



July 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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July Cover Photo
Happy 4th of July!

The Editor's Log

by Lanny Tanning



Living the dream in N 60 BF....

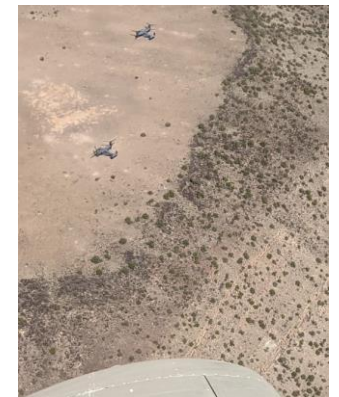
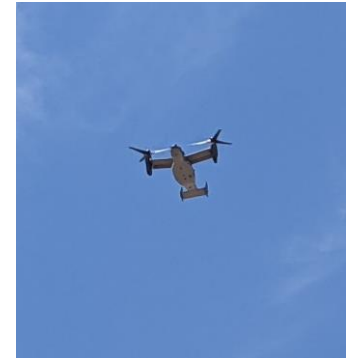
And SOW It Goes

Of New Mexico's first-rate assets, our wide-open spaces are near the top of the list. Our clear skies make it easy to see for miles and miles and then some across a landscape that defies definition in its scope and variety of land forms. By wide-open, consider that New Mexico is the size of France with less than half the population of Brooklyn, NY. That's wide open in anybody's book. The Manhattan Project test would have been a problem in Brooklyn.

Our mostly good weather and mostly clear skies are the icing on this cake for aviators. This aspect of the state was never lost on the military. Many of the bomber crews who pounded Germany and Japan trained in New Mexico. Targets including ship outlines, bullseyes and at least one giant swastika are still visible from the air in various places across the state where training took place.

And today, while the actual live ordnance practice sessions are limited to the White Sands/Holloman AFB ranges, other training is on-going in various Military Operations Areas....and here and there in general.

A briefing by Special Operations Wing safety officer, Major Casey Doan, at the NMPA annual meeting gave an overview of what's going on here and there...and to fly with awareness regarding SOW activities. The upside for us is the chance to see things that pilots elsewhere just may never see.



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!



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 \(NM56\)](#)

REGISTER NOW! for a Colossal Breakfast Plate and camping weekend! If camping Friday or Saturday night, please contact Perry Null.

September 1-3 - [Gila Regional Fly-in at Reserve, September 1-3, 2023](#)

Register Now! Save the date for the annual Gila Regional Fly-in at Reserve Airport (T16). If you want a motel room, BOOK NOW! Join your fellow pilots from multiple states for this hallmark event.

September 16-17 - [Light Sport Repairman in Albuquerque / EAA179 sponsored](#)

This is the 16-hour class for all light sport airplanes and allows someone who completes the course to be able to sign off on condition inspections for their LSA. Go here for details -> <https://eaa1306.org/2023/04/03/light-sport-repairman-workshop-coming-to-albuquerque-eaa179-sponsor/>

September 16 - [Magdalena Breakfast & Lunch Fly-in 2023](#)

Join is at the Magdalena Fly-in! Free shuttles to town for your shopping enjoyment! Drive ins welcome also!

September 22 - [Mountain Flying Clinic \(Sept 22-24\)](#)

NMPA's annual 3 day clinic with 1/2 day of ground school Friday and Saturday afternoon and optional mountain flying with an experienced mountain CFI Saturday and Sunday morning. 2-3 hours of pre-work will be required. Available seats may be limited depending on ground school location. Details, registration, and fees available by early August.

September 23 - [Land of Enchantment Fly In \(KAEG\)](#)

Join NMPA at the Albuquerque EAA Chapter 179's annual fly-in at Double Eagle II Airport (KAEG).

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.

PIZZA MAKES MEETINGS HAPPY, AVOIDING YOUR EVERYDAY C-130, AND NMPA FEEDBACK

Feedback: We got some great feedback from several out-of-state NMPA members in response to the request for reasons they belong to NMPA. The motivations for belonging are more varied than I expected. Derek Burney (Texas) and Sara Robinson (Washington state/New Mexico) wrote especially thoughtful notes. Neither joined NMPA exclusively for the Back Country program, which had been my suspicion on motives for out of state membership, although they felt that the BC program and its adventures are enticing. Both correspondents have underlying connections to New Mexico including a deep love of the geography, but they also see NMPA as a community of pilots (stressing the word *community*) that offers camaraderie as well as resources, and as an organization that is doing much to promote aviation. They also have kind words for the NMPA Newsletter. We need to pass this vision of our organization on to more of our local pilots.

Speaking of the NMPA Newsletter, our Editor Lanny Tanning got a great note from Mary Morris, new NMPA member and student pilot in California. Mary has a sense of humor (she wants to know where to find a 'Penguin'--see last month's CFI column), and had great things to say about the variety of topics and the knowledgeable coverage of those topics in our Newsletter. Thanks, Mary, for letting us know our reach extends 1000 miles to California: have fun with your training. And kudos to Lanny and our authors!



What do you know about V-22 and C-130 Ops in/out of KABQ? Major Casey Doan of the 58th Special Operations Wing, USAF, gives a safety briefing on military air operations at the recent NMPA Annual Meeting.

New Mexico is home to 5000 pilots. There are more student pilots than private pilots: how do we get them to join?

TABLE 5
ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS
BY FAA REGION AND STATE
DECEMBER 31, 2022

FAA REGION AND STATE	Total Pilots	Students	Private 1/	Commercial 1/	Airline Transport 1/	Misc. 2/	Flight Instructor 3/	Remote Pilots 3/
Total 4/	756,927	280,582	176,328	119,832	173,148	7,037	125,075	304,256
United States--Total	721,085	268,280	170,776	109,197	165,826	7,006	121,891	302,055
New Mexico	5,018	1,898	1,427	964	644	85	582	2,307

Flying in NM: After several years of postponement due to forest fires one year and to the mud caused by monsoon rains the next (welcome to New Mexico, right?), Rol Murrow was able to hold a very successful breakfast fly-in at his delightfully forested airstrip on the Continental Divide north of Cuba. The occasion was also a celebration of 20th anniversary of the Recreational Aviation Foundation (the “RAF”, see <https://theraf.org/>), a great and growing group that supports back country aviation around the nation.

July will of course be dominated by the Oshkosh AirVenture, and I would hazard a guess that NM sends more than our share of attendees. NMPA will again be presenting a talk describing the joys and opportunities of flying in this state this year. Not that you need to be reminded of our great flying, but pass the word and maybe stop by if you’re there on Tuesday afternoon at 2:30 (Forum Stage 11).

It will be too late to join when this newsletter comes out, but the Mountainair Fourth of July Parade Fly-Over (the famous “M4JPFO”) will be/was held on July 1st. Meanwhile, our apologies to Tucumcari for the winds that damped down air participation in the June 17 Rawhide Days. Fingers crossed for next year.

Annual meeting: The NMPA Meeting was held 6/24/23 at the Belen Regional Airport, hosted at the FBO by manager John Thompson. We had a great turnout and managed to keep the meeting to an hour, reviewing the progress and accomplishments of the previous year (see the committee reports at our website. I believe we even recorded the meeting, which will also be posted). NMPA Secretary and Aerial Videographer Laureate for the state Jeff Gilkey arranged for a pizza lunch and set up for zoom attendance. Our membership presently stands at about 260, and we comfortably exceeded our threshold quorum of 10% of membership attendance (Thanks all!)

Military Ops near KABQ: In addition to the Annual Meeting, Jeff Gilkey and Joyce Woods arranged for Major Casey Doan of the 58th Special Operations Wing, USAF, to brief us on military training operations in the Albuquerque area. This turns out to be a pretty active area, but most of it is, intentionally, low level and inconspicuous: we’re trying to fool the bad guys, right? However, it also turns out that See and Avoid is still the best way avoid an unfortunate encounter with a low-level C-130, since, see comment re bad guys, they have an exemption and are typically NOT using ADS-B. Maybe we can get Casey to write some articles for our newsletter.

Reminders: String tied around a finger doesn’t work for me unless it includes a tag telling what it’s there to remind me of. We’re a forgetful race, which is why NMPA uses an electronic service that automatically sends reminders when it’s time to pay your dues. This is helpful because membership renewal doesn’t come up for everyone on January 1st, and because our volunteer secretary doesn’t have time to send out personal reminders. Most NMPA members are happy enough if maybe not delighted to have the nudge, but the random member takes exception. No need to get upset at the machine; if you no longer want to belong there is a choice to opt out on the renewal page.

Ramp Checks: Rumor is that during recent ramp checks the FAA has been asking to see flight-specific Weight and Balance calculations, in addition to the W&B sheet that is part of the required on-board AROW documentation. Weight and Balance are important, but I am unaware of any recent spate of accidents due W&B problems. Maybe they’ve done their safety job so well that trivia are all that’s left to worry about.

Don’t you hate it when you make a protein shake and it turns into a marguerita?



Reminders: This form, now obsolete, used to be posted somewhere in an airplane to remind pilots of due dates for inspections, sort of like automotive oil-change reminders on the windshield. Not a bad idea, wonder why they discontinued it. Unless you check your airplane logbooks regularly or post something similar in the cockpit, it’s easy to forget when your annual is due. Likewise, who remembers to pay their NMPA dues unless prompted?

Advocacy

by Joyce Woods
Advocacy Committee Member



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.

Proposed BLM Public Lands Rule

NMPA recently weighed in on a [BLM proposed rule](#), referenced as “BLM-2023-0001-0001 Conservation and Landscape Health”. We were encouraged to submit comments by outdoor recreation, conservation, and backcountry aviation groups. It is of particular interest to Utah Backcountry Pilot Association who operate airstrips on BLM lands and are concerned of changes to future land leases.

Want to weigh in? The comment period was extended to **July 5, 2023**. You can submit your own comments at: <https://www.regulations.gov/docket/BLM-2023-0001/document>

For ideas, read already submitted comments using the “Browse Comments” tab (can search on “aviation”). Of interest: [NMPA submission](#) [RAF Comments](#) [Montana Pilots Assoc](#) [Individual Pilot \(example\)](#) [Utah Pilot](#)

What’s this about? Although BLM actively supports backcountry air access and is a member of our NM Airstrip Network, there isn’t a lot written into their rules addressing aviation use of BLM lands. Ask different BLM employees if one can land an aircraft on a BLM road, old airstrip, etc. and you’ll get different answers. Meanwhile, with increased outdoor recreational use of BLM lands along with environmental concerns about industrial leases (oil and gas, grazing), there is increased interest in better defining use and conservation of BLM public lands to support their multiple users.

A few years ago, the US Forest Service embarked on a similar process with updating their Forest Planning Rule. At the national level, aviation groups mobilized by the RAF got them to include air access as a public usage of USFS lands. It trickles down. When the Gila National Forest updated their forest plan, the forest planners readily recognized the backcountry airstrips we know and love. These are (boring) procedural documents but they provide critical direction for future operational decisions.

The Cuba Landing Field (NM2) is the main restoration project we’ve pursued on BLM lands to date. As part of our NM Airstrip Network efforts, several other opportunities for recreational airstrips have been identified on BLM lands across the state.

If you have ideas, we’re interested! Your NMAN team is exploring any ideas and soon will decide on next priorities.



The Voice of Aviation in New Mexico



Cuba Landing Field (NM2)
Info at <https://airfield.guide>

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.

July is for Jewett...

After a good phone conversation with the District Ranger that manages Jewett Mesa Airstrip, it is evident that he welcomes some help with improving and maintaining that runway. I was always a little hesitant about volunteering at Jewett, since it is the exception to the Gila airstrips. It is the only public use airstrip managed by the Gila National Forest. Geographically, it is on the Apache National Forest, but is administered by the Gila. So, in late May, I mowed the runway to prepare for some blade and drag work in July. The lower 2000 feet of runway 06/24 are in pretty good shape, but after that it is full of ruts and erosion. My goal is to bring it up to a condition reflective of the standards that are written into the document that NMAN provided to the Gila NF several years ago.

I hope to do this work during the latter half of July, and would welcome anyone willing to join in on the fun. There is a new windsock, but it is attached with zip ties, and they will fail within a year. I want to replace them with good old baling wire. I plan to use a box blade to smooth out some erosion and ruts, followed by a drag to further refine the surface. Also, there will be a little painting to mark some displaced thresholds that were



Looking down runway 24 at Jewett



Backcountry Beat, continued

recommended in the latest inspection report. Remember, it is public use, so it gets an inspection every 3 years. The inspector provided me with some very useful training when I worked for the New Mexico Aviation Division. I hope he finds the conditions much improved in 2026.

I was able to fly to Negrito in early June and was satisfied with conditions there. The Recreation Lead for the Reserve District wants to meet up at Rainy Mesa in July to relocate the windsock to a better location. Maybe get some gravel spread too.

It is not too early to register for the 2023 Gila Regional Fly-in. Details are on the NMPA website events calendar. Sacaton is a new available flyout destination. And I'm strangely excited to have a new vault toilet on order for the trailhead.

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)

Mountain flying

by Cliff Chetwin



Cliff is a retired National Park Service pilot, a Master/Gold Seal CFI, a charter member of the Society of Aviation & Flight Educators, and over 40 years experience flying in the Rockies, Sierras, and Alaska. He lives in Kremmling, Colorado and currently owns a Superhawk.

NMPA Mountain flying Clinic...Another Success in 2023?

After two years away (not that far, it was only Albuquerque) the '23 NMPA Mountain Flying Clinic is returning to Santa Fe, September 22-24.

The Clinic's origins go back well over 30 years to at least the mid '80s and according to the late Bob Worthington it may have been at least 10 years older than that. In the "early" days the Clinic was a free three-hour evening affair held at what is now the Double Tree Inn in Santa Fe. The curriculum consisted a pretty basic overhead presentation (they were all basic in those days!), borrowing heavily from Civil Air Patrol material, and randomly discussing the basic concepts of mountain flying.

As time passed Albuquerque FSDO began to support the presentations with continuing education credits under the program which preceded the current WINGS program and a variety of FAA safety handouts; more on the WINGS program in a moment.



Clinic participants pondering the mysteries of density altitude

Crowds of 40+ pilots were common (amazing what "free" will do for attendance), with out-of-state folks relatively rare. About the same time the forerunner of what is now the flight option was added and pilots interested in applying some of the lecture concepts were randomly paired with a CFI. The pairing wasn't done until after the evening presentation, about 2130 hours or so, and the planning the next morning's flight was up to the CFI and the student to accomplish before heading home for a few hours sleep. There were no standard routes or specific instructional objectives and flights ranged from a few turns around the pattern at Santa Fe to all day endurance contests somewhere in the mountains. CFI availability was limited to who was in the classroom that night. Needless to say, the learning/teaching opportunity wasn't always the best for student or instructor.

In 2009 a decision was made to upgrade and formalize the Clinic. Our goal was to develop a well-structured course that would combine professional flight instruction, enhancement of flight safety, national recognition for NMPA, with an enjoyable experience for attendees (and us instructors too!). In looking at where we are today, I am happy to report that we have achieved these goals and the NMPA Clinic now ranks among the top mountain flying courses in the United States. In the past decade over 250 students ranging from student pilots to famous ATPs have come from 18 states, 3 Canadian provinces, and Europe. The Clinic has grown to a multi-day ground school, described by most students as a “fire hose of outstanding information,” along with about 3 hours of course pre-work. An extensive student workbook with interactive exercises has been developed and we are currently wrestling with the logistics of converting everything to digital without sacrificing any of the ground school quality. The comprehensive curriculum now covers the mountain flying aspects of weather, aircraft, performance, aeromedical, risk management, survival, flight planning, and flight maneuvers. A cadre of regionally and nationally recognized NMPA and CAP instructors, all with strong classroom skills and extensive mountain flying backgrounds, has been developed providing the Clinic with exceptional credibility. A flight option is offered along a standard route, including the 4th highest airport in the U.S. (our own Angel Fire), utilizing a syllabus designed to support the classroom presentation thus ensuring the same high quality learning opportunity for all attendees. Pilots showing their mettle in the standard flight are then offered the opportunity for a custom designed flight into the high country of the Central Rockies with high country destinations such as Telluride, Aspen, Leadville, Denver, or Cortez often selected. This ends up being a once in a lifetime “bucket list” flight for some attendees and the beginning of a long career enjoying the mountains for others.

In 2013 we initiated a major innovation by partnering the Clinic with the Civil Air Patrol allowing attendees to interact directly with CAP mission pilots and gain a better understanding of CAP SAR capabilities and limitations in the mountain environment. This also allows CAP pilots to better understand the likely behavior of general aviation pilots should they encounter an emergency in the mountains and hopefully this will make rescue efforts more efficient. CAP also benefits in that the Clinic meets the CAP requirement for their mission pilots to complete mountain flying training.

2018 brought another improvement in the Clinic with the FAA granting national approval to the Clinic as part of the WINGs pilot proficiency program. Previously we had to work with FSDO each year and gain one-time approvals for each component of the Clinic...a laborious process to say the least. By attending both the ground school and the first optional flight students complete the flight review required under part 61.56, a great bonus to a couple days of fun. On top of this NMPA and Civil Air Patrol members get a great price break.

So, what are you waiting for? Take advantage of one of the finest mountain flying courses in the U.S. By late July registration and Clinic details will be available on the NMPA events web page. Ground school class size is rarely an issue but, if you want to fly, space is usually limited and first come, first served so early registration is encouraged. I hope to see you there.

Until next month, enjoy the mountains and fly safely.



Class of 2018

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.

Mind Games on the Radio

Using the radio isn't entirely a cut and dried, "Push the Button and Speak" procedure. Like most operations, there are official, formal procedures, but there are also unwritten practical practices and shortcuts.

OK, so, 'sixties touchy-feely time: what's your *motivation* for making downwind-leg radio calls? When you push the PTT are you doing so because the CFI and the FAA said you should do so at that point in the pattern, or because someone else might benefit from the information you are transmitting? The former requires only a transmitter, the latter requires a transmitter and a receiver. To make radio calls that are useful, think about what you would want to know if you were in the other cockpit. For example, tell folks you are "four miles northeast," not just "four miles out," so they know what direction to look as well as how much time they have before they need to start looking. Maybe refer to a prominent landmark that would be understood by locals and itinerants alike. "I'm over Johnny's house" locates you to Johnny and his friends if he has any, whereas "over the highway south of the runway" is likely to be more widely understood. In some situations it gives other pilots a better idea of where you are if you call the corners of a pattern ("Turning downwind") rather than the legs ("Downwind"). If talking to ATC, they don't even know highways or even the smaller airports, they need position reports in terms of Victor airways and IFR fixes unless there's a visual reporting point plotted on the sectional chart.



I acquired some vintage radios recently. Talk about pre-digital. There's the "coffee grinder" handle to change frequency (even the analogy is outdated: who has a coffee grinder with a crank anymore?), a toggle switch to choose VOR or ILS, and apparently you could receive transmissions (voice or only Morse code??) but not transmit. The frequency spectrum covers the ILS, VOR, and Nav/Com ranges. This is only the control head, the actual radio, complete with vacuum tubes, was at the end of an 8-ft long, one-inch diameter wire bundle under the rear seat. Does anyone know what "Press to Whistle" is all about? The crank handle pushes in a quarter of an inch which must be the "Press" part of it, but what was "Whistle"?

In another vein, there's currently a non-native English speaker making radio calls with a static-filled radio out here; some of the unintelligible calls serve only to give folks warning to keep a sharp lookout for someone, somewhere, in the general vicinity. Farb now the glimrod. The pilot declines to believe her radio calls cannot be understood, but if someone takes the time to walk over and tell you there's a problem, there's a problem. Another pilot, since gone west, would chatter on the radio while frequently giving his position when near and in the pattern, blocking the frequency. When asked, it turned out that this was intentional: he was losing his hearing and couldn't understand incoming radio calls, so he was advertising his own position, hoping that others would stay out of his way.

Some pilots think it's up to other pilots to give their position without reciprocating the courtesy, i.e., "Cessna 2234, where are you?" The more professional call would be: "This is Piper 3029 at the fuel pits, Cessna 2234 where are you?" If you ask for the location of another airplane and don't give your own position, all they know is that some other yahoo is barging around in the air with them--or maybe just taxiing out, who knows?—and they'll have to ask anyway.

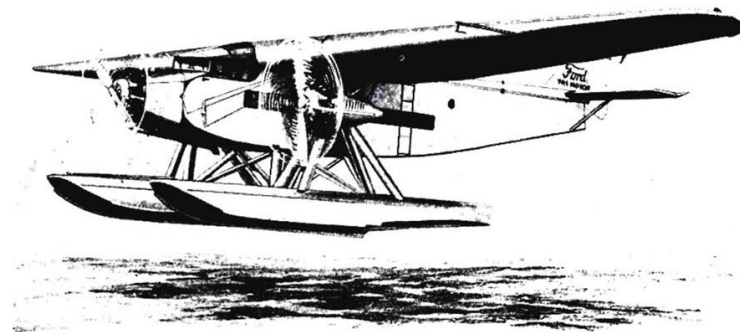
If someone is being an ass in the pattern you don't have to engage them on the radio. Keep track of them and make your own pattern calls, but you can keep them on their toes if you don't offer that they are "in sight" or imply that you know where they are by stating you are "number 2", a courtesy you might extend to a more competent pilot. I once heard a student pilot threaten to "run over" someone who had cut him off, which only advertised to the world that there were *two* idiots in the pattern, neither of whom understood the consequences of a midair. Meanwhile, the fad phrase "Any other traffic in the area please advise" serves only to let other traffic know the sender is either incompetent or too lazy to monitor traffic before getting close to the airport, and now wants *other* pilots to make up for it.

Most pilots are on good behavior when talking to ATC and control towers, but there are still some subtleties to be aware of. If you let controllers know that you have conflicting traffic "in sight," that absolves them of responsibility for separation. Sure, help them out, but don't tell them "Traffic in sight" if there's a chance you won't be able to KEEP it in sight. If you lose the traffic you'll need to ask them to re-establish separation. And controllers are well trained but still human: true story--when the tower clears you for takeoff it is a good idea to check visually to make sure a 737 is not on short final to the same runway. Double clicks to acknowledge hearing a transmission are acceptable for informal radio work, but not for exchanges with ATC.

When someone keys up on the wrong frequency, don't pretend you've never made the same mistake when telling them of theirs. Sure, let them know, but don't get snippety, just gently tell them what frequency they want. But be careful because it can get confusing if you're mistaken. For example, the Estancia airstrip in central NM uses the same 122.9 frequency as the nearby Moriarty airport, and on the radio "Estancia" sounds a lot like "Sandia", the name of a third local airport that uses 122.8. Moriarty and Estancia have Runway 26, Sandia has Runway 27. Mix these facts, and pilots in the pattern at Moriarty will sometimes condescendingly tell pilots in the pattern at Estancia that they are on the wrong frequency for Sandia, and oh by the way, snicker, Sandia uses Runway 27 not 26. So it helps to carefully enunciate "Es...TAN...see...uh" when landing there, but until someone joins me in the pattern at Estancia it's often just easiest to minimize pattern calls.

Finally, talking on the radio takes a significant percentage of a pilot's brainpower and can be a distraction. A pilot making a radio call, especially a non-routine call such as giving a PIREP, often enough loses focus and lets heading and altitude drift (let's hear it for the autopilot). Pilots need to recognize the distraction and make a conscientious effort to multi-task when using the radio. A radio beats light signals and wing wags as a communication tool, but its utility varies with the skill of the user.

From the 1929 *Instruction Manual for Ford Trimotor*. A radio is not listed as either standard or optional equipment in this manual.



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, captldellas@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."