



June 2023 Newsletter

New Mexico Pilots Association

NMPA operates exclusively for charitable, educational, and scientific purposes for promoting general aviation, aviation safety and education, and pilot camaraderie; preserving airfields and airspace; and to engage in any activities permissible for nonprofit corporations, organized under the laws of the state of New Mexico.

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June Cover Photo
Chivato Mesa

The Editor's Log

by Lanny Topping



Living the dream in N 60 BF....

Et Cetera



And the 5G problem outgrew an early solution...

The FAA issued a notice of proposed rulemaking (NPRM) to amend [14 CFR part 39](#) to supersede AD 2021-23-12, Amendment 39-21810 ([86 FR 69984](#), December 9, 2021) (AD 2021-23-12). AD 2021-23-12 applied to all transport and commuter category airplanes equipped with a radio (also known as radar) altimeter. The NPRM published in the **Federal Register** on January 11, 2023 ([88 FR 1520](#)). The NPRM was prompted by the determination that radio altimeters cannot be relied upon to perform their intended function if they experience 5G C-Band interference.

So, effective 5/26/2023....

NOTAMs identifying the 5G environment are no longer practical because the environment is expected to cover most of the contiguous U.S. In addition, limitations required by this AD apply to non-radio altimeter tolerant airplanes at all airports in the contiguous U.S. For those airplanes, the FAA has determined that the AMOC process used for AD 2021-23-12, which included generating monthly cleared runway lists based on base station data for non-5G CMAs, will be untenable beyond June 30, 2023, due to complexities associated with the continued operational expansion of 5G C-Band emissions.



Meanwhile, looking out the window is still useful on clear days...and you can see things like Castle Rock on Mesa Gigante and the vast grazing areas, B-52 Hill and a wind farm on nearby Chivato Mesa...

Upcoming Events

NMPA Members can login and post any aviation events on the [Events calendar](#).
Or send announcements to nmpa@nmpilots.org
and we'll post for you!



June 9-12 [MURROW FIELD ON THE DIVIDE FLY IN Weekend June 9-10-11](#)

The Murrow Field Fly In is BACK! The ranch features a central meadow bracketed to the North and South by Ponderosa, Pinon, and Juniper forests. Come for the day or camp over one or more nights. Hike the trails, meet old friends, enjoy the Saturday burrito breakfast, and more! For more details, click the event title and other links on the info page for essential approach, landing and taxiing details about this airstrip.

June 16-18 [Tucumcari \(KTCC\) Rawhide Days Fly-In](#)

June 16-18, 2023 PLAN TO GO! Get rollin', rollin', rollin' on down to Tucumcari for a great weekend in town. Great food! Pilot activities planned along with this public event. Organized locally.

June 24 [NMPA Annual Mtg - Belen \(KBRG\) Pilots Lounge - 9am - noon](#)

NMPA Annual Meeting, Saturday June 24th at the Belen (KBRG) pilots lounge. Mid-Air Collision and Avoidance presentation by 58th SOW, Kirtland AFB. Lunch served afterwards. Zoom attendance available.

July 24 [EAA AirVenture 2023](#)

Join NMPA at the World's Greatest Aviation Celebration in Oshkosh, WI. NMPA presents annually at this international event, promoting New Mexico flying adventures. Watch for updates!

August 19 [Mystic Bluffs Fly In \(NM56\)](#)

Be sure to check the NMPA Website (www.nmpilots.org) for updates to any and all events.

Click on links for more information.

Here is your NMPA

John Lorenz, President



John Lorenz is a 6000 hour CFII, MEII, glider, and sand-lot acrobatic pilot. He has given over 2000 hours of tailwheel instruction. During the day he is a consulting geologist.

Bob Worthington, Membership, and the Annual Meeting

Bob Worthington: Bob Worthington passed away recently. Bob, a combat veteran and aviation author, was instrumental in the early days of NMPA, and had vast experience in both the military and civilian aviation. While it wasn't always easy to persuade Bob that he was no longer running NMPA, we owe him a debt of gratitude and he will be missed.

Membership Count: NMPA membership is down a tad to something like 260. What's curious is that the out-of-state percentage of that membership has increased to about 28%. (Texas has the biggest contingent of out-of-state NMPA members, followed by Arizona and Colorado, but we have members from as far away as Florida and Michigan). I suspect that out-of-state members belong to NMPA because of the growing trend in Back-Country flying combined with our unique Back-Country/High-Altitude/Mountain flying opportunities. But NMPA is *not* solely a Back Country organization. I would welcome, even beg for, feedback from our out-of-state members on what drew them to NMPA (johnlorenz@geoflight.net). Comments are also solicited from NM pilots who *don't* belong, so if you get a chance, please ask a non-member and pass along what they have to say.



Bob Worthington, co-founder of NMPA, passed recently. For details on Bob's busy and productive life see <https://bobworthingtonwriter.com/about/> We'll miss you Bob.

What has NMPA done for YOU lately? In fact, most NM pilots do not belong to NMPA, possibly because they aren't aware of the good things NMPA does for aviation in this state. Or maybe we're just not a society of joiners these days. Regardless, NMPA has numerous accomplishments in promoting NM aviation that we can point to with pride, and the larger our membership is, the stronger our voice is in various matters, so pass the word. Recent accomplishments include:

- We have helped eliminate the ramp fee for transients at Ruidoso.
- We have improved the local opinion of aviation at Lordsburg.
- We provided input to minimize airspace grabs for several NM MOAs.
- We have been instrumental in the revitalization of airstrips like Cuba, Sacaton, Rainy Mesa.
- NMPA has held well-attended Mountain Flying Clinics with nationwide attendance and positive feedback.

While we have been less successful in arguing against de-commissioning the Corona VOR or in helping write regs for Meteorological Evaluation Towers, nobody is arguing that we shouldn't have tried. We are not the only organization within the state that promotes aviation, but I'd lay odds that we're the most passionate one. (Plus we have a great newsletter and a great website).

Upcoming Annual Meeting: NMPA is required to hold an annual all-member meeting, and this year's meeting will be held at 9:00 AM in the FBO at KBRG, with coffee and donuts early, and pizza and cokes afterwards (*bribes work!*) The meeting itself will be painless, with quick summaries of our programs past, present, and future, and brief treasurer's and president's reports. At 10:00, the meeting will transition to a safety program on the frequent military training operations over the Rio Puerco west of Belen: it's not a MOA [yet?] but it is well travelled by military aircraft from KAFB. John Thompson, the KBRG airport manager, has put out the welcome mat, and his avgas prices are about as low as they come in the state, so come take advantage of the opportunities.

At the meeting we will also hold elections for board members whose terms have expired. Jeff Gilkey has agreed to continue as Secretary and Laurie McGavrin will continue as a director, but we need candidates to chair the Advocacy and the Safety-and-Education committees. Nominations from the floor are welcome, and meanwhile we are soliciting people for the position individually.

Quorum: We need a quorum of 10% of our membership to make the annual meeting and the votes official, so come if you can, and if you can't, *please use some version of a proxy form (see the figure) to send your voting power to me at johnlorenz@geoflight.net or to another member who will be attending the meeting.*

Appointment of Proxy

Date_____

I, [name]_____, a member in good standing of the New Mexico Pilots Association, hereby appoint John Lorenz [or other_____] as my proxy to vote on my behalf at the NMPA Annual Meeting to be held on June 24th, 2023. My proxy is authorized to vote on my behalf as he/she sees fit during this meeting.

Name_____

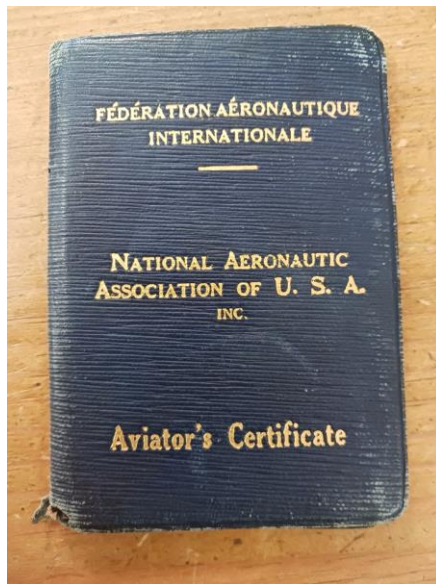
Signature_____

If you will not be attending the NMPA Annual meeting at KBRG on 6/24, please consider filling out this proxy form and returning it to me johnlorenz@geoflight.net or to another NMPA member who will be attending so that we can have a quorum and legally conduct the business of NMPA.

Other June Flying Opportunities: Tucumcari (KTCC) is hosting a multi-faceted “Rawhide Days” event and has invited aviators to fly in for the event. My understanding is that rides will be provided for the trip to town, to the events, and to hotels. Moreover, there are plans afoot for a parade flyover composed of volunteer pilot attendees. Planning is ongoing as of this writing so please see the website www.nmpilots.org for details when they are posted. Also, Rol Murrow is hosting his June Montain Fly-in on the Continental Divide: come enjoy the comradery and scenery, maybe camp out, and mind the deer.

Speaking of flyovers, the city of Mountainair is enthusiastic about a repeat of last year’s successful parade flyover. The parade will begin at 10:00 on **July first (7/1/23)**, so if you would like to participate please plan to be on the ground at M10 (nicely packed dirt strip) for a 9:00 AM briefing, Or join us in the air over the airstrip at 9:50 and monitor 122.90. There will be transportation to lunch and the festivities in town afterwards. Just remember that the minimum altitude for flight over congested areas per FAR 91.119 is at least 1000 ft above the highest obstacle and within gliding distance of a safe landing.

“Every warning label has an awesome backstory.”



Ted LaComette let me actually hold these vintage pilot documents. Man, what history. The documents belonged to his grandfather and mentor, Goodwin Weaver. Of interest: The leather-bound, multi-page “Aviator’s Certificate” at left and center is well worn, suggesting that Goodwin, a professional airline pilot, carried it around. The Fédération Aéronautique Internationale that issued this certificate was founded in Switzerland in 1905 and is still active in “governing air sports”. The U.S “Annual Sporting License” at the right is not similarly worn, and in fact Goodwin didn’t bother to sign it, suggesting that in 1927 the Fédération certificate was more important to pilots than the US license. When these documents were issued there was no U.S. licensing agency (the U.S. Civil Aeronautics Authority, predecessor of the FAA, wasn’t formed until 1938), so apparently U.S. Pilots were licensed by the Fédération. Note that Goodwin is wearing a business suite as well as a flying helmet and goggles, presumably because that is what he wore while flying. (Also, both documents are signed by Orville Wright).



by Joyce Woods
NMAN Facilitator



Joyce Woods was introduced to flying by her husband Art, who grew up around aviation. She got her license in 1994 and is multi-engine and instrument rated. Besides continued service to NMPA, she flies Young Eagles and actively volunteers with the EAA, 99s, NM Airstrip Network, and was named 2016 SW Region FAASTeam Rep of the Year.

NMAN Accomplishments Attributed to Partner Support

The New Mexico Airstrip Network (NMAN) consists of representatives of diverse groups having a common interest in promoting tourism through aviation access to New Mexico's unique cultural, historic, and recreational resources. Members leverage partner capabilities and expertise, working together to maintain and improve the airfields that provide accessibility, while preserving the environment. More info at www.nmpilots.org/NMAN

The annual NMAN Steering Team meeting was held on May 24, 2023 via Zoom. Members of the core planning team (who meets monthly year-round) provided updates on accomplishments and project plans for three main areas: NM Tourism, USFS, and BLM. These are led by Joyce Woods, Ron Keller, and Rol Murrow, respectively.

NMPA President, John Lorenz set the tone, expressing the importance of support of every partner, noting that we don't always expect active involvement, but successful implementation depends on their support.

I reviewed efforts over the past year to enhance aviation tourism. Besides the FlyNM.org website and involvement of airport managers, I highlighted how communities are beginning to take the lead with fly-in events such as those at Mountainair, Magdalena, Truth or Consequences, and an upcoming event during Rawhide Days at Tucumcari.

Ron reviewed accomplishments and plans from the USFS working group, acknowledging the tremendous FS support we have enjoyed. He noted that even at the national level, New Mexico's aviation success has been highlighted by Forest Service leadership. Indeed, efforts of NMPA/RAF volunteers were recognized for restoring the Sacaton Airstrip to service after just a couple work parties. A vault toilet installation at the Rain Creek trailhead nearby and camping amenities are scheduled for fall installation, thanks to funding from a Cost Share agreement between the USFS and RAF.

Rol reviewed the accomplishments and plans for the Cuba Landing Field which offers recreational opportunities for hiking a loop trail, access to the Continental Divide trail, the fairgrounds and camping. He noted that airfields draw visitors from a wide area, yet the "aerial trailhead" has a minimal footprint, vs. roads.

Given that we've completed most initial NMAN goals, we are brainstorming to envision our next 5 years. Strategy considerations include revisiting our mission, philosophy, work group structure, inviting new partners, and exploring new opportunities such as:

- Expand reach statewide (airfield project focus has been Southwest and Central NM)
- Seamless access to outdoor recreation from community airfields
- More aviation events

A lively roundtable discussion followed, generating ideas for new projects and general input. One partner, involved since our 2014 beginning commented, "I'm always blown away by the progress you've made" and noted that our group "makes significantly more progress than any other groups I'm associated with." Others advised that we let them know what we want, well in advance for outyear planning.

Meanwhile, what would you like to see? Where can we make a difference? Want to get involved?

Backcountry Beat

by Ron Keller



Ron Keller flies a C-182 and has been involved in aviation for the better part of his life. Ron retired from FAA Technical Operations in 2011 and has stayed busy ever since, including working for the New Mexico Aviation Division, and currently serves on the NMPA Board of Directors and as Co-Chair of the NMPA Backcountry Committee. Ron is a Recreational Aviation Foundation Liaison and serves on the New Mexico Airstrip Network Steering Committee.

Jumpin' June...

Yes, things are happening around the backcountry, just in time for summer.

Our successful Sacaton work party was followed 2 weeks later by a successful and easy work party at Me-Own Airstrip. Many Thanks to reliable Randy, Gregg and Nancy, and newcomer Gavin Donnelly for taking time to fly to Me-Own to finish painting the segmented circle and to help me replace the windsock. I also managed to install a sign to discourage vehicles and camps on the runway. Believe it or not, a camp was located right on the runway when someone was landing in recent years. I am encouraged by how much greenery remains at Me-Own after the Black Fire last year.

I was able to shed my guilt and worked in a driving trip to Rainy Mesa and Negrito on May 9th. Rainy Mesa was not as bad with ruts as I had feared, with just the approach end of runway 30 being torn up. I was able to drive my pickup 55 mph up and down the runway while maintaining control. There is one big bump about 2000 feet from the departure end of 30, but the rest of it should be OK if you have bigger tires and plenty of experience. The windsock is faded and torn, but will be replaced in July.



Randy, Gregg and Gavin



The sign says it all!

Backcountry Beat, continued

Negrito was a mess with ruts everywhere except the gravel-stabilized portion. I used Gary's drag to smooth out the ruts on the center 15 feet of runway 17/35. It took 12 or so passes, or about 25 miles of driving up and down. Then I tossed all the 4 inch and larger rocks that I saw stirred up. A new windsock was installed at the runway intersection, and the toilet was attended to. My reward was seeing the most elk in a single day ever. Over 100 in multiple herds both in the forest and on the drive home.

I have been able to confirm that a bid was awarded to move the building from Catron County Fairgrounds up to Reserve Airport to be used as a pilots' lounge. I do not yet know the start date, but am hoping it will be finished in time for our Gila Regional Fly-in. Rol Murrow has announced a fly-in to his airstrip in early June. If you act quickly, you may be able to join in on the fun. See the NMPA calendar for details.

Finally, I must pass on some sad news. Dr. Bob Worthington, a friend of mine and past NMPA President, passed away in May. I rode with Bob a couple of times in his airplanes, and he rode with me once to an open house fly-in at Spaceport America. He was so impressed with my ADS-B that he wrote about it in a magazine article. In late 2001, during a decline in NMPA membership, Bob spearheaded the effort to revitalize NMPA by making it easier to manage. The effort paid off and we now have a healthy NMPA.

Until next month,
Fly Safe and Often!
Ron

Safety Briefings are available on the NMPA website for all the [Gila USFS Airstrips](#). Note that some require prior permission – just a phone call.

Another great resource, is www.Airfield.Guide, thanks to the Recreational Aviation Foundation (RAF)



Oh, majestic Negrito!



T16 here I come!

Mountain Flying

by Cliff Chetwin



Cliff is a retired National Park Service pilot and a Master/Gold Seal CFI with over 40 years experience flying in the Rockies, Sierras, and Alaska. He currently lives in Kremmling, Colorado and owns a Superhawk.

How Low is Too Low?

Those of you who taken NMPA's Mountain Flying Clinic know a key safety technique that we (and others) teach is how to inspect an unattended airstrip or unimproved landing site prior to landing on it. Sometimes called "dragging the field", a non-FAA term by the way, this involves multiple passes at various altitudes parallel to the intended axis of landing to identify large cracks, ruts, wildlife, wires, ditches, fences, FOD, vehicles, rocks, driftwood and other potential hazards to a safe landing. Since many of mountain airfields, and virtually all backcountry landing sites are unattended, and often have only spotty maintenance, this can be an important part of the safe landing process.

Multiple passes are usually required due to factors such as uncharted towers, shading and surface reflectivity, sun glare, blind spots caused by wings, door posts, etc., and optical resolution (better known as how well can you see?). There is no "one size fits all" standard for this operation but generally the technique involves a high pass, an intermediate pass, and a low pass before a decision to land is made.

Over the years I have found all of the above mentioned hazardous conditions at various intended landing sites and even a few less predictable items such as the transmission from a pickup truck at Questa (N24), rolls of barbed wire on a private airstrip in Montana (a very bad place to get three flat tires!), and dead sheep at Chinle (E91). As it turns out there isn't a great deal of difference between dead sheep and live sheep on a runway, but a story for another time.

All of the passes are best done on the opposite side of the airfield from the traffic pattern if terrain and weather allows and you should clearly communicate your intentions and location on each pass. The altitudes for these inspection passes vary depending upon site conditions. Ambient light, sun glare, shadows, wind, ground structures, the runway material, traffic pattern altitude, terrain, high wing/low wing, ground structures, known hazards, and location of people on the ground can all influence these inspection passes and as we shall see so does FAR 91.119.

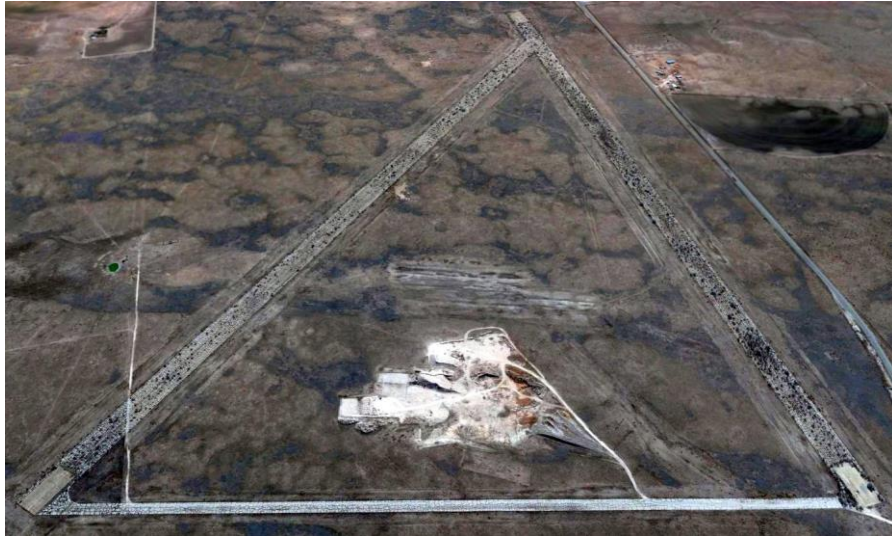
Most pilots agree that the first pass, the high pass, should be above pattern altitude, generally around 1500'agl. The purpose of this inspection pass is to identify gross hazards such as vehicles on the runway, low level winds and potential turbulence, significant terrain hazards, high tension wires and towers, the traffic pattern in effect, other flight traffic, structures that are potentially occupied, and confirm that you're really looking at a real runway or the desired unimproved landing site. This pass must be offset from the runway which tends to increase your depth perception and takes advantage of any shadows given off by hazards.



Could you see this serious runway crack from pattern altitude?
A low level pass would be better.

The second, or intermediate pass, should be at approximately pattern altitude and in the opposite direction of the high pass, now taking advantage of shadows from their opposite side. On this pass you are looking for things such as low level power lines and telephone lines (for our younger members all telephone service used to be via a wire strung between wooden poles about 35 feet above the ground), roads and large ditches crossing the runway, large wildlife and domestic animals, wind differentials between each end of the runway, low level shears, available landing distance, potential aerial hazards on the pattern side of the runway, standing water, and human activity on the surface. Keep in mind that power lines, phone lines, and fences are almost invisible unless you are low enough to view them and their shadow obliquely while other hazards such as ditches are best seen while higher where small differences in light reflection often make them easier to discern.

The third and lowest level pass often follows the same approximate path as the first high level pass since you should have now cleared this area. Depending on the altitude flown this pass usually requires flying away from the airfield at completion, gaining altitude, and then making the proper entry to the specified pattern for a stabilized approach and landing.



A high pass shows all three runways of this New Mexico airfield have severe cracking and two have considerable vegetation of indeterminate size growing from cracks the entire length of the runway. Other than for an emergency landing here would be a bad idea.



There are at least four drainage ditches crossing this airfield, how many can you see from this low angle? An intermediate pass first would have been better.

The low pass focuses on runway hazards that are more difficult to see in the higher passes such as small wildlife, smaller runway FOD, uneven surfaces not seen when higher, mid sized rocks and brush, height of drainage berms and roads crossing the runway, probable wet areas (note surface color differences, darker spots are often wet), identify previously unseen human activity, and confirm surface wind conditions. While 500'agl is usually a safe altitude for this pass it may still be too high to confirm potential hazards. This is especially true in flat light conditions or New Mexico's summer mid day when shadows are not present and sunlight intensity can cause colors to wash out thus making it difficult to see some hazards. It is not unusual for experienced mountain pilots to make the low pass at lower altitudes than 500'agl when conditions warrant. This pass can be critical in the decision to safely land or not but it requires caution and sound situational awareness. Until recently the low pass altitude decision was generally considered to be part of a pilot's aeronautical decision making discretion. Based on an ongoing enforcement action this is no longer the case.

Many of you undoubtedly have heard something of the Palmer enforcement case. Without going into all the details, which are readily available via the internet, Mr. Palmer's use of the low pass, below 500'agl (he was admittedly well below this altitude), to inspect a proposed unimproved landing site has led to an FAA determination that 91.119(a) and (c), "Minimum Safe Altitudes" is applicable unless the flight path continues to an actual landing. Since Mr. Palmer, based upon what he saw in the low pass(s), elected to not land, the FAA held that his action was contrary to 91.119 and initiated enforcement action against him. As is often the case the FAA also charged Mr. Palmer with violation of 91.13 (careless/reckless) for good measure.

There are a number of specific issues with Mr. Palmer's actions and I am not defending or denying him or the FAA's decision to initiate an enforcement action. My sole concern here is the FAA's interpretation presented to the NTSB in the Palmer case limits the 91.119 exception to the 500 foot minimum distance away from "any person, vessel, vehicle, or structure" strictly to actually executed takeoffs or landings. The FAA successfully argued before an NTSB administrative law judge that the regulation establishes a 500-foot "bubble" around every aircraft, and no pilot may ever (absent an emergency) legally allow that bubble to include any "person, vessel, vehicle, or structure" except when actually landing or taking off. A low approach to visually assess the suitability of a landing area that pierces this bubble is not allowed. From my perspective this is an unreasonably strict interpretation and creates a potential safety issue for those of us who frequently utilize unattended airfields or unimproved landing areas.

So far the FAA's position has been upheld during administrative appeals by Mr. Palmer and is pending Mr. Palmer's request that the NTSB rehear the case. Mr. Palmer's attorneys have already indicated that absent relief from the NTSB they will take the case to the U.S. Court of Appeals, 9th Circuit, as allowed under the Pilot's Bill of Rights. The 9th Circuit is not known for its favorable opinion of general aviation so how things will eventually turn out is anyone's guess. For now I suggest limiting low passes to no less than 500'agl, or 1000'agl (make very sure that you have a current and accurate altimeter setting) if there are humans around. If you can't confirm safe landing conditions from these vantage points, don't land.

One final point, regardless of Mr. Palmer's situation and the FAA's current position, inspection passes inherently involve a higher risk than routine approaches and landings at controlled airfields since your attention must necessarily be divided between flying the airplane, looking for other traffic, and inspecting the surface below you so stay focused and maintain a state of strong situational awareness. Keep in mind that many pilots do not communicate when they operate around uncontrolled landings sites, including during ground operations, and those that do often provide wildly misleading estimates of their location and intentions. Do your part and provide accurate updates as to your location and your specific intentions. There is no regulation regarding when to start these calls but I suggest no later than 8-10 miles out is a good safety practice. This gives everyone time to develop a mental picture of conditions and to make operational adjustments that may be necessary for mutual safety.

Until next month, enjoy the mountains and fly safely.

Obscure and Scenic New Mexico

by Jeff Gilkey



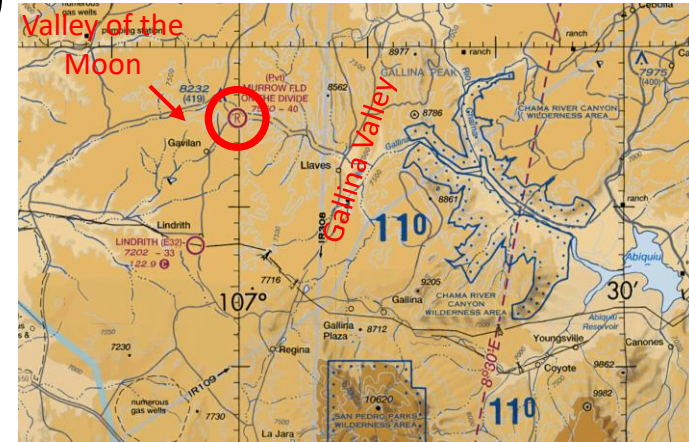
Jeff Gilkey has been flying his Aerotrike Cobra (ELSA, weight shift control) since 2004. He has logged over 2200 hours on cross country adventures into nearly every corner of New Mexico, with many extending into Colorado, Arizona, Utah and Texas. For more information, visit his YouTube Channel at

<https://www.youtube.com/user/jefftrike>

Murrow Field on the Divide (NM99)

The summer backcountry flying season kicks off with a fly-in at Rol Murrow's "Field on the Divide", set in a beautiful valley in northern New Mexico.

The runways are oriented approximately East/West (runways 6/24). If you taxi to the far western end of the runway, you can put the nose of your aircraft about 150 ft east of the Continental Divide. The steep upslope to NM-595 prevents you from getting any closer.



Valley of the Moon

Before landing, explore the nearby “Valley of the Moon.” About 3 miles beyond the west end of the runway you will find a large cul-de-sac basin filled with strange towers and hoodoos.



Land uphill, takeoff down hill

Landing at NM99 is straightforward, although this should not be the first backcountry airstrip you land on. The runway has a slight uphill slope towards the Continental Divide. Most everyone lands uphill to the west and takes off downhill to the east. If you plan on attending the fly-in, be sure to register by clicking the event on the NMPA calendar, review the detailed safety briefing, and acknowledge the waiver.



On final, runway 24

Tied down at Murrow Field

Covid and an early fire seasons have canceled the fly-in the last couple years. The last time I made it here was in 2017, where we were treated to a great breakfast on Saturday morning. I stayed overnight and Rol gave us a guided tour of his property which included his own collection of hoodoos and some Indian ruins. Be sure to bring your tie downs.



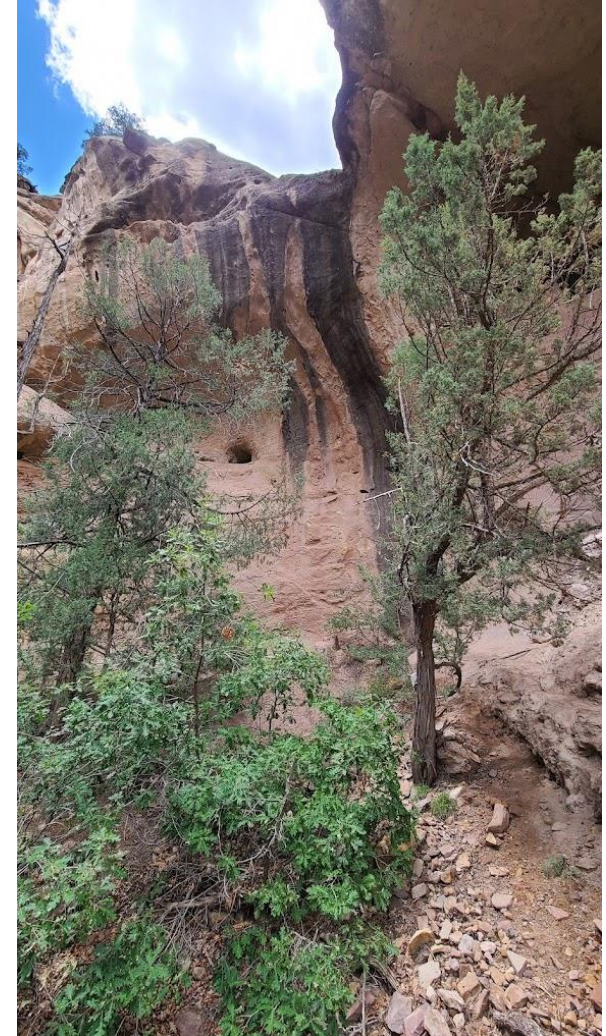
Breakfast Burritos in 2017

Nogales Cliff House

A dirt road (NM-313) heads downstream along the north side of Rol's valley. At the point where the road approaches the Gallina River is the trailhead to the Nogales Cliff House Archeological Site. For more details, check these links: [Atlas Obscure - Nogales Cliff House](#), [All Trails - Nogales Cliff Dwelling Trail](#).

Hopefully, we can get a ride to the trailhead and check out these ruins over the weekend.

Images below downloaded from Google.



Gallina Valley

An 85 mile long valley runs north-south from Cuba, NM to Pagosa Springs, CO. I am not sure the valley has an official name, although many just call it the “Gallina Valley”. You can visit this valley on your inbound or outbound flight from Murrow Field.

The jagged cliffs that run up the center of this valley give the place an unworldly appearance. The sandy wash in the picture below is the ephemeral streambed of the Rio Gallina, which flows through a scenic canyon (next month’s column) to the Rio Chama and on to the Rio Grande.

Videos and Links

Here are some links and videos that will give you a preview of the fly-in.

[Vimeo of 2015 fly-in](#)

[Youtube of 2017 fly-in, jeffsflightlog](#)

[Safety Briefing for NM99](#)

FLY SAFE

Remember as “Pilot in Command”, you are ultimately responsible for the safety of your passengers and aircraft. Proper planning with respect to the weather, terrain clearance and traffic hazards is critical to having a safe and enjoyable flight.



Looking north (downstream) along the Gallina River

Tech Corner

by Will Fox



Unidentified Anomalous Phenomena

I enjoy watching YouTube. I find some of the aviation accident analysis to be very informative and useful. There are also some really thought provoking presenters on it. One YouTuber I periodically watch who has a naval aviation background and is very credible did a video on Unidentified Anomalous Phenomena (UAP), or Unidentified Flying Objects (UFOs) for those of us who grew up in the fifties. In particular he described the the 2004 US Nimitz UFO Incident.

In this incident a flight of four F-18s broke off a combat exercise to perform an intercept on an Unidentified Flying Object. What they found was an object that looked like a 40 foot long "TicTac" (the breath mint) flying through the air 50 feet above the ocean in a manner that was inconceivable for any known aircraft. It darted back and forth and from side to side like a ping pong ball (their description) and accelerated and reached speeds that were hypersonic almost instantaneously. On top of that the TicTac had no visible propulsion system. The flight leader decided to descend get a closer look at the TicTac, and as he did it comes up to meet him approaching head on. Then it turns and departs so rapidly that it is over the horizon in less than a second. The flight of F-18s was unable to pursue the UFO and returned to the ship. Two more of F-18s took off with a Forward Looking InfraRed (FLIR) sensor, and were able to capture some video of it in flight. The incident was investigated and reported up thru the DOD hierarchy but no determination was made as to the origin of the object.

After much deliberation the YouTuber comes to the conclusion that this UFO most likely results from a advanced aircraft development program of US origin rather than a foreign power like China or Russia or an extraterrestrial source. He bases this largely on the behavior of the DOD and its creation and then cancellation of the office to investigate UAPs after only a few years. In other words he believes it is likely a government cover-up to protect a secret program.

I don't find this likely for a couple of reasons. First, we in the US live in a very open society, and it is very difficult for our government to keep a secret for very long. Heck, Stalin knew about the atomic bomb before Truman did. TicTac like UFOs (shaped like a cigar or flying propane tank) were reported starting in the 1950s



[Picture of TicTac UAP captured in 2004 by a Navy F-18 using a FLIR sensor off the coast of California.](#)

and numerous times since then. More recently they have been captured on cell phone videos. The pictures and video of them keeps getting better with increasing technology but the government still says they have no explanation to offer the public. That is a long time to keep a secret, impossibly long in my opinion.

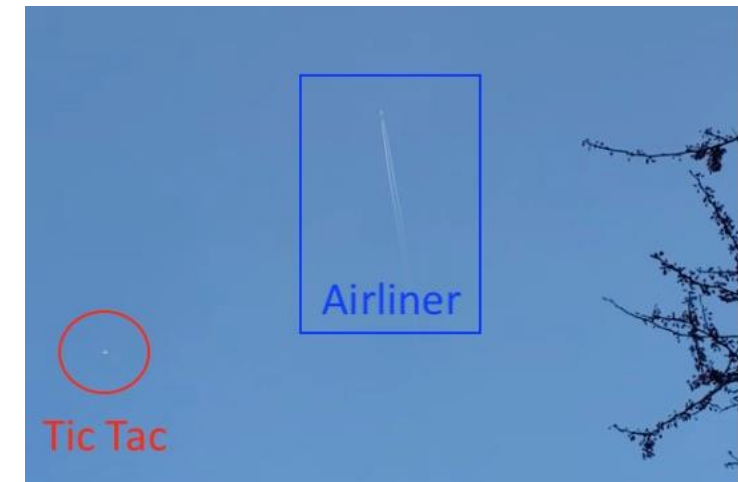
Second, the reported performance of the TicTac is far from the capability of any aircraft we could build with today's technology. Comparing the TicTac to an F-18 would be like comparing an F-22 to Leonardo da Vinci's Ornithopter. A recent paper by [Kevin Knuth](#) titled "Estimating Flight Characteristics of Anomalous Unidentified Aerial Vehicles" makes this clear. During the Nimitz encounter the TicTacs (there were several of them) were first detected in Earth orbit by the Ballistic Missile Defense System. They descended to 80,000 ft MSL and then down to sea level. At one point they descended from 28,000' MSL to sea level in 0.78 seconds. Assuming a constant acceleration and deceleration, Knuth's calculations indicated that the craft would have experienced over 5000 gs and reached a maximum speed of 46000 mph or mach 60 during the descent. Kevin assumed that the craft weighed 2200 pounds (about 1/15th that of the F-18) to determine a lower bound for the amount of power required for this maneuver. His calculations show that 1100GW of power would be required or the equivalent of over 300 Palo Verde Nuclear Generating Stations combined. Kevin goes on to estimate other performance characteristics of the TicTac based on other observations, and they too indicate unworldly performance characteristics from technologies that don't currently exist.

The sensors that provide the data include radar, FLIR and visual observations. The visual observations come from trained naval aviators which I consider very credible. Although it is possible to spoof all of these sensors in one way or another, to do all of them at once from multiple sources of data makes it less and less believable.

So here are my thoughts. To think that any government could keep a secret for seven decades about a craft with these kind of capabilities and the technologies that it would take to build it is not reasonable. Such a nation could easily dominate all others on the planet and probably wouldn't need to worry about nuclear war, climate change, or balancing the budget. So that leaves us with a conspiracy, spoofing the data, or an external curiosity about human affairs. I chose the external curiosity theory. Are these extraterrestrials, or perhaps humans from our future, or maybe from a parallel universe, I haven't a clue. But it is some how satisfying to believe that one, we are not alone, and two that we are not some boring, insignificant species that no one or no thing gives a damn about. On top of that it is clear to me that as much as we think we know about the universe, we know almost nothing☺



Pictures of a TicTac taken from a cell phone video by a woman in her backyard [in Wichita, KS](#). Caution, there is some objectionable language in the video.



As the CFI sees it

by John Lorenz



John Lorenz is a 6000 hour CFII, MEII, glider, and sand-lot acrobatic pilot. He has given over 2000 hours of tailwheel instruction. During the day he is a consulting geologist.

Philosophies of Instruction

Philosophies of flight instruction vary from CFI to CFI, between flight schools, and from country to country. The concepts and techniques of giving instruction have also changed with time. With so many philosophies, some of them with quite opposing views, it's surprising anyone learns to fly at all. But most philosophies of instruction must work to some degree because most have produced pilots, either because of or in spite of the approach taken to instruction.

There is one school of thought that suggests instructors are mostly just there to keep students from getting hurt while they teach themselves to fly, and there may be some value in that line of thinking: during WWI, the French, who were in the forefront of aviation, had a large training institute that sent students out to teach themselves to fly using aircraft-like contraptions called “penguins”, which were incapable of flight due to clipped wings. A display at the Museum of Flight in Seattle relates that before sending students off, “instructors” would shout directions over the engine noise to students while standing beside the craft. The student would then taxi up and down the practice field in ever-faster passes, eventually getting fast enough to hop a few feet in the air. Crackups were common but rarely fatal, and penguins were cheaper to fix than full-fledged airplanes. After mastering the penguin, students were transitioned, again solo, to real airplanes. The philosophy seems to have been akin to the “Think System” from *The Music Man*, since the Museum of Flight display relates that one instructor's final words to the student before solo were: “I have told you how to fly; have you understood? Yes? Well, I give you the last chance to say no. Very well, you can fly, do you hear? I, Louis Noel, say you can fly. I speak no more.”



A short-winged “penguin” was used by students to teach themselves how to handle an airplane on the ground at lift-off/touch-down speeds and a few feet in the air. The roll cage built around some of them suggests an expectation of wreckage.

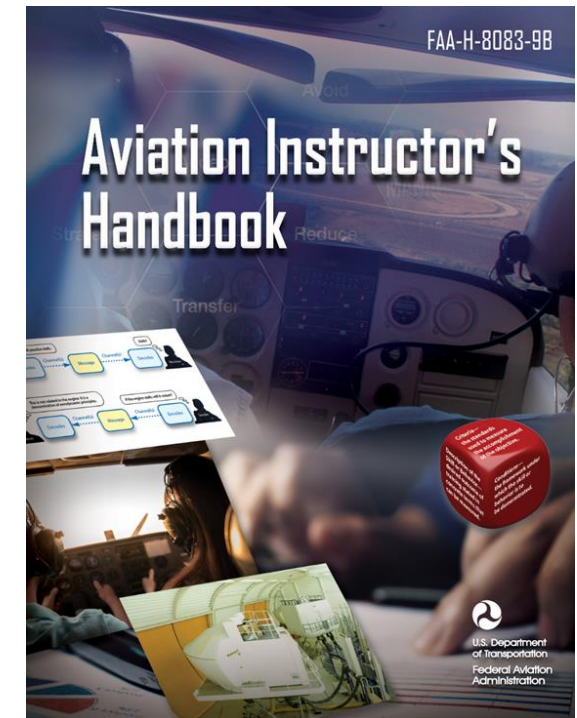
<https://www.supercub.org/forum/showthread.php?39738-Breese-Penguin-Non-flying-ground-trainer>

Some past concepts of acceptable instruction philosophies have included routine physical and verbal abuse of students. Instructors thought nothing of swatting students with rolled-up sectional maps from the back seat of tandem trainer aircraft. WWII memoirs tell of instructors in the back seat who would call attention to poor performance by throwing the control stick from side to side, intentionally banging the student's knees, or by holding the mic of the gosport "intercom" into the slipstream, buffeting the student's ears. Luckily, we have come a long way since then, and even the FAA now recognizes that intimidating students inhibits rather than encourages their abilities to learn.

Although the FAA wants CFIs to use a syllabus for each lesson as well as a defined progression of topics for successive lessons, the rigor with which instructors adhere to a flight-training syllabus varies. A freelance instructor has the flexibility to accommodate changes in weather, equipment availability, student adeptness, and even student mood, whereas formal flight schools, especially Part 141 schools, are more rigid in adhering to planned schedules. Military training is perhaps the epitome of this, washing out students who don't or can't fit the mold within the allotted time frame, especially under wartime pressures. Some flight schools consider instructors to be interchangeable and send students off with different CFIs for sequential lessons since they use structured schedules with predictable lesson topics. But most schools recognize the value of familiarity between student and instructor and try to keep a student with one instructor when possible. There is, of course value in taking lessons from more than one instructor since instructors teach skills in slightly different ways and using slightly different phraseology, and different students may learn more easily from one instructor than another.

There have always been attempts to standardize instruction, and again I am thinking of the military. While this is laudable in providing common goals and uniform skills, it ignores the fact that all pilots don't learn the same way and don't take the same paths towards those goals. If the objective is to wear pants, one must remember that the same pair of pants doesn't fit every pilot. My left-handed God-daughter, who graduated from the USAF Academy and went on to fly Lear jets and C-130s around the world as a skilled and accomplished pilot, needed just a little extra time in basic flight training to figure out how to use aircraft controls set up for righties. Richthofen must have been politically connected; he was allowed to wreck three airplanes during training, but obviously he finally figured it out.

The FAA now mandates scenario-based flight instruction where the skills you are learning are presented in the context of situations ("scenarios") of where they are typically needed, rather than as isolated maneuvers. For example, students are taught power-on stalls in the context of departures from short fields with 50-ft trees at the departure end. This is fine, but the instructor still needs to teach a student how to enter and recover from the stall, and instructors who value their lives still don't teach power-on stalls at 100 ft AG just off the end of the runway. Discretion is advisable in implementing some of the FAA's latest fads.



The FAA's handbook for instructors, which includes much of the material that used to be found in their Fundamentals of Instruction. That volume recommended making up multiple-choice tests that included choices that are almost but not quite right, intentional red herrings that might lead an anxious test-taker into selecting incorrect answers. I don't find that recommendation in the replacement volume, but the FAA still uses the philosophy in their multiple-choice knowledge tests. The FAA does at least recognize that students don't learn well if they're uncomfortable (i.e., too hot, too cold, or being harassed by an instructor).

CFI Resource List: A Member Benefit for Students and CFI's

NMPA Certificated Flight Instructor Resource List updated 3-28-2020
NMPA members who are CFI's and who would like to be listed here, or who need to modify their information, please contact John Lorenz at johnlorenz@geoflight.net



Instructor: Suzanne Azar

Contact: email suzanneschmeckazar@gmail.com

Primary areas of instruction: *Private, Commercial, Instrument, Multi-engine Instrument*

Airports you instruct at or will travel to: *El Paso, TX, Santa Teresa, NM, and Las Cruces, NM*

Do you have access to an airplane for instruction and if so what kind: *Cessna 172 and Cessna 182*

General summary of experience: *I have been a pilot since 1980 and a flight instructor since 1984. Among my many students I taught both of my daughters to fly. I have flown numerous air races through the US, Bahamas, Hawaii, and Canada. I hold a commercial pilot's license and am rated in single engine, multi-engine, glider, and seaplane, with an instrument rating. I fly a Lancair IVP a pressurized, retractable, high-performance composite experimental as my personal aircraft, and instruct in Piper and Cessna singles. As a Multi-engine Instructor, I have flown many aircraft from the 1956 Apache to a 690B Rockwell Commander turboprop. I also hold licenses as basic and advanced Ground Instructor and have earned the FAA's "Gold Seal" flight instructor license.*

Instructor: Mike Dellas

Contacts: (505) 699-7297, captrellas@aol.com

Located at Santa Fe (KSAF)

General summary of experience: *Currently flying for AAL, experience in Aeronca Champ to a Twin Beech D18/Douglas DC-3 and aerobatic planes such as Citabria and Decathlon, owned and operated a Luscombe, C-180, and C-310 including instruction over 45 year flying career.*

Instructor: Scott Burnett.

Contact: email ssburnettnm@gmail.com

Single and multi-engine CFI teaching in the student's aircraft. Specializes in tailwheel and Maule check-outs, private instruction, and ferry flights. Located at Mid Valley (E98)

Instructor: Peter D Murphy, contacts peterdenismurphy@gmail.com, 505-946-7777. CFII MEII LSP. Flight Design CT

Instructor: Diane de Souza - Taos - contact info is dyeingtoweave@gmail.com

"Information about these CFI resources is provided for the benefit of our CFI and student members. The NMPA and its officers do not endorse any of these resources. We urge all members, CFIs and students, to use good communication skills and show respect in all of our engagements with other members."