



2024 Leadership

President:

Jim Kessler

Vice President

Lance Hunter

Secretary:

Joyce Woods

Treasurer:

John DeWitt

Board Members

Doug Dingman

Emilio Verastegui

Mark Wilson

Mike Wirstrom

George Young

Standing Committees

Membership

Gwen Walcott

membership@eaal179.org

Land of Enchantment

Fly-In (LOEFI)

TBD

loefi@eaal179.org

Double Eagle Aviation

Academy (DEAA)

Doug Dingman

deaa@eaal179.org

Young Eagles

Michael Tolle

youngeagles@eaal179.org

Publicity

Kyle Reinhardt

Scholarships

Art Woods, Rowan Phlieger

scholarships@eaal179.org

IMC Club

John DeWitt, Barry Harper

imc-club@eaal179.org

Flight Advisors

Jim Kessler

Lee Otto

Mark Sturm

Technical Counselors

David Otero

Emilio Verastegui

Gwen Walcott

Fly-Outs

Mark Wilson

Storage Locker

TBD

Reimer Aircraft Factory

Lee Otto

Newsletter

George Young

newsletter@eaal179.org

Web Master

George Young

webmaster@eaal179.org

General eMail

chapter@eaal179.org

Snail Mail

EAA Chapter 179

7401 Atrisco Vista Blvd NW #179

Albuquerque, NM 87120-6601

Upcoming Events & Chapter Gatherings

Feb 17 - [IMC Club Meeting](#) (KAEG)

Feb 20 - [Chapter Gathering at Craft Republic](#) **NEW LOCATION!**

Mar 2 - [Young Eagles Flights](#) (KAEG)

Mar 14 - [DEAA Planning Meeting](#) (KAEG, Bode)

Mar 19 - Chapter Gathering (TBD)

Apr 6 - [Young Eagles Flights](#) (KEAG)

Jun 3-7 - [DEAA](#) (KAEG)

Jun 8 - [DEAA](#) Young Eagles

February 2024

In This Issue

| | |
|---|-----|
| Notes from Our President | 2 |
| Chapter Recognition Awards | 2 |
| Notes from the Editor | 3 |
| February Chapter Gathering | 4 |
| January Chapter Gathering - Recap | 4 |
| IMC Club | 5 |
| Membership | 5 |
| Young Eagles | 6 |
| Aviation Photo Exhibit | 6 |
| A Member's Memory | 6 |
| DEAA 2024 | 7-8 |
| Scholarship Update | 9 |
| EAA Chapter Leadership Academy | 10 |
| Ramstein Air Base Recovery | 11 |
| Gone West – Past President Dean Wadsworth | 12 |
| EAA Homebuilders Week | 13 |
| For Sale – Breezy Aircraft (flying) and ACRO Project | 14 |
| Chapter SWAG | 15 |
| Recurring and Upcoming Events | 15 |
| In the News and Other Interesting Topics | 16 |
| Individual Chapter Donors | 16 |
| Quick Links to Chapter Website & 179 on Facebook | 16 |
| Thanks to our Major Sponsors & Donors | 17 |
| NM Aviation & Other Organizations and Resources of Interest | 18 |

Throughout the newsletter, blue underlined text indicates a hyperlink – click it to “take you there”.



Notes from our President

Jim Kessler



Jim getting fitted to the cockpit.

Punxsutawney Phil says we'll have a short winter. I'm not at all sure I trust his expertise. Keep your eye on the METARs and TAFs.

Young Eagles' Rally for February was cancelled due to winds. We'll try again March 2nd.

Double Eagle Aviation Academy will be the week of June 3 – 7th. We hope to be able to take a class of 24 students. We are planning

as if the new hangars will not be ready by June, and we'll have this year's DEAA in the Maintenance facility. Requests will be going out for those who want to participate again this year. Also applications for DEAA are opening on February 10th. If you know of an aviation enthusiast between the ages of 14 and 17, please steer them to our website.

We must finish the upgrades on the RAF. We have 2 estimates for the installation of insulation. The board is considering them, and a decision should be imminent.

While we are on the topic of the RAF, we need to straighten out the tool crib. The sockets, Allen wrenches and wrenches are a jumbled mess. This project could probably be done in a few days and save many hours of frustration for those working on our future projects. We need someone with OCD tendencies to lead this project and a few workers to assist. I'll

be glad to assist, but you just have to visit my hangar to know I am not a type A. If you like straightening stuff up, this is a perfect opportunity. We are looking at March 30th and April 6th after Young Eagles to get started. **Volunteers are needed. Give me, Lee Otto or Meg Flemming, a call.**

IMC club meets every third Saturday of the month so on, February 17th at 09:30. You can Zoom into the meeting as well. These count for Wings credits, and the scenarios are challenging and instructive.

We have 20 hours on the Breezy. It is flying well, with no problems. And just so you know, you **can** fly it in the winter. We have started posting it for sale on various sites. If you know someone who might be interested, this would be a good time to let us know.

Once the insulation is in the RAF, the Air Camper will be our next big project. We'll be rebuilding the engine and recovering the airframe. Those with fabric experience will be in great demand.

The monthly Gathering on February 20th is at Craft Republic, 4301 The Lane at 25 NE, ABQ. One of NASA's historians is the speaker.

Keep the canopy side up.

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

Chapter Recognition Awards

By Joyce Woods



Thanks to EAA Chapter 179 volunteers!

Each year, EAA sends out certificates and pins to thank key volunteers for their service. At our January gathering, President Jim Kessler noted what a great 2023 our chapter had, and attributed it to the volunteers who put so much time and effort into all our activities. He presented certificates to chapter officers, Flight Advisors, Technical Counselors, Board members,

and Committee Chairs.

A special "MVP" award was presented to Lance Hunter who filled the role of Vice-President last year when a vacancy occurred. Lance stepped up

in so many ways including getting a heavy duty electrical line moved to pave the way for our new "person door" at our RAF hangar. Then he bird dogged getting the door installed, setting us up with a CPA for advice, took on the Young Eagles pilot lead role, and was always there as we helped get the Breezy ready to fly. Not a long time chapter member, he's become a key "go to" leader for our chapter.

Thanks Lance! And Congrats, "2023 Most Valuable Player!"

Volunteering with the chapter is a great way to get to know other members who have such varied talents and experience.

Want to get involved? Let Jim or any chapter leader know and we'll find something that matches your interest!

Notes from the Editor

George Young

Pat & I are back home after a truly great visit to Oaxaca. Thanks to Joyce who filled in for me, and to the contributors, for producing an outstanding Newsletter for January.

A couple of columns in the February [NMPA Newsletter](#) and an article in [Forbes](#) (via the [Resilient Navigation and Timing Foundation](#)) got me thinking about —navigating— and my own experiences navigating on cross-country flights (mostly from long ago).

In recent times, I've taken advantage of today's marvelous technology—GPS based instruments that take care of virtually all aspects of planning and navigating for flights beyond the local area.

- I started using such a system on a tablet computer—Avare (like iPad's ForeFlight, but free). It simplified flight planning (waypoints and destinations, tracks and distances, estimated times and headings) and enroute tracking.
- Now I have the Dynon in our RV-12 which does all of those things and more. (Learning to manage it is another story, I'm still a rank novice on the Dynon).

The Forbes article reports that the FAA is advising pilots to be prepared to use other procedures as a backup to GPS based navigation:

"Incidents of aircraft navigation systems disrupted by false data have become more frequent ..". And ".. Be prepared to fly without digital satellite navigation systems before .. take off."

As a VFR low-altitude pilot, this takes me back to planning and navigating via Dead Reckoning (DR). Who among us has recently prepared a flight log and used it enroute?

- Planning: Sectional Charts, destination and enroute waypoints, plotting route of flight, measuring tracks and distances, getting wind forecasts, calculating headings and times, entering all this information into a flight log.
- Flying: Following the flight log, recording times of takeoff and waypoint passings, adjusting heading to stay on track, making adjustments based on the 'actuals' to update predictions for follow-on legs.

DR navigation depends on what we see beyond the cockpit.

- Having features like roads or rivers makes following a track easier.
- Choosing waypoints that we can —see— is important for determining actual progress (time).

Back to Lanny Toning's article in the NMPA Newsletter—it brought into focus that for those of us who low altitude pilots, what we can see on the ground is important to "finding our way". He describes new landmarks that are showing up: wind farms, solar farms, even a solar tower. These features add to what we can —see— on the ground

Then .. another of Jeff Gilkeys' columns in the NMPA Newsletter caught my attention. He describes another of his tours in this Land of Enchantment. His columns highlight the fact that there are many natural features around New Mexico and the Southwest that stand out as visual waypoints (plus the highways, roads, and towns). Add to that the usually clear air hereabouts that provides —many— miles of visibility to "aim" for a feature and to note accurately when we pass it. DR is —easy—.

Dead Reckoning has been among my favorite activities. I've flown many cross-country flights using DR navigation, later augmented with VOR (but with no DME), including coast-to-coast in a C-172..

- My first solo cross country was a round-robin from Pine Valley Air-strip (now Davis Field/USAF Academy – KAFF) across the plains of eastern Colorado. There are few notable waypoints or other features to track course or progress—US Highway 24 eastbound to Limon, a Colorado state road to La Junta, and then ... nothing for the flight returning to Pine Valley. (No VOR in the T-34, that came later). No roads to follow or waypoints for 100 miles, but for flight track? ... I simply flew towards Pikes Peak, visible from 100 miles away.
- A year later I was flying out of Wright Field (when it was still an active airport). DR was quite different there. Visibility seldom exceeded 10 miles so identifying waypoints was often difficult (I got lost on my first checkout with the Aero Club, but that's another story). And trees, trees everywhere, which also made it difficult to identify a waypoint until I was close to it. For subsequent cross-country flights, VOR radials were available (still no DME) but I continued to do detailed planning for progress tracking and following VOR radials.

It's easy these days to say "let Dynon do it". But once in a while I plan to practice DR, to brush up on the principles, procedures and practice of navigating without these modern inventions. And I will use features from Jeff's tours as waypoints. Thus I get DR practice and I see more of this Land of Enchantment. Is anyone interested in joining me? Send me your flight log and mission summary to share via our Newsletter. Or even .. organize a Fly-Out with participants using only DR.

George Young
Newsletter Editor
newsletter@eaa179.org

February Gathering



Tuesday, February 20, 2024

5:30 PM – “no host” Dinner

6:15 PM – Program

Where: Craft Republic
4301 The Lane at 25 NE

Program: The Longest Flight in the X-15 Reconsidered
Speaker: Christian Gelzer

On April 20, 1962 Neil Armstrong made what turned out to be the longest flight in the X-15. It was not supposed to be that way. Typical flights were between 9-10 minutes: this one was 12:28. He has often be blamed for what happened and this is an alternate view.

Christian received his PhD in the History of Technology from Auburn University. He taught for several years before taking the job as historian for NASA's Neil A. Armstrong Flight Research Center, Edwards AFB, in 2002. He has written or co-authored five books and edited another five, as well as published peer-reviewed articles and given public talks. He served as a technical expert for the theater release *First Man*. His wife was the chief historian at Edwards AFB and now works for AFOTEC, and

Christian has worked remotely since 2001. He is finishing his current book and hopes it will be available in 2024. It is about an alternate spanload to the elliptical, the one used in every airplane you've ever seen, touched, or flown on. Ludwig Prandtl, origin of the elliptical spanload (1918), published a second spanload theory in 1933 that remained virtually unnoticed. His 'bell' spanload is more efficient, experiences no adverse yaw, and has flown on a number of airplanes at the AFRC. Christian is also finishing his Sport Pilot certificate and has a Quicksilver GT-500 at Mid-Valley Airpark.

NOTE—NEW LOCATION along I-25!

Where: Craft Republic; 4301 The Lane at 25 NE; Albuquerque

Directions: From I-25 northbound, take Jefferson Exit 229.

Turn west (left) on Jefferson for .2 mi.

Turn Right on “The Lane at 25 NE”, then left into the parking lot.

*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. **We hope to see you there!***

January Chapter Gathering RECAP



Our speaker, Ted Hartenstein shared a good set of life lessons he gained from past accidents (aircraft and otherwise), and introduced his talk as, “How to Get to Be Old”.

A high school JROTC teacher, Ted is a great speaker with tons of experience, and knows how to make one think. The lessons he teaches teens hit home for our group, as well.

He then shared a personal experience with the most deadly DUI accident in aviation history which occurred in 1988 at Ramstein Airbase in Germany, a “There I Was” story. He was on a security detail that day, piloting a Bell twin Huey helicopter but he and his crew stepped up to respond after the tragic accident. There were 300,000 spectators at “FlugTag”, the biggest military airshow in Europe at the time. An Italian formation team had a mid-air collision at low altitude above the runway, and headed into the crowd.

Ted gave examples of many of the regulations we have today which resulted from learnings after this accident. For instance, performers are no longer allowed to direct their energy toward the crowd and crew parties are not held the night before, encouraging alcohol consumption.

Ted lost a good friend who was pilot of the helicopter that was hit by careening military show planes. He gave a heart wrenching, first-hand perspective of this major airshow disaster and explained how his background as an AirMed helicopter pilot uniquely prepared him for the response that day. Many were saved by his crew before the medical response could be organized.

For those who missed this presentation, perhaps the best summary is the newspaper article written after the incident, recognizing Ted and his crew for how they immediately responded to this horrific emergency.

See the article on page 11.

In addition, the Office of Special Investigations published a historical article about the event in 2022: [Looking Back: Ramstein air show crash](#)

Thanks Ted for your military service and for sharing your experience with us!



IMC Club Meeting

Barry Harper and 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, February 17; 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/join/register/tZAvC-mvrz4iG9BkUUzmAC4CuomSMe_y3ChK

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

If you'd like FAA Safety WINGS credit, please also 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

Gwen Walcott, Membership Chair



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

It is the time of the year for your membership dues to be renewed.

Per Article V, Section 2 of the Chapter Bylaws, membership renewal dues are required for the period of January thru December of the Membership Year and are payable from December of the previous year thru March of the present year. Dues paid outside of that period are NOT pro-rated. Membership runs only from January thru December of a given year.

Membership with the National EAA organization is also required to be current (but runs from the date of payment until the following year of the same date)

We hope that you plan on renewing for this present year.

Please submit your dues (\$20 for individual membership or \$30 for Family membership.)

[Note that for Family Membership status, Family Membership is also required for National Membership {per ARTICLE IV, Section 1b of the Chapter Bylaws}].

Payment of dues can be made:

– In person by cash or check to the Chapter Treasurer or Member of the Board of Directors

– By snail mail Send your check payable to "EAA 179"; Double Eagle II Airport; 7401 Atrisco Vista Blvd NW #179; Albuquerque, NM 87120. Include email address.

– Online thru payment via Paypal, Debit, or Credit Card for 1, 3, or 5 year terms.

==> see: <https://eaa179.org/membership/>

If you decide not to renew Chapter Membership, know that we, The Board of Directors, and members of the Chapter have enjoyed your time with us and that your presence and contributions will be missed.

Thank you for being a member of The Experimental Aircraft Association.

Gwen Walcott

Membership Coordinator
membership@eaa179.org

Young Eagles

Mike Tolle, Young Eagles Coordinator



Our next Young Eagles rally is scheduled for March 2. Be on the lookout for an e-mail invite to ground and pilot volunteers which should have arrived in your e-mail inbox by the time you read this article. If you are not receiving the e-mail invites for Young Eagles rallies, be sure to check your settings in the YE registration website. You can update your profile there at <https://youngeaglesday.org/>.

Our February rally was canceled due to high gusting winds. It was not safe to fly that day, so we made the decision in the early afternoon of the Friday before to cancel. Thanks to Joyce and Lance for updating the chapter website and Facebook.

As part of an ongoing effort to improve YE operations, the chapter reached out to various organizations in search of first-time fliers. The effort was a great success, and we had over 40 first-timers signed-up for the rally. We'll make every effort to reach out to those parents and Young Eagles again for the March rally.



Thanks to everyone who signed-up to volunteer as a pilot or ground volunteer. Our chapter depends on the faithful service of our dedicated volunteers for our continued success.

Mike Tolle

Young Eagles Coordinator
youngeagles@eaa179.org

Aviation Photo Exhibit – Paul Dressendorfer

Barbara J. McGuire (505)235-1375

Please mark your calendars for Friday, March 1st, 6pm to 8:30pm. Paul Dressendorfer will be exhibiting his outstanding aerial photos in a large show at the NM Cancer Center, "Gallery for a Cause", located at 4901 Lang NE, near Cabela's sporting goods store, off Paseo del Norte and Jefferson.

Admission is free and Parking is free. There will be dozens of artists exhibiting throughout the building. Refreshments offered. The Gallery with a Cause, through 40% of each art sale, raises funds to assist patients going through cancer treatment - help with utilities, groceries and gasoline for doctor visits. This foundation has donated more than a MILLION \$ for past patients. Goodness knows we hope to never need that kind of assistance, but glad to know it's available! Please come to enjoy the art and see what Paul has been "UP TO" when he and his buddy, Jeff Gilkey fly over the skies of NM, CO, UT and AZ.

A Member's Memory

Curtis Smith

This photo, recently posted on Facebook was taken after long time Chapter member Curtis Smith received his Mach 2 pin. Curtis was based at Kirtland AFB with the US Navy.

Curtis tells it, "We went up on a routine flight over southeast new Mexico, practicing low level strafing and decided to climb to 45K feet to test the top speed for the F4 and get my Mach 2 pin. We broke Mach 2 and started a slight dive to get to Mach 2.7. That was about it. Just a joy ride!

Curtis actively volunteered with our chapter as Young Eagles pilot, LOEFI Chair, organized numerous fly-outs, and presented about his time serving for the US Navy while stationed in the desert.

Thanks Curtis! For sharing this fun memory!



Double Eagle Aviation Academy

Doug Dingman, 2024 Lead



In a mere four months, EAA Chapter 179 will again be in the midst of its annual Double Eagle Aviation Academy (DEAA) for youths ages 14-17.

Efforts have already begun with the first organizational committee meeting on Feb. 1, 2024. Jim Kessler, who has served as lead for DEAA for several years, has stepped back

from this position and Doug Dingman has now taken over as lead. The next organizational meeting will be March 14th at 10AM in the Bode Conference room.

A general email has gone out to past DEAA volunteers seeking a commitment to participate again this year. If you have not received this email and would like to volunteer again, know of someone who would like to volunteer, or volunteer yourself to participate in some manner (there is always something for volunteers to do), please email to deaa@eaa179.org or contact Doug Dingman (dwdingman@comcast.net), Joyce Woods (niner3echo@flylonecone.com), Kevin Frick (frick914@gmail.com), or Jim Kessler (jhkfour@gmail.com) via email or in person to be included in this year's DEAA.

Volunteering for DEAA and interacting with these energetic youths is the type of activity that provides a feel-good attitude at the end of the day. Passing on years of aviation knowledge to eager young minds and seeing their joy in, and growing understanding of aviation, is priceless. So, if you haven't volunteered yet, PLEASE DO SO. You won't regret it. Hope to see you there.

Doug Dingman
DEAA "Principal"
dwdingman@comcast.net



Scenes from DEAA 2023

by Raymond Alderete



Left—2023 Class photo. Above, Chile Flight arrives to teach the aircraft building workshop,. Lower left: students learn to read a sectional chart and plan a flight which they fly on Saturday with a Young Eagles pilot. Lower right: students preflight and get familiar with the cockpit. Members display aircraft each morning before class. If interested to display, contact Joyce Woods. If you're don't normally fly Young Eagles but would fly a DEAA student, let us know.



Double Eagle Aviation Academy

June 3 - 7, 2024

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 8

Ages 14 – 17

Application deadline May 10, 2024

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

Get application at eaa179.org/DEAA
starting February 10, 2024

\$200 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: deaa@eaa179.org



Now Accepting Applications!

Download poster and application:

eaa179.org/DEAA

More Scenes from DEAA 2023
by Raymond Alderete



Scholarship Update

Art Woods, Rowan Phlieger – Scholarship Coordinators

*Know someone serious about pursuing a future in aviation?
If they are between age 15 and 25, consider this!
Please pass this info along!*

Aviation Scholarships - Accepting Applications!

Deadline: February 15, 2024

Prospective applicants are encouraged to access the application form EARLY to understand requirements and prepare to submit.

EAA 179 Chapter Scholarships

EAA Chapter 179 awards multiple scholarships up to \$2000 each to support aviation education for selected youth and young adults.

Chapter scholarships may be used for flight training, ground school, Airplane and Powerplant mechanic certification, or other activities in pursuit of aviation-related education. Applicants must be 15 to 25 years of age, and residents of New Mexico. [2024 Program Info](#)

EAA's Advanced Air Academy

We have reserved a spot and will grant full tuition for a student age 16 - 18 to attend this incredible program in Oshkosh, WI, July 16-24, 2024. This overlaps with EAA's AirVenture and is a great experience for anyone interested in a future in aviation. [More Info and how to apply.](#)

TO APPLY for these scholarships, complete and submit an online application by February 15, 2024 download the [APPLICATION FORM](#)
Applicants may need to set up a Google Account.

Contact us at the email below if any problems with the application process.

Art Woods & Rowan Phlieger
EAA 179 Scholarship Coordinators
scholarships@eaa179.org

2023 Recipient Update: Nathaniel Parks

I'm a professional pilot major at the University of Oklahoma. I'm currently only a few weeks away from completing my first solo. I've thoroughly enjoyed learning to fly thus far. Each lesson has been something new while also building upon my skill from the previous lesson. As I'm writing this, I'm able to do preflight, startup, taxi, takeoff, and make radio calls without instructor assistance.

I'm now beginning to learn how to land as well as learning about different emergency scenarios and what to do in case one occurs. It's been a different kind of flying compared to flying in New Mexico. There's not always 10+ statute miles of visibility with no clouds in Norman unlike Albuquerque.

Flying out of a class D airport (KOUN) has made the learning process simpler as compared to other universities that fly out of class C airports. At OU, I've enjoyed being able to go to football and basketball games while still being involved in other activities around campus.

Currently, I'm working towards a potential future career working for the airlines. I may take advantage of one of the many different pathway programs to airlines like Southwest or Envoy once I meet eligibility requirements next semester. Overall, I've enjoyed being in college as well as learning to fly. I'm expected to earn my private pilot's license in early May. **Thank you EAA 179!!**

- Nathaniel Parks, 2023 Scholarship Recipient

Want to Contribute? Like what we're doing? You Can Help!

We appreciate donations of any amount to our main scholarship fund or specific memorial funds. Chapter 179 is a 501c(3) tax exempt charitable organization.

You may donate online via credit card or PayPal, or send us a check made out to "EAA 179 Scholarship" and send to: EAA 179; 7401 Atrisco Vista Blvd NW #179, Albuquerque, NM 87120".

Donate



If desired, you may designate a specific fund including, "Randy & Susie Reimer Memorial Fund", "Doc" Weaver Memorial Leadership Scholarship, or the "Jay Schmitt Memorial Scholarship".

EAA Chapter Leadership Academy – Jan 26-28, 2024

Lance Hunter (Vice President) and Mark Wilson (Board Member)

On Friday January 26th, Mark and I took a SWA flight from Albuquerque to Milwaukee, WI. We then rented a car and drove to Oshkosh arriving at the Air Academy Lodge around 5:30pm that evening. Upon arrival the EAA staff helped us get checking into our room and served us delicious BBQ dinner. After dinner we toured the Sonex Aircraft factory and learned how a Sonex aircraft is built, and the different models Sonex offers.



Saturday morning January 27th, we had breakfast and started our classes at 8am sharp. We were introduced to the EAA staff who would be presenting the educational modules to us.



The PowerPoint presentations covered:

- Proper structure of a successful chapter
- Chapter accounting practices
- Speech from the President of EAA
- Fund raising ideas for Chapters

Saturday evening, we received a private tour of the EAA Aviation Museum. This was a big highlight of our trip.

Sunday January 28th we had presentations until noon. We were provided with box lunches to hit the road with. Some of the topics covered Sunday were:

- Chapter online presence
- How to navigate the EAA.org website
- Insurance and Risk Management
- Filing tax forms for the chapter which are due on May 15th each year
- Young Eagles and Flying Start
- Working with the media



In closing, Mark had been to OshKosh in the past to attend Air Venture. He took the time to show me around the air venture grounds before we left. Myself, I had never even been to Wisconsin before. The food was great and everyone we met was very nice and helpful.



Lance Hunter
Mark Wilson

Ramstein Air Base Recovery

Air Force Magazine, Sept 1989

Referenced in the January Gathering Recap, this article describes the harrowing and critical role that chapter member Ted Hartenstein played that tragic day during "FlugTag", the biggest military airshow in Europe at the time. Many of the regulations we have today resulted from this accident.



The William H. Tunner Award goes to the crew of SPAR 71, a UH-1N Helicopters of the 58th Military Airlift Squadron, 608th Military Airlift Group, Ramstein AB, Germany. From left: Capt. Theodore E. Hartenstein, A1C Jeffrey T. Franco, SSgt. Gregory B West, and 1st Lt. Daniel P. Hickey.

On August 28, 1988, during an air show at Ramstein AB, West Germany, three members of Italy's air demonstration team collided in mid-air. One aircraft crashed into the crowd of 300,000 spectators, causing many deaths and injuries. SPAR 71, a UH-1N helicopter assigned to the 58th Military Airlift Squadron of the 608th Military Airlift Group, standing by for VIP security support, quickly became airborne. It was crewed that day by Capt. Theodore E. Hartenstein, pilot; 1st Lt. Daniel F. Hickey, copilot; SSgt. Gregory B. West, flight engineer; and A1C Jeffrey T. Franco, flight engineer.

Hartenstein reached the tragic scene within four minutes, flying through smoking debris. Hartenstein hovered over the burning aircraft and used the helicopter's downwash to suppress the flames. He landed the aircraft, and the crew begin to evacuate the worst casualties. Sergeant West and Airman Franco fought their way into the fire to get their first patient, an Italian captain, the team's official photographer, who suffered burns and a broken leg.

Hartenstein made two flights to Landstuhl Army Regional Medical Center before other medically equipped heli-

copters arrived to assist. DUSTOFF 64, the Army medical helicopter assigned to the show, never got airborne because its crew members were also casualties of the crash.

With DUSTOFF 64 lost, SPAR 71 and its counterpart SPAR 76, became the primary rescue helicopters. SPAR 78 did not get airborne immediately, because TSgt. Clinton Douty had run to DUSTOFF 64 to help someone escape the burning helicopter and to fight the fire. When the fire trucks arrived, he ran to his chopper; SPAR 78 landed beside SPAR 71 just as it lifted off for its first run to Landstuhl. Within the first ninety minutes of the crash, SPAR 71 made seven sorties and 78 three; the two helicopter teams were credited with saving a total of fifteen lives. Before the operation was complete, two more 58th MAS helicopters rushed to the scene to support the medical teams. According to the narrative accompanying the MAC selection board's nomination: "Without the immediate response of the 58th MAS personnel on the scene, more lives would have been lost"



The William H. Tunner Award goes to the crew of SPAR 71, a UH-1N helicopter of the 58th Military Airlift Squadron, 608th Military Airlift Group, Ramstein AB, Germany. From left: Capt. Theodore E. Hartenstein, A1C Jeffrey T. Franco, SSgt. Gregory B. West, and 1st Lt. Daniel P. Hickey.

The Tunner Award

On August 28, 1988, during an air show at Ramstein AB, West Germany, three members of Italy's air demonstration team collided in mid-air. One aircraft crashed into the crowd of 300,000 spectators, causing many deaths and injuries. SPAR 71, a UH-1N helicopter assigned to the 58th Military Airlift Squadron of the 608th Military Airlift Group, standing by for VIP security support, quickly became airborne. It was crewed that day by Capt. Theodore E. Hartenstein, pilot; 1st Lt. Daniel F. Hickey, copilot; SSgt. Gregory B. West, flight engineer; and A1C Jeffrey T. Franco, flight engineer.

Hartenstein reached the tragic scene within four minutes, flying through smoking debris. Hartenstein hovered over the burning aircraft and used the helicopter's downwash to suppress the flames. He landed the aircraft, and the crew began to evacuate the worst casualties. Sergeant West and Airman Franco fought their way into the fire to get their first patient, an Italian captain, the team's official photographer, who suffered burns and a broken leg.

Hartenstein made two flights to

Landstuhl Army Regional Medical Center before other medically equipped helicopters arrived to assist. DUSTOFF 64, the Army medical helicopter assigned to the show, never got airborne because its crew members were also casualties of the crash.

With DUSTOFF 64 lost, SPAR 71 and its counterpart, SPAR 76, became the primary rescue helicopters. SPAR 78 did not get airborne immediately, because TSgt. Clinton Douty had run to DUSTOFF 64 to help someone escape the burning helicopter and to fight the fire. When the fire trucks arrived, he ran to his chopper; SPAR 78 landed beside SPAR 71 just as it lifted off for its first run to Landstuhl.

Within the first ninety minutes of the crash, SPAR 71 made seven sorties and 78 three; the two helicopter teams were credited with saving a total of fifteen lives. Before the operation was complete, two more 58th MAS helicopters rushed to the scene to support the medical teams. According to the narrative accompanying the MAC selection board's nomination: "Without the immediate response of the 58th MAS personnel on the scene, more lives would have been lost."

C. V. Glines is a regular contributor to Air Force Magazine. See also his articles "Guard and Reserve All-Stars" and "Flying Blind" in this issue.

From the Air Force Magazine, Sept 1989, "Ramstein Air Base Recovery".

C. V. Glines is a regular contributor to AIR FORCE Magazine. See also his articles "Guard and Reserve All-Stars" and "Flying Blind" in this issue.

Gone West - Past President Dean Wadsworth

Joyce Woods

Longtime chapter member and friend, Dean Wadsworth passed away January 23, 2024. Dean loved aviation and shared that passion with his family, area youth, and Albuquerque Chapter members.

A lifetime EAA member and Young Eagles pilot, Dean served as Chapter 179 President for 2009-2010. He and his wife Lynda generously volunteered their time at all our events for many years. Dean's full obituary is posted on the French Funeral site: [Clifford Dean Wadsworth](#)

The family has established a memorial fund with our Chapter. Contributions may be sent to:

EAA 179 - Dean Wadsworth Memorial
7401 Atrisco Vista Blvd NW #179
Albuquerque, NM 87120

Or you can contribute online using the DONATE button on our home page. Select "General Fund" and add a note on the Payment screen, "In memory of Dean Wadsworth" or just send us an email.

In Dean's first newsletter column as president, he summed up his thoughts:



"I look forward to a good year of building and flying airplanes with this wonderful group of individuals who Love to Fly. Chapter 179 has a lot of talented people who have made some really nice airplanes - flown a lot of Young Eagles with a smile on everyone's face—helped their fellow aviator with information and have lent a helping hand on their projects.

It is made up of courteous people, who have put in countless hours organizing and running our events - have served as past officers and members of the board of directors. We are people who really have a passion for airplanes and the freedom of flight, which of course leads to many hours chasing the \$100 Hamburger. Chapter 179 is blessed with nice folks who are a joy to be around.

Do you know why all General Aviation Pilots and Aviation enthusiasts are not members of EAA? I don't either! EAA is not just for the homebuilder. If

it wasn't for the EAA, would we be able to enjoy our freedoms to build and fly the airplanes of our choice the way we do today? Would we have the Auto-Fuel STC? Would we have Ultralights, Volksplanes, RV's, Pitts Specials, Long EZs, any Homebuilt airplane for that matter? Would we have flying Warbirds, Aerobatic Clubs, Sport Pilot Licenses, a civilian Spacecraft or a flying B-17 we can take a ride in? I don't think so!

If you like to fly, then it is to your advantage to be a member of the EAA and Chapter 179, one of the best."

And then there was Dean's signoff, "Git-R-Flying! "

**Our thoughts are with Harley and the rest of the Wadsworth family.
May Dean rest in peace.**

Dean's three brothers Harley, Tom, and Van, all pilots, longtime EAA members and regulars at Oshkosh, with cousin and balloon pilot Peggy who regularly flies VIPS at the ABQ Balloon Fiesta.



Successful EAA Homebuilders Week, Virtual Ultralight Days Coming Up!

EAA Homebuilder's Week—RECAP

[EAA Homebuilders Week | January 2024 | EAA](#)

The fourth-annual EAA Homebuilders Week online event took place in January with record attendance. A positive outcome of the pandemic, experts from every corner of the homebuilt aircraft community bring their knowledge and information to builders everywhere through free and interactive webinars.

If you missed it, EAA members can log in to the EAA Homebuilder's Week site (link above) and view any of the terrific programs. With our new Pietenpol project in hand, perhaps of interest is the [Working with Wood 101](#) seminar, presented by Pietenpol builder and EAA Chapters Office manager, John Egan.

There's something for everyone, even non-builders! Engine Break-In, considerations for painting your aircraft, buying a used homebuilt, and much more.

This library of seminars complements EAA's Hints for Homebuilders, Learn to Fly, and other video and webinar library.

This year, I attended two sessions live, one with 500 attendees and one with 1000!!!! The Advocacy forum led by EAA's Jack Pelton provided an overall update on various issues, perhaps most significantly, the FAA's MOSAIC rulemaking that recently closed for comments.

Read the industry support letter from EAA, and co-signers AOPA, NBAA and NATA to the FAA with further recommendations on MOSAIC: [EAA Supports MOSAIC Proposal to Increase Opportunities for Pilots, New Recreational Aircraft | EAA](#)



Virtual Ultralight Days

February 20–22, 2024



Join us on **Tuesday, February 20**, through **Thursday, February 22**, for an educational online event, EAA Virtual Ultralight Days. Subject matter experts of the ultralight community will present webinars on the lighter side of recreational aviation including how to get started in ultralights.

All live webinars are **free of charge** to everyone interested in ultralight aviation, with the live sessions featuring a Q&A segment. On-demand recordings of the presentations will be available to EAA members.

For the full schedule, and to register see: [EAA Virtual Ultralight Days](#)

Breezy RLU-1 for Sale, \$38,500



This new Breezy build is solid and fun to fly!

Has airworthiness certificate and 18 hours of test flying (and counting). Nose cone allows longer flying season. Excellent documentation. Personal situation forces sale.

Lycoming O-235-C1, 108 hp, 20 SMOH. Prop 20 TTSN. 18 hr AFTT. Wag-Aero Sport Trainer wood wings (J-3 Cub replica). Oratex 6000 covering of wings and tail. Dual controls. VFR avionics include iCom AC210 radio, KT76A transponder, Digital RPM Flight Data System, Garmin aera 660. Fuel capacity 16.6gal. Cruise speed 70mph. Range 150nm. Max Gross Wt 1320lb. Located in Albuquerque, NM.

Contact builder Warren Cox at wbcx@comcast.net or test pilot Jim Kessler at 910-467-2162 / chapter@eaa179.org. (Albuquerque EAA Chapter 179 assisting with sale.)



Complete Project for Sale – Make an Offer!

Aircraft Technologies ACRO 1

fast glass aerobatic single seat



220 mph cruise, +/- 15 G ultimate loading
85 % complete

- Fiberglass work complete except surface finishing
 - Lycoming 200HP LIO-360-C1E6 2915 TTSN OSMOH. Dynafocal engine mount
 - Ed Sterba 68-86 wood propeller, 3.75 inch prop extension.
 - Virtually all parts and materials to complete, including controls, fuel, electrical, avionics, engine accessories and much more
 - Nose wheel version for easier landing
 - Excellent build documentation to support airworthiness certification
 - Located Albuquerque, NM USA
- Email Warren Cox: wbcx@comcast.net

MORE on BREEZY Aircraft: Check out the great article, “Sustaining a Legacy, John Limbach and his EAA-themed Breezy” in [EAA Sport Aviation](#), January 2024, pages 75—82.



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>

Art Woods upgraded to a Lightspeed Delta Zulu using the chapter code and going directly through LIGHTSPEED website. You can, too!



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.

Standard Lightspeed shipping discounts apply. FREE shipping for a purchase over \$199. Standard return policy: 60 day money back guarantee.

Proud to participate in EAA's Ray Scholar program, we appreciate Lightspeed' for this extra contribution to our chapter!



Support your Chapter Joyce Woods

Proud to be a Member? Want a Chapter 179 shirt?

Two designs available by special order.

Contact Joyce at secretary@eaa179.org with your SIZE.

Payment due on receipt of shirts. Proceeds benefit our chapter programs.

DEAA 2023 T Shirts

Design on shirt front

\$15 each

(men's or women's sizes available, no pockets)

Chapter 179 Polo shirt

Gray with embroidered logo on left breast.

\$28 each. Add Pocket (\$2)

for sizes 2XL and above, add \$2.



Upcoming Aviation Events (hosted by others) & New Mexico EAA Chapter Activities

A listing of aviation events of interest around New Mexico. If you know of others, please send the information to me.

Weekly

Lobo Wing of the CAF Lunch, Saturdays at noon (0E0)

(hangar at east end of Moriarty Airport, \$7 donation requested)

Monthly

[Chapter 555 Pancake Breakfast](#), 3rd Sundays ([KLRU](#))

Mar 16

Chapter 530 Young Eagles Flights (E98)

May 11

(volunteer pilots and ground support always welcome)

Jul 13

Sep 14

Feb 16-18

[Buckeye Air Fair](#) (KBXK)

Mar 2

[Cactus Fly In](#) (KCGZ)

Apr 12-14

[T or C Weekend Fly-In](#) (KTCS)

Jun 8

[Tularosa Triangle Fly-in](#) (T16)

Jul 22028

[EAA AirVenture 2024](#)

Aug 17

[Mystic Bluffs Fly In](#) (M56)

Also, Check NMPA's "[Upcoming Events](#)"



Recurring Events for Chapter 179 Check the [Newsletter](#) and [Web](#) for changes)

Chapter Gatherings

3rd Tuesdays:

At Double Eagle II (KAEG), spring and fall months - comfortable weather

At a restaurant for [hot] summer and [cold] winter months, see the current

[Newsletter](#)

March – Scholarships, November – Annual Meeting, & 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

Land of Enchantment Fly-In (LOEFI)

A weekend in late September

Double Eagle Aviation Academy (DEAA)

First full week in June

Young Eagles Flights

Monthly each spring and fall. Follow our web site and current [Newsletter](#) for details.

In the News and Other Interesting Topics

The Editor ... and you?

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

General Aviation News (repeat)

- New Edition of [Pilot's Handbook of Aeronautical Knowledge](#)

FAA FAASTeam

- FAAST Blast — [Week of Feb 05-11, 2024](#) (PDF download)
- Webinars: These are online seminars, scheduled –soon– because I receive notification late. Most qualify the attendee for WINGS credits. Saturday Morning Coffee And Wings
 - [Microscale Meteorology](#)
 - [Get the Lead Out With Swift Fuels](#)
 - Get the full [Schedule for February](#)
- From Joe Kluk, FASSTeam Program Manger, Operations, Albuquerque FSDO “The FAA Safety Team offers 10 Human Factors training modules in 9 online courses. Since Human Factors in in play on the majority of aircraft accidents, this would be worth you time as the next step in avoiding an accident/mishap.”
 - [Human Factors for Pilots](#)

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

- [Welcome to The Pilot's Tip of the Week](#)
(extracts from online courses and manuals)

EAA

- [Webinars](#) – EAA & Aircraft Spruce present a constant flow of Webinars that cover virtually all topics aviation, from building [to](#) flying to flight rules. And many qualify you for WINGS Credits. Check out the schedule; perhaps you will find one or more to your interest.

NMPA

- [February 2024 NMPA Newsletter](#) – As usual, great articles and news by and for local pilots

Facebook

- A new group on Facebook, [Fly New Mexico](#), Dave Otero, Administrator. Posts from group members about pilots and flying activities in New Mexico
- A great Facebook space: [Commemorative Air Force](#)
- Another fascinating Facebook space: [National Museum of the U.S. Air Force](#).

Barnstormers eFlyer

- [“Barntoon 4”](#)

Do you have resources that would be of interest to our Members?
Send them along to newsletter@eaa179.org and we can share them with all. Thanks!



Individual Chapter Donors

Gold Level

| | |
|-------------------------|-------------------|
| Brandon Fryar | Joyce Schmitt |
| Ron and Debbie Harmon | Lanny Sigler |
| Dan & Janice Horschel | Emilio Verastegui |
| Reimer Memorial Fund | Scott Weaver |
| Matthew & Kristi Reimer | Art & Joyce Woods |

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 |

SPECIAL NOTE: Facebook for Chapter 179

Lance Hunter, Chapter Publicity

We have created a [Facebook Group](#) 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 and Young Eagles and their parents or guardians to join
- Any member of the group can post pictures of their flights or ground activities

Join: <https://www.facebook.com/groups/www.eaa179.org>

Lance Hunter
Chapter Publicity

Thanks to our Major Sponsors for your generous support!

DIAMOND SPONSOR
\$10,000 and up



TURQUOISE SPONSOR
\$2000 and up



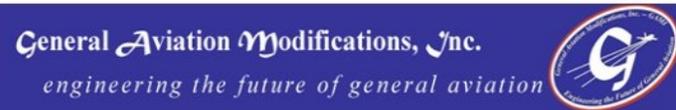
GOLD SPONSORS
\$1000 and up



BRONZE SPONSORS
\$100 and up



Bolder Flight Systems



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 \(KDNA\)](#)