

Albuquerque, NM Chapter 179 Enchanter



**April
2015**

2015 Officers

Area 505 (New Mexico)

President:

Will Taylor -256-0681
apdpilot@aol.com

Vice President:

Robert Richter-Sand (Bob)
- 299-1007, rrsand@aol.com

Secretary:

Todd Blue - 266-1491
tblue@ix.netcom.com

Treasurer:

Art Woods - 974-5301
turbo182rg@flylonecone.com

Directors:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Russ Prina - 856-6246
rfprina@wans.net

Bob Waters- 366-3107
bobbywaters60@gmail.com

Harley Wadsworth - 453-6369
harleywads@comcast.net

Randy Reimer- 792 1857
reimerrc@gmail.com

Standing Committees

Budget & Finance:

Art Woods, Curtis Smith, Dan
Friedman, & Russ Prina

Membership, Publicity, and Promotions:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Newsletter:

Harley Wadsworth 453-6369
harleywads@comcast.net

LOEFI:

Will and Edy Taylor -256-0681
apdpilot@aol.com

Web Master:

Cael Chappell
cael@chappellweb.com

Young Eagles:

Todd Blue - 266-1491

Scholarship Committee:

Steve Rokicki - 898-6383
Keith & Joy Beasley - 898-0425
keithjoyair@q.com

Visit Albuquerque EAA Chapter 179 Web Site: www.eaa179.org

Newsletters are at: <http://eaa179.org/newsletters/>

The Web Site for the LOEFI is: <http://www.loefi.com>

Upcoming Events & Chapter Meetings .

21 April, Tuesday, EAA Chapter 179 Meeting, eat at 5:30 PM, meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE. Guests and visitors are welcome.

Young Eagles Event Dates: May 9 (0E0); June 6 (KAEG - limited to DE-AA 2015 students); September 12 (0E0); November 7 (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



Gone West (June 12, 1925 - April 6, 2015)

Inside This Issue

Upcoming Events & Chapter Meetings.....	1
From the Editor.....	2
From the President.....	2
Eulogy for George Applebay	3-8
Scholarship Awards.....	8
Chapter 179 Meeting Minutes	9
Upcoming Young Eagles Event.....	9
DEAA Info and Flyer.....	10-11
A History of Flight Service, by Rose Marie Kern	12
On-Going Events.....	14
And More...	

From the Editor, Harley Wadsworth

In 1986 I was flying back to Colorado in my C-182 and landed at Moriarty. That is when I first met George Applebay. We



chatted and I told him I was looking for a place to move where I could go back to school and get my engineering degree. He said that the airport had previously had a man living on the airport as a watch dog, and he suggested that I write a letter to the City of Moriarty and ask them if I could move my mobile home onto the airport and be a watch dog for the airport. So I wrote the letter and to my surprise, they wrote back and told me to come on down. I am sure George influenced that decision.

I moved onto the airport where I worked as a sheet metal worker, photographer and etc, to establish residency. Then I enrolled at UNM where I got my BS degree as a computer engineer. I continued to live on the airport until May of 2000, when I bought a house in Albuquerque.

George was a very special friend to me and I was

(Continued on page 3)

From the President, Will Taylor

Now that the department's helicopter made it through its 500 hour inspection (which literally took all of the month of March) we now look forward to this month's community events



allowing us share how we use aviation to help protect our community. Aside from the Double Eagle Aviation Adventure open house, the Southwest Aeronautics Mathematics and Science Academy along with its sister school the Southwest Learning Center have invited the Law Enforcement Helicopter and crew to come and give a presentation at the schools. We are looking forward to meeting with young folks later this month to show them our EC120B helicopter and explain how aviation can be used for public safety.

Although these are not EAA sponsored events, I am excited about the opportunity it gives us to reach out and show young folks another of many aviation careers.

Happy Flying, and as always I look forward to seeing everyone at this month's meeting! - WT



GONE WEST: Wes Hobbs, good friend and KGNT airport manager

With both smiles and great sadness, I send these photos from a February 2015 breakfast flight to Grants-Milan Airport. For many years, Wes Hobbs greeted arriving pilots over the radio and provided vehicles for transportation to area restaurants, making KGNT well known as a prime flying destination. He knew the airplanes. He knew the pilots. He and local volunteers hosted the start of the 2012 New Mexico Air Tour, including going out of their way to host pilots and crew of five out-of-state aircraft. With a personal welcome and a hug, Wes Hobbs always exhibited the best of good ol' small airport hospitality. *Wes will be greatly missed, but his memory will be ever present for those visiting the Grants-Milan Airport.*



To read his obituary published in the Cibola Beacon, see: http://www.cibolabeacon.com/obituaries/wesley-r-hobbs/article_4914adf0-df7f-11e4-8f78-037b1b4277b5.html. Memorial contributions may be sent to P.O. Box 2579 Milan, NM 87021.

Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <https://docs.google.com/document/d/1afh1758JBMdn0yPX2gBQtPO7ecC7lwgeh-bLxjkl28/edit?usp=sharing>

EAA 555, Triple Nickel Chapter: <http://online.fliphtml5.com/yasa/sxoa/>

EAA 251, White Sands Chapter doesn't have a new newsletter.

From the Editor (Continued from page 2)

blessed to be able to know, and learn from such an iconic and wonderful man. When anyone met George, they were his friend. And he was the real deal right from the start. No false fronts just his amazing honest outgoing self.

In the early years that I knew him, he stayed out at the airport in an apartment he built in his hangar (he had a glider repair business in his hangar and it is still continues today). Come dinner time he would drive around the airport and ask whomever was still there if they wanted to go into town for dinner. There were not many other people around the airport in those days, and many times it was just the two of us. I discovered right away that he was a man with extraordinary talents.

He understood aerodynamics and was a skilled machinist, welder, designer, mechanic, electrician, builder, and a general master of all trades. He was world famous for his expertise with fiber glass and composites. He had designed and built several sailplanes, worked in Cessna's experimental department as a mechanic and fabricator on the T-37, worked as a technician for nuclear scientists with EG&G, and managed his own business — to name just a few of his experiences.

He was an unselfish man who encouraged others to live their life to their full potential. He encouraged and mentored others and his joy was in seeing them succeed and flourish.

He would send out personal letters to pilots inviting them to the Land Of Enchantment Fly-In (LOEFI). At the fly-in he would visit everyone and tell them how glad he was that they came. And he would see that they got recognition for their aircraft and achievements. It seemed to me that he knew everyone in aviation.

He was also a very good public speaker and was always glad to speak impromptu. He always had some words of encouragement, praise, knowledge, wisdom, and love. I flew to Scottsdale, AZ with him in his C-182 where he had been invited to speak to a small convention of aviators. They were captivated by his interesting words about his life and aviation career.

He had his share of tragedy. He lost his wife to illness early and lost a 16 year old son in a hang gliding accident. But he was able to pick himself back up and live his life to the fullest. He loved his family and was very proud of all of his children and grandchildren.

Aviation gave him great joy. He had many friends in aviation and he loved everything about it. He loved seeing young faces light up when they experienced building an airplane rib or getting their first ride in an airplane. He shared the excitement and passion he had for airplanes with those just starting to experience the thrill and grandeur that had given him the best life he could imagine.

On a few occasions later in his life, he confided in me that if he died tomorrow he would have had the best life one could ever hope for. He never gave up on life, and was at the airport or the soaring museum every day he could be, working with airplanes and people. Every time I saw him, we were both very glad to see each other.

The last time I saw him was at the Oct. 2014 EAA Copperstate Fly-In in Casa Grande, AZ. He had driven by himself to get there and volunteered to help at the volunteer desk. He took me to his car and showed me a model of a two place powered sailplane that he wanted to build and manufacture with a group of people at the Moriarty airport. I have no doubt that he could have made it happen if he had a few more years. He was a man of hope, faith, love, and aviation and will be missed.

HW



2009 video

Take the following link for a 37 minute *Timeless Voices* video of George Applebay (June 12 1925 - April 6, 2015):

<http://eaavideo.org/video.aspx?v=28100692001>

**Eulogy for George Applebay April 11, 2015
at the Southwest Soaring Museum
by Steve Hill**

Hello Ladies and Gentlemen. On behalf of the family I would like to sincerely thank you for coming. My name is Steve Hill and I first met George 45 years ago when I was 11. When Georgann first asked me to do this I told her I didn't think I would be able to get through it so I'm going to apologize to everyone in advance.

If you knew George you know he had a passion for all things aviation and especially the art and science of soaring. You know he was a pioneer in the use of composite aircraft structures in this country. You know that he designed and built composite gliders. The Mescalero was, until a couple of years ago, the highest performing sailplane ever built in America. His most famous glider is called the Zuni and he built around 20 of them.

I had the dumb luck to live a couple of blocks away from George and his family growing up. I went to the same schools as his kids. I worked for George while in Jr. Hi, High School and college. It's not an exaggeration to say that I owe pretty much everything to George.

I looked up the word "eulogize" and it means "to praise someone highly."

We're not the first people to Praise George Highly.

The Soaring Society of America Praised George Highly. In February of 2000 the 10,000 member SSA inducted George into the Soaring Hall of Fame.

The National Air and Space Museum Praised George Highly. There has been a Zuni hanging in the Museum for years. In December 2003, George was selected to represent Soaring as part of the 100th Anniversary of Flight celebration and the Grand Opening of the Udvar-Hazy wing of the Smithsonian Museum at Dulles Airport near Washington, D.C. He was introduced to the guests of the prestigious invitation-only event along with astronauts, war heroes, designers, pilots and other famous people in aviation.

The Experimental Aircraft Association Praised

George Highly. In June 2005 the 180,000 member EAA presented George with a Major Achievement Award at Oshkosh, Wisconsin during their gigantic annual fly-in and airshow.

The City of Moriarty Praised George Highly. In May 2010 the city inducted George into the Moriarty Aviation Hall of Fame.

The NM State Aviation Department Praised George Highly. In September of 2010 George was selected for the Bob White Award for an individual who has made significant contributions to Aviation in NM. His name is engraved among the other important recipients on the beautiful silver bowl that is on display at the Albuquerque International Sunport.

The NM State Legislature Praised George Highly. You know how we have the state bird- the Roadrunner, the state flower- the Yucca? On February 20th of this year we have the State Glider- the Zuni. George received a standing ovation from everyone in the Round House in Santa Fe after the Proclamation was read.

So, what can we Praise George Highly for here today?

We can Praise George Highly for being a humble, selfless man. Several years ago a street sign with George's name on it appeared on the road that leads to the airport. The sign soon disappeared. A new sign was installed. It disappeared. This went on for several months until at last the sign finally stayed. George eventually admitted that he was taking down the signs because he was embarrassed to get the attention. Same thing for this museum. George didn't want any of his own creations to be in the museum because he didn't want anyone to think that he was doing all of this for himself.

We can Praise George Highly for his ambition. He came into my hangar often in the last two years. He had such amazing ambition even at 88 years old. With a child-like grin he'd come in and say "I want to build a Space Ship! Do you want to play?" I assumed that it was the effects of age but, knowing George I would never, ever bet against him doing anything that he wanted to. He came in last year and sat me down and very seriously asked me, "Steve, What plans do you have for your life?" I said "George! I'm 55 years old! I don't

(Continued on page 5)

(Continued from page 4)

have any more plans! I just want to work on airplanes a little and fly as much as possible.” I know I disappointed him greatly by my lack of ambition compared to his at 89 years old.

How about the most important thing he did. He raised Judy, Georgann, and Darin who are successful, contributing members of society. That’s something to Praise George Highly for.

He had another son, Brent. Brent was a genius in the making. For 5th grade Show and Tell Brent made a working, battery powered electric motor from scratch. In 7th grade shop class, we all made wooden cutting boards for our moms to use in the kitchen. They were made by alternately gluing two different kinds of wood together to form a nice pattern. While the rest of us spent hours hand sanding the surface of our blocks to get them smooth and ready for sealing, Brent took his to George’s shop and used a fly cutter in the milling machine to get a perfect surface in a matter of minutes.

George gets and deserves the credit for the Zuni glider but it actually started out as a project to keep Brent and I out of trouble. We had each built and flown our own flexible wing hang gliders and were in the process of building a higher performance rigid wing hang glider at George’s shop. George used the idea of designing a sailplane to distract us from the hang glider. We drew up the original 3-view drawing and had started on the full size templates for the fuselage when Brent died in a hang gliding accident. He was 16. I often wonder just how different the world would be if Brent had lived.

Those of us lucky enough to have worked for George would never intrude on the family by presuming any blood relationship to George. But George TREATED us like sons, like daughters, like brothers, and like sisters, so we treated HIM like a father, or like a brother. In this way George raised surrogate children and cultivated surrogate brothers and sisters.

George’s number one surrogate son is Fidel Ramirez. He worked with George repairing and maintaining gliders for 34 years and has become the number one composite sailplane repair artist in the country. We often hear the phrase “one in a million” used to describe a rare thing. If Fidel was

merely one in a million there would be 324 other Fidels in the US and 7000 Fidels in the world! This is obviously not the case. Fidel is a 1 in a BILLION!

There are several of George’s surrogate kids that have led very interesting lives and had very successful careers.

Eddie Saurenman is a successful aerobatic pilot and aircraft designer who worked for Aviat Aircraft up in Wyoming and lately is a consultant in aviation stress analysis.

Doug Brady builds kit aircraft in Durango, Colorado.

Dave Lawrie, President of Composite Tooling Corporation in Albuquerque does a lot of highly complex composite manufacturing for Sandia Labs, Los Alamos, Phillips Labs and others. Dave does the really hard stuff that no one else can figure out.

Frank Hatten went on to have a long career in auto racing and now has a machine shop in Indianapolis.

John Davis worked in the drafting department before founding Sunlight Homes in Albuquerque, designing and building super-insulated solar homes.

Paul Mitchell had a long career at Lockheed and Gulfstream and is now retired at Cochiti Lake.

Craig Funston came down from Seattle to work one summer after High School. He is now a Professional Engineer with a successful business in Bellingham, WA.

Matt Sigala is a young Moriarty man who worked for George for a couple of summers in High School. He got the Aviation Bug and graduated from the Aircraft Mechanics school in Roswell, worked in aviation for a few years and now travels all over North America repairing composite wind turbine blades.

Kevin Pfeiffer worked for George one summer. He is now a successful propeller designer at McCauley in Wichita, KS

Perhaps George’s most famous surrogate son at least in aviation is Jon Sharp of Nemesis Air Racing. Jon was our shop foreman in the early Zuni days and had a fantastic career at Lockheed and

(Continued on page 6)

(Continued from page 5)

as an air race pilot. Jon designed and built two famous composite race planes one of which is in the Smithsonian. He won 15 National Championships in 30 years- more than anybody else in the 51 year history of the Reno Races. Jon is a Stage 4 Lymphoma survivor and was not able to be here today but he sent me a very nice, long letter about George and I want to paraphrase it for you:

It's All George's Fault

George took me under his wing, and taught me a life time worth of composites and airplane building.

It was all George's fault that our team won 54 of 57 races it entered with the Nemesis Formula 1 racer.

It was George's fault that I have the skills that led me to work for 25+ years as the composites go-to guy at Lockheed Martin Skunk Works.

It was George's fault that our team designed and delivered the first ALL carbon fiber/epoxy monocoque structure kit airplane the NemesisNXT. The first homebuilt aircraft to break the 400 MPH barriers in qualifying, and racing at the Reno National Championship Air Races.

God Bless you George for making my life and the lives of so many others better. Thank you for your teachings, and sharing your never give up attitude, your drive, your desire, your reach for the stars life. Also George, Thank You for letting me and others be a part of and share in your dreams. The world is a better place because of George Applebay!

The world lost one of aviation's GREAT pioneers and visionaries! You are and will be missed. Your legacy remains not only through this wonderful glider museum, but through those of us that you have touched and guided. I am so thankful to George for trusting me, and teaching me.

Soar with the Angels George

We can Praise George Highly for contributing to the economy of Moriarty and the Estancia Valley. The Moriarty airport started as a dirt strip with a couple of hangars for the local crop duster when the Albuquerque Soaring Club, encouraged by George, relocated here. George had a vision for the airport and helped Mayor Howard Cavazos by founding the Airport Advisory Board and provid-

ing the City with good advice as to how the airport could grow. He convinced a local Architect to donate his time to produce professional drawings of the future airport design- drawings which city engineers used to develop the airport as we know it today. There are now over 70 hangars at the airport. George also cultivated key tenants at the airport and created a community atmosphere which most other airports can only hope to possess. The Moriarty airport community has an amazing amount of talented tenants from glider pilots who are ranked in the top one percent of the world to a famous airshow pilot to a few small businesses that can build or repair anything.

I hope Dave Tixier will forgive me the presumption but I think you could trace the success of Magnum Steel Buildings to its start building hangars at the airport and even to Mueller Steel Buildings locating a Branch office in Moriarty to support all the hangar construction.

We can Praise George Highly for encouraging Rick Kohler of Sundance Aviation to locate at the airport. Rick has trained many new pilots who helped the sport of soaring grow significantly and the local glider pilots consistently score in the top 10 world wide in the Online Soaring Contest. Rick will tell you how George, Darin, and Fidel helped him many times with emergency repairs to tow planes and gliders to keep the business running, the student pilots learning, and the other pilots out scoring points.

We can Praise George Highly for his volunteer spirit. Every year the aviation world travels to Oshkosh, Wisconsin for the Experimental Aircraft Association's huge airshow and convention. There are often 15,000 aircraft of every description and one million attendees on the grounds of the airport during the event. George spent many years volunteering before and during the event. He worked on the crews painting buildings and getting everything ready for the crowd. Then, he worked closely with the top organizers to recruit a dozen volunteers to work during the week-long show giving hands-on instruction and demonstrating the various skills necessary to build an aircraft.

We can Praise George Highly for the huge building we are in right now and the amazing artifacts

(Continued on page 7)

(Continued from page 6)

inside. George decided in 1990 that Moriarty would be a good place to build a second Soaring Museum. The other one is in Elmira, NY- a relatively remote location.

George saw the thousands of semis and passenger cars rolling down I-40 as an excellent potential customer base for a Museum located in Moriarty. He started by jumping through all the necessary IRS hoops to be granted a 501(c)3 charitable

exemption then bought a small hangar at the airport. Soon he added another hangar that he and a few others built themselves. I watched in amazement as George, in his 70s, often ran several teenage, 20-, and 30-something year old volunteers ragged while expecting no more than that they keep up with him.

He was able to get the prime land this building is on on very generous terms from the local Anaya family and that acquisition started the donations flowing in from all over the country to put up this building. Then, with George's honest and likable personality, donors began to fill the building with the artifacts you see here today.

As news of George's death began to spread I found some comments on an internet forum dedicated to soaring. The common theme running through the thread was that George was an inspiration to many and a good man who had a way of talking to perfect strangers and showing a genuine interest in them.

The family has asked me to relate the following:

From daughter Judy: "George often reminded me of what I said when I was around 3 years old to a playmate whose toy was broken. Can't your Daddy fix it? I just assumed that everyone's Daddy could fix anything like my Daddy could."

"When he came out to CA to visit he would usually pick up supplies for his business. He would show up, visit for a few hours, then explain that he had to make 3 or 4 stops and be on his way. He was always about production. Even in the hospital and assisted living in his last days we could not get him to sit still or lie down. He said, "no, we have work to do," In fact, in the hospital this last time, he stayed up all night and the nurses had to put him in a wheelchair behind the nurse's station with them. They said he talked

their ear off all night about nuclear reactors"

Here are some words describing George from Darin and Georgann:

Daring!

When Judy and I were very young, almost 60 years ago, my mom would put us in the family car (a big V8), right on the runway, my dad would hook up his glider to the car and tell her "to floor it"! Of course this was long before seat belts....but we had a blast!

Dedicated to the Sport!

We also remember having a full size glider being built in our living room much of our childhood.

Spontaneous!

There were a number of times over the years, when we lived in Santa Barbara, where my husband Jim and I would wake up in the morning and there would be a Volkswagen van parked in front of our house. We had no idea he was even coming. When we asked why he didn't wake us up and come in to sleep, he would say "I didn't want to bother or wake you". He would stay a few hours and be off to one of the local airports.

Adventurous!

He had always wanted to see Mexico's Copper Canyon. He packed up his Volkswagen van, took candies for the kids down there and drove to Mexico, not knowing a word of Spanish....he was welcomed by local families who did not speak english, invited into their homes for meals and rest, he had the time of his life!

Creative!

He built the ZUNI molds in a make shift building attached to the side of a single wide mobile home. The only utility available was electricity! He had to figure out water, etc.

Finally,

ONE OF A KIND!!!!

George loved music and I watched him cutting the rug at a blues bar on Beale street in Memphis during a Soaring Convention but you might find it difficult to imagine George enjoying a rock concert but Darin remembers how much fun he and George had a few years ago at one given by the 70s Progressive Rock band Yes.

(Continued on page 8)

(Continued from page 7)

From Fidel:

I took a sad, fun and crazy trip with George 7 or 8 years ago. George and I left Moriarty heading east on I-40 pulling a long glider trailer. George said he had never had time to stop and read all the Historical Markers along the way and he really wanted to. So, we stopped at every single Historical Marker between Moriarty and Ardmore, OK. We spent some time and carefully read each sign. We finally made it to George's sister's house in Ardmore. I sat on the porch for 3 hours while George and his sister talked about old times. When George came out I could tell by the look on his face that he knew he would never see his sister again, but he had been able to talk with her, say his goodbyes and was satisfied. I did all the driving and accidentally took a wrong turn into a cemetery. The long trailer prevented us from turning around so we had to keep driving through the cemetery. George had to get out and read every headstone so it took us a long time to finally get back on the road. George's sister died not long after that and George was not able to go back to Oklahoma so I am glad we went on that trip.

Thank you, Fidel.

The EAA has a program called "Timeless Voices" and in 2009 they made a 37 minute video of George recalling some of his experiences. You can find it on the EAA website.

I watched it again this week and I would recommend it for anyone who was with George near the end. The video will take you back to a better time and help erase from your mind how George was at the end.

Rest in Peace, George. We were all very lucky to have known you.

Scholarship Awards



Scholarship recipients, left to right: **Ryan Moloney**, recipient of \$1,000 toward EAA Advanced Air Academy/Sport Air Camp; **Isaac Wilson**, recipient of \$1,000 EAA Chapter 179 Scholarship which he will use to continue training at Vertical Limit Aviation; **Joel Stribling**, recipient of Jay Schmitt Memorial Scholarship for \$1,000, to continue flight training at Bode Aviation or testing for CNM's AVMT program; **Mark Chappell**, recipient of \$1,000 EAA Chapter 179 Scholarship, which he will use to continue flight training at Bode Aviation; **Ashley Fried**, recipient of full tuition for the EAA Basic Air Academy.



Andrew Volgenin-Kulikoff, receiving the Bob Hartman Memorial Scholarship for \$1,000. This was presented at New Mexico Military Institute on March 10. He will continue flight training at Mach One Flight Academy.

Scholarship Recipients:

Isaac Wilson: (age 16) Isaac's passion is helicopters, and he has dreamed of being a helicopter pilot since he was small. He fulfilled part of that dream last year the day after his 16th birthday when he became the

(Continued on page 13)

Chapter 179 Meeting Minutes

Chapter 179 Meeting for March 17, 2015

Call to Order: President Will Taylor called the meeting to order at 6:00PM.

President Taylor introduced guests Powell Brown, Glen Herrington, Bill Marcy, Isaac Wilson, Mark Chappell, Joel Stribling, Ashley Fried and Ryan Moloney.

Presidents Report: Will announced LOEFI date August 29—The next planning meeting for LOEFI will be March 26 at the Copper Canyon Cafe. Open to all interested in helping. Will also informed the membership that the Chapter 179 storage unit was delivered and on site at Double Eagle. All Chapter 179 goods will be inventoried and stored.

Vice Presidents Report: Bob Richter-Sand announced that he has lined up the next three presentations for the Chapter meeting.

Secretary: Todd Blue asked for a motion to approve February minutes as published in the newsletter. Motion made, second and approved.

Report: Art Woods indicated that Storage Unit has been paid for.

Membership, Promotion & Publicity: Joyce Woods announced that some success with recognition in the paper for activities has been made.

Young Eagles: Todd Blue announced that the YE event flew 73 Young Eagles. Recognition was made that Chapter 179 has flown 3000 Young Eagles since 1994. The 3000th Young Eagle was flown by Joyce Woods.

Land of Enchantment: Will Taylor reminded all that the LOEFI is August 29th. Bob Waters will have updates.

Scholarship Report: Joy Beasley made the scholarship presentation to the recipients for 2015,

Isaac Wilson, Mark Chappell, Joel Stribling, Andrew Volgenin, Ashley Fried, and Ryan Moloney

Web Master: If you need things updated let Cael or Joyce know.

Old Business: None.

New Business: None

Motion to adjourn at 7:05PM seconded and passed followed by a presentation by Bill Marcy.

Respectfully Submitted,

Todd Blue, Secretary Chapter 179

Upcoming Young Eagles Event

To: All pilots Chapter 179, Chapter 691, Chapter 530, Chapter 1306, 99's.

A Young Eagle Rally at Moriarty Municipal Airport on May 9 is, as usual, in need of pilots to fly the young persons on their first (sometimes more) ride in your airplanes.

As usual in Moriarty, the wind is problematic but I have "requested" a nice day.

Registration will begin at 0830 and end at 1130. Flight briefing at 0800 at FBO.

The Pancake breakfast grill will be hot.

If you can fly some kids, please let me know so I can have a clipboard and name tag ready.

I want to thank all who have flown prior Young Eagle events. You are the ones who make the event so great for the kids. THANKS! (Please pass this request on in case I missed someone)

Todd Blue

YE Coordinator Chapt 179

tblue@ix.netcom.com

(505) 263 6657

EAA 179 Members and Friends,

Know a teen anxious to learn more about aviation as a career or hobby? In its 3rd year, the Double Eagle Aviation Adventure (DEAA) provides a unique opportunity for high school youth. Let them know about our **OPEN HOUSE** this Saturday and encourage them to submit their application before April 24th.



See DEAA flyer on the next page...

DOUBLE EAGLE AVIATION ADVENTURE – summer program

APPLY NOW! This aviation based STEM program for ages 14-17 is coming **June 1-5, 2015** to Double Eagle II Airport. Space limited! 24 high school youth will have an opportunity to explore a future in aviation, through a fun mix of hands-on and classroom activities. See attached application.

DEAA Open House: *this Saturday, April 18, from 10 – Noon at Double Eagle II Airport.* Meet the all-volunteer staff, learn about the program, and see some aircraft.

Directions: *Take Paseo del Norte or I-40 west to Atrisco Vista Blvd and follow airport signs to the main parking lot. Open House in Bode Aviation lobby.*

DEAA activities include flight fundamentals, pre-flight check, control tower visit, problem solving, communications, maintenance, designing and building aircraft. Instructors provide exposure to career and hobby pilots, mechanics, homebuilders, engineers, air traffic controllers, and other aviation specialists from commercial, military and general aviation. Application deadline, April 24. Tuition (\$99) covers lunches, materials, and T-Shirt and is due by May 8. Inquire about need based scholarships.

Volunteer pilots provide a free 1:1 Young Eagle flight on Saturday, June 6 (weather permitting), following a route they plan during the week. For more info, see: <http://eaa179.org/double-eagle-aviation-adventure/>

Also coming up! Young Eagles Rally May 9th, Moriarty Airport: Volunteer pilots will also offer free flights for anyone ages 8- 17 from 8:30 – 11:30, weather permitting and subject to availability. Flights require written parental permission on site. Watch our [Facebook page](#) for weather or other updates.

Let us know if you have questions.

Joyce Woods

Director, Double Eagle Aviation Adventure

Albuquerque EAA Chapter 179

chapter@eaa179.org

505 974 5305



LIKE EAA179 on [FACEBOOK](#) Or visit our [EAA Chapter 179 website](#).

The Experimental Aircraft Association (EAA) was founded in 1953 by a group of people interested in building their own airplanes. Today, EAA is a community of recreational pilots and builders dedicated to sharing our love of aviation. The Albuquerque EAA Chapter 179 is a 501c3 tax exempt charitable organization.



Double Eagle Aviation Adventure

June 1-5, 2015 9am-3:30pm

Double Eagle II Airport, Albuquerque

Explore a Future in Aviation

Take on a challenge. . . APPLY NOW!

- ✚ Have fun with hands-on aviation activities
- ✚ Explore aviation career options
- ✚ Learn how an airplane flies, to speak the "language" of aviation
- ✚ Learn about flight controls, instruments, aircraft design and building
- ✚ Spend a week in an airport environment
- ✚ Meet pilots, mechanics, engineers, and other aviation specialists
- ✚ Plan a cross country flight, check weather, and pre-flight an aircraft

WHEN: Monday through Friday June 1-5, 2015

Young Eagle Flights Saturday, June 6 (Sunday, June 7 backup)

WHO: Aviation enthusiasts, ages 14 – 17, eligible to apply

WHERE: Double Eagle II Airport

Take I-40 or Paseo del Norte west to Atrisco Vista Blvd

COST: \$99 tuition includes:

- Special T-shirt
- Lunch & snack each day
- All class and workshop materials



SPACE LIMITED! APPLICATION DEADLINE April 24, 2015. Applicants selected based on applications received. Previous aviation knowledge or experience not required. Tuition due May 8. Applications accepted after deadline if space allows.

INFORMATIONAL OPEN HOUSE: 10am - Noon, Sat., April 18th at Double Eagle II Airport

Download Application: www.eaa179.org

For more info call (505)-974 5305 or e-mail: chapter@eaa179.org

Sponsored and directed by volunteers of the Albuquerque EAA Chapter 179, a 501(c)3 tax exempt charitable organization. The Experimental Aircraft Association (EAA) was founded in 1953 by a group interested in building their own airplanes. Today, EAA is a community of recreational pilots and builders dedicated to sharing our love of aviation.

A History of Flight Service, by Rose Marie Kern

©2015RoseMarieKern

Did you know that Flight Service was originally a division of the Post Office? In combination with the Army, the Post Office developed Air Mail Routes along the east coast.



Then in 1918, the military transferred operations to the Post Office and by 1920 a transcontinental route was established with 17 Air Mail Radio Stations (AMRS) in activation

Then, as now, the specialists at the AMRS's gathered and disseminated weather data, but their duties also included maintaining equipment, servicing the aircraft and unloading mail. As many of them were former maritime radio operators, they were expected to maintain their own equipment.

The Air Commerce Act of 1926 transferred the budding airway systems initially to the control of the Bureau of Lighthouses under the Department of Commerce. But the need for a separate administration was recognized and so the Airways Division was created in 1927. One of their first acts was to rename their 45 facilities "Airways Radio Stations" or ARS.

This was an exciting time in aviation as the "rules" of the air were being developed, airways were created and methods of communication were invented. Messages between the ARS's were sent by teletype starting in 1928, and many of the Q codes still recognized in Flight Service began as short cuts in order to enhance quick communication. Today we still refer to the first stage of Search and Rescue as a QALQ.

Morse Code was the primary method of communication prior to the development of voice transmission. VORTAC's today still broadcast in that manner. Fortunately for us all, voice communication was recognized early on as the most efficient and effective way to insure safety, and its development was made a top priority.

The Civil Aeronautics Authority (CAA) was created in 1938, and the ARS became the Airway Communication Station or ACS. Skilled electronic technicians were introduced to the system to maintain the equipment, allowing the specialists more time to serve their

primary function of assisting the pilots.

During World War II, the military utilized the ACS's heavily, and women began "manning" the facilities as the men went off to war. After the war, aviation experienced tremendous growth as air carriers and private pilots surged into the sky. 1958 saw the creation of the Federal Aviation Agency, and the ACS's finally became what we know today as Flight Service Stations (FSS).

The Department of Transportation took over the Federal Aviation Administration in 1967, and recognition of the importance of real time weather information during flights became apparent. This led to what we now know as Flight Watch or Enroute Flight Advisory Service (EFAS) in 1972.

About 400 FSS's were in operation by the early 1970's, but advances in technology and the implementation of new computer systems encouraged the FAA to consolidate these facilities into 61 Automated Flight Services from 1984 to 1997. Alaska was the only state to retain just over a dozen of the smaller 1 and 2 man stations. A study to privatize Flight Service began in 2001, and by 2003 we knew that changes would happen. In March of 2005 it was announced that Lockheed Martin (LM) would be awarded the contract, and the official change of command for those stations in the lower 48 states plus Hawaii occurred in October of that year. Today Flight Service is operated out of three large Hub facilities and two smaller briefing facilities.

Unlike Center and Tower controllers who issue commands from a distance, pilot talk to Flight Service. Once the 1-800WXBRIEF phone number came into being, it became (and remains) the FAA's primary and most immediate line of communication with the General Aviation community. It is the only published FAA phone number where pilots can answer questions not only relating to upcoming flights but about anything relevant to the National Airspace System.

When there were hundreds of Flight Service Stations, many of them were located at small airports like Gallup, New Mexico where no tower or FBO is located, and the town is a mile away. I've heard stories from pilots who landed wanting something to eat and the FSS person on duty loaning them car keys to go get a burger. I've heard thrilling stories from FSS people about their experiences helping lost pilots find their

(Continued on page 13)

A History of Flight Service (Continued from page 12)

way to an airport in the dark when they were low on fuel.

I am collecting these stories for possible future publication. Was there an FSS at your home airport? Did you give an unusual PIREP? Did you and your buddies hang around Flight Service and talk about airplanes? If you have an interesting story connected with Flight Service, send me an email – I'd love to hear about it.

Rose Marie Kern has worked in air traffic control for over 25 years. If you'd like to ask Rose a question send her an email at author@rosemariekern.com.

Scholarship Recipients (Continued from page 8)

youngest person to solo a helicopter in the State of New Mexico. Isaac's goals are to get his private pilot's license and IFR certification on his 17th birthday and his commercial license a year later. His instructor at Vertical Limit Aviation has no doubt he is capable of achieving these goals. Living in Ramah, Isaac has seen firsthand the needs in rural New Mexico, and he hopes eventually to fly for life flight and also aid in firefighting. Isaac was selected to receive our EAA Chapter 179 Scholarship for 2015 in the amount of \$1,000.

Mark Chappell: (age 15) Mark has participated in many of our Chapter activities including DEAA 2013 and Young Eagles as well as volunteering in our booth at LOEFI. In 2014 Mark received our YE scholarship and attended EAA AirVenture in Oshkosh. He is also active in CAP and has 30.9 flying hours at Bode Aviation. Mark says flying allows him to experience the world in an entirely new dimension. His goal is to be an armed services pilot. Mark plans to use his scholarship to continue training at Bode. Mark was selected for an EAA Chapter 179 Scholarship for 2015 in the amount of \$1,000.

Joel Stribling: (age 20) Joel was hooked on aviation when he took a short flight in a small plane at age 12. Now he is 20, more than halfway through the AVMT Program at CNM and pursuing his private pilot license at Bode Aviation. He has soloed, done his solo cross country, and some night flights. Joel enthusiastically volunteers for shop projects at CNM as well as at DE and participated last summer in a restoration project on an F-16 at the National Museum of Nuclear

Science and History. Joel is the recipient of our Jay Schmitt Memorial Scholarship for 2015 in the amount of \$1,000.

Andrew Volgenin-Kulikoff: (age 17) Andrew is a cadet at NM Military Institute in Roswell. Andrew's family are Russian immigrants. Since he was 12 and saw an F-22 at an airshow, he has aspired to become a military pilot. He is a member of CAP in Roswell with 25 hours flight time and also has 10+ hours flight time at Mach One Flight Academy. Major Wade, Flight Club Sponsor at NMMI, says Andrew is, "The most enthused aviator I have ever met ... this Cadet will not rest until his dream of flying is fulfilled." Andrew was selected to receive the Bob Hartman Memorial Scholarship for 2015 in the amount of \$1,000. His certificate was presented at an NMMI event on March 10. He intends to continue training at Mach One Flight Academy.



2002 RV9A \$49,000

Firewall forward Eggenfellner 2.5 Subaru package with all upgrades
Total time on aircraft and engine 289.1
Electric Quinti Avio constant speed hub, Flyspeed controller, 3-bladed Warp Drive prop

Equipment: Garmin 300XL
T-2000 transponder with decoder
Grand Rapids EIS 2000 with fuel flow option
Electric Flaps
Electric aileron and elevator trims
Whelan strobes Landing light
Lightspeed headsets

Hangared at KAEG
Contact Keith Beasley, 898-0425 keithjovair@q.com

On-Going Events

Pilots ABQ Lunch - Every Thursday, Formation Begins at 11:15 AM, at **Monroe's Restaurant** at 6501 Osuna Rd. NE (about four blocks East of San Mateo on the North side of Osuna).

Pilots Mid-Valley Lunch - Every Tuesday, Formation begins at 10:00 AM at Bob Henning's Hangar, 3884 Tammy Ct. SE, Los Lunas, NM, (Mid-Valley Airpark) Ph 865-0007, then onto Lunch at T J's New Mexican Restaurant at 235 Highway 314 SW, Los Lunas at 11:45AM.

Las Cruces/El Paso EAA Chapter #555 Breakfast - Every Third Sunday of the Month, a huge \$6.00 breakfast. Look for the large EAA hangar located at the Las Cruces International Airport (LRU). All pilots and interested others are invited. Consider this for a 'fly out' or for other fun events!

Artesia Breakfast Fly-In—First Saturday of the month from 8:00—10:00 Call airport manager first.

Aviation Historical Society—First Thursday of the Month, Formation begins at 7:00 PM at Bear Canyon Community Center. Contact Harry M. Davidson, Ph (505) 256-7212

EAA Chapter 179

P.O. Box 3583

Albuquerque, NM 87190-3583