

# 2020 Officers

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Albuquerque, NM

Chapter 179



September  
2020

Visit Albuquerque EAA Chapter 179 Web Site: [www.eaa179.org](http://www.eaa179.org)

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

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



  
RV-12 Project

## Upcoming Events & Chapter Meetings

September 15, 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.

## Inside This Issue

Upcoming Events & Chapter Meetings .....	1
From the President.....	2
From the Editor .....	4
Danny Friedman Passing .....	5
Sophie Haag - A New Private Pilot! .....	6
RV-12 Chapter Project .....	7
Ya Gotta Love Van's Airforce, RV builders and EAA Chapters .....	9
Dog Flight.....	12
And More...	

## From the President, Emilio Verastegui

Hello EAA Chapter 179 Members and friends,



Welcome to the September 2020 edition of the Chapter 179 Newsletter! Yes, we are still involved, confined, and intertwined by the Covid rules and mandates, but that doesn't mean we can't have fun! Let me explain.... Many of you may recall that Sophie Haag was one of our scholarship winners and was also selected as a Ray Scholarship awardee for 2020. Well, she now has another feather to put in her cap - she tested for and passed her

Private Pilot Checkride on 21 August! Congratulations to Sophie. It's a great accomplishment and is but the first stepping stone towards a great career in aviation, no matter which direction she chooses.

If you have been around this Chapter for any length of time, read a newsletter, volunteered for or participated in any activities promoted by this Chapter, you know the name "Joyce Woods" and you can't help but like her. She is a go-getter and motivator of the first order. She has asked, persuaded and enticed many people to volunteer, others to donate money or services, and has been a big part in almost every aspect of our Chapter. I am very happy to say she is a member of Chapter 179. She has also been a driving force in our Double Eagle Aviation Academy (DEAA). She is so persuasive, that she has even convinced EAA National to model one of their new program after our DEAA. An article in the latest Sport Aviation (September 2020) on pages 22 and 23 was written by Joyce extolling the virtues of our DEAA. Thank you Joyce for being such a wonderful Chapter member and moti-



vator and for keeping our Chapter in the EAA spotlight! As you can see by the picture on the left, Joyce and others have been busy with a "donated" RV-12 that came into our possession very recently. If you have not been keeping up with the news, we were gifted a fuselage (still in its crate, unbuilt), two mostly completed wings, one mostly complete flaperon and parts for the other flaperon plus other parts and items. Then, suddenly, 2 of our members, Konrad Werner and Art Woods, serendipitously and separately, found a complete tail cone and empennage for the RV-12, already built, that was being given away free to any Chapter that wanted it. These pieces had been advertised on an RV forum page and were located in Fullerton CA. Can you say "FAST"? That is how they got to KAEG. The parts arrived by truck early last week and are now safely stored away in the RV-12 construction hangar that the Chapter was able to secure from Bode. Wow! The Chapter now is miles ahead and many pennies saved towards the completion of the RV-12. Thanks guys and to Joyce for coordinating the road trip and transfer from CA to NM.

Speaking of construction hangar and RV-12, the Chapter needs to give a shout-out to Mr. David Bice for his very generous donation to the Chapter, and specifically to the RV-12 build project. It is quite a sizable list of parts that he donated that will help with this build. The items donated include : a rolling multi-drawer tool box, workbench, parts bin, metal lockers and many other parts and pieces that will go a long way towards the completion of our project. Thank you sir for your very generous donation to our Chapter!

EAA has communicated to all the Chapters that Lincoln Electric has committed to donating a Lincoln Square Wave TIG 200 weld-

er to one Chapter. I think this would be a great addition to our tool crib if we were lucky enough to be selected. I have submitted my entry for the drawing as President of this Chapter. EAA will automatically provide the Chapter with additional entries to encourage homebuilding if the Chapter uses any of the following programs from EAA, such as Technical Counselor or Flight Advisor, or at least one member uses EAA's "Builder's Log", or if the Chapter uses EAA's Tool Crib Program. I am one of the Chapter's Tech Counselors and I am also using the Builders Log. I know others in the Chapter that have used it. I encourage current builders to use the Builders Log if they are not doing so now. Of course, any future builders would be very wise to use it as they progress in their build. I am sure that once the RV-12 builders group begins the task of completing the project, they too will be using the Builders Log. If any member wishes to purchase products from Lincoln Electric, they are giving a 15% discount with the code : EAA15, through the end of September. Not a bad deal!

Remember, the Chapter has one last YE function, tentatively scheduled on 7 November. Lets all hope we can deliver a good time for the young ones that deserve it. And finally, there is another IMC Club meeting via Zoom, scheduled for 19 September, from 0930 MDT till 1100 MDT. Kent Berwick is the moderator and leader, with the FAA Safety Team sponsoring the event. I am sure there is more detail in this newsletter to help you navigate to this meeting. I understand there is WINGS credit available for this event.

OK, ladies and gentlemen, that all I have for this month. Please stay healthy and safe. Keep your mind positive and your outlook sunny. This COVID issue remains with us, but we shall overcome and prevail. God Bless America!

Emilio Verastegui, President



**THE CLUB JUST FOR  
INSTRUMENT PILOTS  
(AND STUDENTS)**



*Brian Morrison sent this screenshot for use in the newsletter.*

## August Chapter Gathering

During the pre-meeting chat, we got our monthly tour of Brian Morrison's RV-8 build progress in his garage. 27 participants joined in! Almost as many as a normal in person meeting – in case anyone remembers those. . . Cool that so many are continue to participate and aren't zoomed out.

Nice progress updates on some of our scholarship students and continued excitement about the upcoming chapter aircraft build project. We took time to remember long time member Dan Friedman who passed away Saturday, just short of his 90<sup>th</sup> birthday. A quick roundtable allowed for members to share what they've been up to. It's not the same as an in person meeting, but at least we're able to keep in touch.

We need presenters/topics for future meetings. We got a few during the meeting but if you have an idea, send it to Emilio at [chapter@eaa179.org](mailto:chapter@eaa179.org)



## From the Editor, Harley Wadsworth

Thanks to our content contributors for sending in lots of information for the newsletter. This newsletter is 18 pages, which is not unusual for this time of year but is more than I expected without LOEFI.



- \* Sad to hear of the passing of our long time chapter member and good friend, Danny Friedman. Our hearts, prayers and thoughts go out to his family.
- \* Sophie Haag passed her Private Pilot check ride. Congratulations to her.
- \* There is a lot of enthusiasm, and progress for our new RV-12 build project. Good to hear about all the good things happening around it.
- \* Emilio sent in an article on his dog flight to Ohio. And there are lots of great pictures and more...
- \* Our August Chapter Gathering filled up 25 video conference attendees using ZOOM, as shown below.

HW



THE CLUB JUST FOR  
INSTRUMENT PILOTS  
(AND STUDENTS)

### Other NM EAA Chapter Newsletters

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

EAA 555, Triple Nickel Chapter: <http://555.eaachapter.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/eea/eea-chapters/eea-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](http://www.nmpilots.org)

## Danny Friedman Passing



On Saturday August 15, 2020, Danny Friedman flew West just 8 days short of his 90<sup>th</sup> birthday. Danny and Toby have been long-time members of Chapter 179 and will always be remembered for their contributions to the EAA Young Eagle program and Chapter activities. Dan made almost 200 YE flights in his Cessna-172 called "Flapper" and also volunteered with the Angel Flight organization that transported patients to medical facilities when they needed care within New Mexico and nearby states. Dan was always interested in flying and after a long career in computer technology and sales, he received his 'ticket to fly' in his early fifties. Although a cautious aviator, his flying activities include a flight to Alaska and back. Although sidelined by medical issues for the last 3 years, Dan was still active in aviation, our Chapter, and was a United Flying Octogenarian (UFO), an organization that recognized the ability to fly well into one's senior years.

One of our Chapter's members, Rick Richter, has known Danny since they were both 13-years old growing up in the same part of Philadelphia and played on the same little league baseball team. Fortune found them both to Albuquerque where Danny introduced Rick to Chapter 179 back in the mid-1980s.

As a Korean War veteran, Danny was laid to rest in the Santa Fe National Cemetery during a pleasant Thursday afternoon on 20 August. The Honor Guard and Taps ceremony was attended by Bob & Kat Richter-Sand and Rick Richter as they carried the well wishes of the Chapter with them to the interment. Rick accepted the American Flag for the Friedman family and presented it to Toby back in Albuquerque who, on the immediate family's advice, was not able to attend due to Covid-19 risks. If you are in the Santa Fe area and wish to pay your respects to Danny, he is in Section 22, Grave #749.



Fly with the wind, Danny, and Rest in Peace.





## **Sophie Haag - A New Private Pilot!**

Congratulations to Sophie Haag for passing her Private Pilot checkride! EAA 179 is proud to support her as a 2020 Ray Scholarship recipient. Way to go Sophie!

And Congrats to chapter member and CFI, Mark Sturm.

# RV-12 Chapter Project

Hello Chapter 179 Members,

## LET'S GET STARTED!

Today, we held the first meeting of members interested in participating in the chapter RV-12 build. Team structure was established and members will be able to sign up on a group calendar, working under supervision of experienced Lead Builders: Mark Sturm, Jim Kessler, Randy Reimer, and me (Lee Otto). If you want to be added to Build Team communications, send me an email to [n326jl@gmail.com](mailto:n326jl@gmail.com)

## ACCEPTING TOOL DONATIONS

We would like to collect as many tools to support the RV-12 build as possible. We realize many people in the aviation community who are finished with their projects and have decided not to build again may want to sell or donate their tools.

First, we need a **good sized roll-around lockable toolbox**.  
Here's what I'd like to put in it:

- Assortment of screw drivers both slot and Phillips
- Assortment of pliers from needle nose to larger pliers and channel lock typ
- Set of socket wrenches and extensions with ratchets swivels etc.
- Torque wrench
- Assortment of Vice grips and clamps
- Small ball-peen hammer
- Rubber and plastic hammers
- Cleco fasteners, cleco clamps and three to four cleco pliers
- Wire cutters, wire strippers Crimping tools.
- Shop vacuum.
- Bench grinder with scotchbrite wheel

So far, we've collected: Drill press, band saw, air compressor, and a large work bench with vise.

This should get us started and we can add to the list as we proceed. Sheet metal tools like a press brake and kick shear would be great to have someday for part fabrication but are not needed for this RV-12 build.

Best,

Lee Otto  
EAA Chapter 179  
RV-12 Build Team Leader  
[n326jl@gmail.com](mailto:n326jl@gmail.com)



## RV-12 Project

### Define Strategy Build for Flying Club




Build Strategy Team 		Who
<b>Define:</b>		Gwen
• Inventory Parts/what needed to finish basic kit		Lee
• Roles		Dan
• Design Basis		Emilio
• Schedule		Randy
• Needs		Bob RS
Resource Strategy Team 		Who
Advise Board per		Joyce
• Facility for build		Eric
• \$60K+ to finish		George
Chapter/Flying Club Strategy Tm 		Who
± Transfer from chapter to club		Art
± Finances		Eric
± Establish Flying Club per EAA Guidelines		Dan
± Future Hangar		Ryan





Photo posted on Vans Air Force, "free to an EAA Chapter"



Secured for Chapter 179 by Brian Duffield of Chapter 1 at Flabob



## Ya Gotta Love Van's Airforce, RV builders and EAA Chapters, By Art Woods

In June 2020, EAA Chapter 179 in Albuquerque was gifted an RV12 fuselage kit and completed set of wings by the estate of New Mexico builder James Crouse. By July, we decided to take on the build and by mid-August we had a place to build, a team in place, and started collecting tools. And money as we still needed to buy the other kits including the empennage.

On August 26th, Adam Coffey posted a classified ad on Van's Airforce (VAF) offering to sell his completed RV12 empennage or give it to an EAA Chapter. He had a couple of people asking if he could ship to the east coast with his reply "if I'm going to ship it somewhere I'll just keep it and move it to Dallas."

I saw the ad about 8:30 PM and thought "it's probably already taken" so did nothing. But early the next morning, the empennage was still available. At the same time Konrad Werner had also seen the ad and sent his own email asking about it, thinking that maybe someone in our chapter would drive the 800 miles to California

to pick it up. The main point from the seller was that he had to do something quickly or pack it all up and take it with him to Texas.

Enter Joyce Woods who knew Jim O'Brien of EAA Chapter 1 at Flagstaff. Jim was busy but referred Joyce to Brian – maybe he could pick it up from Fullerton to secure it for us. Less than 5 minutes later, Brian Duffield said he could pick it up by Noon. By early afternoon, Chapter 179 had possession of a tail kit in California!

But lo and behold that same great person, Brian, decided to DRIVE it to Albuquerque. And he even convinced his wife Susan that this would be a great road trip to include Carlsbad Caverns and see family in Scottsdale. They arrived with it on Tuesday, not even a week after the ad appeared in the popular Van's forum.

In only 2 months, we secured wings, empennage, and fuselage kit, now at home in a temporary shop with 179's project lead Lee Otto (RV10 builder).

*Thanks to the Coffey and Crouse donations, we're on our way to generating that famous RV Grin!!!*



Brian unloading at Double Eagle II in Albuquerque!



The enticement by CoffeyAviation on VAF Classifieds



Emilio with Brian and Susan Duffield  
of EAA Chapter 1, Riverside, CA



Lee Otto cushioning empennage parts on arrival



Over 800 mile special delivery, in 12 hours



Randy, Lee, Brian, Susan, Joyce, Konrad, Art





Organizational Meeting of the RV-12 Build Team

**A Salute to Bode Aviation!  
Dave Bice! Donors & Vol-  
unteers stepping up!**

We gained immediate support to use a corner of a Bode hangar as our workshop to get started! Lee Otto put out a call for needed shop items and key items have begun to appear!

Local pilot / builder **David Bice** donated

a most needed toolbox, sturdy workbench, parts bins and carpet to cover work tables. Other items are appearing daily so our shop is starting to take shape!

The chapter Build Team structure was established, and members will be able to sign up on a group calendar, working under supervision of experienced Lead Builders: Mark Sturm, Jim Kessler, Randy Reimer, Lee Otto, and David Otero. If you want to be added to Build Team communications, send Lee an email to [n326jl@gmail.com](mailto:n326jl@gmail.com)

## **RV-12 Chapter Build: ACCEPTING TOOL DONATIONS**

We would like to collect as many tools to support the RV-12 build as possible. We realize many in the aviation community are finished with their projects and have decided not to build again may want to sell or donate their tools. So far, we've collected: Drill press, Toolbox, band saw, air compressor, work benches and cabinets. If you can spare some, we still need:

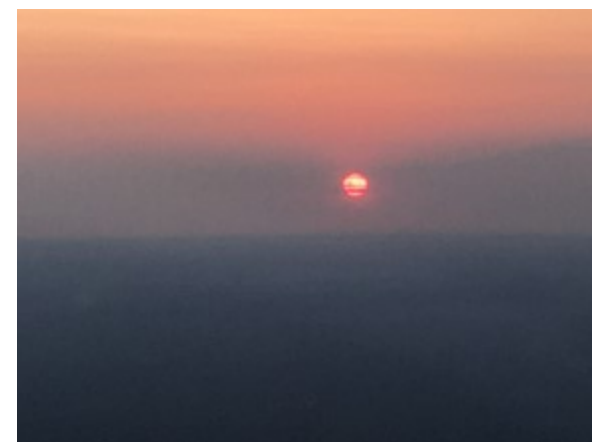
- Assortment of screw drivers both slot and Phillips
- Assortment of pliers from needle nose to larger pliers and channel lock type
- Set of socket wrenches and extensions with ratchets swivels etc.
- Torque wrench
- Assortment of Vice grips and clamps
- Small ball-peen hammer
- Rubber and plastic hammers
- Cleco fasteners, cleco clamps and three to four cleco pliers
- Wire cutters, wire strippers Crimping tools
- Shop vacuum
- Bench grinder with scotchbrite wheel

## Dog Flight

Hello everyone!

I recently took a trip to Ohio to pick up a dog that my wife decided we could not live without. It is from a well respected breeder of Labrador dogs. Of the 3 breeders she studied, this particular one, of course, lived the most distant from Albuquerque! Once I was informed that I had a firm date to pick her up, I began planning this flight in earnest. My wife was purchasing a 2 month old female puppy.

My personal reason for this flight was to confirm that I still had the chops to plan a GA flight of this length (nearly 1300 NM each way) and feel good about my skills as a pilot. Our Chapter's Young Eagles Chairman, Barry Kromer, wanted to accompany me for the 3 day excursion, and so he did. It was nice to have his company along in the right seat for this trip.



We were airborne by 0615 on a Friday. As we crossed the I-40 gap just East of the Sunport, we were greeted by a golden rising sun!



Basically, I planned my first stop in Dalhart TX, mostly because they have a very good restaurant on the field, the Red Baron Restaurant; after all, it was early morning. And the fuel is pretty cheap too! After breakfast, we proceeded NE towards our next fuel stop, Ottawa, KS, KOWI. In-route we noticed that there were a few rain showers in the area, but I had expected them and we flew unimpeded towards KS. Ottawa is a nice little field with a single runway, and cheap fuel.



My third planned stop was to be Danville, ILL, KDNV. Another good field with cheap fuel. Also, there is a Restoration shop in the MX hangar associated with the FBO. I discovered this while waiting for the fuel truck and the line guys to finish fueling the Bonanza. I went exploring, as all pilots tend to do when they have a few minutes at a strange and unfamiliar field. The Restoration shop had several airplanes there in different stages of reconstruction. The first thing that caught my eye was an ME-109G, of WWII vintage! That was an eye-opener... It was on its gear, but the wings and horizontal surfaces were not attached. The motor was on a cradle not far from the fuselage. I asked the mechanic I encountered if this was a local airplane or did it have a home elsewhere. He said it lived in Texas, but did not reveal exactly where. There were other types in the hangar being

worked on, but I can't prove it because pictures were not allowed to be taken. Rats! So, on to the last leg of the day - to Bucyrus, Ohio, 17G. Very small airport but with a friendly manager. I had called ahead (good pre-flight planning) and verified that he would lend the crew car to us. After landing, he met us at the tie-down spot and even helped push the Bonanza into the right spot. After unloading the aircraft, we went looking for our hotel that had been reserved (good pre-flight planning). After checking in, we went in search of our dinner at the "Old 30 BBQ" restaurant that was recommended by the FBO manager. Best BBQ of the day!



The second day, we took off about 0815. The air was classically smooth and cool. It was a beautiful time of the day to fly. Visibility that morning equaled our NM visibility on most days. As we proceeded in a NE direction, I called Cleveland approach for radar vectors around and under the Class B airspace. I figured there was no sense making things more difficult than necessary. Surprisingly, since there was so little traffic, they kindly cleared me into and through the Class B, which cut off a few miles and a few minutes to our destination, Lost Nation Airport, KLNN. We proceeded toward the lake, enjoying the view of Cleveland from over the water!

There was some confusion after landing on my part (poor pre-flight planning), since I was not aware of the exact location of the FBO. Once that was determined, we were able to get the crew car for our 30 minute drive to the kennels. Once there, we had to wait for about 30 more minutes.





The kennel owner was having other issues not related to the dog/money exchange, so we waited and waited and waited. Finally, he came out and invited us in. After a lengthy explanation of meds and vaccines, food requirements, and paperwork required to make the transfer, I gave him a check for the balance and he then finally handed the dog to me. As you can see in the first picture, she is a very cute 2 month old Lab! The drive back to the airport was uneventful. After paying for fuel and doing a walk-around, we loaded up and departed. Again, ATC was very accommodating, cleared us into and through the Class B airspace. We were on our way back to the Southwest! Our first leg took us from KLNN to Danville Ill. again. As we flew SW, we flew past the Burke Lakefront Airport. It reminded me a lot of the old Meigs Field that used to lay on the Chicago waterfront on Lake Michigan. Now that was a cool airport. Of course KBKL is no slouch either, servicing many GA aircraft that come to Cleveland, home of the Rock & Roll Museum! I had flown to both of those airports when I was flying FAR 135 charters out of Knoxville, TN, KTYS. We finally made it to KDNV, and as we refueled, we



watched the glider operations going on there. A Piper Pawnee was being used as the tow plane. I saw at least 5 gliders on the ground and a couple more re-entering the pattern for landing. Glider operations are conducted on weekends at Danville.

Our final leg of the day was back to Ottawa, KS. We spent the night at a nice motel on the edge of town, next to the I-35 Interstate highway. The FBO manager had lent us a car for the night (again, good preflight planning), so we had wheels to go anywhere we wanted. But there were 2 issues! One, we now had the puppy with us, and two, Ottawa is not really a huge metropolis with many options for meals in that part of town. We settled on a call-ahead order to Applebee's. The restaurant was across the parking lot, so it was an easy walk to pick up said meals! T

he puppy was restless during the night, and did not like being in her travel kennel. At one point during the night, she got up to walk around and fell off the bed. The thud was loud enough to wake me up! No harm done; she went right back to sleep after I put her back on the bed. I wish I had gotten as much sleep that night as she did!



The next morning, after a drive-thru breakfast at McDonald's, we loaded up the car and went back to the airport, which took all of 6 minutes! We reloaded the airplane and towed, pushed and cajoled the Bonanza to the fuel pumps to top off the tanks. Once that was done, I did the usual walk-around, fired up and away we went.

The puppy slept again on this leg, as she did all legs. As we flew westward, the visibility became worse and worse due to the smoke and haze in the air. Our first stop of the morning was KPXY, otherwise known as Perryton Ochiltree County Airport. It lies just inside the Texas State border across from Oklahoma, almost within spitting distance of the state line, not that I would try that on a windy day anyway. The airport was unattended, as expected because it was Sunday, but the fuel was cheap and the bathrooms were available.







We took off at 1015 ABQ time for our final leg and arrived at my hangar just after 1200. Because it was so hot, we climbed to 10,500 MSL on the final leg. At that altitude, the air temperature was still 30C/86F for most of the leg. It was hot! As I wrote earlier, the visibility was quite dramatically different than it was near Cleveland, as was the temperature.

The trip put 18.45 hours on the engine tach, which turned out to be very close to my planned estimates. So, how did I go about planning and executing this longer than average Cross Country Flight, and what did I learn?

First, I made sure that my aircraft was as mechanically sound as possible before the start of the trip. I have flown aircraft before with some minor issues, but I always made sure that if there was more than one mechanical issue, the combined lot of them would not cause a cascade of problems later during flight. Of course, Murphy's Law sometimes happens...

I also used as many resources for weather as possible. While the weather encountered was strictly VFR, there were instances when the visibility and/or the cloud cover might have appeared to border on not being VFR. However, because I planned and studied the weather charts for some time before the first take-off, I knew we had a better than 95% chance of completing the flight without any significant weather issues. I filed VFR flight plans and used ATC to my advantage whenever possible, which included asking for "flight following". Since air traffic volume

has appeared to be less than normal because of the pandemic, ATC was more often than not willing to offer help with vectors and clearances. This may not have happened as easily during normal times.

Having a knowledgeable right seater helps a lot on a trip such as this. That person can help by copying clearances, listening to AWOS, ASOS, or ATIS on the second radio, or just having another set of eyeballs in the cockpit to help spot traffic visually. Yes, ADS-B IN and OUT were available in the cockpit and used extensively, but a buddy in the right seat is sometimes more useful. Besides, having another person in the cockpit to talk to makes the time seem to pass by more quickly.

Checking all available airport information, such as NOTAMS, TFRs, runway lengths & possible closures, FBOs, fuel prices, and other pertinent information was crucial to the success of this flight. I admit, I did not get everything right, but I got it mostly right. The final outcome was that, all in all, it was a successful flight from start to finish. The only two airports on this flight that I had previously visited or landed at were KAEG and KDHT. The other 5 airport I had never visited, but most likely would visit again if given the opportunity. Everyone we met at each of the airports were very friendly and very willing to help.

In my FedEx career, all the flight planning, checking and verifying NOTAMs, hotels, catering, transportation, etc, were all taken care of by a company dispatcher. Basically, all I had to do was show up for the trip on time and be well rested, review what routing the company had planned and the most recent weather, check for any discrepancies on the aircraft I was about to sign for and verify the planned fuel and freight load. Once in the cockpit, I verified the actual fuel and freight load against the planned numbers, the true dis-

position of the aircraft (logbook review) and if I had any additional riders. That was pretty much it! Nearly all the preflight planning was done for me. Easy peasy.

Today, planning a GA flight such as this one is immensely easier than it was during the “bygone days of yester-year” when I started flying (late 1967). In days past, paper charts, a pencil, and a plotter were the only things available for route planning. Of course, you did have a choice - Sectional Charts or World Aeronautical (WAC) Charts. All pertinent planning numbers, such as True Course, Magnetic Course, Wind Correction, Heading, etc, etc, were pretty much figured out on your trusty E-6B computer and logged by pencil on your flight planning log. There were no computer web sites with pretty pictures, in fact, there were no real computers! You had to make a telephone call to Flight Service to get the weather, NOTAMs, etc. Later, even as a Chapter Pilot or Corporate Pilot, I pretty much had to do everything for myself.

So, what if anything, did we learn here? In my opinion, the most important thing to consider is safety of flight. Planning well makes safety of flight an easy goal to achieve. In achieving safety of flight, you can reach all the other goals you have set for yourself for the flight. Safety of flight includes making sure the your aircraft is in good mechanical condition, landing at the airport you intended to land (don’t laugh, it happens even to the “Big” guys), making sure the weather in-route will meet your expectations, and making sure the weather will not exceed your own personal limitations. Knowing your own limitations will go far in your execution of the flight to a successful conclusion. Of course, knowing the equipment you are going to use in flight (radios, nav equipment, radar equipment, etc) is essential to making your flight go smoothly and help you reach that elusive safety of flight point.

In addition, I have learned that I never, ever, allow myself to be in a hurry or get hurried, no matter what phase of flight I may be in. That includes preflight, running checklists, engine start, taxiing, takeoff, climb, cruise, descent, landing, or roll-out. Never be in a hurry! I was taught that if something goes awry, “sit on your hands and count to five before doing anything!” That may be a bit of an exaggeration, but you get the point. Never be in a hurry!

Today, route planning is super easy with AOPA’s Flight Planner (free). My preference is ForeFlight. There are other brands of electronic flight planners to choose from in addition to these two mentioned. Most are very easy to use and will give almost instant results. However, much planning is still required. And in today’s aviation world, at least ADS-B Out is required. There is a plethora of other equipment a person can install in their airplane of choice or carry to make flying easier and more pleasant. Also today, of course, there are many many more rules to fly by. In any case, for me, flying is still fun, just a bit more complicated than when I first began flying. For me, the fire still burns!

In todays aviation environment, flying any airplane as a GA pilot, Experimental aircraft or not, is very satisfying and enlightening in many ways. The personal flight experience, I think, certainly outshines the experience of flying on a crowded passenger airline flight. The amenities and other niceties may not be the same, but it certainly beats the hassles! And now, if you will excuse me, I will start planning the next flight...

Thanks,

Emilio Verastegui, Bonanza N2784T Experimental Aircraft Builder, Past and Present.