

2015 Officers

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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 .

19 May, 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: June 6 (KAEG - limited to DEAA 2015 students); September 12 (OE0); November 7 (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



Southwest Soaring Museum

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From the Editor, Harley Wadsworth

I know I haven't been around much lately. Everything is going well with my brother, Tom. He has been undergoing cancer treatments. They operated to remove the cancer and the pathology test showed that the cancer was dead after the Chemo and Radiation treatments. He is recovering from the surgery and will be going home soon.



We have been having very pleasant weather in Phoenix. The spring time cactus is beautiful. We have gone over to Deer Valley and Scottsdale to watch the airplanes land.



From the President, Will Taylor

Seems like the weather around here has been a little out of sorts here lately. I don't mind the moisture but I could definitely do without the wind and the cold air. My wife and I were up at the Bombing Range Café at Double Eagle on Mother's Day and it was snowing! Now I recall seeing snow in early April around here but I don't ever recall seeing it in May. Sadly, this odd weather did force the cancellation of our scheduled Young Eagles Rally in Moriarty.



Speaking of young folks and flying, our chapter was recognized at an end of school year award event at the SAMS academy that was held for it's students in the aviation program this last Saturday. Joyce and Art Woods along with myself were in attendance and briefly spoke at the event which had an excellent turn out with many of our chapter's past Young Eagles participants and former DEAA students.

One final note for this month, DEAA (Double Eagle Aviation Adventure) is quickly approaching (starts June 1st) and we have 24 young folks scheduled to be in attendance. On Saturday June 6th, we will be taking these young folks to the sky under the Young Eagles Program and could use the help from anyone willing to do a Young Eagle Flight. These flights will be single YE per plane per flight, so if you are willing and able to help out with a Young Eagle flight on that Saturday, Please let me or Joyce Woods know!

Take care! - WT

Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <http://eaa691.org> <http://www.facebook.com/eaa691>

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

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

Chapter 179 Meeting Minutes

Chapter 179 Meeting for April 21, 2015 Minutes

Call to Order: President Will Taylor called the meeting to order at 6:00. Will recognized Bill Hartman who thanked the Chapter for the Scholarship in honor of his father Bob Hartman.

Presidents Report: Will Taylor related his time at SAMS Academy with a presentation. Will also related that the Chuck Wagon has been sold, after earlier approval by the Board to sell it. Keith and Joy Beasley affected the sale.

Vice Presidents Report: Bob Richter-Sand announced that the planned speaker was unable to attend due to oral surgery but he would have a presentation. Bob also gave an update on the Kit Fox project.

Secretary Report: Todd Blue asked for a motion to approve the March minutes as published in the newsletter. Motion to approve, seconded and approved.

Treasurers Report: Art Woods indicated no activity on the operations account, payouts on the scholarship fund for recent scholarship awards, and that the CD is forging along at a great .25% interest earning.

Membership, Promotion & Publicity: Joyce Woods announced the Summer Camp Open House for prospective DEAA students was held. With 15 signed up Joyce indicated that we should obtain the full 24 students planned for.

Young Eagles Report: Todd Blue indicated still need pilots for the Moriarty YE event May 9 so will be looking for a few pilots to fly DEAA in June.

Land of Enchantment: Bob Waters exhibited the LOEFI Poster which was approved by all. Bob travelled with Rick Richter to learn the finer details of obtaining sponsors. Bob also indicated that he is in the process of developing a LOEFI manual which will assist in the smooth operation of the planning and operation of the LOEFI activity.

Scholarship Report: None

Web Master: None

Old Business: None

New Business: David Mick questioned why there wasn't a replacement for public school contacts for the Young Eagles. Will explained the legalities and requirements to enter the APS system without permis-

sion, which is a difficult procedure at best.

Randy Reimer announced his Glassair project has now found a hanger home at Double Eagle, leaving his garage empty and alone.

Motion to adjourn was made at 6:25, seconded and passed, followed by a presentation by Bob Richter-Sand.

Respectfully submitted by;

Todd Blue, Secretary Chapter 179

For Sale:

Eercoupe, \$10,000 OBO, Moriarty airport, contact Darin Applebay: (505) 328-3682.



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

George Applebay

Biography, by Diana Roberts

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George Applebay and his company, Applebay Aircraft are well known to the U.S. glider community. George was a master in the art of fiberglass repair and glider renovations, a talented aviation engineer and aircraft mechanic, an innovative inventor, an entrepreneur, founder of the Southwest Soaring Museum, a pilot, a flight instructor, and mentor to countless people in aviation. I conducted 4 video interviews with George in 2011 which I will attempt to summarize in this article.

George was raised with his brother and sister in the small town of **Marietta, Ohio**. He developed his entrepreneurial skills early, like many kids growing up during the Depression. His interest in aviation began when he built his first model of a French airplane that competed in the Cleveland Air Races.

George's **first life-sized aircraft** was a recycle project that he built when he was 13 years old. After selling his papers one evening he was walking home and noticed something yellow plastered on the steel bars surrounding the college football stadium. He investigated and discovered it was the wing covering of an Aeronca. He took it home, bought some wood, and built his first hang-glider.

To his dismay, George realized the structure of his glider could not support his weight. He decided to let his younger, lighter, **brother be the test pilot**. George's mother was afraid his brother would get killed and quickly put a stop to their shenanigans.

George enlisted in the **Air Force in 1943** at the age of 18. The military trained him to become an aircraft mechanic. He was initially trained in **B-17** maintenance then was promoted to **B-29s**. At the end of the war, George was deployed to Honolulu to provide pre-flight maintenance and repairs on the B29s before they were ferried back to the mainland.

After the war, George moved to Oklahoma to be with his family. **American Airlines** took advantage of the surplus in B-29 pilots and opened a **training center in Oklahoma**. Two of their pilots were aware of George's love for models asked him to run a hobby shop for the airline training center. It was there that he met his wife Earlene.

Fate and fire brought them together.

Earlene was leaving work one day and walked passed a closed restaurant across the street from the hobby shop. Realizing it was on fire, she enlisted George's assistance and they called the Fire Department. The fire was contained but the spark in their hearts ignited. George and Earlene were married on Easter Sunday.

American Airlines closed the training center after a year. George's next step was to become a **small aircraft mechanic**. He trained in a repair shop at Healdton, Oklahoma Airport. During his training he was encouraged to **learn how to fly**, and was taught in an **Aeronca 7AC** and a **Piper Cub**.

After earning his pilot's certificate, George and his wife took their **honeymoon in a small airplane**. George added excitement to the trip by chasing a train down the tracks, flying at about 10 feet.

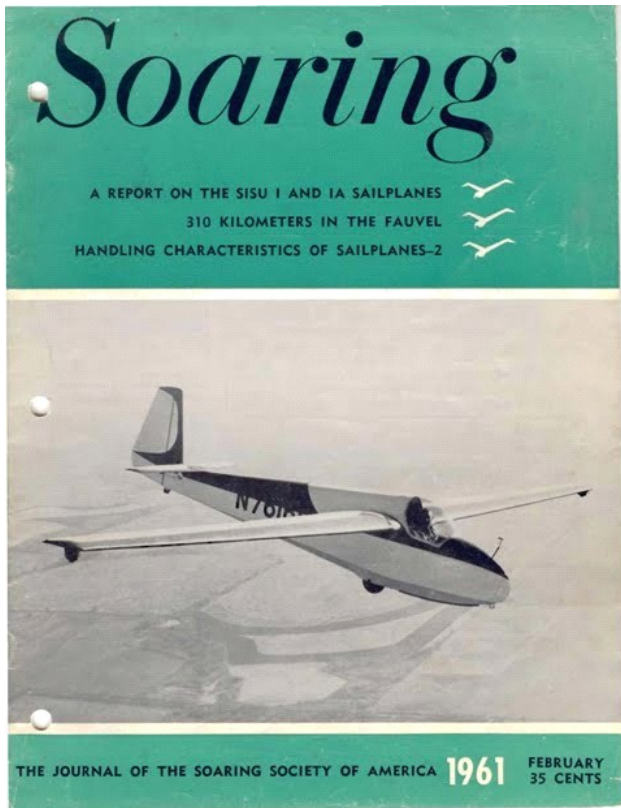
Since George was now a family man, his FAA examiner advised him to **move to Wichita, Kansas and apply to Cessna**. Although George was offered the job, he ended up taking a **job with Boeing** instead for a higher salary. During his time at Boeing he was an **inspector for the B-47** and the **B-52**. Eventually he regretted his decision to work for Boeing because he was tired of working on large aircraft and wanted to utilize his training in small aircraft.

One day he saw that **Cessna** advertised for two licensed A & P mechanics to work in the experimental department. George rushed over and applied for the job. He enjoyed working for Cessna and was **proud of the work** he did on the **first T-37 for the Air Force**. George told me that although it was a good airplane, it had one bad characteristic, it could not come out of a spin.

Cessna **hired a new Aerodynamicist** who told them if you put a device around the nose, something like you put on a speedboat, it might help the nose drop so you could recover from a spin. It took George about 2 weeks to attach that device on the airplane. The device was successful and they redesigned their aircraft.

In 1958, while still employed by Cessna, George built **his first sailplane**, the **Cherokee II CW-1**. Later George modified Stan Hall's design by lengthening the wings. He called his **second sailplane** the **GA-II Chiricahua**.

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Cherokee II Built by Applebay and Jensen

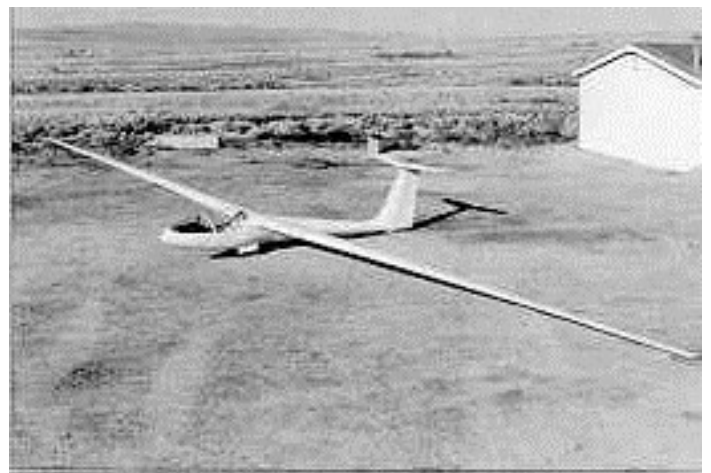


GA-II Chiricahua

After George left Cessna he moved to Santa Barbara, CA. and took a **job** with a new research company, **EG & G**. During that time the U.S. Government requested that a new airplane be built that measured the active radiation of soil. USGS had been trying to do this with a DC3 but were unsuccessful. **George became the project manager** and was given a team of multi-disciplinary scientists to accomplish this goal. After looking at the specifications for several aircraft, George and his boss picked a **twin engine Bonanza** to use for the test project. The project was a success.

Next George worked on a project to **modify an airplane for prospecting**. After much research, he determined that the **Aero Commander** would be the best airplane for the job. They had to **mount the magnetometer** as far away from the structure of the airplane as possible. **He built a tail-stinger for the aircraft** out of plywood, spruce strips and aluminum. This put the magnetometer about 10 feet behind the aircraft.

In **1969 George left the West Coast** for the High Desert. A year later the Soaring Society of America had a sailplane building competition. **George built the Mescalero**. It was the next iteration in his thought process of designing a high performance sailplane, but did not complete it in time for the contest. It was first flown in 1975.



Mescalero

Eight years after moving to New Mexico, George completed the **Zuni project**. It started when a group from **Harvard's Business School** solicited for volunteers to be part of a project to help entrepreneurs start businesses. George was told he must **first build a team**. He enlisted his friend, Burt Collins, who just received a MBA from UNM. Then Dick Roberts, a restaurant owner and sales person volunteered. The next task was to **write a business plan**. Burt wrote the business plan, and they **traveled to Harvard** at their own expense to **present their work**.

He was told that Harvard would only help those who were **achievement oriented**. George was obviously achievement oriented his entire life. The first **Zuni** was completed in 1975. It was a 15-Meter Class sailplane that was ahead of its time. Five years later George released an improved design which he called the **Zuni II**. He refined the wings, cockpit and landing

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gear.

Several **competitions were won** with the Zuni by well-known pilots of that time including Bill Hill and Steve Leonard. The Zuni won races against the European designs of that era.

In 1981 George built a **special Zuni II** as part of a project with the **DuPont Company**, who asked him to incorporate Kevlar into his design. It was eventually donated to the National Air and Space Museum in 1983, where it is still on display.

A total of 20 Zuni's were built and today there are currently five Zunis and three Zuni IIs registered with the FAA.



Applebay Zia

In 1995 George accurately predicted that **Moriarty** would be the **soaring capital of the Southwest**. He realized it was time to think about **creating a museum**. He asked his friends, Jim and Susie Bobo, to purchase a hangar for the museum. Originally they purchased a small hangar for \$4,500. They quickly grew out of that hangar so George convinced them to purchase a kit for a second hangar. Once they had both hangars George realized they needed a concrete ramp. Again the Bobo's were happy to contribute and a ramp was built.

Eventually George realized they needed a much larger facility. Generous donations by several individuals and 10 years of work by volunteer board members resulted in an outstanding museum. The new museum opened in 2006 and is **located** on the famous **Route 66** in downtown **Moriarty, New Mexico**. They presently have over 45 sailplanes on exhibit.

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N22J Zuni II

George's final project was a self-launching **sailplane** called the Zia. He designed it for the sole purpose of recreation. He wanted an airplane that was easy to fly, chase jack rabbits, and just have fun. After four designs he had a model he was happy with. Unfortunately George sold the project to **investors** who decided they would **take his plans**, and sell it to the highest bidder. One thing they didn't tell **George was** that he **was supposed to go with the project**. George was not willing to leave New Mexico at that time; he was in the middle of trying to turn a tiny dirt strip in Moriarty into an airport. The investors scrapped the project. In the end, **only 3 Zia's were built**. One was sold, one was donated to the Southwest Soaring Museum and George kept one.



Southwest Soaring Museum

George's favorite sailplanes housed in the museum are the **British T-21 and T-31**. They were used by the British Air Force to promote aviation for high school students. Since acquiring these gliders for the museum, George received numerous letters and calls from people all over the world who learned how to fly in the British trainers. The two sailplanes have a combined total of 90,000 flights.

George met Jack Laister, the designer of the **TG-4A (LK-10)**, when he gave a presentation at the Wichita Soaring Association in 1956. Former museum board member and tow-pilot, **Allene Lindstrom** donated a **TG-4A** that her father had bought to restore. He passed away before he had a chance to complete the restoration. George offered to restore the glider on the condition she would donate it to the museum. Allene agreed if she could participate in the restoration work. It was the first sailplane donated to the museum. The sailplane launched its first flight in 50 years at Elmira, NY with Al Santilli at the stick. He flew the plane about 16 times. One of George's fondest memories of that sailplane was the opportunity to fly in it with Al.



TG-4A SW Soaring Museum

During his 89 year lifespan, George has won numerous

awards. Just to name a few are induction into the Soaring Hall of Fame in 1999, the EAA Major Achievement Award in 2005, induction into the Moriarty Airport Hall of Fame in 2010, and recently the Applebay Zuni became the official New Mexico State sailplane.



Zuni becomes NM State Sailplane 2015

When I asked George which award did he enjoy receiving the most, he replied that it was the **Soaring Hall of Fame in 1999**. He was honored to be included in a list of people who were the **highest achievers** in the sport of soaring.

In our lifetime we may encounter hundreds of friends and acquaintances, yet only a handful will stand out as true, kind and gentle souls. You know who they are the minute you meet them because of their gentle nature, sincere kindness and the ability to make you feel welcome at any time. **George Applebay** accomplished many amazing things in his life that will be remembered for years to come. To me however, he will always be remembered as a **kind and gentle soul**.



R.I.P. George Wylie Applebay 6/12/25 – 4/6/15

ATC Tales, by Rose Marie Kern

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This month I want to share a few memories with you and hope you will share yours with me. I have worked in ATC for a long time, spending a few years at an ARTCC, a few years in a couple of towers and most of my career with Flight Service. It has been a privilege to work in this industry and to meet so many wonderful pilots.



Way back in 1984 I was working at Albuquerque Center . There is an ebb and flow to the pace of each sector in the ARTCC's. A lot of it is driven by the airlines as they rush into their HUB airports in such a way as to load and unload passengers, minimizing their ground time. Mornings had every position in the Center gazing intently at radars. There is the hum of voices giving control instructions, and answering calls from other sectors and ATC facilities.

This had been going on for about two hours and the morning rush was beginning to die back when one controller, Skip, pushed his chair back from position and in a loud voice sang "I'm about to LOSE CONTROL and I think I LIKE IT!" Just a momentary joke, but everyone got a chuckle out of it.

ATC is a lot like that. Sometimes you have long periods of slow traffic punctuated by short bursts of almost frenetic activity. Sometimes you are so continuously busy that you are surprised when someone taps you on the shoulder to replace you and several hours have gone by!

We keep a close watch on weather – it can become nasty in a hurry. I was in the Albuquerque Tower cab one day. We had a lot of haze way out west on the mesa. A visible land based cloud swept down into the Rio Grande Valley then upwards toward us on the east side of the city. The sky grew darker as a wall of sand and debris breached the fence west of Runway 8/26. An army of tumbleweeds rolled eastwards on the runway in front of a really strong gust front. The wind hit the tower...and the tower SWAAAAYYYYYYED!

Another time in the tower we were surrounded by a shallow fog that was above the level of the cab. We could not see anything on the surface. Suddenly a flight of birds burst into view – at the last second the flock split in half and went around the cab forming up again on the other side. As the day heated up the fog lowered so that we began to see the tails of the larger jets sticking up above as they taxied to the end of the runway.

Flight Service was the most rewarding for me. Being able to talk to pilots and get to know them when they walked into the facility for their briefings, or called us every morning. One pilot, Janey, who flew with the New Mexico Flying Service had us on speed dial. Every morning about 4:30am she would call from her bed two seconds after her alarm went off. She'd just say, 'Hi, It's Janey". That's all I needed to give her a standard weather briefing. To this day I can tell you her flight plan. Halfway through the brief one day I heard her go "HUMPPFF!" When I asked what was the matter, she told me her cat had just jumped on her stomach.

Small flight service stations have a lot of tales to tell. Many of them even through the 1990's had to maintain their own property – mowing the grass, shoveling the snow etc. You worked closely with between 5 to 10 other people, which meant you got to know them well. Sometimes too well. On occasion jokes would get played, like the year in El Paso when Danny pulled up the floor boards over where the electrical and communication lines were laid. He put big black plastic spiders in there and just closed it up. That joke did not come to a head for several months, but when the Airways Facilities Technician went to work on those lines he let out a holler and jumped about 8 feet in the air!

ATC folk have often been invited to fly with pilots and I've taken advantage of that to fly with everything from airliners to RV7's. Once I flew with the Air National Guard out of Kirtland AFB as they practiced flying low over mountainous terrain. There were four of us from the tower in that helicopter and thank heaven the door of the chopper was left open leaving the wind to rush through because one of my fellow tower flowers had a weak stomach. He

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ATC Tales (Continued from page 8)

went through at least three sick bags.

El Paso boasted a NASA base where there were a couple G2's used by the Space Shuttle pilots to practice landings. The aircraft had standard G2 instrumentation on the right side and the left side had been modified to shuttle configuration. The instructor would take it up to 35,000 feet then feather back the engines so it dropped like a rock. The pilot would then have to glide the "brick" down to the runway. When it got to what would be eye level on the shuttle, the instructor would kick the engine on and take her back up. The g-forces were tiring, but they usually did this 10 or 12 times so the pilots could learn the maneuvers so well they could do them at the end of their tours in space.

I was lucky enough to accompany one of those training flights...I stood in the doorway of the cockpit holding on to some handles on the side walls. At the top of the climb the aircraft tipped forward to begin its descent and the angle was so acute that I was looking down past my feet through the front window. I was able to stand up there for about four passes...then the pressure forced me to go sit in the back.

There are hundreds of stories out there about pilots and controllers or flight service. I am collecting these stories for possible future publication. Was there an FSS at your home airport? Did you give an unusual PIREP? Have you visited a tower or center? Did you and your buddies hang around Flight Service and talk about airplanes? If you have an interesting story connected with ATC, send me an email – I'd love to hear about it.

Rose Marie Kern has worked with ATC since 1983. If you have questions or would like to send her a story you can reach her at author@rosemariekern.com

B-29 Restoration Project

From Richard Perry

I am a member of the Board of Trustees for the National Museum of Nuclear Science and History. We are currently heavily involved in a major restoration program for the aircraft and missiles that are on display in our outside exhibit area. We began the restorations last year, and we have completed the restoration of the sail of the U.S.S. James Polk SSBN ballistic missile submarine and our F-16 which was restored

from a battle damage repair test subject at Sandia National Laboratories to its former configuration when it was assigned to the "Tacos" New Mexico Air National Guard Wing assigned to Kirtland Air Force base. We have done a limited amount of painting on our B-47 and B-52 aircraft, and we have repainted our Snark intercontinental cruise missile.

With all of that work, supported primarily by individuals and organizations with historic relationships with those assets, we have made a good beginning. We are now starting one of our greatest challenges, the restoration of our B-29. Our objective is to complete the external restoration of that aircraft by 9 August 2015. That is the 70th anniversary of the surrender of Japan and also the 70th anniversary of the delivery of our B-29 to the Army Air Corps.

Our B-29 is one of only 17 of these aircraft remaining. It was a "Silverplate" variation designed for nuclear weapons delivery and assigned to the 509th Bombardment Wing, the same unit which dropped the nuclear weapons on Hiroshima and Nagasaki to end World War II. We will restore it to the markings it carried as a part of the 509th Bomb Wing when they were located at Roswell Army Airfield here in New Mexico.

I am contacting you to ask for your support of our B-29 restoration project. We are beginning the fundraising for this restoration with a Kickstarter campaign which runs through this coming Friday, 15 May. The URL below will take you to the web site where you can learn more about the project and how you can donate to its successful fulfillment.

<https://www.kickstarter.com/projects/nuclear-museum/restoration-of-the-b-29-superfortress-at-nuclear-m>

Thank you for your time in reading this appeal and for your consideration in supporting our Kickstarter project.

Dick

Richard L. Perry

(505) 263-0763

Help us restore our B-29 Superfortress to its former glory! This historic aircraft, one of only 17 complete aircraft left in existence, is the focus of a Kickstarter Campaign through May 15, and we ask for your consideration in making a donation today!

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

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