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Albuquerque, NM

Chapter 179



**August
2020**

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

August 18. Tuesday, EAA Chapter 179 Social Gathering Using ZOOM, look for an email with the link and time (6 PM) information -coming soon.

Our remaining scheduled Young Eagles date for 2020 is November 7. - On Hold pending COVID-19 concerns.

LOEFI 2020 Cancelled due to COVID-19 pandemic.

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From the President, Emilio Verastegui

Hello fellow Chapter members and friends!

Here it is August already, and the Covid issues are still with us. I trust everyone is being careful, not fearful, maintaining the right amount of common sense while being safe, being optimistic, and praying that this blight on humanity will soon pass and become history.

Unfortunately, because of the Covid restrictions are still in place here in NM, this has continued to impact us as a Chapter. Consequently, we have had to cancel another Young Eagle event that was scheduled for September 12th. This has become a repeating problem that we all wish would stop! We do have one more YE event scheduled on November 7th. We have decided to take a "wait and see" attitude, hoping that the governor will relax the restrictions enough by then so we can try to get back to a more or less normal operation. November seems like it is far in the future, but will be here soon enough. For many of us, that will seem like just a blink of an eye!

We do have some good news. It is an exciting time to be a Chapter member because, hopefully soon, we can begin the building phase of the RV-12. This kit was donated to the Chapter by the family of Mr. Jim Crouse, after he passed away in August of 2017. It will be a great experience for any Chapter member who wants to participate. The building phase will offer you the opportunity to get some real "hands-on" experience of what it is like to build a kit airplane. We hope that many will partake and get a real taste of building an airplane. In turn, this taste, we hope, will light a fire for many Chapter members who never thought that they could build an airplane. While it can be a daunting task to complete, just remember, you will not be the first to build an airplane! That task was completed by two brothers, named Orville and Wilbur! Besides, the Chapter has several members who have al-

ready done so, who can answer almost any questions you might have, or point you in the right direction to get your question answered or problem solved. That core of builders includes me!

Further down the line, once the RV-12 is finished and is cleared to fly, we hope there will be a Flying Club, on the field, that will offer the chance for those interested, the opportunity to achieve that "RV Grin"! Mind you, flying is not free, the FAA says so. According to them, the four forces of flight are - Lift, Thrust, Drag, and Weight. Many believe that the four forces are really - Persistence, Desire, Creativity, and Money! In any case, there must be a balance in nature for any man or woman to achieve flight....

There are several committees that are working hard to solve the many problems associated with the RV-12 that was gifted to us recently. So, as you can imagine, the problems run across the full spectrum of building an Experimental airplane, owning one, and putting said aircraft to good use, such as a Flying Club. When more details are available, I will certainly pass them on to you and everyone else. In the mean time, look for information as to how to join the Zoom meeting

And we have another positive note for us all - Kent Burwick, chairman of the IMC Club has decided, along with Barry Harper and Hal Porter, to try a Zoom version of the IMC Club this month. It is scheduled for Saturday, August 15th, to begin at 0900. You can look for more information as to how to join this Zoom meeting elsewhere in this issue. If you are interested in learning more about IFR flying or generally just learning new things about aviation, you should make it a point to join this Zoom meeting. "Bark, Bark!"

Our "normal" Chapter Gathering will again be a Zoom meeting, currently scheduled the 18th at 1730. Hope to see you all there. You can look for information as to how to join this Zoom meeting in your email.

Sincerely, Emilio Verastegui, President

From the Editor, Harley Wadsworth

We are trying to make life as normal as we can. It is nice to have modern technology, like computers, cell phones, and the internet, to help us keep in touch. I have been watching a lot of old westerns to entertain myself. Not sure it is good for me, but it brings back memories of days gone by. Hope we can get back to better days soon.



Enough of that, lets get happy! Our chapter has a donated RV-12 project that could keep a lot of us busy planning, building, and maybe even flying. There are three separate articles in this issue from three different writers about this project. Check them out. And think about getting involved.

The IMC Club is going again, using ZOOM. I did not include the connection information because I hear that some ZOOM parties get crashed. You can get the link. See the IMC Club article in this issue.

Look for a link to our Gathering on ZOOM on the 18th. You should get one in your email, if you are a chapter member. Take care, be safe, fly, and be happy!

HW

Ray Scholar, Sophie Haag poses a question to Space Station Crew

EAA invited Ray Scholars to participate in this opportunity for Q&A with the Space Station crew. Read more about it here:

<https://eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/news/07-09-2020-ray-scholars-to-talk-with-space-station-crew-july-14>

Hear them answer EAA179 Scholar Sophie Haag's question, captured in this video!!

Past Chapter 179 Gathering presentations:

See Wright Brothers **Master Pilot Award** links in this issue... page 10.

(Ctl-Click links to load under a new tab)

[Samson Switchblade Flying Car](#)

[Oshkosh 2018 and 19 .pdf](#)

Please send me your presentations so I can post them.

Other NM EAA Chapter Newsletters

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

EAA 555, Triple Nickel Chapter: <http://555.eeachapter.org/>

EAA Chapter 1306, Edgewood, NM - Not on the web yet, but they have a nice newsletter.

Find or Become a Tech Counselor and/or Flight Advisor: (your EAA login is required to see this information) <https://www.eaa.org/en/eaa/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities>

The [Lobo Wing of the CAF](#) The Lobo Wing is located at hangar 80 of the Moriarty, NM Municipal Airport.



www.nmpilots.org



THE CLUB JUST FOR INSTRUMENT PILOTS (AND STUDENTS)

If you have other questions about Zoom I can arrange a short meeting with you individually to go through the process. Contact Barry Harper 817 371-8750 or email at harperbv@sbcglobal.net.

My email list of IMC Club member is limited so feel free to forward this email to any interest person you know who would like to join us.

Barry Harper

817 371-8750, harperbv@sbcglobal.net, *Please contact Barry if you would like a link to the meeting.*

Hello everyone!

If you are interested in the **IMC Club Meetings**, they are going to go live via Zoom. Here is how to join... IMC Club Members Chapter 179,

Kent Berwick and I have been working to resume our IMC Club meetings using Zoom until the Covid-19 crisis allows us to continue meeting at Double Eagle. We have had a number of rehearsal sessions that included Joyce Woods and Hal Porter. This group believes that we have overcome some of the technical issues that might arise during this meeting.

We have planned a meeting that includes an IMC Club Video scenario and a related Boldmethod quiz as our first attempt at this Zoom meeting. We would invite you to join us as we learn more about how Zoom can work to help us to continue our IFR training.

If you are not familiar with Zoom, you can join the meeting at the appointed time by clicking on the link just below the "Join Zoom Meeting" line. You may need to copy and paste this link in your browser. There will be some on line instructions to follow to be admitted to the meeting. If you have weak internet service or any other problems you can join the meeting by using one of the phone numbers under the "One tap mobile" line. We have found that this works well for Kent as he uses satellite service for his internet. He can watch the Zoom Meeting without audio on this computer and talk and hear by phone. Kent will be your instructor for the meeting.

Young Eagles news August 2020

Now that we have been forced to cancel 2 Young Eagles events so far this year and our last one in November is still in limbo, there is a possible alternative to pilots in Chapter 179 flying Young Eagles.

If you want to fly any Young Eagles personally, and can do it within the guidelines existing on the date that you want to fly, then feel free to take a Young Eagle for a flight. Of course, you

will have to have the parents permission, so they will have to consent to adhering to the safety guidelines as well.

If you decide to take a kid flying and need the Young Eagle permission slip, logbook and/or official certificate, I will be happy to help you with them. Just let me know in advance.

Respectfully submitted,

Barry Kromer



Joyce,

There now is a **Flight Design CTSW light sport aircraft for rent** in Santa Fe. The cost is \$100/hour with fuel! It also has a 2 axis autopilot. Would you let 179 know about this? I'm just a renter, it's not mine. The owner's name is Peter Murphy: 505-546-777, peterdenismurphy@gmail.com. He's also a CFI teaching light sport. Since he is a GA CFI all light sport training can be applied to a private pilot license.

Frank

https://www.youtube.com/watch?v=5_LWejHvyuU

RV-12 Chapter Project, (see the following three articles)

Design Team Established to:

- What/how to build forward the existing RV12 kit
- The disposition of the RV6 kit parts
- Who should build the kit
- Where the kit should be built
- Any kind of timeline for building
- What the purpose of the build should be.

Dan, Art & I got together on occasion to inspect, clean, and inventory parts.

It was decided to sell RV6

Question was to decide what to do with RV12 going forward;

Attempts were made to assemble team via zoom in addition to one-one and email interactions, but only Dan and Art were available and willing to offer to help me with going forward on the project.

Dan would like to provide the flying club, or new owner, with the best, most ergonomic, and most efficient RV12 design.

Problems exist with that option in that the new design drawings require replacing most of the parts in the existing fuselage kit to maintain the vehicle as an LSA. Art opined that we could always decide to scrap the existing kit by selling it on Barnstormers along with the RV6 subkits.

I am reluctant to make a decision given that no input was received from other members of the team after multiple requests and that the decision on how to go forward will have to be made by the Board of Directors.

The options are:

- Use the existing wings and the fuselage kit and continue the build as the original LSA – ULS design, which would be the cheapest method.

- Upgrade the fuselage to the newer (iS-centric design, which is more ergonomic and safer) and:
 - == replace most of the existing fuselage parts that have been re-numbered/re-designated/modified, to maintain the vehicle as an LSA
 - == decide to redesignate the vehicle as an E/A-B (denying existing and potential Sport Pilots from being able to use the finished product) and using and/or modifying existing parts by trial and error, taking responsibility for the modifications instead of having Vans maintain responsibility
 - == deciding whether to install/configure the fuel system for the carbureted ULS engine or install/configure the fuel system for the fuel injected (and more expensive) iS engine. -== deciding to

Any option utilizing the newer (iS) configuration **will require additional funds** over what will be required with the existing (ULS) configuration.

I will not take the responsibility for making that decision on my own and will require a larger consensus from the non-responding team members, the Board of Directors, or a quorum of the Chapter Membership to make that decision.

When the idea was put forward as to who should build the aircraft, opinions were put forward that existing builders and chapter members would like to take a hand at the build, probably with existing builders taking individual sub-sub assemblies home to complete as individual projects (a flaperon, a stabilator, a rudder, etc..) rather than have the whole project turned over to a nascent flying club.

Dan was tentatively willing to store crafted items in his hangar until either other venues became available or until he needed to relocate his primary project to the hangar from his home. This is in limbo due to lack of input from other team members.

Our team is also awaiting word from other teams for finding venues for continuing (or doing the entire) build of the project.

Gwen Walcott

Are You Interested in Joining a Flying Club?

As you have read in the newsletter, our chapter is looking at building the RV-12 based on the donated partial kit. At some point, the chapter will have to sell the airplane to another entity, such as a flying club, since EAA National bylaws prevents chapters from owning a flying airworthy airplane.

Flying clubs are usually a less expensive way to fly since costs are shared across the membership. Clubs can have anywhere from 5 – 20 members. There are some clubs that have 100's of members and bunches of airplanes. But we're going to start small.

Several 179 Chapter members have discussed purchasing the partially built plane from the chapter to form a flying club. Since there are a couple of ways to form the club, we are seeking input from those who might be interested in joining. One option is for club members to buy a share in the plane and then split ongoing ownership costs. The other option is to have members pay an initiation fee and monthly fees that go toward leasing the airplane from a third party (that would have purchased the plane from the chapter).

Club members could be pilots, wanna-be pilots or even just airplane enthusiasts. Under IRS rules, the club (RV12 owned or leased) would apply to be recognized as a non-profit social club (501c7).

The Flying Club Strategy Team is one of the teams chartered by Emilio related to the RV12. We will be sending a survey to gauge interest in the club from chapter members and friends. If you are really interested in joining right now, please send an email to [Art Woods email](#).

Art Woods, Dan Horschel and Eric Goldman

Donated Van's RV-12 and RV-6 Kit Parts Catalyze a Chapter Project!

In June, our chapter was contacted by EAA about a family near Carrizozo, NM. Knowing we have an incredible group of Van's RV builders at Double Eagle II, EAA asked if someone from our chapter could check out a potential donation. Lee Otto and wife Jeri Burzin made the trek and found the family wanted to find a good home for partial RV-12 and RV-6 kits.

Builder Jim Crouse started with an RV-6 empennage kit and according to his daughter, later decided for health reasons to build a Light Sport RV-12. He finished the 12 wings and ordered the fuselage kit but the crate was left unopened. Excerpts below from his obituary indicate James was truly an aviator that we would have enjoyed knowing. EAA 179 is grateful for this gift from his family and have begun to develop the strategy to complete what he started!

Chapter member Konrad Werner took charge, borrowing a truck from Bob Carlton and trailer from the New Mexico Pilots Association to retrieve the kits. Gwen Walcott, Dan Horschel, and Randy Reimer made themselves available to complete the retrieval team. It was a full day, meeting the family, doing heavy lifting and careful packing, but all was unloaded and borrowed vehicles back in place by nightfall.

Per Jim's daughter Dena Coelho, "Both my dad and husband were formerly EAA members. I was a pilot as well. But I lost my medical and can no longer fly my favorite bird, a 1946 Champ. We are thankful for all the great memories in our different airplanes, so so many airshows, and the camaraderie of the pilots and builders! We are just as thrilled that these kit parts will be put to use."

A Board meeting led by Chapter President, Emilio Verastegui resulted in establishing 3 sub-teams of the board to develop a strategy for moving forward with the project. If you are interested in getting involved, contact sub team leaders, Gwen Walcott (Build Strategy), Joyce Woods (Resource Strategy), or Art Woods (Flying Club Strategy).

For sure, we'll be needing support including tools, a facility, finances, volunteers, and ultimately potential Flying Club Members! Let us know if you want to get involved.



RV-12 Project

Define Strategy Build for Flying Club

Build Strategy Team

Who

Define:

- Inventory Parts/what needed to finish basic kit
- Roles
- Design Basis
- Schedule
- Needs

Gwen
Lee
Dan
Emilio
Randy
Bob RS

Resource Strategy Team

Who

Advise Board per

- Facility for build
- \$60K+ to finish

Joyce
Eric
George

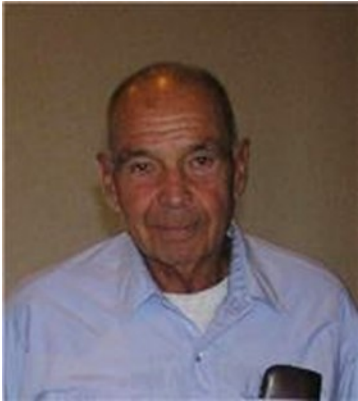
Chapter/Flying Club Strategy Tm

Who

- † Transfer from chapter to club
- † Finances
- † Establish Flying Club per EAA Guidelines
- † Future Hangar

Art
Eric
Dan
Ryan

James Urban "Jim" Crouse Jr. 1932 - 2017



James Urban Crouse of Nogal, NM passed away at age 84 on August 22, 2017.

Jim was born in 1932 and raised in Roswell, graduated from Roswell High School where he excelled in football, basketball and baseball. He began secondary education at ENMU in Portales, but left when recruited to play professionally for the minor league baseball team called 'Roswell Rockets.' Having met Barbara Brockman on a high school trip to the Olympics in Europe, they were married in Roswell in 1951. They moved to Greeley, Colorado where he obtained a degree in chemistry at the University of Northern Colorado. Rather than be drafted, Jim enlisted in the Navy as an officer. Originally, he desired underwater demolition, but the service was in need of aviators. Thus, he began his career as a naval carrier aviator.

During the Vietnam War, Jim's squadron was deployed for action on the aircraft carrier USS Coral Sea. Jim's flight experience included an F2-H4 Banshee, a T-33, an AD-5 Skyraider, an A-4 Skyhawk and an A-7 Corsair, as well as multi-engine transport aircraft. He also spent some time at the Strategic Missile Command at Vandenberg Air Force Base in California. During his 20 year career in the Navy, Jim was decorated with 19 Air Medals: the Vietnam Campaign Service Medal, Naval Commendation Medal with Combat "V," Armed Forces Expeditionary Medal, Navy Unit Commendation Medal, and National Defense Service Medal.

After retiring from the Navy, Jim built and operated a tennis club in Hanford, California, and became a USPTA pro. Upon selling the tennis club, they moved to the family compound in Nogal where he and Barbara continued playing sanctioned tennis tournaments in New Mexico and Arizona. Jim was often rated number one in singles and doubles in the USTA Southwest Section.

After Barbara's death, Jim married Bama Hunter Yoder in Carrizozo on June 30, 1992. He was on the Nogal Water Board, and served several terms as president. Jim and Bama led an active life of travel and Jim kept busy skiing, riding horses and motorcycles, flying his private airplane, and tending to his parents and the family apple orchard.

Jim referred to himself as "a stubborn man that fears God." He went to be with the Lord during a medical air transport to Lubbock, his final flight.

Subject: Virtual Oshkosh Webinar Links *(sent in by Joyce Woods)*

Garmin Aviators,

You are receiving this email in response to having registered for a Pilot Operations Webinar. Below is a list of all of the pilot webinars produced by Garmin during the week of EAA Virtual Air Venture.

Thank you for your patience as we weathered the technological outage last week. During that time we reached out to every customer who had scheduled a one-on-one call as we reverted to cell phone use. We have since responded to the emails we received at aviationtraining.webinar@garmin.com. No matter the circumstances, your Garmin Training and Support teams are here to help you fly safely and proficiently.

Our commitment to you, in addition to the continued support through the usual channels, we are now announcing free monthly webinars based on customer feedback. Topics commonly reported by customers include, GTN 650 scenarios, G1000 tips and tricks, GNS 430/530 training/scenarios, and more. Details on topics and date/time can be found in the pilot catalog at fly.garmin.com/training (will be posted August, 2020).

Garmin Pilot Webinar Links

[Sporty's and Garmin Present: Preflight Weather with Garmin Pilot](#)

[Garmin Pilot: Cross-country Planning](#)

[Sporty's and Garmin Present: Securing Your EFB and Garmin Pilot Display Setup](#)

[Garmin Pilot: Flying and Flight Deck Connectivity](#)

Scenario Based Webinar Links

[Boldmethod and Garmin present: GTN Xi Vertical Navigation \(VNAV\)](#)

[Flying with Garmin Avionics: GTN Xi IFR Approaches](#)

[Flying with Garmin Avionics: GTN Xi Missed and Visual Approaches](#)

[Flying with Garmin Avionics: GTN Xi Virtual Flight \(GTN 650\)](#)

If you already have the PC/iPad Trainer downloaded, you can skip to 7:14

G3X Pilot Operation Webinar Links

[G3X Pilot Academy: Introduction](#)

[G3X Pilot Academy: Autopilot](#)

Regards,
Paul

Paul Youmans

Senior Aviation Pilot Instructor

1200 E. 151st Street | Olathe, KS 66062

On-Going Events - In-person activities canceled For Now, due to COVID-19 pandemic

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