



2023 Leadership

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Jim Kessler

Vice President

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Secretary:

Joyce Woods

Treasurer:

John DeWitt

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Lance Hunter

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Emilio Verastegui

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George Young

Standing Committees

Membership

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Land of Enchantment

Fly-In (LOEFI)

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General eMail

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Snail Mail ***NEW***

EAA Chapter 179

7401 Atrisco Vista Blvd NW #179

Albuquerque, NM 87120-6601



Upcoming Events & Chapter Gatherings

May 12 DEAA Applications Due

May 13 EAA 179 Flying Start & Eagle Flights (KAEG)

May 13 Albuquerque Soaring Club "Fiesta de Mayo" (0E0)

May 15-19 EAA Learn to Fly Week

May 21 EAA 691 Flyout to Navajo Lake (IV0)

Jun 5-9 Double Eagle Aviation Academy (DEAA) (KAEG)

... and check the list of Upcoming Fly-in Events on [page 14](#)

May 2023

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Notes from our President

Jim Kessler



It's May already. Make sure you get out and enjoy the weather while it's cooler.

April at the 179th was productive. The Gathering on the 18th was well attended. The speaker, Doug Lutz, talked about his relationship with a Stinson Tri-Motor. The potluck was good, and the fellowship was excellent.

We had our first LOEFI meeting. Mike Paxson is looking for help. This year's LOEFI is on September 23rd. Put that on your calendar and think about where you want to volunteer. Volunteer early and get your choice.

The speaker at this month's Gathering on May 16th will be our own Lance Hunter. He will be explaining Basic Med to us. If you're not signed up for Basic Med, this is your opportunity to learn more. This is our last potluck at the City Maintenance Facility until September. The summer Gatherings will be at restaurants.

May 6th was our Young Eagles Rally. We had 14 pilots who flew 75 youngsters. It was a beautiful day for flying. Michael Tolle did a great job coordinating the event. Joyce, Alex et al and the Alderete gang were there as ground crew. Thanks to all the pilots and ground crew that made the day possible.

May 13th is Flying Start an opportunity for adults to go flying. We have 10 participants signed up. It should be a very rewarding day for all. It will begin with a short presentation about being a pilot and the things to think about as you get started. That will be followed by an Eagle Flight. After the

flight, we'll have lunch and talk about the process of achieving and maintaining a pilot's certificate.

Our final DEAA 2023 meeting was Saturday, May 6th. We'll need help on June 1st to set up. We're starting at 9:30 AM at the City Maintenance Facility. Come join in the fun. And don't forget the DEAA Closing on Friday June 9th. Come and meet the newest aviation enthusiasts. If you know a high school student who wants to participate they need to get their application in by May 12th.

EAA HQ has asked if we would host the B-25 from October 12 – 15th. We have accepted the challenge. Since the B-25 is a 60-year-old twin engine aircraft with a very limiting takeoff envelope, we have been asked to host it over at Sunport. Cutter Aviation will be assisting us in hosting the Berlin Express. Expect more on this as the time gets closer. Konrad has stepped up to take the lead on this effort.

The RAF Hangar Upgrade committee has put together its recommendations for improving the RAF. If you have ideas for those improvements, contact Lee Otto very soon. We should be presenting our report to the board on June 28th.

Thanks to everyone for a great April. Let's do it again in May.

Keep the rubber side down.

Jim Kessler, President
EAA Chapter 179
chapter@eaa179.org

Recurring Events

Chapter Gatherings

3rd Tuesdays at Double Eagle II (KAEG)
KAEG, spring and fall, - comfortable weather
A restaurant, see Newsletter for [hot] summer and [cold] winter locations
March-Scholarships & December-Holiday Gathering

Chapter Board Meetings

Normally the First Tuesday of Odd Months via ZOOM

IMC Club

Third Saturdays at Double Eagle II (KAEG) and via ZOOM

SPECIAL NOTICE

A Change to Airport Access is Coming Very Soon

The new access control system for KAEG is going into effect June 1 (as I understand it). The keypad will no longer open the gates. Instead, an electronic access card will be required. If you missed the earlier announcement, or haven't applied for your card, do it soon.

To get your card

- Fill out an application form at the Bode counter, leave it with them. They are to pass it on to the City Office.
- After processing (which may take two weeks or more), pick up your card from the City Maintenance Building.

An Essay on “Why Learn to Fly”, My Personal Experience

While preparing for the upcoming *Flying Start* event, I started asking myself one of the questions that we have for the participants – *Why do you want to learn to fly?* First, I found it hard to come up with a quick answer. The more I thought about it, I realized there are many reasons. No one of them stands alone, but each has motivated me to become a pilot and to explore the freedom flying gives a person. Here are the results of my contemplations:

Awe, and Curiosity

Awe—As a kid growing up in western Kansas, I saw a few examples of airplanes.

- ⇒ One blue-sky summer afternoon lying creekside, I watched and listened to a B-36 fly overhead. The sight and sound—*Awesome*.
- ⇒ On other days I watched Elmer Hedge fly low over the house – now I know he was flying a Piper Cub and was on final to land on the buffalo grass runway at the edge of town—*Inspiring*.
- ⇒ On special occasions I would hear a very loud roaring sound, that of an airplane flying low directly over the house. I would scramble up the TV antenna tower to get up on the roof and watch an F-86 make –very low– passes over his parents house on the other corner of the block—*Amazing*.

Curiosity—With these experiences, who wouldn’t be curious about what flying would be like?

- ⇒ To fly as do the hawks that I would watch whenever I was in the countryside.
- ⇒ To see things on the ground, familiar and unfamiliar, from a different angle.
- ⇒ To have the freedom to “wheel and soar in the sunlit silence” of the sky. (Apologies to John Gillespie Magee Jr.)

A Challenge

With the inspiration arising from Awe and Curiosity, the next answer to Why was: *can you do it?* To answer that, it was necessary to take on the challenges of learning and developing the skills to be a pilot, to demonstrate at least to myself that I could become proficient in the Art of Flying.

Knowing the Airplane—Learning the “machine”, the parts and the pieces and the purpose each serves.

Learning the Rules and Procedures—Knowing the “rules of the air” (FARs) and practices (AIM) that we are expected to follow including takeoff and landing, traffic pattern and procedures, radio communications, and more.

Flying the Airplane—Developing the skills to taxi, take off, maneuver, and land not just safely but comfortably. And developing the judgment and learning procedures to deal with the unexpected (e.g. emergency procedures, weather changes, etc.).

Going Places—Learning how to plan a flight away from home base:

- ⇒ Choose destination and route of flight: establish track, waypoints, distances, airports, etc.
- ⇒ Plan a flight: determine headings, altitudes and winds, data about enroute and destination weather and facilities, etc.
- ⇒ And ... then: successfully fly the cross country flight.

These challenges kept calling me back to continue flight training even when distractions of the Academy drew me away. Having access to an awesome airplane, a T-34, was quite appealing in and of itself. Meeting the challenges of flying a complex airplane was intriguing. And as my training progressed, each success drew me to the next challenge:

- ⇒ The first solo flight around the pattern.
- ⇒ The first solo cross country.
- ⇒ And ... passing the check ride to earn the Private Pilot certificate.

[Oh, about that solo cross country: one Sunday morning, with my instructor’s approval, I flew from USAFA to my home town in northwest Kansas, landed on the same buffalo grass runway mentioned earlier, parked the T-34 just off the end of the runway, walked 2 blocks to the house, and enjoyed breakfast with my parents. I returned to USAFA and someone else was flying the airplane by mid-afternoon.]

The “Practical” Benefits

Demonstrating enough proficiency to be awarded a PPL certificate and the tasting the freedom that flying gave me led to the next answer to Why; an *eagerness to explore the practical side of being a pilot*. I was particularly eager to take advantage of the Going Places reason— the solo cross country had set my course for flying in the coming years.

(Continued on page 4)

Notes from the Editor (continued)

George Young

(Continued from page 3)

Personal Trips—I found many opportunities to use flying as an excuse (sometimes reason) to go somewhere:

- ⇒ Dayton to Kansas to see my girlfriend and visit family.
- ⇒ San Juan PR to Charlotte Amalie VI as a tourist.
- ⇒ Hampton VA to Albuquerque for my wife's business.
- ⇒ and ... across the Country, Hampton VA to Oakland CA and return, to say "We've Done It".

Other Trips—I had a few opportunities fly myself for business, such as for meetings from Edwards AFB to Ogden AFB or from Kirtland AFB to Nellis AFB (I flew over Grand Canyon on that trip). I can envision attending a meeting in Farmington that would require less time flying myself compared to driving that distance

"Recreation"

Another answer to Why: *simply enjoy flying*. Along the way I have taken time for "recreational" flights, such as:

- ⇒ From Dayton north to look at Lake Erie from the air and a stop at the Cuyahoga County Airport to see Jim Bede's prototype BD-4.
- ⇒ From Hampton VA down the Outer Banks of North Carolina with a stop at First Flight (FFA) to see the Wright Memorial and on down Cape Hatteras to the Ocracoke Island Airport and a short walk for crab cakes at Howard's Pub.
- ⇒ And here in New Mexico—flying almost anywhere to view the scenery, to admire it and to be curious about it.
 - ⇒ I've flown up the Rio Puerco valley to see the many volcanic necks including Cabezon.
 - ⇒ I've flown west to Chaco Canyon to see the Pueblo ruins along the way and in the Canyon.
 - ⇒ I've flown up to White Mesa and surveyed the Ojito Wilderness to identify the mesas where I have hiked or to identify areas of interest for future hikes.

And there are so many more places of interest in New Mexico within an hour's flight to explore from the air.

Self Actualization

Underlying all of these answers to Why are the *feelings that I have experienced as a pilot*.

- ⇒ The reward of taking on a challenge, meeting it head on, and achieving the goal I set for myself.
- ⇒ The pride in knowing that I am proficient in this challenging activity, and that I will continue to get better with practice and experience.
- ⇒ The freedom to go places, where and when I wish, with few encumbrances.

These reasons follow my experience in chronological order. I was largely unaware at the time, but in hindsight each seems to have led to the next. Your experience will no doubt be different.

- ⇒ Maybe one of them is enough to put you on the path to becoming a pilot.
- ⇒ Or perhaps it takes a combination.
- ⇒ Or you have reasons other than these that have motivated me.

Whichever the case, I hope that I have given you ideas that will be useful in your deliberations about becoming a pilot. You will be welcomed into the community of Pilots.

George Young
Newsletter Editor/WebMaster/eMail Clerk

SPECIAL NOTE: New Group on Facebook—EAA Chapter 179

We have created a [Facebook Group](https://www.facebook.com/groups/www.eaa179.org) for Albuquerque's EAA chapter 179. This group was created to provide its members with an interactive way to keep up with current events and activities conducted by the EAA179.

- Group members can ask questions and get answers in real time.
- We encourage all EAA179 members to join
- We encourage all Young Eagles and their parents or guardians to join
- Any member of the group can post pictures of their flights or ground activities

Please go to <https://www.facebook.com/groups/www.eaa179.org> and request to join our new Facebook Group.

May Chapter Gathering - May 16, 2023

Lance Hunter



Tuesday, May 16, 2023

5:30 PM *Rudi's BBQ & sodas provided*

Bring a side dish to share!

6:15 PM Intro & Program

Program: Basic Med—Is it Right for You?
by Lance Hunter

With over 80,000 pilots flying under Basic Med in the United States today, and this number is growing each day. Basic Med does have some restrictions. Come to our meeting and find out if Basic Med is right for you.



Lance Hunter has been flying for 15 years, holds a Private Pilot certificate and Instrument rating, and currently owns and flies this LOEFI award winning Cirrus SR22.

2019 LOEFI photo by Phil Thompson

Monthly 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,** next to the Control Tower. 7401A Atrisco Vista Blvd NW; Albuquerque

Directions: Take I-40 or Paseo del Norte westbound to Atrisco Vista Blvd and follow airport signs.

Once on the Airport road, there is a stop sign before turning left to the main airport parking lot, **DON'T TURN LEFT.**

Proceed straight through the gate towards the Control Tower. Park in front of the 1st building on the left, marked 7401A. We'll be in the south maintenance bay. *Look for EAA signs.*

April Chapter Gathering - RECAP

Joyce Woods – Secretary

Doug Lutz is the ABQ Support Art Program Coordinator, Volunteer Coordinator, and a Tour Guide. He shared the story of his **"55 Year Adventure with a Stinson Tri-Motor"**. An adventure, indeed.

The Stinson 6000A Tri-motor was a low wing plane, designed as a feeder liner for American Airlines. The unique double tapered wing, combined with a stout steel tubed fuselage gives it a noteworthy appearance.

Starting with his time as a firefighter in Montana, Doug shared his story of an amazing and lucky rescue of NC15165, the summer of 1968. Little did he know as a young firefighter sent to Alaska that he would be fighting for his life and emerge having saved this vintage aircraft. The unforgettable experience later led him to launch a 'pre-internet' search for the ultimate destiny of this aircraft.

He calls himself a "one horse" aircraft researcher. Otherwise mostly unfamiliar with aircraft in general, he's traced each and every one of the mere 31 Stinson TriMotor aircraft built, studying ownership history and for most, their demise. He indicated that some became "Twins" in Australia. He's also tracked down a fellow firefighter, who coincidentally our chapter member, Meg Fleming knew through her BLM career.

Today, you can see "his" aircraft at the [Mid-America Flight Museum](#) in Mt Pleasant, TX, located in the northeast corner of the state. Thanks to them, Doug finally got the opportunity to fly in the aircraft he saved, following two extensive restorations since the fire.

You can listen to the interview and envision his emotions as he got to fly in the airplane after so many years.

"The Stinson Story", MidAmerica Flight Museum: <https://youtu.be/IA732BPxGfo>

For more info:

[Stinson Model A: Restoring a Classic Aircraft](#)



Notes from May Board Meeting, 5/2/23

Joyce Woods, Secretary

Your chapter Board of Directors is active with our year well underway! Here's a summary of May updates and decisions.

Planning is underway for upcoming events:

May 6 Young Eagles (90 registered including wait list)

May 13 Flying Start program with **Eagle Flights** (10 registered participants)

May 16 Chapter Gathering —at DEII, Lance Hunter on Basic Med

May 20 IMC Club

June 1 Site setup for DEAA, 0930 start at city facility

June 5—9 Double Eagle Aviation Academy (DEAA) (11 applicants so far)

June 10 Young Eagles flights for DEAA students

June 20 Chapter Gathering at Los Cuates restaurant by Cottonwood Mall

LOEFI—Sept 23 Budget approved. Pedal Plane and Southwest Airline ticket raffle planned. Contact Mike Paxson to get involved.

Other business:

Chapter Membership is now at 84 paid memberships (individual and family) plus 8 complementary scholarship recipient memberships.

We were offered the opportunity by EAA HQ to host the EAA B-25 on Oct 12-15, 2023 which coincides with the second weekend of Balloon Fiesta. Konrad Werner, Jim Kessler, John DeWitt, and Joyce Woods volunteered as a core team to address immediate logistics. Volunteers will especially be needed to support aircraft ground tours.

Considering that B-25 hosting is a good community offering and chapter fundraiser, the Board decided to cancel Young Eagles for Oct 14.

As a result of hosting the May Flying Start event, our chapter will receive 2 week-long passes for EAA AirVenture. It was decided to offer these via an online auction by late May.

Lee Otto and Mark Sturm visited the shop of builder David Roth of Corrales who has a Barracuda project in progress. It is a sophisticated, complex, retractable gear, and beautiful all wood aircraft. The Board concluded that it is not a project the chapter could take on, but perhaps could help recruit help for David to finish it.

Reconsidered accepting paid sponsor ads that align with our mission and serve our members. Checking with EAA HQ and other chapters for input.

Next Board meeting: June 28 at 6:30pm via ZOOM. Anyone welcome, contact Joyce for the Zoom link.

Joyce Woods
Secretary, EAA Chapter 179
chapter@eaa179.org

Double Eagle II Tenants Meeting

Jim Kessler

A meeting of Tenants of hangars at Double Eagle II was held on April 15, 2023. Brian Boyd, Deputy Director of Operations for the Sunport and Double Eagle II led the meeting. Here are highlights:

- The city plans to repair the pavement in front of the Bode FBO this summer.
- SafeTee Hangar's taxiways are to be evaluated in May. The city is planning future repairs on those taxiways. They will try to push information to us by setting up a Mail-chimp to those who provide them with an email address. Use the Contact Us at the bottom of the website to leave them your email address. The website is: [Double Eagle II Airport \(abqsunport.com\)](http://DoubleEagleIIAirport(abqsunport.com)).
- The FAA and the city are planning a full repair for runway 17 -35 and expect it to remain 100 ft wide. This upgrade will include lighting and drainage improvements. Timing on the repair is TBD.
- Everyone needing to get in the gate needs to have a badge by June 1st. Rules for badges will be forthcoming. Badges are tracked (serialized).
- The city is searching for a full-time manager for KAEG.

We Are Still Looking for a Chapter Project

Lee Otto

Here is a picture of our latest chapter project after it's first flight with some of the building crew celebrating. Now that we've finished this Vans RV-12, we're looking for our next building or restoration project.

Do you know of someone who as an EAB project who just can't find the time to finish? Or a project that is "hiding" in someone's barn? Contact us ...



Lee Otto
N326JL@gmail.com

May IMC Club Meeting

Barry Harper, John DeWitt, IMC Club Coordinators



Sharpen your Instrument Flying Skills!

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

NEXT MEETING: Saturday, May 20, 9:30—11:00 AM

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.

- **Participate in-person at Double Eagle II Airport** in the Bode Aviation conference room, 2nd floor, next to the café. Optional: meet others at the café prior for breakfast or after for lunch.
- **OR Join Remotely via ZOOM:**

Register in advance for Zoom access info here:

https://us06web.zoom.us/meeting/register/tZAqdO-srTotEtQysyBNXzlr5zbJ7Q5SK_Tm

You will receive a confirmation email with the meeting Zoom link.

If you'd like FAA Safety WINGS credit, please register through the WINGS announcement as follows, or sign in-person at the meeting.

- Visit the FAAST [Seminars & Webinars page for Events at KAEG](#).
- Scroll to the bottom and select the *IMC Club Meeting*.
- Follow "Registration Info" instructions

See you there!

Barry Harper & John DeWitt
IMC Club Coordinators, EAA 179
imc-club@eaa179.org

Membership

Art Woods, Membership Chair

We always welcome new members no matter the time of year. Please consider joining the 90 plus members who renewed or joined us for 2023. Dues payments help fund a scholarship, pay our national EAA fees and enable your chapter to offer fantastic programs throughout the year. Online payment through our website is quick and easy. And we now offer the option of multi-year renewals for both individual and family memberships.

We look forward to seeing you at our monthly gatherings, at Young Eagles rallies and of course at our premier Land of Enchantment Fly-In on September 23rd.

We've made it easy to join as a new member, or renew your 2023 membership, with online payment via credit card, debit card or PayPal. Just go to: <https://eaa179.org/membership/>.

Dues are \$20 for an individual member and only \$30 for a family (spouse and children under 18). If you would rather send a check, make it payable to "EAA Chapter 179" and mail to:

EAA Chapter 179
7401 Atrisco Vista Blvd NW #179
Albuquerque, NM 87120- 6601

You'll receive an e-mail confirmation, assuming I have your email address!

Don't hesitate to email me if you have questions about your membership status, if any personal information has changed, or if you need help with the website payment process.

If you joined our Chapter late last year, you are already paid up through the end of 2023.

Art Woods
membership@eaa179.org



Young Eagle Pilots Fly 30 to celebrate this 30th!

See recognition details at:
[EAA Young Eagles 30th Anniversary](#)

Number of YEs flown as of today:
<https://www.eaa.org/eaa/youth/free-ye-flights>

Answers to Emilio's Quiz on [page 16](#)
1 - b, 2 - a, 3 - a, 4 - c, 5 - a, 6 - c

Albuquerque EAA 179 Spring Auction

Joyce Woods



EAA179 Online Auction

Support EAA Chapter 179's mission by taking part in our upcoming online auction. Create an account and bid on any of the items donated.

Check it out here:

[EAA179 Spring Auction 2023|Place your Bid!](#)

Auction live from Monday May 8, 2023

Auction bidding closes May 16 at 9:00pm sharp!

Items up for bid include:

Two Full Week Admissions to AirVenture 2023

BladeSox – Custom propeller covers

Vintage Craftsman Toolbox

Vintage B-24J Model Kit

Autographed Aviation Books

Model Engine (assembly required)

Power Miter Saw

Drill Press

Heavy Duty Engine Hoist

Bench Vise



Flying Start Event—May 13, 2023

Joyce Woods



*For Adults to learn about aviation pathways
and take a **FREE** introductory flight!*

Flying Start!

Hosted by Albuquerque
EAA Chapter 179

Saturday May 13, 2023
Double Eagle II Airport
8am – 11am

Pre-Registration
Required



Know an adult who wants to **LEARN TO FLY?**

EAA's Flying Start program is for adults who have always wanted to learn to fly. It's a chance to kick-start their journey to become a pilot.

The program starts at 8AM in the chapter (RAF) hangar with an introductory presentation to explore various flight training goals and options. Following the session (at 0930), volunteer pilots provide a **FREE** introductory Eagle Flight, weather permitting.

If you know someone who would be interested, please encourage them to **REGISTER** as soon as possible.

Registration is required, participation is limited.

Use the QR code above or this [REGISTRATION LINK](#)

VOLUNTEER PILOTS—we need you!

Flights start at 9:30am. We aim for a 1:1 Eagle Flight experience for **Flying Start** participants and encourage follow up mentoring. Session size is limited so our goal is for most pilots to fly just one flight.

Active Young Eagles Pilots will receive a request to help. Any EAA member is welcome to participate—no Youth Protection training required. See [Eagle Mentor Pilot Requirements](#)

If you have questions or can volunteer in the air or on the ground, please contact Joyce Woods at chapter@eaa179.org.

Joyce Woods
chapter@eaa179.org

EAA LEARN TO FLY WEEK

Joyce Woods



Whether or not you participate in the local “Flying Start” program, this **FREE** six-day event is available to support one’s journey to learn to fly.

Join EAA May 15 - 19 for the inaugural *EAA Learn to Fly Week!*

Expert flight instructors and representatives from aviation organizations will present free and interactive webinars to help jumpstart your flight training journey.

Topics covered include: how to get started in flight training, tips for saving time and money in flight training, preparing for the FAA written exam, examiner tips for passing the check ride, and much more!

These online seminars plus the Flying Start event are intended to welcome, encourage, and educate aspiring pilots to a flight training pathway.

Find the full online schedule and sign up for one or more sessions at this link:

[EAA Learn to Fly Week | May 15-19, 2023](#)
[Experimental Aircraft Association](#)

See EAA’s full announcement on page to the right >>

EAA’s “Learn to Fly Week”

EAA National



To introduce adults to Aviation (much as we do for youth), EAA has established the Inaugural *Learn-to-Fly week*. Here is their announcement:

“Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural *Learn to Fly Week* on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Chapter 179 will launch *Learn to Fly Week* with a *Flying Start* event on Saturday, May 13. EAA’s *Flying Start* program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory *Eagle Flight* to experience the spirit of aviation firsthand.



“Becoming a pilot is a dream for many, but few know where to start their journey. *Learn to Fly Week* was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.” Leiting also added that inspiration from this event stemmed from

packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at *Flying Start* events, *EAA Learn to Fly Week* is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty’s Pilot Shop is the presenting sponsor of *Learn to Fly Week*. Sporty’s will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on *Learn to Fly Week* can be found at EAA.org/LTFWeek.

David Leiting Jr.
EAA Eagles Program Manager

Double Eagle Aviation Academy (DEAA)

Jim Kessler

Double Eagle Aviation Academy 2023 is preparing for another group of 24 young aviation enthusiasts between the ages of 14 and 17. The class starts June 5th and goes until June 10th when we will have a special Young Eagles Rally for the students. We have a full schedule for the week with classes covering the following topics:

Aviation Weather	Navigation - Flight Plan/NavLog
Compass Heading	Maintenance Careers
Commercial Pilot Career	Engines
Simulator Training	Avionics
Aerodynamics	Weight & Balance
Instruments	Communications
Navigation - Dead Reckoning	Aircraft Construction
Engineering Careers	

Here is a summary of activities for the week:

- Every morning we have pilots displaying their aircraft and talking about their flying experience.
- We have 4 simulators to use during the week. On Thursday the students will practice fundamental flying maneuvers using the simulators.
- Each student receives a binder with all the classroom presentations included. They are encouraged to take notes during the class presentations.
- On Friday afternoon June 9th, we have a reception, during which the students receive their certificates. All are invited to attend.
- The students can participate in a special Young Eagles Rally on Saturday, June 10th. They will have planned the navigation route and are encouraged to fly the route they planned. This is the culmination of the week.

We will put the binders together on May 25th in the City Maintenance Facility starting at 10:00 am. It takes about 2 hours to complete all the binders.

Set up day is June 1st. We will meet at the City Maintenance Facility underneath the Tower at Double Eagle at 9:30 am. **We need help on this day.**

If you have an airplane you would like to show the students on one of the mornings, please contact Joyce Woods.

We will begin teardown on June 9th in the afternoon. Final teardown will be on Monday June 12th at 10:00 AM.

Jim Kessler
jhkfour@gmail.com
(910)467-2162



Double Eagle Aviation Academy

June 5 - 9, 2023

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 10

Ages 14 – 17

Application deadline May 12, 2023

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

Get application at www.eaa179.org



\$175 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



Scholarship Update

Mark Sturm – Scholarship Coordinator



Greetings chapter members and friends.

You may recall that we announced our 2023 scholarship winners last month. Well, due to a glitch in our application software we found one of our applicant's documentation was saved in last year's folder by mistake. The board reviewed his application and unanimously agreed to award a scholarship to Nathaniel Parks. Check him out below; well deserving of a scholarship.

Also, I received two wonderful Thank-You notes from our two selectees headed to EAA Air Academy at Air Venture in July. They promise to take lots of pictures during their week-long stay and give a presentation at one of our monthly meetings. Can't wait.

Nathaniel Parks

Senior at Sandia Prep.
2023 National Honor Society.
Attending the University of Oklahoma professional pilot program in the fall
Has taken 8 Young Eagle flights!
Graduated Double Eagle Aviation Academy in 2021.
Currently taking Sporty's Learn to Fly course.
Participated in an aircraft Condition Inspection.
Would like to build his own aircraft someday.
Eager to one day fly Young Eagle kids in his plane.



William Reese

To the members of EAA Chapter 179,
I am incredibly grateful for the opportunity I have been granted to go to the EAA Air Academy in Oshkosh, Wisconsin. I am excited to meet new friends who share my passion for aviation, and I am very excited to learn concepts about aviation like preflight, flying fundamentals, aircraft engineering and building, weather, and more! I can't wait to



go flying again in a plane, and I am blown away that I get to fly in a helicopter! I have always been entranced by helicopters and how they fly, and I can't wait to experience that myself. As well as learning about helicopters, I will increase my knowledge of aviation, which will help me move towards my goal of becoming a commercial pilot. I am excited to make great new memories at the EAA Air Academy, and I can't wait to get started. Once again, thank you to all the members of EAA Chapter 179 for the incredible experiences of Young Eagles flight, the Double Eagle Aviation Academy, and this incredibly generous scholarship to the EAA Air Academy. It has helped me find my passion and means the world to me.

Sincerely, William Reese

Mia Alderete

Dear EAA Chapter 179,

It is an honor to be given the opportunity to attend the EAA Advanced Air Academy. I want to thank you all for this as I will gain much knowledge and experiences from it. I am beyond excited to attend the academy and not only meet many new people but immerse myself further into the world of aviation. I am also looking forward to attending Air Venture as I continue to hear amazing stories from chapter members. This chapter has aided me throughout my entire aviation journey, and I am forever grateful for it. Aviation has always been my dream and without this amazing group of people it wouldn't be my reality. I am looking forward to taking more steps towards my goal of flying for Southwest Airlines, including attending the academy this summer. Again, I want to thank you all for this opportunity as I will make many new memories and take a big step towards my passion for aviation.

Many Thanks, Mia Alderete



Mark Sturm
EAA 179 Scholarship Coordinator
scholarships@eaa179.org

From the Young Eagles Nest

Mike Tolle, Young Eagles Coordinator

Three observations come to mind immediately from the May 6th Young Eagles event:

1. I wish there was something like this when I was growing up;
2. It's a good day when we fly a bunch of Young Eagles safely;
3. This club is expert at successfully executing a program despite any problems along the way.



Forget the predictions for wind. The weather turned out beautifully.

For those of you who like statistics, 93 Young Eagles registered and we flew 74. Twenty-five of those Young Eagles were first-timers. But the statistics fall far shy of capturing the accomplishment of a Young Eagles event. Perhaps we have as a society have lost some of our ability to appreciate the magnificent gifts we are given.

I'm literally amazed by the public benefit the Young Eagles program provides. Because of the overwhelming generosity of a general aviation club, a child dreaming of taking flight is able to realize that dream.

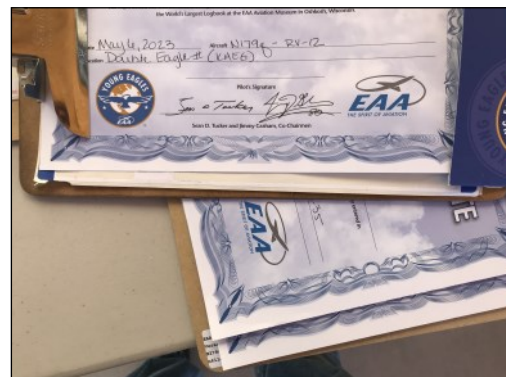
For those of you who have 1000's of flying hours, do you still remember the thrill of climbing into some flying machine and taking flight for the first time? It's no small feat for mankind to watch as the ground recedes below, and this club makes that minor miracle happen for scores of children every event. It's touching to hear the enthusiasm in our pilots' voices as they sign logbooks and certificates while congratulating their passengers on flying with them. I congratulate this club for opening their planes and lending their flying skills to aspiring young aviators.

And I'm amazed whenever I see this club consistently delight the general public every event even if a few things go awry. Although we experienced some debilitating circuit breaker and information technology problems, this club circumvented disaster with aplomb.

I'm extremely grateful to the Alderete Family, Joyce Woods, Mike Wirstrom and Alex Carothers for stepping in to solve some coffee pot, wireless network and printer problems.



It is always a good day when the Alderete Family arrives to assist with another Young Eagles event.



An impeccable work of art from our quick-thinking volunteers after the laser printer coughed-up a no-go red X.

Apologies for the carpal tunnel caused by handwriting all those first-time certificates, but think of the personal touch afforded by human writing as opposed to some generic laser printing.

Again, my thanks and appreciation to all those involved in the May Young Eagles event. The EAA B-25 is visiting Albuquerque in October, so stay tuned while the Board contemplates the date for our next event.

Mike Tolle
Young Eagles Coordinator
youngeagles@eaa179.org



The SAM's aircraft is STC'd for Dynon HDX displays in the cockpit and cupholders on the horizontal stabilizer. Still working on an STC for the coasters under the cups.

LOEFI 2023

Mike Paxson, LOEFI Coordinator

Hello Fellow Chapter members,

I hope you have all been able to enjoy some of this wonderful weather we have been having! With LOEFI only about 5 months out, leadership has been working the past month to get plans in place for this year's event. While several plans are still in the works, we are making steady progress. I will share that we plan on having another PedalPlane to raffle off this year, which will be a P-51 Mustang! I hope to elicit the help of the Chapter members to determine the paint job this year.

Our next planning meeting is scheduled for May 17th, at 18:30 on Zoom. This is a great opportunity to see what goes on behind the curtain for this big event. I plan on giving updates about facility usage and discussing any needed roles that need to be filled. As LOEFI gets closer, I plan on circulating a sign-up sheet for volunteer shifts throughout the day. If you are interested in joining the meeting or have any questions, please feel free to contact me.



Mike Paxson
2023 LOEFI Chair
loefi@eaa179.org

Alumni Letters

A recent note from Barry Kromer, a member who left us for Cape Cod:

Hi George,

Carol & I had an interesting flight on Easter Sunday. We flew from KCQX to KASH to have dinner with our son/his wife/grandsons and Nicole's family and on the way back had the attached interesting story.

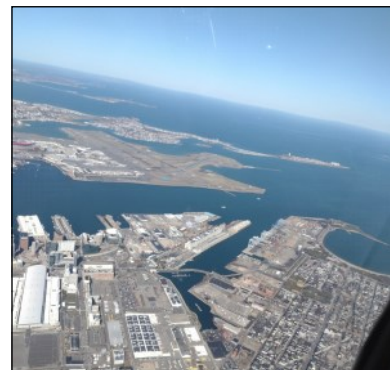
Stay safe, Barry Kromer

GA Pilot busts Boston Class B and lives to fly again!

Carol and I were flying back from KASH to KCQX on Easter Sunday, April 9, 2023 on a heading to skirt the outer ring of Boston Class B airspace. (You do NOT go there). As we were flying at 3500 MSL on a 180° heading, our controller calls, "N15675 turn LEFT to a heading of 140°".

Complying with the transmission, I turn left to 140° and we see Image #1. Carol says: "That's Boston". I concurred. We remained on that heading, as I observed on Foreflight, I am basically heading to the epicenter of Class B airspace where no regular pilot is supposed to be. Carol says: "You're not supposed to be here". I concurred.

As we proceeded directly over Fenway Park we are now noticing KBOS (Logan) at our 11 o'clock and 3500 feet below. No calls to N15675 from ATC since the original "turn left to 140°". Now we see Image #2. American flight 1000 feet above descending and United flight on final for 4R.



As we continue outbound toward Cape Cod, ATC switches us to 118.2 which is Cape Approach. Before switching to 118.2, I thank the nice controller for his help and for the transition through Class B, and he replies: "You're welcome, Happy Easter".

Flying is just great, isn't it?

Barry Kromer
April 11, 2023

Light Sport Repairman Workshop in Albuquerque

Art Woods

Hello Chapter 179 Members,

Thanks to hard work of Chapter 179 members, a flying club is actively flying an RV12, based in Albuquerque. The club finished the engine and avionics and received the E-LSA certification. Several flying club members are interested in getting their certification for the light sport repairman certificate as owners. We asked Rainbow if they might be interested in coming to Albuquerque and they said YES.

Rainbow will publish the dates to the public on April 10 – so we kind of have first rights to fill the class with New Mexico aviators. There are only 16 seats available so reserve your seat early if you would like to take advantage of this opportunity. See sign up info below.

Repairman (LSA) Inspection Airplane Workshop September 16 - 17, 2023; 8am-5pm

This is the 16-hour class for all light sport airplanes and allows someone who completes the course to be able to sign off on condition inspections for their LSA. *There is also a 5-day course that enables someone to be an A&P equivalent and sign-off on non-owned LSA's. This isn't that class!!!*

Please email or call me if you have any questions.

Art Woods
Rv7@flylonecone.com
505.974.5301
EAA 179

Light Sport Repairman Inspection Workshop, Hosted by EAA 179

Rainbow Aviation will hold its FAA-accepted, Light Sport Repairman workshop (fixed-wing & weight-shift) at Double Eagle Airport September 16 - 17, 2023, from 8 am to 5 pm both days.

Pre-registration for the two day course, which cost \$485, is available to EAA Chapter 179 members and friends. Registration will open to the aviation public on April 10th.

Attendees who successfully complete the class will be able to perform the annual inspection light-sport aircraft they own now or purchase in the future. There is no requirement for currency and no recurrent training. Once you are a repairman, you have the certificate for life.

For more information: https://rainbowaviation.com/?page_id=3997
To reserve a seat in this workshop email the following information to: carol@rainbowaviation.com

Name:

Address:

Phone number :

Email Address:

Request reservation for a seat in the Sept 16–17 workshop in Albuquerque.

Or [download and complete this registration form](#) and mail with your fees to: Rainbow Aviation Services; 1562 SW HWY 58: Kingsville, MO 64061

Fees will be due in full by July 15th.

\$485.00 is based on cash, check, money order, or ACH payment

Fee is \$515 with a credit card

Repairman (LSA) Inspection Airplane Workshop

Date: September 16 - 17 .2023

Time: 8am-5pm Please arrive by 7:45 am on first day

Hosted by: EAA Chapter 179

Address: Double Eagle Airport; 7401 Paseo Del Volcan NW; Albuquerque, NM 87120

Classroom at the City Maintenance Facility

[Click here for interactive map](#) [Click here for airport information](#)

--

Warm Regards,

Carol Carpenter
Rainbow Aviation Services
[1562 SW State Route 58](#)
[Kingsville MO 64061](#)

Upcoming Fly-In Events (hosted by others) and NM EAA Chapter's Activities

The Editor

On this page I'm listing aviation events of interest around New Mexico.
If you know of others, please send the information to me.

May 13	Albuquerque Soaring Club "Fiesta de Mayo" (0EO)
May 21	EAA 691 Flyout to Navajo Lake (IV0)
June 16-18	Tucumcari Rawhide Days Fly-in (KTCC)
Jul 24-30	EAA AirVenture 2023 - Oshkosh (KOSH)
Aug 19	Mystic Bluffs Fly-In (NM56)
Sep 1-3	Gila Regional Fly-In at Reserve (T16)
Sep 16	Magdalena Aviation Fly-in Day (N29)
TBD	Copperstate Fly-In , Falcon Field (KFFZ)
Monthly	Chapter 555 Pancake Breakfast, 3rd Sundays (KLRU)
Monthly	Santa Fe Jet Center Summer Cookouts – see below (KSAF)

Fiesta de Mayo (Taco Dinner) - Saturday May 13, 2023 @ 6:00 pm

The Albuquerque Soaring Club and the Central New Mexico Soaring Foundation invite you to come celebrate the start of the soaring season with us. The festivities will take place at Moriarty Airport Hangar 108 (right across from the club house) on Saturday, May 13, 2023 @ 6:00 pm.

For \$20.00 per person there will be a serve yourself taco bar with all the fixings, beer, wine, and best of all great fellowship. Vegetarian and vegan options will be available. Pay at the door with cash or check.

As always, let us know you are coming so we know how much food to buy.

Please RSVP to Señora Buenafe by Wednesday, May 10, 2023.

Email: Connie.Buenafe@gmail.com

Text: 505 690-7886



EAA Chapter 691:

Flyout to Navajo Lake (IV0)

Come with us to Navajo Lake Airport!

Sunday, May 21, 2023.
(note chapter meeting Saturday May 20, KSAF)

Plan to arrive 9-10 am.
Bring chairs and supplies for a brunch at the airfield, and/or join us for a boat tour of the lake, see the Navajo Lake Marina, and have lunch at the Marina restaurant.
Plan to return homeward by 2 pm.

SurfTurf boats of Santa Fe will provide boats and transport to and from the airport.

Airport is unattended, with no services.
Runway 6/24 is 5022x60 ft, asphalt, in good condition.
CTAF is 122.9
Nearest Airports are
Durango, CO KDRO, ASOS 120.625
Farmington, NM KFMN ATIS 127.15

IV0 is 90 nm (direct) from KLAM, E14, 105 NM from KSAF

For more information, or to request or volunteer to give a ride, contact John George
jsg.lanm@gmail.com
EAAchapter691.org
Lat/Long: 36-48-29.8460N 107-39-09.4110W
36-48.497433N 107-39.156850W
36.8082906, -107.6526142
(estimated)
Elevation: 6478.2 ft. / 1975 m (estimated)



JETCENTER
K S A F



Santa Fe Jet Center is hosting summer cookouts. They set up on the ramp side of their FBO with tables and chairs and plenty of food to go around. Plan for lunch time 1130 to 1330ish. Fly in or drive in!!

Summer dates are:

Wednesday, June 7th	Smoked BBQ
Tuesday, July 4th	Burgers and Dogs
Monday, August 7th	Fajitas
Thursday, September 14th	Frito Pies

Thoughts on “Loss of Control”

Jim Kessler

I read an article in Kitplane magazine about a startling statistic. It showed that experimental aircraft crash more frequently from loss of control than from controlled flight into terrain. Here are a pair of pie charts showing the situation.



Loss of control implies poor training. The pilot did not know how to properly respond to a situation.

Controlled flight into terrain implies poor judgement. The pilot knew how to keep the airplane under control but did not recognize the the airplane's environment.

Of course one can argue that better training produces better judgement and better judgement comes from better training, but we should try to figure out why experimental pilots are losing control and work to improve that problem.

The article was written by Vic Syracuse and here is the opening paragraph.

Vic Syracuse returns this fourth week in April to further muse on safe behavior in the cockpit. He notes that experimental aircraft have an impressively low incidents of controlled flight into terrain compared to both certified piston and turbine aircraft. However, their percentage of loss of control accidents compared to both other groups isn't as comforting. Twenty-eight percent of recorded experimental accidents are due to loss of control, according to data that Syracuse obtained from the EAA, prompting him to opine on ways that we can lower this statistic.

His first point is that transition training is important. As experimental aircraft pilots, if this is the first time you have flown that machine, it is a very good

idea to get some instruction from someone with more experience in the aircraft.

He points out that the Van's aircraft series has had great success in reducing accidents using this approach. Transition training gives you a feel for the aircraft's performance.

Vic's second point is that experimental aircraft avionics are very non-standard. If we have not flown in some time, we should take a minute before we start the engine/s to get our bearings within the cockpit.

I think this is universally a good idea. Even if you are flying regularly; take a few minutes to “get your head in the game” so to speak. Refresh yourself on the fuel selector switch and the avionics in the aircraft. You might even go as far as to pull out the checklist and read through it. Some call this “nesting”. Nesting reminds you of how to operate the aircraft.

My other thought on this topic relates to currency. As a general rule I can think of only one time when loss of control is unrecoverable and that is in the pattern, either during takeoff or landing.

In the pattern the ground is nearby and the airspeeds are closer to the edge of the flight envelope. This is where currency becomes important. If you have not been in the cockpit for a while your scan breaks down and your reactions are slower. That leads to delayed recognition of a problem and lengthier time to correct it.

The FAA's requirement of 3 landing in 90 days is not sufficient for currency in today's aircraft.

Some of the things that will help us stay out of trouble are:

1. Get transition training for your airplane.
2. Take a few minutes to nest in the cockpit.
3. Stay current or get help to become current.

Let's help reduce the general aviation accident rate.

Planning to buy a Lightspeed headset any time soon? EAA 179 can benefit!

Buy directly from Lightspeed using our custom link and **EAA Chapter 179 will receive 10%** on select sales of Lightspeed Delta Zulu, Zulu3 and Sierra headsets. The potential is unlimited—we benefit from anyone buying via our custom link.

USE THIS LINK or the QR code to the right and SHOP: <https://www.lightspeedaviation.com/?ref=86>

You can set up or login to your own account. You won't see anything special but we will receive funds!! If questions, contact Joyce Woods.



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Standard return policy: 60 day money back guarantee.

Lightspeed—EAA179



Quiz .. For All Pilots

Emilio Verastegui



OK people, lets do some flying!

But before we take-off, I have some more questions for you to test your knowledge and make you think. You can answer these any time - on the ground with your favorite beverage in hand, in cruise while you while away the hours, or during a commercial break while binge-watching your favorite TV show... Here

goes :

1. You are practicing take-offs and landings at your home airport (and you are doing quite well, I might add) but then the Tower (Local controller) says "N425HB, Cleared for the option." Does that mean -
 - a. You can overfly the runway, but not touch down?
 - b. You can make a touch and go, a stop and go, a full stop landing, a low approach, or a missed approach?
 - c. You can make a low approach or a missed approach?
 - d. You can make a touch and go or a stop and go?
2. You are now holding short of the runway. You call the Tower (Local controller) to let them know you are ready for take-off. They respond by saying "Cessna N425HB, Line up and wait." Since you are an ace pilot, you know that his use of that phrase means -
 - a. Taxi onto the runway but do not release brakes (for take-off)?
 - b. Taxi onto the runway and take-off?
 - c. Taxi onto the runway and start you take-off when you see that the runway is clear of all other traffic?
 - d. Continue holding short of the runway until the Tower clears you for take-off?
3. You are now returning to your home airport. The ASOS says that "LASHO" operations are in effect. In your mind, this means -
 - a. You may need to land and hold short of an intersecting runway, taxiway, or some other point on the airport?
 - b. You may need to taxi off the runway at the first available taxiway after you touchdown?
 - c. After landing, you must exit the runway at the extreme far end of the runway?
 - d. Only "highspeed" taxiways are being used?
4. At some point in your flying experience, you will fly into and out of a Class B airport. Today is that day! It was not as scary as you thought or imagined; just paid attention and listened closely. You landed earlier this morning and it was an exhilarating experience since it was your first time. But, now it is time to depart. After take-off, the Tower (Local) controller tells you to contact departure. Easy enough! After switching frequencies and making contact, the Departure controller says "Cessna N425HB, ident". Your next action is to -
 - a. Tell them your aircraft type and indicated airspeed?
 - b. Tell them you full call sign and destination?
 - c. Activate your transponder identification?
 - d. Key the mic 3 times?
5. You are back in the traffic pattern, practicing your take-offs and landings again, specifically short field landings. If you are abeam the numbers, it means that -
 - a. The runway numbers are exactly off your left wing tip, since you are in a left pattern?
 - b. the runway numbers are directly in front of you?
 - c. You are directly overhead the runway numbers?
 - d. You have no idea where the numbers are (because you didn't get much sleep last night since you were trying to hoot with the owls)?
6. And finally, as you turn onto final approach, the Tower (Local) controller says "N425HB, we have a NORDO aircraft approaching the airport from the south. Give way to him and then you are cleared to land on runway 27." What the heck does NORDO mean?
 - a. It's a military aircraft, so you need to give them a wide berth?
 - b. The aircraft is flying a northerly direction?
 - c. The aircraft can't or isn't communicating by radio?
 - d. The aircraft has a transponder that is inoperative?

That's it for this month.

Remember - the FAA considers 70% as a minimum for passing. My standards are much higher and your should be higher too! I hope you found some chuckles too!

Answers on [page 7](#)

Till next time
Emilio Verastegui - a pilot

More on the Stinson A Trimotor—NC15165

Courtesy of Doug Lutz—previously published



The Story (pretty much as written in 1968).

In the summer of 1968, three companions and myself abruptly left our jobs in Glacier National Park in Montana to "seek fame and fortune in Alaska"...the lure of a devastating fire season too much for adventurous young men to ignore.

Upon employment from the BLM office in Fairbanks, our first mission was to land on Lake Minchumina to begin our

fire fighting experience. The first morning the breathtaking view of Mt. McKinley was soon replaced by back-breaking work culminating with getting burned out of our first fire after four or five days. Helicopters picked us up as our tents and personal belongings were burning several feet away. Chain saws were not part of our equipment as it was too difficult to supply us with gasoline so a palaski (axe on one side, grub hoe on the other) and a sharpening stone comprised our weaponry.

A BLM official came around the camp looking for a crew to volunteer to supposedly save the only remaining example of an old airplane called a Stinson A Trimotor for the Smithsonian Institute that was in the path of a massive fire. Figuring that things couldn't get much worse for us and the promise of a few more dollars on our next check (not to mention being completely naive to the power of Mother Nature), our crew immediately raised our hands.

The next day, August 11, a helicopter set our crew of sixteen men down near the Stinson A Trimotor somewhere near the Toklat and Kantishna Rivers to prepare for the oncoming fire. We figured we had about 24 hours to dig a fire line down to permafrost, cut the existing trees down, drag them to the outside of the fire line, and back-burn the fuel before the fire hit. We worked feverishly to prepare for the onslaught, resting only when we dropped from exhaustion. I marveled at the very reason for our task, as the Stinson A, partially dismantled, was the most incredible aircraft I had ever seen. The interior appeared to be in excellent condition and with a little imagination, it was easy to imagine what a splendid machine it was in its prime.

We thought we were pretty well prepared as the fire reached an old Cat a mile or two away that we were told had broken down trying to get the Stinson out some time before. With a great explosion of the fuel drums we knew our time was near. As the front hit us, the incredible heat, smoke, and wind generated by Z-83 (the BLM fire designation) defied comprehension and lies in my memory as the most vivid reminder of my insignificance in the grand plan of things. As an 18-year old boy, the next few days would transform me into a man with a little greater appreciation for life.

The only thing we could do with the fire was to constantly walk around the fire line and put out any spot fires that may have jumped. The smoke was so intense that the only way one could breathe was to drop to the ground, put your face on

the tundra, and breathe the air pockets. Visibility was nil...the heat incredible. Thank God for Visine! We ran out of food on about the third day, drinking water was nearly gone, and our radio to the outside broke down. We were later told that BLM headquarters had pretty much given us up for lost and were contemplating notifying next of kin. Needless to say, we survived, but it certainly was no picnic. I recall having a rousing game of poker inside the Stinson A, although just being alive was the biggest jackpot we could think of at the time.

As the 100,000 acre Stage 5 (inferno) fire finally blew past us, we realized that had happened and the symbol the Stinson A Trimotor played in the fragile mortality of sixteen men. We made a small cardboard plaque out of a K-Ration box and put our names and events that had occurred with the desire that if the plane ever made it out of the tundra, our small contribution might be remembered.

A snapshot was taken on the fourth day, August 14, by one of the guys who sent me a small print later that fall. The most vivid picture, however, resides only in my mind as the helicopter raised up to take us home. The two acres or so within the fire line was resplendent green, and as far as you could see in every direction was starkly black. And the Stinson A Trimotor in the center of the green circle, looking so proud and incredibly alive, remains as one of the most significant and indelible images of my life.

So much for ancient history....

A writer friend of mine finally tracked down the Tri Motor in 1992 and re-kindled my interest after nearly 25 years of wondering what had ever happened to it.

I found that in 1964 J.D. "Red" Berry acquired rights to the plane that had crash-landed in 1947 and spent the next eight years getting it out of the tundra. Berry wrote a very interesting and entertaining book called "Stinson Tri Motor Recovery". The aircraft was purchased by Eugene Coppock in 1970, who spent from 1972 until 1979 restoring the Tri Motor and finally flew it for the first time in July of 1979. The Alaska Aviation Heritage Museum purchased the Tri Motor in 1988 and considered it the jewel of their impressive collection. Greg Herrick, a private collector, purchased the aircraft in 1998 and it is currently housed in Minnesota. The plaque we made was never found and I have never been in contact with any of the other fire crew members.

I have slowly been gathering information not only on NC15165, but also on the other 30 Stinson A (low-wing) Trimotors that were produced. Every little scrap of information helps. I am looking for articles, pictures, kits, specs, advertising...basically anything. I have put together a pretty good collection of information that I would gladly share with anyone that has an interest. I also greatly appreciate any information on how to pursue any possible research sources.



In the News and Other Interesting Topics

The Editor

Handy Pilots Tips, Articles, and News Items that you might find interesting:

Pilot Workshops—[sign up here](#) to receive these via email

- [The VOR Phase-Out](#)
- [No Gear-Up Landings](#)
- [PIREPs: What to Report](#)
- [Where is the “Upwind Leg”?](#)

EAA

- [Where Does a Good Landing Begin?](#)
- Do you receive EAA’s *eHotline*? ‘Tis an eMail magazine-like with links to many great articles each month (some you may read in print in *SportAviation*). Follow this link to subscribe: [e-Hotline Subscription](#).

Other EAA Chapters – Do you wonder what other chapters are doing?

•

RAF

- RAF/NMPA: [New Mexico Volunteers Improve Newly-opened Sacaton Airstrip](#)

AOPA

- Rusty Pilot’s Webinar: [Get Back in the Left Seat](#)

FAAsteam

- [Best Glide Speed](#) (A Great Review!)

AVweb

- [Phase Shift, A new form of Phase I testing is available](#)

Snippets from Aviation History (aka Rabbit Holes)

- As I was preparing for our Flying Start program, and looking for an inspirational opening, I gathered a number of videos reciting “High Flight”. Here are a few renditions that I found entertaining (especial : #1 and #3) and amusing (#4):
 1. [“High Flight - A poem dedicated to the spirit of Flight”](#) - Soaring, [AL Wing Soaring Civil Air Patrol](#)
 2. [“High Flight: Pilots’ poem read by aviators”](#) - multiple aircraft, BBC
 3. [“High Flight Poem John Gillespie Magee Jr.”](#) – FA-18
 4. [“High Flight recited by William Conrad”](#) - a ? B-36, [AVhistorybuff](#)
 5. [“High Flight – The Untold Story of Aviation’s Greatest Poem, Pilot/Officer John G. Magee, JR., RCAF”](#) - the story behind it, from [Historic Wings](#)

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Thank You For Your Support

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

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

NEW!

Join the Chapter’s new Facebook Group. Lance Hunter has created it as a place for Members to share information Join today

www.facebook.com/groups/www.eaa179.org

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High Country Air Service



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

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, KDNA
- [1615](#), Truth or Consequences, KTCS

New Mexico Organizations

- [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](#)
- [Air Care Alliance](#)
- [Emergency Volunteer Air Corps](#)
- [LightHawk](#) (& [Facebook](#))
- [Arizona Pilot's 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](#)
 - [Fly New Mexico](#)
 - [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](#) and [AOPA Aviation eBrief](#)
- [AVwebflash](#)

Cultural Web Sites

- [National Museum of the United States Air Force](#) (& [Facebook](#))
- [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](#)
- [War Eagles Museum, Santa Teresa \(KDNA\)](#)