of town on holiday, but the rest of us will need a break by then! If any of you want to suggest a venue or locale, within reason, please say so. While I would love to have a party in New Orleans or someplace very warm, with lots of salt water nearby, I suggest we stay in Albuquerque! But, please, don't be afraid to make suggestions.

Our next Social Gathering will take place at the City Maintenance Building, at the foot of the control tower, on 18 October 2022. Please look elsewhere in this issue for more details.

Thanks to all for a very successful and memorable LOEFI this year. It was a lot of work but very satisfying in many ways. All our volunteers deserve a very big round of applause!

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



Early morning at LOEFI 2022



First aircraft to arrive



Chile Flight Flyover opening ceremony



September Gathering – Recap

Joyce Woods

Beware the Central New Mexico Salt Flat Trap! Bob Waters, Safety and Education Director for the New Mexico Pilots Association reviewed recent and historic incidents in the salt flats near Estancia, NM. Unlike commonly used salt flats in Nevada, these pose a real trap.

He helped retrieve an aircraft this past year and shared first hand experience of the hazard this area presents. If it weren't for several strong young people and boards to spread the weight, they would never have gotten it out. Sandy Waters described the muck that stuck to the plane, everyone's booths, etc. Yuck!



Bob asked how many people had ever heard of warnings about these areas. Silence. He highlighted two main reasons why pilots don't recognize this risk and give in to the temptation to land there. First, pilots who have had an incident tend not to talk about it. Second, the next rain washes any evidence of an incident away, creating a lure for the tempted pilot.

Bob's presentation initiated good discussion amongst attendees. The New Mexico salt flats are clearly not a flying adventure anyone wants to experience.

LOEFI Preparations: Emilio provided an update on the LOEFI preparation schedule and indicated areas where some specific volunteer assignments were needed. Many were filled by attendees before it was over. The parking crew: Mike Tolle, Teresa Tolle, Greg Fuess, and Mike Gaffney all attended and were able to get acquainted before the big day. Bo Pang and others agreed to meet up with Emilio at 0500 Saturday for tent setup. Awesome! Thanks to all!



A highlight of the evening was finally seeing the Pedal Plane that Mike Paxson handcrafted for the LOEFI raffle. What a highlight— it's beautiful.

Several of us had to demo to ensure the propeller actually turns when the pedals are operated. So fun! And it's quite substantial—and thus heavy!

October Chapter Gathering

Joyce Woods



October 18, 2022

5:45 PM Potluck—Bring your own drink and a side dish to share.

6:15 PM Chapter Updates & Program

PROGRAM: Flight Testing Process. . . and N179Q, presented by Art Woods

Art Woods will review FAA flight testing requirements for various experimental certification categories and available resources to prepare. He will review the process used and learnings from flight testing the chapter RV12 build, now owned by a flying club, the High Desert Flyers. Lee Otto completed the first flight. Mike Rehberg and Art completed six additional test flights.

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, DON'T TURN LEFT. Proceed straight through the gate towards the Control Tower. Look for EAA signs.](#) Park in front of the city building.



IMC Club – October 15, 2022

Barry Harper, Bill Weber, John DeWitt, Discussion Leaders



Sharpen your Instrument Flying Skills!

The chapter IMC Club meets the 3rd Saturday of each month, **0930-1100** at Double Eagle II Airport, still a hybrid session (in person or remote). Anyone is welcome!

Participate in-person in the Bode Aviation conference room, 2nd floor, next to the café. Meet up at the café prior for breakfast or after for lunch.

OR Join Remotely: Register in advance via this link, and the zoom link will be emailed to you. <https://us06web.zoom.us/meeting/register/tZAvduquqDloGdS3RmDDsi5S3WiKpJtwQgi>

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 on the FAA site: www.FAAsafety.gov

Barry Harper & John DeWitt
IMC Club Coordinators, EAA 179
imclub@eaa179.org

NOTE November IMC Club—date change to Nov 5.

Reminders

The Editor

Young Eagles

Your continuing support, pilots and support crew, is what makes these events among our best. Come on out, even if just to kibitz. We have three Young Eagles Rallies coming up this fall.

1. **Come out Saturday, October 15th for our 4th Rally this year**

2. And again on November 5th

Mark your calendars; see you there. (Dan Fuka)

Chapter Gatherings

3rd Tuesdays at Double Eagle II
(except March-Scholarships & December-Holiday Gathering)

IMC Club

Third Saturdays at Double Eagle II and via ZOOM

Note November Date is Nov 5.

Chapter Board Meetings

Normally the First Tuesday of Odd Months via ZOOM

NEXT BOARD MEETING: 6:30pm October 20, 2022 Any member welcome. Contact us for zoom link at EMAIL: chapter@eaa179.org

EAA Chapter 179 Membership

Art Woods, Membership Chair

MEMBERS MAKE OUR CHAPTER!

We always welcome new members, no matter the time of year. Please consider joining the nearly 100 members who renewed or joined for 2022. The dues payments help fund a scholarship, pay our national EAA fees and enable your chapter to offer fantastic programs throughout the year.

We look forward to seeing you at our monthly meetings, at Young Eagles rallies and of course at our premier Land of Enchantment Fly-In in September.

Art Woods
Membership Chair
membership@eaa179.org

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

Notes from the Editor

George Young

LOEFI was a success because of the major effort of many people. I won't pretend to be able to recognize everyone who played an instrumental role in our success, but here are folks who played lead roles:

- Emilio Verastegui – guided all of us through preparations and production of LOEFI. In addition to his steady hand, particularly during the event, there were many other essential tasks that he took on (like arranging for the porta-potties). He was also our “face to the public” appearing on a local TV station to talk about LOEFI.
- Joyce Woods – I can't begin to fully describe her contributions. She recruited all the exhibitors (singlehandedly), did nearly all of the advanced advertising and promoting LOEFI. And as important, recruited and organized volunteers for virtually all aspects of LOEFI.
- Mike Tolle – Planned and executed a plan to handle traffic and parking. With just 3 people, they kept traffic flowing into the parking area, redirecting traffic to overflow parking when the main area was packed.
- The Alderete Family – Manned the Welcome Table, greeted everyone coming into LOEFI, answered questions about the Chapter, about LOEFI, and ‘where are the porta-potties’.
- Art Woods – Organized and attended to our Chapter Table, introducing folks to EAA and EAA Chapter 179.
- Doreen Branch, Angela Baldonado and sons – Staffed DEAA display/SIM.
- Bob Waters – He was our merchant, selling our inventory of aviation ‘stuff’ at the Fly Mart.
- Konrad Werner– Organized and supervised parking of Showcase aircraft.
- Jessica Reinhardt – Organized and presented the Youth Aviators Corner.
- Kyle Reinhardt—Arranged for Food Trucks.
- Ryan Carson—Led Aircraft Judging.
- Bob Richter-Sand – Organized and led activities at the Builders Corner.
- Meg & Stephen Fleming – Hosted campers, prepared Fri/Sat meals for volunteers, campers, CAP cadets, and cleaned up everything afterwards!
- And I did a few things, like planning and producing signage, organizing and attending to the Pilot Welcoming table and to the Awards.

Behind these key people were many others who helped set up on Friday and early Saturday, stood duty all or part of the day, and helped cleanup Saturday afternoon. A hearty **Thank You** to everyone.

George Young
Editor & Webmaster
newsletter@eaa179.org

Quiz – Weather

Emilio Verastegui

Hello Out there!

Time for another short quiz and maybe a lesson or two about curious weather, since our local weather has begun to change with the seasons. Ready? You can see the correct answers at the end of these questions. Enjoy!

1. What type of fog is associated with moist air moving over a cool surface?
 - a - Steam Fog
 - b - Upslope Fog
 - c - radiation Fog
 - d - Advection Fog
2. Which one of these answers describes a low pressure system near the surface in the northern hemisphere?
 - a - Counter-clockwise and diverging
 - b - Clockwise and converging
 - c - Counter-clockwise and converging
 - d - Clockwise and diverging
3. Let's say you are at the Los Angeles International airport, whose elevation is 125ft MSL and it's a standard day (ISA). Approximately at what altitude above the airport would you find a temperature of -1 degree Celsius?
 - a - 6,000 ft MSL
 - b - 7,000 ft MSL
 - c - 8,000 ft MSL
 - d - 9,000 ft MSL
4. What does a thunderstorm need in order to form?
 - a - Low humidity, high dewpoint, and a high pressure system
 - b - High humidity, unstable atmosphere, and a lifting force
 - c - Strong downdrafts, high temperatures, and a low relative humidity
 - d - Low pressure system, strong updrafts, and a low dew point

I hope you carefully answered the questions above after diligently perusing the weather section of your study guide!

While the FAA only requires a 70% to pass, I hope you did better than that!

Emilio Verastegui, a pilot

Answers on [page 21](#)

Scholarships

Mark Sturm – Scholarship Coordinator



Greetings chapter members and friends.

Wow, what a great LOEFI we had this year. Thanks to all who volunteered and participated. I think I may have gotten some leads on a couple outstanding candidates for future scholarships. Speaking of which, let's check in and see what our recent scholars have been up to ...



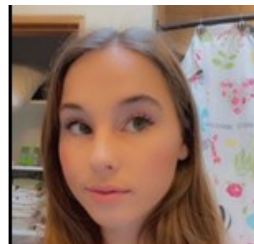
Scott Hofmann

Scott has completed a mock check ride and is ready for the oral test. He has scheduled his last few lessons to polish up for the check ride. He is headed off to college next year, hopefully on a soccer scholarship, and is anxious to complete his PPL soon.



Luke Vaughn, 2021 Ray Scholar

PPL May 2022



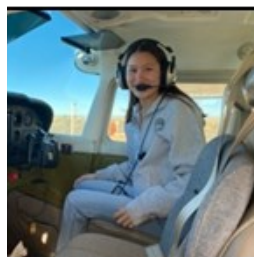
Ashlee Simkins

Ashlee is enrolled in the aviation program at SAMS Academy and is working on completing the PPL ground school. She has a plan to use her scholarship dollars effectively.



Veronica (Roni) Bearup, 2022 Ray Scholar

PPL July 2022



Scarlette McIntyre

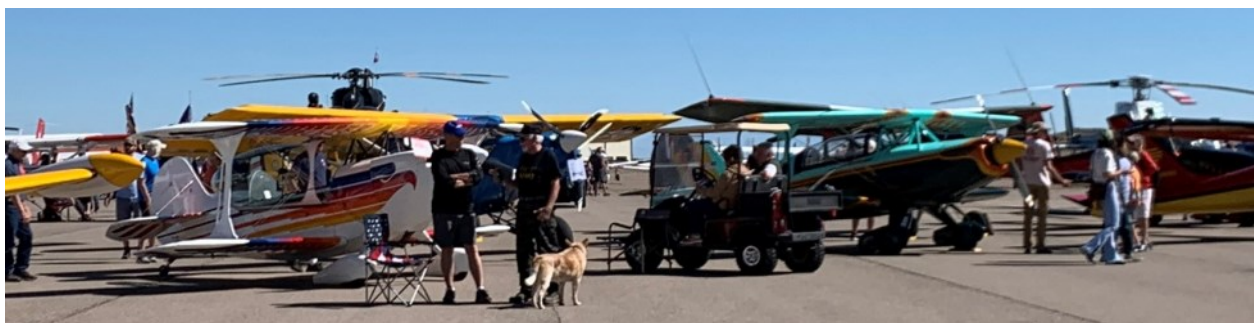
I saw Scarlette at the SAMS Academy booth at LOEFI. She's now a Junior at SAMS and has started flying with Doc Chavez at SAMS and is completing her PPL ground school



Daisy Balmares-Ortega

Daisy has received her Student Pilot's License, is in the middle of the Sporty's Private Pilot ground school right now, and says she plans to start flying at Bode soon. Thanks, Daisy, for helping out at the Chapter 179 booth during LOEFI. Look for her soon flying at Bode.

Biplane row at LOEFI 2022



From the Young Eagles Nest

Daniel Fuka – Young Eagles Coordinator



LOEFI has happened, and so has the Balloon Fiesta. Next up – Young Eagles – October 15th and November 5th. We've had truly great events this year, thanks to support from so many pilots and volunteers. I hope to see you all again on the 5th.

For pilots and volunteers: EAA National has announced a number of special programs: awards for pilots, volunteers, and first-time pilots, and Young Eagles Credits for the Chapter. From their announcement:

“Believe it or not, the EAA Young Eagles program is now in its 30th year of providing free introductory flights to kids ages 8 to 17! This is all thanks to the efforts of 50,000 dedicated volunteers. The Young Eagles 30th Anniversary was officially launched at EAA AirVenture 2022, but the year-round participation by EAA members is what will make this celebration special!

To celebrate the Young Eagles 30th Anniversary and to launch the program into the next three decades, EAA is excited to announce a number of special Young Eagles programs.

Young Eagles 30 Flight for 30 Years - Any Young Eagles pilot that flies 30 Young Eagles from August 1, 2022 to July 31, 2023 will be awarded a commemorative Young Eagles 30th Anniversary polo shirt. EAA will track these flights, and contact the pilots as they reach their milestones. This is in recognition that you are celebrating this Young Eagles milestone, and doing your part to ensure a strong future for aviation.

Pilots can follow along with their progress and the progress of other pilots using the [World's Largest Logbook](#) and the [Young Eagles 30th Anniversary webpage](#).

Recognition for Ground Volunteers – *Young Eagles ground volunteers are the unsung heroes of the chapter rallies hosted all over the county! To show appreciation for these volunteers' efforts, Young Eagles coordinators can order commemorative Young Eagles 30th pins as recognition items for chapter ground volunteers at [EAA.org/YE30](#).*

New Young Eagles Pilot Drawings - *EAA is actively recruiting new Young Eagles pilots. The fact of the matter is that there will always be aspiring aviators looking to take flight for the first time, but there will also be a need for more volunteer pilots. This is where EAA members can make a difference in the future of aviation.*

All first time Young Eagles pilots, who fly their first Young Eagle between August 1, 2022 and July 31, 2023, will be entered in a monthly basis to win a Lightspeed Zulu 3 headset!

Double Young Eagles Credits for EAA Chapters – *To encourage chapters to participate in the Young Eagles 30th Anniversary, and host additional rallies, EAA will be offering double Young Eagles credits (\$10 per flight) to chapters from January 1, 2023 to July 31, 2023.*

Young Eagles credits are accrued on a calendar year basis, and can be redeemed the following calendar year for a wide variety of items that improve the Young Eagles program. This includes sponsoring Air Academy attendees, supplies/equipment to improve the chapter's Young Eagles program, Young Eagles Workshop kits, and Young Eagles Build and Fly kits. Learn more at [EAA.org/YECredits](#).

To learn more and get involved, visit [EAA.org/YE30](#).”

Daniel Fuka
Young Eagles Coordinator
youngeagles@eaa179.org





The Public Welcome Booth



The Pilot Welcome Booth



Our Chapter Booth



Our FlyMart

And we also had a DEAA booth with a FlightSim (no photo)

LOEFI 2022 Awards

Thank you to all who shared your aircraft! Congrats to these 2022 Winners!



Best Plans Built
Skybolt
Martin deStefano



Best Kit Built
Glassair Sportsman
Martin Guenin



Best Contemporary
Cubcrafters NXcub
Rick Bosshardt



Best Warbird
L-19 Birddog
Phil Phillips



Best Classic
V35 Bonanza
Jerry Powers



Best LSA
Zlin Savage
Janet Crosby



Most Distant Flyin
F33 Bonanza
Andrew Rivas

People's Choice
Skybolt
Martin deStefano



Grand Champion
Beech T-34
Glenn Anderson



Photos by
Jeri Burzin

There were many activities that shared the spotlight at LOEFI 2022.

Women in Aviation – Girls in Aviation Day

For the 2nd year, the local chapter of Women in Aviation used LOEFI to celebrate the 2nd Annual *Girls in Aviation Day – Albuquerque*. Here is an excerpt from their GIAD Wrap Up Report:

“On, Saturday, September 24th over 3,000 people were in attendance at the annual Land of Enchantment Fly In, hosted by EAA chapter 179 at Double Eagle Airport in Albuquerque.

Our chapter hosted the 2nd Annual Girls in Aviation Day - Albuquerque event in conjunction with the Fly-In and had 89 participants...up from 60 last year!

....

This year not only did we grow in number of participants, but also in the number of organizations who wanted to be a part of what we are doing to inspire and educate the next generation of young ladies in aviation and aerospace.

....

Thank you to everyone who made this amazing event possible. This outreach work opens the eyes of little girls and shows them more of what they can be when they grow up!”



The Chapter received a very nice Thank You from WAI:

“I wanted to send a Thank You note for the amazing event EAA hosted last weekend, and for having us again!

Last year we hosted 60 girls for Girls in Aviation Day, and this year we raised that number to 89 participants!

It is such a wonderful collaboration that we have with EAA, and I look forward to its continuation in the future.

*Jacquelyne "BIKE" Nichols
President
WAI Land of Enchantment Chapter”*

Thank you, Civil Air Patrol!

The CAP came out again this year to assist by marshalling flyin aircraft. The insured taxi operations in that part of the ramp were conducted safely. And their assistance contributed to making those flyin pilots feel welcome to LOEFI. Thank you Dan McGregor (LOEFI coordinator) and all the CAP officers and cadets.



And special thanks to Mo Silva of Bode Aviation for assisting Konrad in safely maintaining order on the ramp, particularly laying out the ShowPlane area.



(Continued on page 11)

(Continued from page 10)

LOEFI Raffle Winners

Thank you to all who bought tickets for this raffle in support of Chapter 179's scholarship program. And the WINNERS are ...

GRAND PRIZE – Custom Pedal Plane

Sheyanne Moreno – *her son Camden is one lucky kid!*



Flying Pup WhirlyGig – Chris Jackman

Autographed Chile Poster – Lance Hunter



A Good Time was Enjoyed by All



Photos by Bill Donald and Joyce Woods

(Continued from page 11)

Live Music, Dance, Food Trucks, Ceremonies!

Mike Wirstrom served as Emcee, lined up the bands, orchestrated the Opening Ceremonies, and highlighted events of the day plus interviewed exhibitors and guests.



*The **Fretnauts** and **Eileen and Cross Country** bands kept up the lively atmosphere throughout the day.*



***Volcano Vista HS Marching Hawks** revved up the day, arriving in style, complimented by the energy of the **VVHS Dance Team**!*



Kyle Reinhardt arranged for the fantastic Food Trucks with sales supporting our Scholarship fund! If you missed out, look for them around town! Thanks to all who enjoyed their great food!

- [Pop-Pop's Italian Ice](#) [One Stop Chill n' Fill](#)
[Mi Taco Su Taco](#) [Alitas & Mas](#) [2 Guys 1 Grill](#)
[Hot Box 505](#) [Loaded Lemon](#)

Jianna McGregor and colleague provided First Aid services at the Chapter's public welcome booth. Thank you!



Photo by Bill Donald

(Continued from page 11)

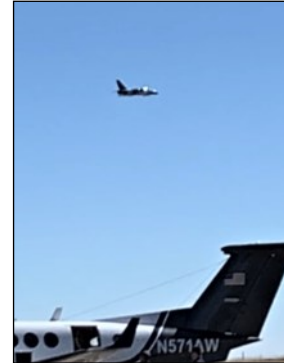


Chile Flight Formation Team

Every year, we are grateful for the participation of the local formation team, **“Chile Flight”**. They grace the skies with a flyover, perfectly timed with our Opening Ceremony and usually fly once more during the day.

A nine-ship this year, they stole the show, accompanied by the Volcano Vista HS Marching Band. Pilots flying: *John Nystrom, “Vyking”*; *Steve Booher, “Boo”*; *Guy Jones, “Longbow”*; *Jon Farley, “Spanky”*; *David Otero, “Stogie”*; *Mike Rehberg, “Zap”*; *Chris Olsen, “Goat”*; *Craig Taylor, “Goliath”*, and *Art Woods, “Curly”*.

Chile pilots took flight again to honor the BCSO crew lost in July, flying a missing man formation while VVHS band director, Daniel Villanueva, played Taps. The crowd was silent as four of the Chile formation peeled off high into the skies, honoring the four heroes lost: Larry Koren, Fred Beers, Michael Levison, and Mathew King. Perhaps this helps fill the hole for the aviation community and families of the BCSO crew, still healing from the shock of this tragedy.



On a lighter note, besides watching arriving and departing aircraft, we noticed some special sights — including a “twin Bonanza” arrival, Glenn Anderson’s T-34 (see awards) and the Jet Warbird Center’s L-39 Albatross.

The Remote Control Balloons were a super hit this year as well. Did you know they are that big? One quarter scale isn’t tiny!



The Hangar was Filled with Exhibitors!

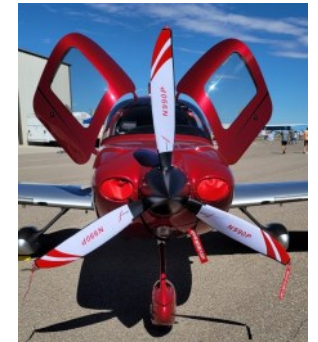


Photos by Bill Donald



And the Ramp was Filled with People Looking at Airplanes

Photos by Bob Gramley



I couldn't resist this, the chance to be close to my favorite airplane in which I learned to fly and had such great times flying local and cross country. Pose suggestion and Photo by Pat Young



LOEFI 2022 EXHIBITORS
Thank you for your participation!!!

Affordable Solar
Air One Systems - FAA Certified Avionics Shop
Airway Heritage Museum - Cibola County Historical Society
Albuquerque ATC
Albuquerque Police Dept
Albuquerque Soaring Club
Angel Flight South Central
Aviation and Education Foundation
Bode Aviation
BRAHN Sport Aircraft
Cavalcade of Wings - Albuquerque
City of Albuquerque Aviation Dept / Double Eagle II Airport
Civil Air Patrol, New Mexico Wing
CNM Aviation Technology
Commemorative Air Force - Lobo Wing
CSI Aviation
Cubcrafters / Sun Country Cubs
Duke City Electric Flyers
EAA Chapter 179

FAA, Albuquerque FSDO
Guardian Flight
High Country Air Service
Kit Crumpton, Self-Published Author and Speaker (B-29 contribution to WWII)
KOAT Sky 7
National Weather Service - ABQ Forecast Office
National Weather Service - ZAB Center Wx Service Unit
NMDOT Aviation Division
New Mexico Pilots Association
New Mexico State Police
Ninety-Nines, Rio Grande Norte Chapter
Recreational Aviation Foundation
Roadrunner Convoy - military vehicle display
SAMS Academy - charter school
Tuskegee Airmen - Gen Lloyd W. Newton Chapter
US Southwest Soaring Museum - Moriarty
Volcano Vista High School Dance Team
Women in Aviation - Land of Enchantment Chapter



Individual Chapter Donors
Thank you for your support!

Gold Level

Brandon Fryar
Ron and Debbie Harmon
Dan & Janice Horschel
Reimer Memorial Fund
Joyce Schmitt
Lanny Sigler
Emilio Verastegui
Scott Weaver

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

LOEFI 2022 VOLUNTEERS

Thank you for your time and hard work! It wouldn't happen without you!

It took more than a village. It took an ARMY!

For the last several months, you heard repeated (desperate?) calls for volunteers 'til you were likely tired of them. As one person doing their part, you may not realize how many people did so much.

So many people stepped up for one task, months of planning, or for 2-3 days of HEAVY LIFTING! Cleaning hangars, loading tables/chairs, waiting for leads to figure out what they were doing, and yes, getting everything in place at the right time. No question that we missed past volunteers unavailable for this year (Susie and Randy, Carol and Barry) BUT we did it. And still, many good deeds likely still went unnoticed since that's how we operate. Volunteers just step up and do whatever is needed. Here are those we know pitched in and helped when needed, whether they realized what they were getting into, or not!

THANK YOU TO ALL! *Yes, and this extends to YOU if we missed you on this list!*

Mia	Alderete	JD	Huss
Raymond	Alderete	Bill	Hutson
Cynthia	Alderete	Dave	Jesurun
Caesar	Archangel	Jim	Kessler
Ramon	Astorga	Chet	Leach
Angela	Baldonado	Fred	Loehr
Jennifer	Baszczak	John	Lorenz
Doreen	Branch	Jianna	McGregor
Arnold	Bronson	Chris	McIntyre
Jeri	Burzin	Brian	Morrison
Ryan	Carson	Dan	Morse
Alex	Carvill	Daisy	Ortega
Leanne	Coletta	Lee	Otto
David	Craft	Bo	Pang
John	DeWitt	Ryan	Parks
Doug	Dingman	Erin	Place
Bill	Donald	Eric	Place
Donna	Dudley	Jessica	Reinhardt
Parker	Engel	Bob	Richter-Sand
Meg	Fleming	Penny	Sena
Stephen	Fleming	Ben	Sena
Greg	Fuess	Angie	Slingluff
Dan	Fuka	Mark	Sturm
Mike	Gaffney	Chuck	Swanberg
Robert	Garcia-Kalief	Mike	Tolle
Bob	Gramley	Theresa	Tolle
Chris	Grotbeck	Emilio	Verastegui
Neal	Hopwood	Bob	Waters

Sandy	Waters
Anna	Werner
Konrad	Werner
Mike	Wirstrom
Joyce	Woods
Art	Woods
Pat	Young
George	Young



Jessica Reinhardt led the popular Youth Activities area, which creates so many young smiles!

Special Thanks to:

BODE Aviation: All the Line Crew for preparations for weeks ahead, all over the field, Customer Service folks who answered a million questions, and to Tim Gorman, Bode General Manager who facilitated planning and Mo Silva who led the line crew for the big day.

Civil Air Patrol: Dan McGregor, Mike Eckert, Andrew Selph, James McKelvey, Brian Neal, Mary Fox. Thank you for your support in planning, safe execution, and annual feedback for continued improvements!

Note from the Editor

Many folks contributed to make this Special Edition of the Newsletter. In particular,:

- The photographers who provided great photos chronicling this event.
- A very special thank you to Joyce Woods for the pages she created to highlight Exhibitors, Volunteers, Activities and the Chile Flight.

Again, thanks to all
george

RV-12 Project – N179Q

Lee Otto

The RV-12 Project began back in April 2021 with the arrival of wings and aft fuselage donated to the Chapter and a Big Box, the kit to complete the fuselage (cockpit, firewall, landing gear, etc.). Chapter Members took it from there through engine- and avionics-ready configuration. The High Desert Flyers Association (HDF) purchased the partially completed airplane and continued with the remainder of the build.



Arrival of the forward fuselage kit.

As reported in previous Newsletters, First Engine Run took place on Aug 5, the Airworthiness Inspection was completed on Aug 10, Taxi Tests began on Aug 5, and on Sep 6 N179Q made its maiden flight.



Lee with Mark building up the instrument panel.



Installing the handsome panel face.

Lee Otto has been the lead builder from the beginning, and naturally with his experience building and flying airplanes (like his amazing RV-10), and intimate knowledge of N179Q, it was natural for Lee to be the pilot for our airplane's first flight. I asked him to tell us about his preparations, planning, plans, and results of the 'momentous' occasion. From Lee:

As most of you know our RV-12 building team got up early on the morning of September 6 to put our project in the air for its first flight. This is always a big moment in the process of building an experimental airplane.

We had carefully planned for this morning. I called the tower on the tel-

ephone at just after 7 AM to tell them who I was and that I was taking 179Q for its first flight. I also told them that I would request a take off on runway 22 with left traffic and ask for an option to make an immediate landing on runway 35 if I had any problem. I explained that if anything was not right in terms of engine performance or control response and airplane handling I would turn left and would then be on a short base to runway 35 and get the airplane back on the ground immediately.

Next I did a careful preflight of the airplane with Mike Rehberg, Art Woods, and Dan Horschel looking over every inch of our new machine. I always feel some tension when taking a new airplane up like this but I was fairly confident that our two years of hard work had produced a good machine. We had made several taxi tests and I had done two high speed runs on the runway where we got up to just short of flying speed and 179Q tracked nice and straight at about 40 knots.

It was now about 7:30, the winds were calm; I strapped in, closed the canopy and started the engine. It took several minutes to get the oil warmed up. I called ground control and announced that I had the ATIS information and requested to taxi for runway 22.

I was cleared to the holding bay short of 22 where I did a careful engine check and run up and checked both ignition systems at 4,000 rpm. Everything looked good so I called ground and asked to taxi to the runway.



Taxiing from the hangar for N179Q's first flight.

At the hold line just short of runway 22 I called the tower and announced again that this was 179Q's first flight and I requested left traffic with an option to make an immediate landing on 35. I was then cleared as requested.

(Continued on page 19)

(Continued from page 18)



LIFTOFF, in the air for the first time.

With one more look in all directions I started advancing the throttle as I made my turn onto the runway. I just kept slowly advancing the throttle until it was all the way open and we were speeding down the runway. So far so good. At about 45 knots I pulled the stick back and felt the nose wheel come up an inch or two off of the

ground. A few seconds later we were airborne. I eased the back pressure a little so the airplane would stay in “ground effect” until we were up to 70 knots. I then eased back on the stick again we were climbing nicely at about 400 feet per minute.

At about 500 feet AGL I started to relax some. The engine was running strong and my left turn felt smooth and easy on the stick. After a short crosswind leg I turned downwind and announced to the tower I was continuing to climb and that I intended to take her up to about eight thousand feet. With another deep breath I thought to myself: “We’ve got ourselves an airplane!” I checked the engine temperatures and noted that the RPM was just over 5,000. All good.

Next I made a few shallow left and right turns which felt very nice and easy. Then I slowed the airplane down by pulling the nose up and reducing power at about 75 knots. I pulled the flap lever to the first notch and pulled the throttle back to idle. I added full flaps and waited for the airplane to slow below 40 knots. After a few seconds the wing stalled with a gentle buffet and I noted the airspeed showed about 38 knots. I added power as I lowered the nose and brought the flaps up. I now knew that 1.3 times 40 (52 knots) would be a safe minimum airspeed for landing. At about 100 knots indicated I made sure the elevator trim was adjusted with no pressure on the stick. At this point I let go of the stick and noted a mild tendency to bank left and the ball was a half a diameter out of rudder trim. Not perfect but fairly good.

It was good enough performance and we had a lot of data collected by our recording EFIS system so I decided to land.

I called the tower and told him I was ready to come back. At this point we had a new voice on the radio but I didn’t bother to announce again that this was a first flight, I just descended into left traffic. Tower told me

to follow another plane and that I was number two for runway 22. My desire to remain within gliding distance to the runway was complicated a little by the slower traffic I was following. I turned a short final anyway. I was too close the Cessna in front of me so I requested a 360° Turn on final to increase separation. The new voice on the radio replied in cranky voice “why did you turn in so close?” But at this point in the flight nothing could keep me from feeling that I’d just had a great first flight. A wise old helicopter instructor once told me: “don’t you let that guy fly your aircraft. He’s sitting in an air conditioned cab with a hot cup of coffee and his feet up on the desk. You’re flying and aircraft with all the responsibility that comes with it. If you need to ignore him, you do it. You can always talk about it with him on the ground.”

The landing was as easy and nice as the rest of the flight and. I was a happy builder and I knew our team would be too.



Welcoming committee – Congratulations

[Watch the video from YouTube.](#) (A truly great video by Jeri Burzin)

Since this first flight, Art Woods and Mike Rehberg have completed flights for the four remaining Test Cards. Critical airspeeds have been ascertained, engine and avionics systems have been checked out, and some adjustment of control surfaces was needed to get the plane flying “straight and level”. N179Q is on the verge of being declared “operationally ready”. Members of HDF are looking forward to getting in the air.

Two Chile Flight pilots flew for 50th at AirVenture 2022

Marking Vans Aircraft's 50th anniversary, an incredible 50 ship formation flyover graced the skies at KOSH 2022. Two Chile Flight pilots participated, **Mike Rehberg (Zap)** and **Craig Taylor (Goliath)**. Chile Flight is the formation team that flies regularly out of Double Eagle II Airport, now a regular for the opening of Balloon Fiesta and various local events. They performed a flyover of the downtown fire station on 9/11, honoring lost firefighters. Chile Flight has become a cornerstone for our events, especially LOEFI and conducting the aircraft building workshop for DEAA.

Check out this great article on EAA's site: [How Did They Do That? Behind the scenes of the 50-ship flyover – Hangar Flying \(eaa.org\)](#)

Pictured: Goliath (left arrow); Zap (right arrow)



Handy Pilots Tips that I came across

- AOPA Pilot Workshops Tip of the Week:
 - [Engine Failure on Takeoff](#)
 - [When to Retract the Gear](#)
- Avweb: Here in New Mexico, we don't see many fronts, not like I've seen them in Kansas and Ohio. But : [Understanding Fronts](#)

Runway Safety Action Meeting – from Joyce Woods

Each year, a Runway Safety meeting (RSAT) is held as the primary forum for pinpointing and addressing airport-specific risk in the surface environment. From this meeting, a Runway Safety Action Plan is developed incorporating input from stakeholders, intended to improve surface safety. Invited stakeholders are all airport users, plus airport and control tower management.

Gerald Valdez, AEG Tower Air Traffic Manager presented a review of improvements made and incidents over the past year. There was a pedestrian deviation with someone coming onto the airport from the homeless shelter. He reviewed taxi procedures and what makes a pilot deviation.

Brian Boyd, Deputy Director of Operations for Sunport and Double Eagle II participated along with representation from the ABQ FSDO. Tim Gorman of Bode Aviation and two Chapter 179 members participated: Gwen Walcott and Joyce Woods.

Brian Boyd indicated they are working with the homeless shelter to reduce unauthorized pedestrians coming onto the field. Fencing was improved to alleviate this problem. He also indicated they are working with the USDA to address wildlife that is compromising the runway environment including coyotes, prairie dogs and badgers. He reported that a major rehab to Runway 17 is planned for late 2023 which will result in Runway 17/35 closure for 18 months.

Gerald Valdez took a minute to give high kudos to EAA 179, recognizing all the planning for a successful LOEFI. *Thanks to the Tower team led by Gerald for their professional operations which reflect well on KAEG every day!*

National Museum of the United States Air Force

I first visited the *Air Force Museum* when it was a small warehouse tucked away in a corner of Patterson AFB (Dayton, OH). That was in 1962, and that is where it was when I was stationed at Wright-Pat ('65-'69), and flying out of the Aero Club at Wright Field. Since then, the Museum has taken over Wright Field with 5 huge hangars for indoor display of historic aircraft, and a few more parked out on the old runway 23. And now the hangar used by the Aero Club as well as hangars where test aircraft that I flew in were modified, are filled

(Continued on page 21)

In the News and Other Interesting Topics

Editor

(Continued from page 20)

with additional historic aircraft awaiting refurbishment so they too can be put on display. (Much nostalgia for me, looking at Wright Field now on Google Earth).

This has brought back into my memories by posts by the *Museum* on Facebook. Here are some interesting online activities and events at the *Museum*:

- [Dawn Patrol](#) (took place on Oct 7 & 8)
 - [Amazing video](#) from 2018
- [Virtual Tours of the Museum](#)
- [Cockpit360](#) - Interior images of many aircraft interiors

And in preparing this writeup, I looked at Wright Field on Google Earth – it brought nostalgia for those days of my early flying experience – the Aero Club had 2 T-34s and 2 Comanches, which together led to many cross country flights. (Download [.kml file](#) for Wright Field in Google Earth.)

Miscellanea

- [EAA Webinars](#) – check out the schedule of upcoming Webinars and the Video Archives
- [KitPlanes Weekly](#) – a wide variety of articles online. A couple caught my eye:
 - [Nobody Likes a Drip](#) – Finding the oil leak
 - [Poison Alert](#) – Discussion of CO in the cockpit
 - [Nuts and Bolts](#) – Wish I'd seen this before working on the RV
- FAA Safety Team Webinars (times are MDT, all earn WINGS credits)
 - [Pilots Guide for Preflight Briefing](#) – Oct 13, 1100
 - [Glider Concepts for Powered Flight Training](#) – Oct 13, 1800
 - [A Smorgasboard of Aeronautical Knowledge](#) – Oct 22, 1000
 - And there are many more at the [FAASite Web Site](#)

For Sale

1962 Piper Comanche 250
TTAIRFRAME: 2,300
TT ENGINE: 1,190 SFRM
IFR Equipped with coupled autopilot
NDH
Call Bill Donald, 505-720-1584

Answers – Weather

Emilio Verastegui

Here are the answers and explanations - -

1. (d) Advection fog is associated with moist air moving over a cooler surface.
2. (c) A low pressure system at the surface flows counter-clockwise and converges at the center of the low pressure system.
3. (c) The standard lapse rate is 2 degrees for every thousand feet. ISA standard temperature is 15 degrees at sea level. The difference between 15 and -1 is 16 degrees. Dividing this value by 2 (two degrees per thousand feet) gives you 8. Multiply that by 1,000 and you get an altitude of 8,000 feet.
4. (b) High humidity, unstable atmosphere, and a lifting force are the ingredients needed to make a thunderstorm.

Emilio Verastegui, a pilot

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High Country Air Service



US Southwest Soaring Museum

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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 Organizatoin

- [New Mexico Pilots Association](#) (NMPA) (& [Facebook](#))
- [Fly New Mexico! Facebook Group](#) - started by David Otero. Ask to Join!
- [New Mexico Airstrip Network](#) (NMAN)
- [NMDOT Aviation Division](#)
- [New Mexico Airport Managers Association](#)
- [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](#)
- [The Wheels Museum](#)