



2025 Leadership

President:

Joyce Woods

Vice President

Doug Dingman

Secretary:

Diana Volker

Treasurer

John DeWitt

Board Members

Lance Hunter

Mark Wilson

George Young

Jim Kessler

OPEN

Standing Committees

Membership

Gwen Walcott

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Land of Enchantment

Fly-In (LOEFI)

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Double Eagle Aviation Academy (DEAA)

Jim Kessler

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Young Eagles

Art Woods, Jim Kessler

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Publicity

Lance Hunter, Kyle Reinhardt

Scholarships

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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

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EAA Chapter 179

7401 Atrisco Vista Blvd NW #179

Albuquerque, NM 87120

Ver X-09/xx/25

Upcoming Events

Dec 16 – [Holiday Party](#) (Fiesta Azul)

Dec 20 - [IMC Club](#) (City Maint Facility-AEG) **New Location!**

Dec 31 - Deadline for Responding to [EAA Chapter Survey](#)

January 10, 2026, 10AM - Board Transition Mtg (AEG – Bode)

January 26-30, 2026 - [EAA Homebuilders Week](#) (online)

February 14, 2026 —next [Young Eagles Rally](#)

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

December 2025

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Notes from Our President

Joyce Woods



We've entered the season when aircraft pop off the ground as if flying at a lower altitude. How exhilarating! I forget about the increased performance, until the cooler weather appears. . .

So as the year nears the end, EAA puts out a survey for chapters to forward to our members. EAA Headquarters collects and sorts the data, sending a report back to us, reflecting how we are doing and what we

can do to improve our chapter. I hope you will take time to complete the survey this year.

One of the main issues identified the past few years has been our meeting location and a desire for more social time. We worked with BJs to be able to linger, enhancing networking and increasing social fun. Despite trying, we haven't been able to find a good centralized location. We know evening traffic makes any westside location tough for many of our members. Any ideas?

It's a good time to recognize how our extensive leadership team has made for a terrific year. Chapter membership is up, perhaps to an all time high. Financials are looking great. Three new builders completed "First Flights"! The Pietenpol project is moving along, we built a pedal plane, and our hangar is better sealed to keep blowing sand out. Monthly gathering participation continues to be strong and we're attracting more youth members. More DEAA students than ever have returned to volunteer at LOEFI or Young Eagles events. Scholarship recipients have spent their funds and accomplished their goals.

Thanks to all Board, Committee Chairs and members, and the hundreds of you out there who volunteered your time this year. Although Doug Ding-

man, Jim Kessler, and Mark Wilson officially get a break from serving on the Board next year, I expect they'll continue to be involved. Please help me THANK them for their leadership this past year: Jim led DEAA and served as a Young Eagles Coordinator, plus Flight Sim master! Thank Mark for taking the lead on LOEFI ramp layout planning, plus just plain always being there to get things done. Special thanks to Doug for monitoring financials throughout the year and drafting our annual Budget.

Thanks also to George Young, Lance Hunter, Diana Volker, and John DeWitt for continuing to serve. They bring consistency which is good. But it's also healthy to turn over leadership and bring in new ideas and ways of doing things.

Thus, we welcome two new members to our 2026 Board, Gilbert Merri-man and Alex Basinger. Art Woods and Kyle Reinhardt return to the Board. As Art assumes President, he leaves big holes to fill, currently as Young Eagles Coordinator and Scholarship Co-Chair. A big thanks to all for stepping up to leadership roles for 2026!

If this is the year you want to get more involved, let Art or any Board member know. There are plenty of committee openings, as well as new ideas we'd love to pursue!

Thank you for the opportunity to serve as your President. *And for letting me off the hook!* I look forward to continuing my involvement in the new year, perhaps pursuing some of those new ideas.

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

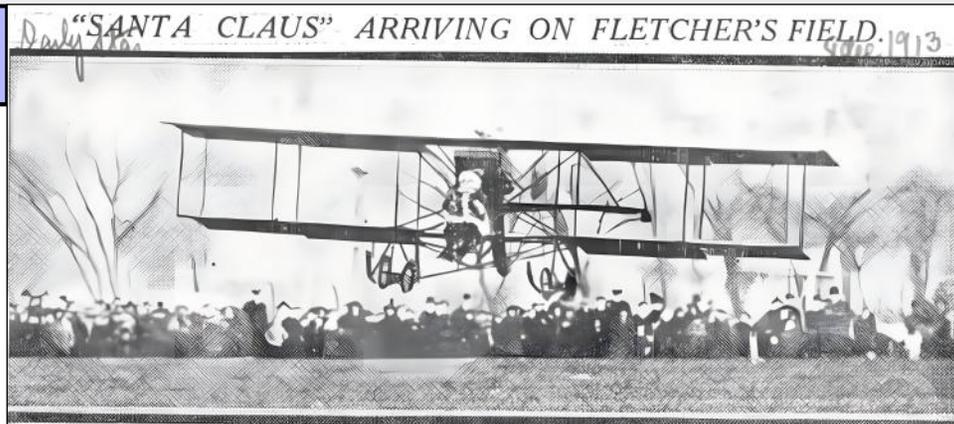


Notes from the Editor

George Young

As 2025 wraps up with this issue of the Newsletter, I want to extend my thanks to the folks who have submitted articles and other contributions, telling (some) of the story of EAA Chapter 179 in 2025. Your stories and reports serve quite a large audience – each month's issue is being downloaded more than 500 times. Through the Newsletter it would seem we are sharing our experiences and keeping people abreast of the Chapter's activities. Good work, y'all.

To close out the year, I send Best Wishes for everyone – Happy Holidays.





December Chapter Gathering – Holiday Party



Tuesday, December 16, 2025
at Fiesta Azul (NOTE LOCATION)

5:00 PM – No host dinner social

6:15 PM – Intros, Brief program

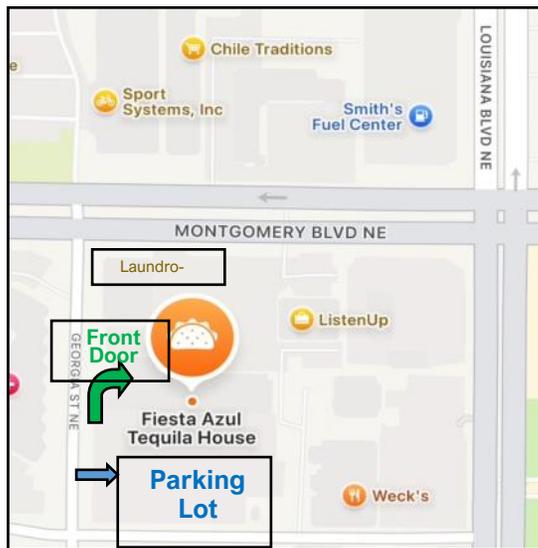
Arrive anytime from 5pm; dinner not required.

Program: 2025 Chapter Awards & Optional Gift Exchange

Join us for our year-end holiday party!

We continue our tradition of a social gathering including an optional gift exchange. Bring a gift, get a gift, \$15 or under.

Where: Fiesta Azul Tequila House [View the online Menu.](#)
6910 Montgomery Blvd NE, Albuquerque



Directions:

Restaurant is on south side of Montgomery Blvd NE, just west of Louisiana Blvd.

Take Georgia St NE to access the main parking lot behind the restaurant.

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!



November Chapter Gathering—RECAP by Joyce Woods



Aircraft builder, Gregg Cuoco presented the story of completing of his Zenith 750 Super Duty over 20 months and logging 1310 hours. Attendees marveled at how fast he completed his airplane, how attractive it turned out, partially credited to his professionally applied wrap, rather than paint. Gregg powder coated any parts that he could.



Throughout his build, Gregg has shared entertaining time lapse videos on the EAA 179 Facebook group. Closing out his presentation, we watched (in a few minutes) how the professional crew installed the snazzy wrap, in lieu of painting.

Finally, Gregg explained that although his career as a UPS mechanic prepared him for building, he has yet to start flight lessons.

Thus, he enlisted Carol Sugars to fly the first flight to prove out his build, and subsequent test flights. Once complete, Gregg will commence flight training in his new aircraft.



On behalf of our chapter, Joyce presented Gregg with a plaque to congratulate him on the successful FIRST FLIGHT, recognizing Carol Sugars as well.





Membership

Gwen Walcott, Membership Chair



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.)

Payment of Chapter dues can be made:

– Online thru payment via Paypal, Debit, or Credit Card for 1, 3, or 5 year terms. ==> see: <https://eaa179.org/membership/>

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

Those who need to join or renew their National EAA membership should visit: <https://www.eaa.org/join.aspx>

Please also forward your EAA National Membership Number (located on your Membership ID Card) to: membership@eaa179.org regardless of whether you pay by check or Paypal/Credit Card.

Thank you for being a member of The Experimental Aircraft Association and Chapter 179.



Contact Gwen to
Get Your Name Tag

Gwen Walcott
Membership Coordinator
eMail: membership@eaa179.org
web: eaa179.org/membership



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, December 20, 2025 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 City of Albuquerque Maintenance Building Conference Room **NOTE CHANGE!**

Directions: Enter the gate straight ahead from the last stop sign before turning left towards main airport parking lot. City building is the first building on your left. Security will hold this gate open from 9:15—9:45.

- **OR Join Remotely via ZOOM:**

Register in advance for Zoom access info here:

<https://us06web.zoom.us/meeting/register/6OtRMuZvTd21joMPccvJuA>

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 instructions

See you there!

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





Young Eagles

Art Woods, Young Eagles Coordinator



Dates are set for next year's Young Eagle's flights. The registration window opens about 2 weeks prior to each rally. Please visit our website the Friday night before the rally to see if we had to cancel, or maybe just delay the start, for weather – windy, extreme cold or even snow!

During the colder months we usually start at 8 AM and by the heat of the summer we move the start time 7:30 AM.

Feb 14, Mar 14, Apr 11, May 9
Jun 6 (DEAA registered youth only)
Aug 8, Sep 12, Oct 10.

Art Woods & Jim Kessler
 Young Eagles Coordinators
 eMail: youngeagles@eaa179.org
 web: <https://eaa179.org/youngeagles/>



The Push is on for 2.6 Million Young Eagles

EAA Staff



EAA's Young Eagles program, which over three decades has become the largest youth aviation education program ever created, is focusing its efforts on reaching 2.5 million Young Eagles flown by EAA AirVenture Oshkosh 2026.

EAA is offering recognition for Young Eagles pilots who join the "25 for 2.5" campaign to reach 2.5 million Young Eagles in the coming months. In addition, participating EAA chapters that assist in new volunteer pilot recruitment will be eligible for extra Young Eagles credits that can be used to obtain further resources for Young Eagles rallies or cover tuition fees of deserving youths for the EAA Air Academy residence camp held each summer in Oshkosh.

Fly 25 for 2.5: Volunteer Young Eagles pilots who fly 25 Young Eagles or more from October 1, 2025, through July 31, 2026, will be awarded a limited-edition commemorative cap to thank you for your participation in helping us hit this significant milestone.

More information regarding these recognition levels and incentives is available at EAA.org/Fly25YE.



Chapter 179 Annual Meeting—RECAP

By Joyce Woods

President Joyce Woods called the Chapter Annual Meeting to order during our November 18th gathering, noting that the required quorum was met.

Nominating Committee members: Jim Kessler, Lance Hunter, and Art Woods announced their recommended slate of officers and board members for the year starting January 1, 2026 as follows:

President - Art Woods
 Vice President - Gilbert Merriman
 Secretary - Diana Volker
 Treasurer - John DeWitt

Directors:
 Alex Basinger (2 year term)
 Kyle Reinhardt (2 year term)

They noted that these three are willing to continue as 2026 Directors and are not up for election this year:

Lance Hunter
 George Young
 Joyce Woods (as Past President)

Joyce called for nominations from the floor. Seeing none, Meg Fleming moved to elect the full slate by acclamation. Lance seconded. The recommended slate of Chapter Officers and Directors was unanimously approved by members in attendance, including one proxy vote. Joyce thanked new volunteers for agreeing to serve.

Seeing no other business, the Annual Meeting was adjourned.



New 2026 Board Members:
 (from left)
 Alex Basinger, Art Woods,
 Gilbert Merriman
 Not pictured: Kyle Reinhardt



2026 Scholarship Preview

Chapter 179 is expanding its scholarship offering for 2026 to include an “over 25” scholarship plus still have scholarships for applicants who are 15 – 25. The APPLICATION LINK on our Chapter 179 website goes live January 2nd. The window then closes February 15th. As in previous years for Chapter scholarships, the applicant must be a resident of New Mexico (preferably in the Albuquerque metro area), write an essay, get a letter of recommendation, and be involved in the chapter activities.

Multi-Engine Add-On Rating Opportunity - New!

Chapter 179 members are amazing, and Carol Sugars offered another example of that generosity.

Enhancing the scholarship breadth of Chapter 179 in supporting the next generation of professional pilots launching careers, Carol Sugars is donating multi-engine instruction time of 15 hours of dual plus the ground instruction time for a maximum of 20 hours (15 plus 5). The applicant is responsible for aircraft rental of the twin Beechcraft B55 Baron at \$500/hour.

Getting a multi-engine rating is a great achievement on a professional path. A well-motivated and competent student should be able to get through Carol’s multi-engine course – e.g. commercial pilot with instrument privileges - in 15 flight hours.



Is a multi-engine rating your next step on the professional pilot ladder?

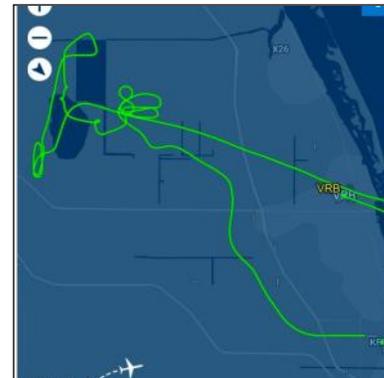
Recipients Flying High and Fast

Ava Diaz, 2024 Ray Scholar -- Ava’s progress is moving along at lightspeed! She earned her private in May 2025 and passed her CFI checkride in November. Private, commercial, instrument, CFI and CFII. Multi-engine instructor is up next. WOW!! I can hardly keep up with the acronyms!! Way to go Ava.



Gabe Pohl, 2025 Ray Scholar -- anyone remember their solo in pursuit of a private license? Gabe’s training at Del Sol has him closing in on the solo flight.

Matthew Croshaw – makes his final push this month towards earning his private pilot’s certificate. The checkride is scheduled for the end of December. May New Mexico’s December weather cooperate!



– Sophie McIntyre – passed her commercial checkride in November.



– Scarlette McIntyre – passed her commercial checkride in November.

Rowan Phlieger & Mark Sturm
Scholarship Co-Chairs
eMail: scholarships@eaa179.org
web: eaa179.org/scholarships



EAA Aviation Foundation Scholarships
These are offered by the EAA National Organization

1. Flight Training Scholarships

Dreaming of becoming a pilot or getting an additional rating? EAA can help your aviation dreams become a reality. EAA's scholarships are supported by dozens of donors, benefactors, and others who "pass it forward" by endowing these programs.

Applications open, due December 19th, 2025

Recipients will be notified of their award on March 2, 2026.

One application is used for ALL scholarships; scholarship applicants will be considered for all scholarships for which they qualify.

[Apply Now](#) - Flight Training Scholarships

With help from generous donors, the EAA Aviation Foundation awarded over \$135,000 each year to students to pursue flight training. This year, these awards helped 31 students pursue their dreams of flight.

[MORE INFO - EAA Flight Training Scholarships](#)
Application Considerations and FAQs

2. Post Secondary Scholarships

Post-secondary scholarships support students attending a post-secondary institution with a focus on aviation, including pilot training, aeronautics engineering, aviation management, airframe and powerplant (A&P) maintenance, and more. These can be used at colleges, universities, technical schools, or community colleges.

Applications open, due December 19th, 2025

Recipients will be notified of their award on March 2, 2026.

One application is used for ALL scholarships; scholarship applicants will be considered for all scholarships for which they qualify.

[Apply Now](#) -Post Secondary Scholarships

[MORE INFO - EAA Post Secondary Scholarships](#)
Application Considerations and FAQs



A note from Lee Otto:

"George, I left our hanger after doing some work on Art's wheel pants and this strange looking airplane was parked outside our door. It's 100% electric with 3,000 lbs of batteries for fuel. I briefly talked to the pilot who told me it has about a 200 mi range. This machine has about 300 flight hours on it. It's obviously a prototype. I'm sorry I don't know much more but I thought you'd like to hear about it. Lee"



31 Hours – the Breezy Report

Jim Kessler – Test Pilot

I had 31 hours on the Breezy. She and I had become old friends. We had been through all of the standard test procedures together.

We started out with taxi testing. She taxied magnificently. Of course, I was comparing her to my Vans RV-6, a taildragger. Not to disparage my wonderful airplane, but taildraggers are not as friendly on the ground as are tricycle-gear airplanes, but the Breezy had nosewheel steering. It was precise and I could see where I was going, unlike in a taildragger.

After a few highspeed taxi runs, it was clear that taxiing was not going to be a problem. She was ready for flight.

Together we broke in her engine on the first flight. There was a crew on the ground keeping track of us. After climbing out to 9,500 feet, the Breezy and I flew for a little over an hour, making big semicircles over Double Eagle airport while cycling the engine between maximum power and 65%. At 9,500 feet, if the engine quits, we could glide back to the field from almost any point in the flight pattern.

The Breezy had performed perfectly, so she and I did a few stalls together.

Some folks might not have stalled her on the first flight, but I like to know at what speed this will happen so I can plan my landing-pattern speeds. Generally you want 20 - 30% above stall speed in the downwind and base turn and 10 – 20% above on final. Also it is nice to know how the airplane responds to a stall. In the Breezy's case, she liked to drop her left wing a little. Her nose didn't really drop much in the stall, she just mushed into a descent and the seat dropped out from under me. Recovery was easy. Push the nose over and add power and she flew right out of it.

Our first flight and landing on September 25th had been a triumph. She touched down solidly. There was no bounce on touchdown; she was back in her element. In flight her nose was a little heavy. We needed to add a little more negative pitch to the horizontal stabilizer to help push the tail down and the nose up, an easy adjustment. Lee Otto and I put a couple of extra washers in a few places and ready for another flight.

On subsequent flights I identified her maximum rate of climb airspeed (60 mph) and maximum angle of climb airspeed (55 mph). I discovered that when she was fully loaded at 1,300 lb, her left wing dip in a stall was more exaggerated, but she still mushed into it, and recovery was the same.

One time I tried to make it over to Grants airport but realized if I got there we'd have to refuel to get back and we didn't want to refuel with 100 LL, so we turned back about $\frac{3}{4}$ of the way there. Cruise speed was about 75 mph. Maximum level flight speed was about 95 mph. With even a slight headwind, we were just about keeping up with the traffic in I-40.



(Continued on page 9)

31 Hours – the Breezy Report (continued)

Jim Kessler – Test Pilot

(Continued from page 8)

All this we accomplished in the first 10 hours of flight, so now the Breezy and I were just flying off hours. It was winter in ABQ. That meant afternoon flights in temperatures above 45oF to prevent frostbite. I realized why the leatherjacket had become so popular in the early days of aviation.

I spent hours flying the Breezy over the arroyo west of KAEG or going to Belen. We were just flying to use up time. The testing was done, but we had to have 40 hours to complete phase-one testing on an experimental aircraft. After that we could put someone in the backseat and fly them around.

There we were on June 13th 2024. It was around noon. This was the hottest day we had ever flown together. She had started right up as if she wanted to go flying on a slightly windy day in June. In fact, I hadn't done any crosswind landing work yet, and this would be a great day for that.

I expected her climb-out and other performance factors would be sluggish because of the heat. We taxied out to runway 4 and waited for takeoff clearance. The run-up had been normal. The magneto drop on each side was about 75 rpm. We waited a few minutes at the hold short line for other airplanes in the pattern. I scanned the instrument panel again and everything was normal.

Finally we were given clearance to takeoff. As always, she taxied perfectly onto the very visible centerline and I added power.

By now I knew that at 6,000 feet with the mixture at full rich I didn't get maximum power, so I leaned the engine slightly even on takeoff. I knew the correct position for the mixture lever and had set it there.

After takeoff, the climb out was bit sluggish. It took more than half the runway to get to 100 feet. Then I noticed the engine was running rough. There was an unusual vibration. It was enough to make me think perhaps I had leaned the engine too much, so I went to full rich on the mixture.

No joy there, and the engine was running rougher, so I called tower to let them know I needed an immediate return. I lowered the nose slightly thinking the engine was still running and I should be able to maintain level flight. I started a left turn to get back to the taxiway if I couldn't make it back to the runway.

In the turn, the left wing dropped, but I was able to bring it back up. I thought perhaps a gust from the crosswind had lifted the right wing. Then it happened. The stall. The left wing dropped and the airplane mushed.

The left wing contacted with the ground first, which spun the airplane around and the landing gear hit moving sideways to the right, rolling the Breezy onto the right wing and kicking the nose gear to the left.

Thirty-one hours, and here we were in a cloud of dust next to the runway.



Now the interesting part of the story. The engine was still running, so I reached up and turned the ignition off. No sooner had I done that than a man ran up and said, "Don't move. I have an EMT on the way and she'll take care of you."

I was still seat belted in, but there were parts of my body that had suffered from the impact. I didn't know how badly, but there was pain to be felt.

Up ran the EMT. She asked me where it hurts and I told her I think my ribs on the right side had taken the brunt of the impact. She had me unbelt and turn so she could check my neck, which didn't hurt at all, but she's the EMT. Then she asked if I can stand up. I didn't see why not, my ribs hurt and now my left shin was throbbing a little, but I could stand.

We walked over to a nearby pickup truck. I pulled my phone out of my pocket to text my wife and let her know I was OK. I normally send her a "safe on deck" text after each flight. Any landing you can walk away from is a good one, but this might be the exception. I texted her and then took a picture of the wreckage and sent a text to Warren Cox, the owner of the wreckage, to let him know the testing had gone south.

The forestry service people who came to rescue me from the unburning wreckage brought me to the FBO and dropped me off. I asked for their information so that I could send them a thank you note for being so awesome. They said, "Give us your information and one of us will text you." They never did, and I never saw them again. When I asked people about them later, nobody seemed to know anything about them. Guardian angels?

The point of this story is this: your airplane is not your friend. It just doesn't care.

(Continued on page 10)

31 Hours – the Breezy Report (continued)

Jim Kessler – Test Pilot

(Continued from page 9)

I made at least three mistakes that day. First, if you are over the runway and you have a problem, just land. Don't try to troubleshoot the problem. Put the airplane back down and then figure out what was wrong. If you overrun the end of the runway, you will be fine.

Second, when you know what a stall feels like, pay attention to those signs. The airplane was clearly telling me that it could no longer hold me in the air, but I ignored the signs because I wanted to land on the taxiway. What you want goes completely out the window in an engine failure (and most other emergencies). Now you are working with "What's the best option?" That very well may not be a hard surface. Don't try to stretch your glide. Fly the airplane to the crash site with a little dignity.

Thirdly, I assumed that since the engine was still running it was producing some power. If your engine is not running correctly, assume it is not producing any power and make it prove otherwise. Here, I defer to error number one: Don't troubleshoot over the runway.

I'll tell you the rest of the story next month.

Semper Fi,
Jim Kessler

Homebuilders Week **LEARN. BUILD. FLY.**

January 26–30, 2026

Join us on January 26-30, 2026, during the sixth-annual [EAA Homebuilders Week](#) online event. Experts from every corner of the homebuilt aircraft community will bring their knowledge and information to builders everywhere through free and interactive webinars.

Homebuilders Week is a tremendous learning opportunity that celebrates the legacy of EAA founder Paul Poberezny. As he often said, using hand and mind to create aircraft that allow us to enjoy the personal freedom of flight!

Homebuilders Week
Schedule of Events

Register Now

SPONSORED BY

Superflite



2025 EAA Chapter Member Survey Please Distribute to All Chapter Members

Share Your Ideas Regarding Your EAA Chapter

The annual chapter member survey is now open to all chapter members. EAA would like to have all chapter members complete this 5-minute survey **by Wednesday, December 31, 2025.**

[Take the Survey Now](#)

After the surveys are finalized, chapter officers will receive their chapter's results to better understand the thoughts from chapter members who elected to participate in the survey. Use the survey feedback to improve the chapter experience for your local members. Additionally, this annual survey provides EAA with a snapshot of the types of events and programs chapter members want. The survey will also be used to provide EAA Chapter Recognition Credit to all chapters who meet the minimum survey criteria found here.

PLEASE COMPLETE THE SURVEY AND SHARE YOUR THOUGHTS.
Thanks!

Blue Skies and Tailwinds
EAA Chapters Office

Insight into Roswell Approach and Grand Junction Approach

Art Woods

After chapter members got back from the Roswell Air Races, there was discussion about Roswell Approach. One member even visited the tower! We have Albuquerque Approach controlling Class C airspace but Roswell? And as a side note, when we fly to Montana through western Colorado, we have been handed off from Denver Center to Grand Junction Approach. ForeFlight shows it as Denver Approach.

So, what the heck is all this approach control at airports without Class C airspace?? I asked Sheldyne, chapter member, pilot and ABQ Center controller. His response:

Typically approach controllers are in the bottom of the tower sitting at a radar scope. ABQ and Roswell are like this. We call these facilities "up/downs." These are typically at towers servicing Class C airspace and the controllers are certified on clearance delivery, ground, local and radar.

Larger places like Denver, Atlanta, and New York typically serving class B airspace and the surrounding satellite airports have stand-alone approach controls called TRACONS or Terminal Radar Approach Control. Center (ARTCC) typically provides approach control service to all other airports. Most of these are class E and D airports. Ex. KGUP and KSAF.

There are some advantages to radar approach controls vs centers. They typically have more radar sites that are closer together, so while both their and my (center) radar uses the strongest return available their radar updates are nearly constant while mine are every 6 seconds or so. This allows radar approach control to use reduced separation as well as ensures radar service all the way to the ground. Also, because the tower (local controller) has and is certified to use radar (separation), which is why they can have multiple aircraft cleared on the same approach at the same time.

At all the airports I provide approach control service for I can only have 1 aircraft cleared in or out at a time. Even though Santa Fe tower has a radar scope, they are not certified to use it for radar separation--only situational awareness. This is what makes them a "VFR only" tower. So, when I clear an aircraft for an IFR approach I am using radar separation, but as soon as I say radar service terminated contact Santa Fe tower I now switch to using "non radar" separation. Which means I am keeping all other IFR traffic separated from the approach and missed approach until Santa Fe tower calls me saying landing assured.

Same is true at untowered class E airports. I separate with "non-radar" rules until the pilot calls flight service and they call me with IFR cancel-

lation. This essentially closes the airport to all other IFR traffic until I get that verification. So, as you can imagine airports with radar approach and towers can operate much more efficiently.

Albuquerque Center has been trying to get ABQ approach to take Santa Fe airspace for many years. There were issues with ABQ approaches' weather radar not reaching far enough north of Santa Fe but the FAA would not allow the center to share their feed to approach and they would need separate hardware installed. KSAF is very busy with regional airlines, private jets and medevac traffic and absolutely warrants a radar approach control. This is a good example of how decisions are made and why changes can take decades.

After looking into GJT a little more it looks like Denver TRACON provides approach control service from the surface to 14,000ft msl from 0600-2200 and Denver center provides the approach control service from 2200-0600. This is an interesting set up but my guess as to why is because of the mid configuration or night shift. Typically, on the mid shift each area consolidates to 1 radar scope. Since Grand Junction and Pueblo most likely require their own scopes at Denver TRACON, they give the airspace to the overlying center at 2200 in order to staff less people on the mid shift at Denver TRACON.

As to why Roswell has its own approach control... I have no clue!

Thanks, Sheldyne, for taking the time to research my query and for contacting your colleagues in ZAB and ZDV Centers. Maybe Roswell needs approach control for visiting spacecraft??



T-6 racer taxis by Roswell Tower at the 2025 Inaugural Roswell Air Races

Honoring Lee Truitt

by Joyce Woods



An incredible loss for the aviation community, Lee Truitt was First Officer of UPS flight 2976, the doomed MD11 in Louisville, KY.

Lee was a true professional who touched so many of us as he launched his successful aviation career. Our hearts go out to his family as we share their painful loss.

A beautiful service was held to honor Lee in a huge hangar at the Sunport, with standing room only, and including an impressive array of uniformed UPS, airline, and other pilots. Accompanied by bagpipe, Chile Flight offered a 5 ship missing man formation. Several aircraft Lee had flown were on display.

John Bode delivered the eulogy followed by sharing of memories by family members and friends, all which made it a fitting tribute, recognizing Lee's creativity, professionalism, plus his adventurous, loving, and caring nature.

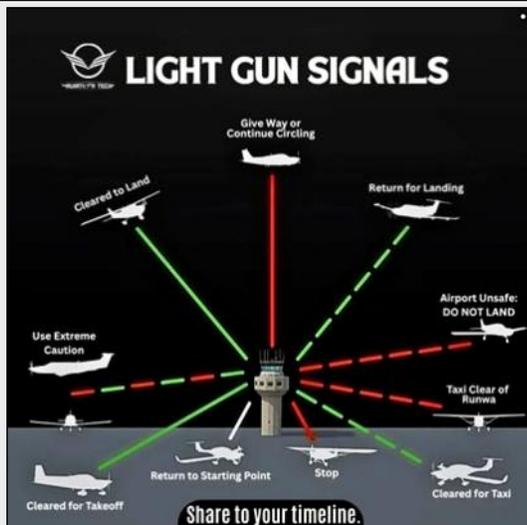
Several of our members knew or flew with Lee when he worked for Bode Aviation. Others may remember him inspiring students of our Double Eagle Aviation Academy as a commercial pilot guest speaker while he was with SkyWest.

His family requested "in lieu of gifts, please contribute in Lee's name to a charity of your choice, but most of all be sure to hold your family and friends close. We are not here forever."

Chapter 179 has already received donations to our scholarship fund in Lee's memory. One donor was a music student of Lee's father and knowing of our aviation scholarship program, said, "*I imagine Lee was as amazing an instructor and mentor as his father and was quite inspirational to those he worked with. I'm glad future aviators will be able to carry on in his memory.*"

If interested, you may honor Lee using the **DONATE** button at the bottom of our home page, <https://eaa179.org> Select "Scholarship Fund" and indicate "Lee Truitt Memorial" in the "Write a Note" field on the PayPal site.

Lee indeed inspired and mentored young people to pursue aviation. Perhaps we can best honor him through our efforts in that regard.



Night Lights

'Tis the time of year when days are short, and perhaps you will go flying at night. I needed a refresher on lights—light signals from the tower and runway lighting. Here are some refreshers:

[Light Gun Signals](#)

[ATC Light Gun Signals](#)

(checklist card—AOPA))

[Runway Edge Lighting](#)

([boldermethod](#))

Click on the images for a full-window view.





In the News and Other Interesting Topics

The Editor ... and you?

OK, This article has become bigger than fits on one page. So there is now an overflow page. And I invite you, friend readers, to send me links to resources of interest to you and others.

KABQ Safety Council

- From Wendy Smith, KABQ tower:: The Local Safety Council at the ABQ tower has opened an e-mail address just for pilot feedback/suggestions/questions: KABQ.safety@gmail.com

General Aviation News (repeat)

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

FAA FAASTeam

- **** [FAA Safety Briefing Magazine](#) >> [Check It Out](#)
 - This month's feature: *Weather Tech and Automation*
- FAAST Webinars: A list of many great topics; most qualify the attendee for WINGS credits. Go to [Seminars & Webinars](#), select Show only Webinars, then [Search]
- **NEW** NTSB Safety Alert: [See and Be Seen: Your Life Depends on It](#)
- **NEW** Reference Data: [FAA Fact Book](#), and [Airport Data & Information Portal](#)



Federal Aviation Administration

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



- Welcome [to The Pilot's Tip of the Week](#) (PDFs & videos) (extracts from online courses and manuals)
- [How ATC Really Works](#) (A Pilot Friendly Manual)
- [Pilot Exercise Program](#) (another Pilot-Friendly Manual)
- "Secrets from a tailwheel pilot" - [Tailwheel Checkout Course with Patty Wagstaff](#)
 - [Rudder Use on Climbout](#)
 - [Is This Flight Too Risky?](#)
 - [Can't Find The Airport](#)
 - [Managing Airspeed On Final](#)
- Recent Pilots Tip of the Week (**New in each issue**)



EAA

- *** Are you affected by MOSAIC? EAA's news: [MOSAIC Implementations—FAA Releases Updated Advisory Circulars](#)
- [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 of interest to you.
 - Current Interest: [Sport Pilot 2.0: Are You Ready](#), Oct 22, 2025
 - [EAA's Chapter Video Magazines](#) (monthly)

2025 Individual Chapter Donors

Tandra Hicks Memorial
 Mark/Linda Henderson
 Joyce Schmitt
 Joyce/Art Woods
 Dan/Janice Horschel
 Corrine Matthes
 Gilbert Merriman
 Matt & Kristi Reimer
 Bob & Kat Richter-Sands
 Bob & Sandy Waters
 Mark Wilson

Donor Levels
 \$10000 - DIAMOND
 \$5000 - PLATINUM
 \$2000 - TURQUOISE
 \$1000 - GOLD
 \$500-999 SILVER
 \$100-499 BRONZE

Thank You For Your Support!
 Sponsorship info at:
<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
 Chapter Facebook: www.facebook.com/EAA179
 Members Facebook: www.facebook.com/groups/www.eaa179.org

SPECIAL NOTE: Chapter 179 on Facebook

Lance Hunter, Chapter Publicity

For those of you who follow things on Facebook, we have two spaces, one, a Facebook PAGE, directed to the public and the other a Facebook GROUP for Members and others closely associated with the Chapter.

[Experimental Aircraft Association Chapter 179](#), is our outlet to the public. Anyone can go to this page and see information about the Chapter and its activities.

[EAA Chapter 179 New Mexico](#) is a Private GROUP. Only users who have joined have access to it. It will have up-to-date information and Members can participate with their own posts and in dialogs via Likes, comments, and replies.

Lance Hunter and Kyle Reinhardt are our lead FaceBookMasters, who manage both and keep Chapter information up to date. Contact



In the News and Other Interesting Topics

The Editor ... and you?

(Continued from page 13)

- EAA's [eHotline](#), Announcements for Air Venture/Oshkosh and more
- And many manuals, such as [Checkride Insights: Private Pilot](#)



NMPA

- [December 2025 NMPA Newsletter](#)
 - Advocacy report by Joyce Woods: "Falcon Field Landing Fee proposal and the Congressional Pilot and Aircraft Protection Act (SB 2175) which would prevent airports from billing solely based on ADSB data", [NMPA Newsletter](#), page 6.
 - Jeff Gilkey: "Prieta Monolith", [NMPA Newsletter](#), page 11..
- Visit the [NMPA web site](#) for the latest about their activities



Facebook

- [Student Pilots Group](#), with many instructional articles
- A Facebook group for local flying: [Fly New Mexico](#), Dave Otero, Administrator.
- Great Facebook spaces: [Commemorative Air Force](#) & [National Museum of the U.S. Air Force](#), [Pima Air and Space Museum](#) (& [Facebook](#))
- **NEW FINDS: Some great resources to keep your "aviation knowledge" up to date:**
 - [Aviation Knowledge](#), a Facebook thread presenting a variety of topics, to for budding pilots or refresh knowledge: (examples below, click to see original on Facebook)
 - [Aviation Update](#), another publisher of info for pilots, some basic, some more advanced
 - [Boldmethod](#). A variety of posts for new and experienced pilots, small and large aircraft



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 newsletter@eaa179.org.

- 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)**
- Newsletters** [EAA 555, July Newsletter](#)

I guess the busy season for aviation events around New Mexico is over. (Editor)

Also Check NMPA's [Upcoming Events](#) and Check EAA 691's [Upcoming Events](#)



Recurring Events for Chapter 179

Check the [Newsletter](#) and [Web](#) for details)

Chapter Gatherings

3rd Tuesday evenings, usually at a restaurant in Albuquerque.
March – Scholarships, November – Annual Meeting, December – Holiday Gathering

Chapter Board Meetings

Typically the First Tuesday of Odd Months via ZOOM—check newsletter

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 & fall



Thanks Chapter Sponsors for your generous support!

DIAMOND SPONSOR
\$10,000 and up



TURQUOISE SPONSORS
\$2000 and up



GOLD SPONSORS
\$1000 and up



LOEFI 2025 EXHIBITORS - Thank You!

ABQ Air Traffic Control

Air One Systems

Airway Heritage Museum— KGNT

AirMedCare Network-Guardian

Albuquerque Aviation Academy

Albuquerque EAA Chapter 179

Albuquerque Soaring Club

Angel Flight South Central

Bolder Flight Systems

Scouting America—Troop 147

City of Albuquerque Aviation Dept

Civil Air Patrol - NM Wing

CNM Aviation Technology

Commemorative AF, Lobo Wing

Double Eagle Aviation Academy

Duke City Electric Flyers

High Country Air Service

Hover by Hargis

Merlin Aviation, Moriarty

New Mexico Aero Service

New Mexico Air National Guard

New Mexico Pilots Association

99s Rio Grande Norte Chapter

Pecos Valley Aviation Consulting

Recreational Aviation Foundation

Ridgeview Roofing & Restoration

UNMH Lifeguard Emergency Air Services

USAF 58th Special Operations Wing

Women in Aviation – LOE Chapter

Sponsorship Levels

\$2000 - TURQUOISE

\$500 - SILVER

\$100—499 BRONZE



LOEFI 2025 Sponsors - Thank You!

“Fast as Flight” Auto Showcase

Montano Acura
 Sandia BMW
 Galles Chevrolet
 Perfection Honda
 Lexus of Albuquerque
 University Volkswagen-Mazda

Food Trucks

Alitas de Pollo
 Cerealsly Sweet
 Loaded Lemon ABQ
 One Stop Chill ‘n Fill
 Pop-Pop’s Italian Ice

LOEFI 2025 DONORS - Thank You!

In-Kind Support



Albuquerque Wholesale
 Envelope & Paper Co



Pilot Door Prizes / Gifts

Sporty's Pilot Shop





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 \(Triple Nickel Chapter\) \(& Facebook\)](#)
- [1570 Santa Teresa, KDNA](#)

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 \(KDNA\)](#)

Call for Chapter 179 - Scholarship Donors

We're proud of our recipients and enjoy sharing in their successes!

As our 2025 Scholarship program is well underway, it's a good time to consider contributing. Chapter 179 scholarships are funded by a combination of donations and from funds from activities throughout the year.

We appreciate donations of any amount to our Chapter 179 Scholarship fund, to extend EAA's Ray Scholar Fund, or in past member Memorial funds. Your specific wishes may be designated in the optional notes at the top.

You can donate online via Paypal or Credit Card:



Or send a check to:

EAA 179 Scholarships
Double Eagle II Airport
7401 Atrisco Vista Blvd NW #179

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

Two designs available

DEAA T-Shirts

Design on shirt front

\$15 each

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



Available by special order.

Chapter 179 Polo Shirts

Gray with embroidered logo on left breast.
\$28 each.
Add Pocket (\$2)



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



Seeking Assistance, Offering Items for Sale

Starting a new column, a place for people seeking assistance with a project, looking for something "aviation", or offering something "aviation" for sale.

A Request from a member of Chapter 691

Khat AA <cloudwerks.aak@gmail.com>

"Hello,

I'm writing to your chapter on behalf of my Pulsar XP project. I had an offer from another EAA member to finish the plane for me. I would have jumped on the chance however the cost of shipping the plane out of state was unaffordable.

A friend put me up to writing to other more local EAA chapters to see if there was someone closer who would like to help me to bring the aircraft to airworthy again. It needs about 12-16 weeks, a winter Project for a reasonable paycheck.

Yours,
Amaryllis Khat"

A request from Joshua Hogancamp <jrhogancamp@gmail.com>

"Hi,

I'm considering buying an RV-4. Can anyone at the EAA Chapter 179 recommend between a 150, 160, or 180 hp engine? I worry that the 150 or 160 hp engines won't have enough to maneuver at the altitudes in NM.

Thanks!
Josh"

A request from Bob Acree <noxqq@yahoo.com>

I have a box of aircraft wire cable removed from a learjet during inspection, also a few other parts. If anyone is interested in these have them contact me at my email. Bob Acree