



December 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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December Cover

It's That Time of Year

2023 – Another Good Year!

The Editor's Log by Lanny Tanning



Living the dream in N 60 BF....



Read All About It! NMPA's Ron Keller's work featured in RAF News....[click here](#)....

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!



Upcoming Events

December 9

["Walk the Rock" Work Party - Magdalena \(N29\)](#)

9AM - 2PM. Please register by noon Dec 7 for lunch headcount.

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

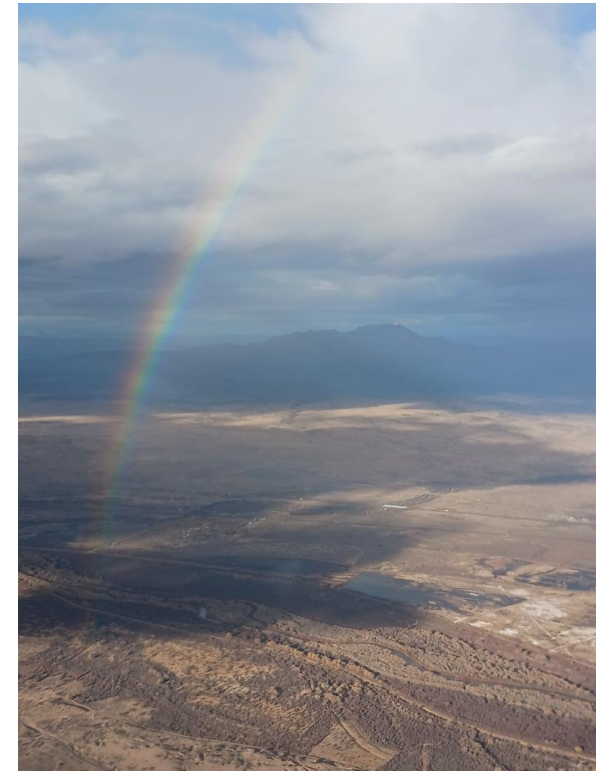


John Lorenz is a 6000 hour CFII, MEII, glider, and sand-lot acrobatic pilot. He has given over 2000 hours of tailwheel instruction. During the day he is a consulting geologist.

Working and Operating in the Vertical Dimension

Flight Opportunity in December: NMPA-sponsored flight opportunities this month are few, so make the most of them. For the adventurous, consider flying (or driving, we're not snobs) to the runway work party on December 9th at N29, Magdalena, from 9 AM-2 PM. A rousing lunch will be provided by the town and cooked by hizzoner mayor Richard Rumpf. Pay it back, pay it forward, or pay it sideways; we can make short work of it if enough show so bring your work gloves and maybe a shovel, and meet your fellow pilots in a gung ho ("work together") environment. Please register at https://www.nmpilots.org/content.aspx?page_id=4002&club_id=264824&item_id=2110480 so the mayor knows how many quarts of pickles to buy. *Bonus: free NMPA work-party T-shirt for the first 12 registrants!*

Report on the Quarterly NMPA Board Mtg: Our quarterly meeting was held 11/18/23 in Santa Teresa at the *War Eagles Aviation Museum*. We try to hold our meetings at various places around the state to wave the flag. Weather can get in the way so it's nice to have the Zoom option even though that can cut into the in-person attendance. Regardless, you'll be happy to know our finances are sound and that your Safety and Education committee has flight clinics in the works, the Advocacy committee is addressing issues such as ramp access in Santa Fe, and the Back Country committee has installed a new pilot lounge at Reserve (see articles elsewhere in this newsletter, and access the meeting documents under NMPA Board Meetings, NMPA 20231118, at https://www.nmpilots.org/content.aspx?page_id=86&club_id=264824). Also there will be officer elections next year: you're probably just palpitating at the prospect of another 2024 election. And if you haven't been to the *War Eagles* museum you've missed one of our state gems.



Rainbow over the Rio Grande en route to Santa Teresa for the NMPA Board meeting, a view you won't get from the ground.

Using the Vertical Dimension: Until quite recently in history, people have been entirely limited to a two-dimensional, N-S and E-W world. A little over a century ago we lived and travelled only in the limited environments available to us on a single plane, the earth's surface, and even where the surface is rumpled by mountains our everyday gaze still rarely went up or down from the horizontal by more than a few degrees. The earth is a sphere 24,000 miles in circumference, and at the scale of our limited vistas while standing on its surface it is essentially flat, so one can perhaps comprehend if not agree with those of little imagination and understanding who think the entire earth is that way (Jim Covington's NASA T-shirt: "*It's not flat, we checked*"). Moreover, we are not built to take advantage of the vertical dimension, so aside from downward forays into mining and upward climbs to mountain tops, and a few hot air balloons, we didn't break out of our two-dimensional, planar living until the advent of airplanes.

Since then, however, the ability to take advantage of the third dimension has been a game changer, allowing accelerated travel and the ability to see the family in Pittsburgh in person more than once every 25 years, and providing views of the earth from above that previously could only be constructed through inference and ingenuity. And since then, the vertical dimension has been available to anyone with the ambition and stick-to-it-iveness to learn to become a pilot.

Aviation is a tremendous and previously unknown melding of the pilot and the machine: the pilot learns the entirely artificial skills needed to make the machine obey commands, and the magical machine has been designed with the ability to turn those commands into unheard of motion through the air. There's a great organization that calls itself, mock seriously, the *Man Will Never Fly Society*, and who's moto is "Birds fly, men drink!" See <http://www.manwillneverfly.com/> (and yeah, talk to them, not me, about all the great women pilots and drinkers). There's also a *Flat Earth Society*. Really. They take themselves entirely *too* seriously. More locally, there's your NM Pilots Association that works to help us all enjoy and protect the wonders of flight, so thanks for your membership.

Thanks Rol: Finally, there's a great photo of NMPA member Rol Murrow on the last page of the December 2023 issue of AOPA Pilot that describes Rol's numerous volunteer activities on behalf of aviation nationwide. We're thankful Rol has time to devote to aviation activities in our own state as well, contributing significantly to Joyce Woods' *NM Airstrip Network*.



NMPA VP Ken Summers and NMPA Treasurer Dave Staples wondering whether the *War Eagles Aviation Museum* in Santa Teresa gives rides in the P-40.

I mentioned Rose Longmire last month, and this month I finally have a photo to go with it. Rose is a volunteer extraordinaire for both EAA and NMPA. Get your NMPA swag from Rose.



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.

Work Parties and Working Potties...

The installation of the new vault toilet at Sacaton Landing Strip was completed on October 23-24. The 2-man installation crew arrived early afternoon on the 23rd to excavate the hole for the vault. Randy had flown up that morning to join me in observing the proceedings. This crew has installed many toilets and they even used laser leveling equipment. The USFS had decided to change the location by about 125 feet from where I thought it would be. This was to fit better in the overall plan to upgrade the parking and picnic area at the Rain Creek Trailhead.

After the hole was pretty much finished, Randy flew back home to beat some incoming weather. The crew headed to Silver City to spend the night, and I bunked out in the back seat of Godzilla, my truck. Around 7:30pm the rain began and kept it up off and on all night. I had visions of a swimming pool instead of a toilet, but much to my surprise and relief, the hole had no standing water.

The first to arrive the next morning was a huge crane from Silver City. It was trailered into the start of the trailhead entrance and driven the remaining ¼ mile. Then the semi-truck delivered the 2 heavy concrete sections of the toilet, with the installation crew leading the way. The close proximity of some juniper trees, along with the slick entrance road, required the semi driver to go back out to the county road and turn around to head straight in past the crane.



Backcountry Beat, continued

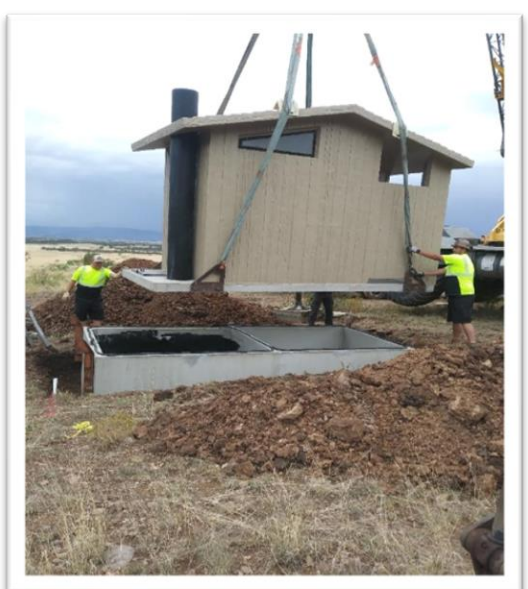
Once everything was in position, it was amazing how quickly the sections were lowered and assembled together. The crane and delivery truck departed and the installation crew backfilled all the soil. Fortunately, the largest rocks that were dug out were just a couple of soccer ball size. The location is right next to the trailhead, so it is a bit of a hike from the airplane parking area to help with security of airplanes and pilots' tents. Next spring, after the toilet has had a chance to settle, if any, I anticipate a work party to pour some concrete around two sides of the toilet and possibly for picnic table pads. I hope many of you that poured concrete at Negrito in 2020 can make it to Sacaton.

At Reserve Airport it will be nice to have a couple of bathrooms and showers in the pilots' lounge. Right now, the doors are locked until the remodel is complete. Plans are to get a new metal roof, knock out a rear wall to allow passage from one side to the other, and combine the 2 kitchens into one. The engineers and architect are working up some plans, so it will be just a few more months hopefully. Here is another opportunity for one or more work parties to furnish the building, maybe some touch-up paint, and the pump house needs a coat of paint to look as good as the lounge. My guess on this would be summertime.

At Negrito Airstrip it may be time to assess the need for some more fence work. Hopefully it won't be as much as we did in 2018, but a few bad spots need to be repaired. I will say that the long run of new fence we put in still looks pretty good. I don't know about the timing on this but Rick, the recreation lead, is interested in getting it done.

Finally, there is an easy work party scheduled for December 9th at Magdalena (N29) to clear rocks from the runway. The Mayor has offered to feed us lunch. Please register by December 7th.

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)

Reserve Pilots' Lounge awaits a remodel



Nicer than the old portables!



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.

Another Mountain Christmas



*I'm dreamin' of a Smoky Mountain Christmas
with the kids around the fireplace stringing popcorn for the tree.
I'm dreamin' of a Smoky Mountain Christmas with nothin' much
that money buys but everything worthwhile in life.
Dreamin' of a Smoky Mountain Christmas.*

*You can take the girl from the country, I have heard 'em say.
But you'll never take the country from the girl.
And me, I've been a rambler for the better part of life
But no matter where I ramble in this world I keep dreamin' of a
cabin in my Smoky Mountain home.*

*Rememberin' my life there as a child just as free as the
butterflies, the hummingbirds, and streams, as different as the
snowflakes on the windows of my life.*

From "A Smoky Mountain Christmas" by Dolly Parton

Obviously not an aviation themed song but it certainly evokes long ago memories of growing up in the Adirondack Mountains and the uniqueness of Christmas in a large farming family of little financial means. I still recall the incredible beauty of flying over those mountains in my brother's Taylorcraft with fresh snow with and the feeling of peace and serenity that came with it, especially during the Christmas holidays.

Winter is one of my favorite seasons for flying in the mountains even though it requires more planning and preparation time than the other seasons I've never lost my childhood love of the mountains and the sheer joy that I still have every time I fly in them, especially at this time of the year. With our mostly clear New Mexico blue sky days where you can see forever and no worries about density altitude winter flying can be a unique gift from the aviation gods, although that icing thing can be a bit pesky at normal cruise altitudes.

Nostalgia aside, it's time again for my annual Christmas wish list for NMPA and mountain pilots everywhere. As with most years I again barely managed to avoid any lumps of coal last year but apparently Santa still had more than a few qualms about the quality of my claimed good behavior (how does he always keep up on this?) and he did not deliver all of my well thought out 2022 Christmas gift requests for NMPA. Only two out of the sixteen, and one partial, were found under my tree last December. I really thought that I had been much better than that but maybe Santa will find my 2023 efforts more worthy since I went to even greater lengths to minimize my known transgressions this year. Fortunately my wishes weigh virtually nothing so sled weight and balance will not be



affected nor will Santa need more RP.* On the other hand some wishes will require each of us to help Santa a bit by actively engaging with the corporate R&D world and with the government elves, better known as our elected representatives and the FAA bureaucrats. This may be a bit challenging to pull off even with Santa's help but then this is the season of miracles, right? However, recognizing that miracles are in sort supply these days I have accepted certain realities and deleted a few of previous unmet requests even though they remain badly needed by us general aviation folks. Perhaps in future years I'll try again. Not all of this year's requests target mountain flying specifically but at this time of the year I don't want to put any limits on Santa's generosity.

With that, here's my wish list for NMPA and mountain flyers everywhere:

1. Success in finally developing a practical replacement fuel for 100LL that is environmentally friendly, works in all existing aircraft engines, does not require an STC, is readily available at our rural and mountain airfields, is reasonably priced, and before our politicians succeed in their efforts to save the environment from general aviation by destroying general aviation with unrealistic timelines, costs, and restrictions.
2. Modern, reasonably priced, well maintained "T" hangars available at every rural and mountain airfield in New Mexico and in sufficient quantity to meet demand.
3. A comprehensive system of live aviation weather cameras for New Mexico's mountains similar to what Colorado and Alaska have. Being in the generous holiday mood I wouldn't mind if the system was designed so that motor vehicle drivers and the ski industry benefitted as well. New Mexico is awash with historic tax revenue so perhaps the State could help Santa with funding a really good public safety project?
4. An ADS-B in/out system that works at all altitudes in the mountains.
5. An uneventful New Mexico wildfire season for 2024 with fewer TFRs blocking key mountain routes and passes, and fewer smoke induced IFR days.
6. Have DoD stop asking for ever more airspace, and the return of unused and little used DoD restricted and special use airspace to the broader NAS, especially in areas where high terrain limits safe alternate route choices for general aviation. This would significantly ease Santa's flight route planning as well.
7. The FAA following through on then Acting Administrator Nolen's promise to implement MOSAIC (Modernization of Special Airworthiness Certificates).
8. An easier to use weather tool for predicting mountain weather than the informative but overly complex Skew-T Diagram.
9. Implementation of the long-promised revamping of the FAA WINGs pilot continuing education program, making it more user friendly rather than the current trend of constantly making it more difficult. Special gift wrapping would be called for if the FAA were to find a way to meaningfully include student pilots in the program as well as adding some program elements specific to mountain flying safety.
10. An end to hidden, and often unreasonable fees levied by certain FBO chains and some airport authorities.

11. A practical plan for development of the New Mexico airport/FBO infrastructure necessary to support the coming electric aircraft, many of which will be capable of mountain flight.

12. An end to our esteemed NMPA Treasurer's (Dave Staples) continuing frustration in trying to manage our NMPA finances in a professional (and unlikely to attract IRS attention) manner. Dave deserves a year of peace in this thankless but critical job.

Until next month, my wish for each of you is more sunny days, blue skies, gentle tailwinds, fewer mountain waves, and no turbulence in 2024.

Merry Christmas and a Happy (and safe) New Year to all.

(*) reindeer power

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.

Training, Experience, and The Law of Averages

The attrition rate for pilots new to combat was high during World Wars I and II. Regardless of how good their training was, it took time and experience in battle for pilots to learn how and where to look for enemy aircraft, and how to anticipate and counter the maneuvers of an enemy pilot, all while learning how to avoid being killed. The attrition rate decreased once pilots had five or so missions under their belt, learning the important techniques on the job. The experience of just a few missions decreased the odds of death from causes the pilot could control, but there were other, more random factors such as flak, mechanical failure, and “friendly” fire that could also take a pilot’s life and that did *not* yield to experience.

The air forces of each country made every effort to train their pilots so that the shock of entering raw combat was lessened, but no training really duplicates the experience of someone trying to deliberately kill you. And during crises, i.e., the British during the Battle of Britain, or the Germans during the last days of WWII, pilots with unbelievably low numbers of hours were thrown desperately into front-line fighters. The high-performance aircraft probably scared these pilots as much as the enemy since the design philosophy was to put the biggest engines available into the smallest airframes possible, which made aircraft tricky to fly, especially during takeoffs and landings. The fatality rate for teaching pilots to fly the ME-109, for example, rivaled the fatality rate of flying it in combat.



The average life of a WWII airframe in combat was figured in tens, not hundreds, of hours, and nobody expected them to be flying decades later. Flying in combat is a strenuous and dangerous activity.

So how does this relate to GA flying? In some ways it doesn't: nobody is shooting at us, our airplanes are more docile so we don't kill as many students during training, and we choose our flights rather than being assigned them thus we can avoid risks such as the necessity of flying in marginal weather. But experience still counts for a lot. It plays a significant role in developing the judgement needed to fly safely such as how to gauge what cross winds can be tackled on landing without harm, or how to decide what constitutes unsafe flying weather. Training gives pilots their basic skills, but as in combat, experience develops and hones these skills and puts them into context.

Are higher-time, more experienced pilots safer then? I used to think so, and to some extent this is true, but experience is not, it seems, a full preventative for accidents. Higher-time pilots more often fly when higher levels of judgement and better skills are required. Experience is important, but tremendously experienced pilots like Dale Snodgrass, Steve Whitman, and Richard McSpadden still get killed during the course of everyday GA flying, so it behooves us to take the risks associated with flying seriously regardless of our experience level. Experience can breed complacency, leading to neglect of basic safety procedures such as checking that the controls are free during runup (Snodgrass). And, as in combat, there are emergencies such as engine failure where the pilot must react correctly or the outcome is unhappy (McSpadden). Unfortunately, there are also factors that are beyond a pilot's control such unanticipated weather and structural failure (Whitman).

One train of thought suggests that risk is cumulative, i.e., that if you have just a little risk for each flight, by the time you have 100 flights that risk has built up to certainty of an accident. But consider that if you flip a coin 50 times and it came up heads each time, the chance of a heads result for the fifty-first toss is still, believe it or not, 50-50.

We would like to fly with zero risk, but that cannot be done. We can, however, minimize risk with conscientious maintenance on our airplanes, refining our skills, building experience, and using good judgement. We don't have to be paranoid, but we do have to carefully and deliberately assess and minimize risk for each flight. You can use one of the FAA acronyms ("PAVE", "IMSAFE", RSVP Soonest"), or one of the available risk tables/calculators. Or you can just be level-headed about it. Either way, don't neglect it.

STEP 1: IDENTIFY THE RISKS *(Complete second column below)*

RISK CATEGORY	HAZARD AND RISK	Likelihood (probability) (see reverse)	Severity (consequences) (see reverse)	Overall Risk Level (color)	MITIGATION/NEW RISK RED – MUST mitigate. YELLOW – SHOULD mitigate. GREEN – ACCEPT no unnecessary risk.
PILOT					
Qualification/ currency/proficiency					
Aeromedical/ human factors					
AIRCRAFT					
Fuel/range/payload					
Equipage (incl. inoperative equipment)					
Performance					
ENVIRONMENT					
Weather					
Airspace/ATC/ Airports					
Terrain/Day vs. night					
EXTERNAL PRESSURES					
Work-related					
Personal					

Other Data:

Part of the NBAA's flight risk assessment calculator (see <https://nbaa.org/wp-content/uploads/2018/06/flight-risk-assessment-tool.pdf>). It's easy to get caught up in filling in the squares without thinking about what they mean.

Tech Corner

by Will Fox

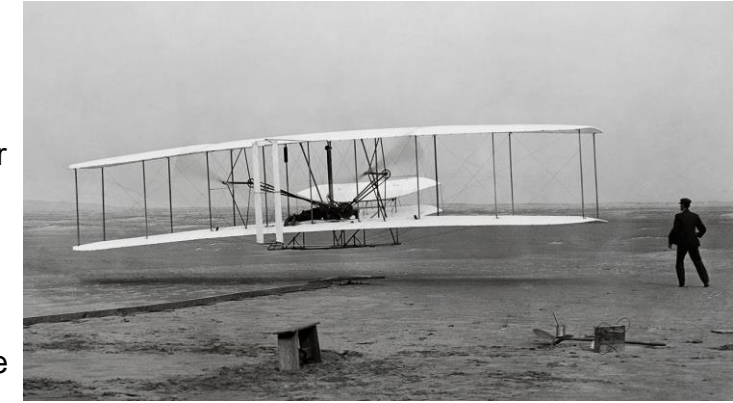


The Gift Of Flight

I find myself so thankful for the gift of flight. I don't know if it was luck or fate to have been born and live in an era where humankind has the ability to fly, but I'm sure glad I was. Pilots fly for lots of different reasons, but I do it mostly because it is just so amazing. The engineer in me can explain in excruciating detail how airplanes fly, but the kid in me still thinks it is pure magic.

December 17, 2023 will be the 120 year anniversary of the Wright Brothers' first flight, and a celebration is in the works for the event. The National Park Service and the First Flight Society will be hosting the free event at the Wright Brothers National Memorial in Kill Devil Hills, North Carolina. By the way, how did that place ever get the name of Kill Devil Hills? Legend has it that sailing ships would wreck on the Outer Banks, and the rum that washed ashore was so strong that the locals said "it could kill the devil". The celebration will also include a special event where, according to the website, "[The First Flight Society](#) will be honoring Walter and Olive Ann Beech as the 2023 Paul E Garber Shrine inductees. The Shrine is located in the Museum and Visitors Center at the Wright Brothers National Memorial, Kill Devil Hills, North Carolina, USA. The induction ceremony will be held on Wright Brothers Day, December 17, 2023, with a celebration luncheon also held that day in Kitty Hawk. There will also be speakers, a flyover and a wreath laying ceremony by the descendants of the Wrights and witnesses to the first flight. A portrait of the Beechs will be unveiled and presented at the ceremony".

Personally, I will be taking the day off to do a little flying myself. I plan to take a few youngsters up to witness the magic of flight for themselves as well as some friends who haven't had the opportunity to see the world down below from up above, in a light aircraft. Then I'll enjoy the selfish pleasure of flirting with the domain of my feathered friends all by my lonesome and think about how damn lucky I am.



The Wright Brothers First Flight at Kill Devil Hill in North Carolina on December 17, 1903.



The Beech Bonanza, first flew in December 22, 1945 and the revolutionary design went on to break numerous records. [Bill Odom](#) flew a Model 35 Bonanza non stop from Hawaii to New Jersey.

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."

Great Way to End the Year!

Ron Keller's Work at Sacaton
makes news with RAF

and

NMPA's Rol Murrow in
December AOPA Magazine!

'Rol' Morrow

Giving back through aviation

BY JULIE SUMMERS WALKER



LOGBOOK /
WHO / William Rollins "Rol" Morrow, co-founder Air Care Alliance, executive director Wolf Aviation Fund
HOURS / More than 3,780 as PIC, all logged in single-engine land airplanes
RATINGS / Private pilot glider, commercial airplane, instrument rating, CFI airplane
FAVORITE AIRCRAFT / "Almost all my 3,700-plus hours are in Cessnas including about 500-plus hours in Cessna 210s that I liked for some longer trips where speed and capacity were important. My favorite turned out to be a 1958 Cessna 172 named Henry that I modified for backcountry flying."
EXTRA / "I consider flying even more of a philosophical and growth opportunity rather than just learning a way to get from one place to another or to impress people."

IF YOU'VE EVER heard the call sign "Compassion" (CMF) when you're flying for your \$100 hamburger, thank Rol Morrow, who, as a co-founder of the Air Care Alliance, introduced the designation to identify flights flown for medical or environmental causes that are not critical but are legitimate public benefit flying missions. ("Lifeguard" is the call sign for critical patient and organ transport flights.) Public-benefit flying is at the heart of Morrow's aviation life; he's been involved in saving everything from airports to kids to animals and more. "My passion for more than 30 years has been encouraging and supporting the tens of thousands of volunteer pilots and their dozens and dozens of groups who fly to help others; patients needing transportation, kids who would enjoy introductory flights, animals needing relocation, communities stricken by disasters, and so much more." Morrow was also instrumental in preventing Santa Monica Airport (SMO) from closing in 1982 and helped create the 1984 airport agreement that rebuilt all the facilities and kept it open for 30 years. He was an advocacy representative for both Southern California and the Northeast for AOPA from 1989 to 2000. For his accomplishments he was presented with the AOPA Presidential Award by then-AOPA President John Baker. Morrow's early memories are of visiting Santa Monica Airport and flying with his uncle in a Navion. His father was an aeronautical engineer who worked for Douglas Aircraft Co. and was on the design team for Howard Hughes' H-4 Hercules (the "Spruce Goose"). Working in the film industry, the younger Morrow learned to fly in 1975 and joined the SMO flying club. He attended UCLA's film school and with friends he founded the legendary Fox Venice Theater. He was managing director of SMO's Museum of Flying. "A wonderful opportunity came my way in 1996 when I was asked to become executive director of the Wolf Aviation Fund, founded by AOPA Founding Director Abby Wolf and his aviatrix wife Connie," he said. "Through this group and its support about 400 grants have been given to wonderful groups, projects, and programs. This has been a fabulous learning experience and fun beyond belief." Morrow has a strong interest in preserving and promoting backcountry and recreational airstrips; he was a director for the Recreational Aviation Foundation for 12 years. Since 2005 he has lived on and maintained a grass airstrip on the Continental Divide in New Mexico (NM99). NAA recognized Morrow with the National Public Benefit Flying Award in 2016. ■ julie.walker@aopa.org

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DECEMBER FEATURED AIRSTRIPE: SACATON, NEW MEXICO



There are plenty of reasons to enjoy recreating at Sacaton Airstrip, NM16 near Buckhorn, New Mexico. The runway lies on a "finger mesa" along the Gila Wilderness, America's first federally designated wilderness. "It will celebrate one hundred years in 2024," RAF New Mexico Liaison Ron Keller points out. The Rain Creek Trail, just northeast of the field takes visitors into the WildernessForest Service.