January 2024 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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Tech Corner – Will Fox

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by Lanny Tonning

Living the dream in N 60 BF….

The View from Above

One of the real bonus factors when flying over New Mexico is the opportunity to view the amazing range of historical sites that can been seen from above. Our dry climate and sparse vegetation at lower elevations tends to preserve imprints from the past and our New Mexican attitude is all about appreciation of the natural land along with our historic past. In typical New Mexico 'what the heck' fashion, the Civil War provided us with a bit of its history.

The Civil War came to New Mexico as the South sought to commandeer the Colorado gold fields to finance its activities in the war and divert some Union attention from the Deep South. The plan was to enter from Texas into the New Mexico Territory from the south and follow the Rio Grande up towards Santa Fe along the old Journado del Muerto and Camino Real routes. Upon reaching north central New Mexico the route would head to Colorado via what is now I-25

The Union (the North in Civil War terms) already had a presence in the New Mexico Territory following its acquisition through the 1848 Treaty of Guadalupe Hidalgo. In 1854, Ft. Craig was set up in New Mexico as one of a number of frontier forts. It was situated along the Rio Grande about 35 miles south of Socorro. Initially, the fort was involved in conflicts with Apache tribes to the south and west.

When the Confederate Army came up the Rio Grande in 1862, it bypassed the fort and its sizeable garrison (including Kit Carson). Some troops from Ft. Craig engaged the Confederates just north of the huge mesa east of the river at the Battle of Valverde. But the Union troops lost the fight, headed back to Ft. Craig and the Confederates continued north capturing Albuquerque and Santa Fe along the way.

Their plan ran into trouble at the Battle of Glorieta Pass and the invasion turned into a rout then a retreat. The Civil War – at least in New Mexico – was over. Retreating Confederates buried cannons in Albuquerque and in the Rio Salado. Several have been found and recovered. Among them are the ones in Albuquerque's Old Town Plaza.

The ruins of Ft. Craig are clear from the air and can be visited on the ground as a BLM National Historic Site.

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

ATC reports Reindeer and Sleigh Tracking North on Radar at 500' AGL. ADS- B Out shows N 5AN7A. No flight interference anticipated. ETA Early January near North Pole. Check FlightAware App.

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.

The FAA, Virgin Galactic, Etc.

Nuggets of FAA Info: While wallowing through a Flight Instructor Refresher Clinic recently I stumbled across a couple current FAA initiatives that are worth passing on:

1) The FAA is investigating whether to put more stringent requirements on CFI renewals, including, possibly, an evaluation of teaching skills. This is probably a good idea, but if I had to guess, such an evaluation will consist of more of the online multiple-choice testing that makes up current Clinics since this type of testing is relatively simple to construct and implement. Unfortunately, it is also ineffective. Such tests are better evaluations of one's test-taking abilities than of the skills and knowledge they purport to assess. It would take money and a raft of experienced personnel to do such assessments in a less assembly-line format.

2) The FAA is trying to gather data on aircraft usage and mishaps from new sources, including asking insurance companies to provide information on claims for types of damage that don't currently get reported to the FAA. Such data would be "de-identified": yeah, maybe. The FAA is also asking (not yet requiring) CFIs to fill out a form 8710 for each Flight Review they administer. The 8710 is the application for new certificates that has blocks for total hours for each type of flying you do, so this is an understandable bid to get better statistics on the hours flown by the GA fleet. However, someone decided it should be sold as a way to preserve an official record of your hours if you should lose your logbooks. Don't know why that particular sleight of hand was necessary.

3) The FAA continues to elevate abbreviations and acronyms to a true art form. Consider this nested sequence: "FPM" stands for FAASTeam Program Manager, "FAAST" in turn stands for FAA Safety Team, and of course, "FAA" is the Federal Aviation Administration.

Your answer is CORRECT.

The FAA is undertaking an internal and industry-wide review of the certification standards for CFIs.

1. The FAA is researching whether current minimum hour requirements and training standards are appropriate for applicants seeking to become CFIs.

The subject of recurrent training, specifically CFI renewal, is also under review.

1. Many in the training industry have questioned why CFIs are never reevaluated on their teaching skill after initial certification.
2. The FAA will evaluate what action (if any) should be taken in regard to the many inactive CFIs who maintain their certification without ever using their instructional privileges.

Virgin Galactic, Google: So it appears that Virgin Galactic is following on the heels of Google, leaving the state or at least severely curtailing local operations. I'd be sorrier to see them go if they had had much impact on state aviation, and I would feel bad for the 73 or so in-state employees being laid off if they had become part of the local community. From the accounts I hear, Virgin Galactic personnel, like the Google employees in Moriarty of several years ago, remained almost contemptuously aloof from the local communities, and certainly neither interacted much with New Mexico aviation. Both operations were founded on big ideas, stretch technologies, and big dollars, with infusions of politician dreams. One foundered on technological hubris, one would appear to be foundering on economic over-reach. Both would have been welcome additions to the state if they had taken root, but growing roots does not seem to have been part of the plan.

Magdalena: Speaking of local support, however, the December "Walk the Rocks" fly in at Magdalena airstrip was a success, with 7 or 8 airplanes and 12 or so volunteers including local aviation-minded ranchers. Rocks have a way of working their way to the surface, and numerous golf-ball to soft-ball sized rocks were accumulating on the Magdalena dirt runway; Mayor Richard Rumpf requested help from NMPA, and Ron Keller organized the work party. Chilly yes, but Mayor Rumpf kept us in hot coffee and cookies, provided a couple mechanical mules to collect rocks, and fed us lunch to boot. Sort of a "hundred-dollar hamburger" experience, except the hamburgers were *free*.

Recognition of Local Member: Prominent NMPA member Cliff Chetwin was featured in December's *Sport Aviation*, highlighting his long-time service as an EAA volunteer. Cliff is a founder and one of the instructors for the acclaimed NMPA Mountain Flying Clinic, and we are lucky, and grateful, to have the benefits of his service. Coming on top of last month's similar national recognition of Rol Murrow, tiny NMPA is punching above its weight.

"The pessimist complains about the wind. The optimist expects it to change. The realist adjusts the sails."

Above: collecting rocks from the Magdalena airstrip. Right: Free T-shirts plus coffee and lunch, what's not to like?.

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.

Santa brought us a Sac-a-ton…

Happy New Year for 2024! Yes, we received a Sac-a-ton from Santa, which is far better than a Sack of Coal. I have had plans to feature Sacaton Landing Strip in our newsletter, much the same way I promoted Negrito Airstrip in a previous article. Well, as some of you have seen, the RAF beat me to it and had Sacaton as the "Featured Airstrip" for December 2023. I'm going to feature it anyway, so here goes.

Back in the 20-teens, there was a joint meeting at Sacaton between members of the NMPA and RAF, along with the USFS District Ranger at the time. Though several felt that this dormant airstrip had potential, it didn't gain traction due to a required and costly archaeological survey. Fast forward to around 2019, and a new District Ranger was in place for the Glenwood District. He was somewhat envious that other districts had active airstrips and he wanted one too. Magically, and I don't know how, the archaeological survey was completed for Sacaton using USFS funding. This, along with another joint site survey, and the September 2022 signing of a RAF/Gila Challenge Cost Share agreement, created the necessary trigger to rehabilitate the long dormant airstrip.

A group of dedicated pilot volunteers assembled at Sacaton, starting in October 2022 to lay out and create a new airstrip within the footprint of the old one. Some volunteers came from as far as Arizona. Phase 1 was to get about half of the total length landable so other volunteers could fly in to help. Phase 2 was to make the other half landable. Over the course of several weekends, it was ready to officially open in January 2023 with the blessing of the District Ranger. A brand new vault toilet was added at the adjacent trailhead in October 2023, and now it is an oasis at the edge of the Gila Wilderness.

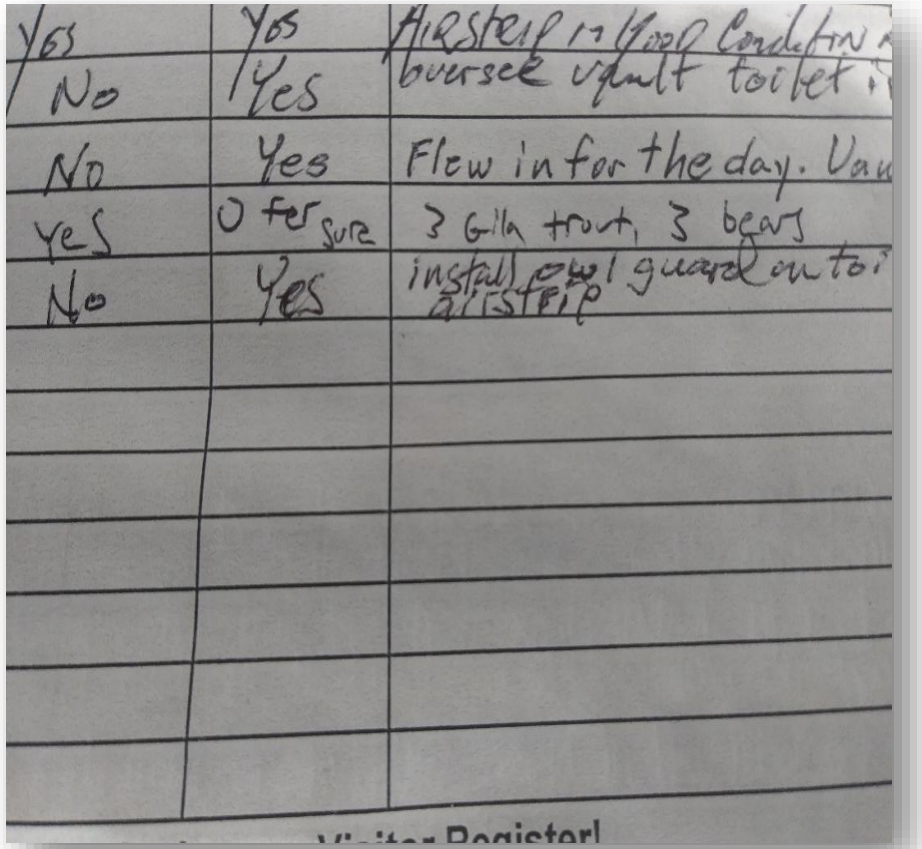
Backcountry Beat, continued

A recent visitor log entry at the trailhead kiosk says "3 Gila trout, 3 bears". Maybe it's a misprint and they meant to say 3 beers. I can't wait to try some fishing in Rain Creek, about a 1.5 mile hike, or in West Fork Mogollon Creek at a 5-6 mile hike. So, if you haven't landed at Sacaton yet, I think you will like it. Please remember to take recent precipitation into account so as to not muddy the bottom of your wings, and make the quick phone call to the number listed in the safety briefing. Then enjoy the scenery, solitude, camping, and hiking that Sacaton has to offer.

Now to a question on our annual Gila Regional Fly-in. If you have attended or plan to attend in the future, does Labor Day weekend work OK for you? Please email me and let me know if that weekend is good or not. radarpapa182@yahoo.com

Finally, I am planning a special fly-in to celebrate the 100 year anniversary of the Gila Wilderness. It will be June 8th, 2024, and will likely also include the 7th and 9th. The RAF has agreed to donate something for a nice prize(s). It will be based at Reserve Airport (T16), and include fly-outs to Negrito, Me-Own, and Sacaton airstrips. Look for further details on the NMPA website as the date gets closer.

Until next month,
Fly Safe and Often!
Ron



Is this your first visit?

Will you be back?

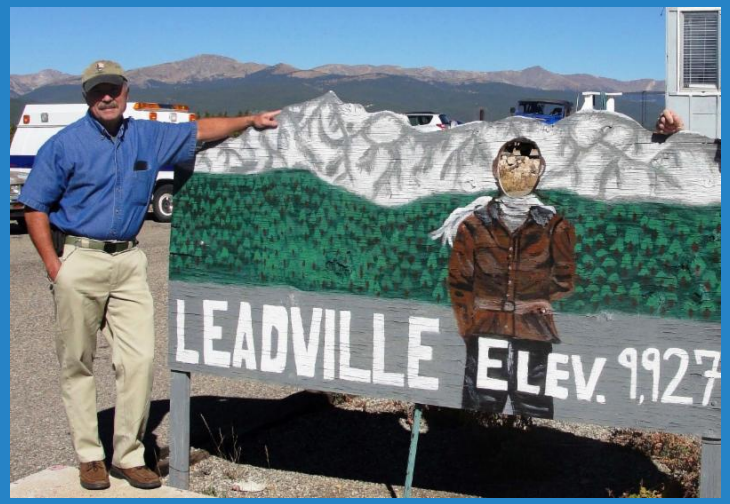
Comments

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 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.

January Doldrums

Back in the days of wind powered ships mariners sailing near equatorial waters (the Intertropical Convergence Zone for those of you wondering) sometimes were becalmed for extended, monotonous periods of time in no-wind conditions which they called the Doldrums. Besides trying to keep a sailing schedule one key problem faced by captains was how to keep several hundred sailors and junior officers out of trouble during their boredom. Officers then, as in today's military, could always find busy work for the sailors but what about the junior officers? Smart captains put them to work learning more about their ship and its systems making them better leaders and more capable of assisting the ship in times of trouble without reference to a senior officer.

What does all this have to do with us pilots? Even though New Mexico winters are milder than those found in many parts of the country January and February are often periods of little or no flying for many of us…our own aviation Doldrum period.

Might be something going wrong here?

I prefer to think that I left my junior officer period well behind me but I still like to use this down time to improve my aviation knowledge. I was recently going through my stack of NTSB Safety Alerts which I occasionally re-read to help mitigate the inevitable bad habits that creep into my flying over the course of a busy year and I came upon NTSB/SA-022 (March 2016).
Now I know most of you have these NTSB gems committed to memory but since it is post holiday and some of us may still be suffering a bit of holiday overhang I'll point out that NTSB's intent here is to remind mechanics of their key role in accident prevention. As NTSB goes on to say, maintenance related mistakes have led to numerous in-flight emergencies and fatal accidents. NTSB goes on to say that mechanics need to be more aggressive in ensuring they make no mistakes in inspecting and servicing aircraft systems and components. My hat is off to all of our A&Ps, which I personally think is a harder rating for a mechanic to obtain and maintain than a pilot certificate is for us aviators. Sad to say in most instances our mechanic knows our airplane better than we do. That being said, they are human just as we pilots are, and mistakes are sometimes made. Fortunately, most of these mistakes are relatively harmless and fall into the no harm, no foul category. As NTSB notes, some can have far more serious consequences. There is also an old mountain flying adage that says the likelihood of something going wrong with your aircraft is directly proportional to the distance you from a repair shop. Even if the consequences are not particularly severe a system or component failure while flying in the mountains generally does not allow much time for troubleshooting before you and the rocks are one; "one" is of course a misnomer since there are usually a number of pieces scattered

about the landscape. This brings me back to the old captain's intent of getting his officers to know the ship better. It would have been quite easy, although inadvisable for an officer to simply tell the captain that any particular fault with the ship was the responsibility of the shipwrights back in Portsmouth. I have a pretty good idea that the rest of the cruise might have been somewhat unpleasant for the subject officer and career prospects for promotion to post status being significantly reduced.

We pilots are in a similar position. The NTSB is right to note the important role of the A&P, our "shipwright," in ensuring a safe flight but when port is far over the horizon we are the ones who must know the ship better than anyone else when problems crop up, and how to fix them. The FAA requires that we demonstrate a cursory knowledge of a few aircraft systems in our oral exams but other than for an ATP rating its not much. How many of you have taken the time to truly learn your aircraft? Our aviation Doldrums can be a great opportunity for you to get to know your mount. When I used to do mock orals for a flight school in Denver I was always appalled at how few students knew anything about their aircraft more than push the stick forward and the rocks get bigger, pull back and the rocks get smaller. Occasionally a particularly bright student would quote Part 43, Appendix A without realizing knowledge of allowed preventive maintenance actions is not the same thing as a working knowledge of the aircraft. Having grown up on a farm with the expectation of knowing how to utilize tools and make repairs to just abut anything (although I wasn't always successfully on the first try) I've always found Part 43 to be overly limiting but in today's urbanized world I cannot fault the FAA for assuming limited pilot/owner mechanical knowledge or ability. But when things start going south while airborne it's a poor time to validate the FAA's perspective. This is where those of you with Repairman Certificates have a great advantage over the rest of us.

What can you do to get to know your trusty steed better? The most obvious step is to participate in the annual inspection. By participate I mean more than delivering the aircraft to the shop and the writing the check necessary to get the keys back. The owner assisted annual may or may not save you a few bucks, depending on the shop, but is a great way to learn more about your aircraft and potential trouble spots. There is the problem that fewer and fewer shops allow us pilots onto the shop floor anymore, usually quoting insurance regulations, although I know of shops that simply don't want to be bothered with an owner/pilot looking over their shoulder. If this is what you face I urge you to find another shop if at all possible.

Of course if your annual isn't due during the Doldrums it won't help with our goal of using the Doldrums more productively. I suggest spending an evening or two surfing your favorite type club website. Some are largely limited to members but others are wide open but all have great information relative to specific aircraft and typical issues other owners are experiencing, and workable solutions. You should also browse over to the NTSB website and search for systems-related incidents common to your make/model. Visit our friends at the FAA and look up any ADs applicable to your aircraft. While the corrective action(s) may require your A&P to intervene some do not. You should make sure you completely understand the AD, system(s) involved and the best corrective action(s). If you don't already have copies of *FAA Advisory Circular 43.13-1B, Acceptable Methods, Techniques, and Practices-Aircraft Inspection and Repair* and the FAA's *Best Practices Guide for Maintaining Aging General Aviation Airplanes* now is a good time to get copies and read them. You'll be amazed at how much your knowledge base will improve. Finally, remember to visit your engine manufacturer's website. To varying degrees they all offer a wealth of information regarding the engine and its workings. The also have important service bulletin information which may not have risen to AD level but still provides important pieces to your growing knowledge base and problem solving capabilities.

What about taking a warm (a somewhat relative term for January) Saturday afternoon and pulling the cowling? Do you see carbon smears or blue stains; these are OK inside the engine but not on the outside. Do you see any fraying or chaffing? Do you know what everything you are looking at is and what it does? Do you know what the symptoms and corrective measures are when whatever you are looking at quits doing what it is supposed to do, especially if you're airborne? Which parts are life limited and which ones can go until failure (or at least until your checkbook has recovered from the holidays)? If not, get with your favorite mechanic and ask questions. Most pilots tend to turn to the internet as their first stop but there is a lot of well intentioned chat misinformation on the web so caution must be exercised.

Better yet, take the time, probably over a couple of days as weather and working temperature allow, to do a micro annual inspection or perhaps call it an in depth pre-flight inspection. Open all the inspection ports and look inside. You might be surprised at the innards although if you see something looking back at you caution is generally advised. Clean out the crud that you will most assuredly find under the floor plates. Are there any exterior or interior fasteners missing? When was the last time you checked <u>all</u> of the

exterior lights? If one is not working, why? Are there a bunch of new nicks in the propeller and where did they come from (probably from taxiing on the east ramp at Santa Fe)? If you're feeling particularly adventurous pull the spark plugs and look at the cylinders. A relatively inexpensive bore scope will do the trick and there are several online sources showing what you should and shouldn't see. I could go on, but I think you see the idea here and all of these actions are things completely legal for you to do as the pilot/owner. You might consider the excellent checklist in Lisa Turner's December 2023 *Sport Aviation* article as a starting point for this exercise. Although not specifically mentioned in her article the idea of carrying the correct tools with you for addressing simple and common field repairs is important. For instance, a 100% show stopper would be not having the correct socket/lug wrench and jack necessary for changing a tire. It is rumored that I learned this myself many years ago in an incident involving a rental C172, two airport firemen, a ¾ ton scissor jack from a rental Honda Civic, a borrowed set of 3/8" metric sockets (you may recall Cessna fasteners are SAE) and driving back to Denver to get a tire on a 4th of July weekend in scenic Rock Springs, Wyoming. I can't say the FAA's best practices were completely followed but at least the subsequent log book entry was correct.

I've written previously about getting to know your avionics better as well and I won't repeat that here other than to remind you that our aviation Doldrums it's a great time to dig into those 500+ page manuals with the very small typeface and get a better understanding of where and how the electrons are running about and what to do when they stop.

The bottom line is that there is a wealth of opportunity during the traditional non-flying months to become a much better and safer pilot without ever leaving the ground. Your goal should be to know your airplane better than the folks who built it and even better than those who currently work on it for you. By knowing your aircraft inside and out you will have a much higher probability of a successful outcome when faced with an in-flight "opportunity" as well as having more confidence in your ability to avoid being stranded on a beautiful but remote mountain airfield.

Until next month, enjoy the mountains and fly safely.

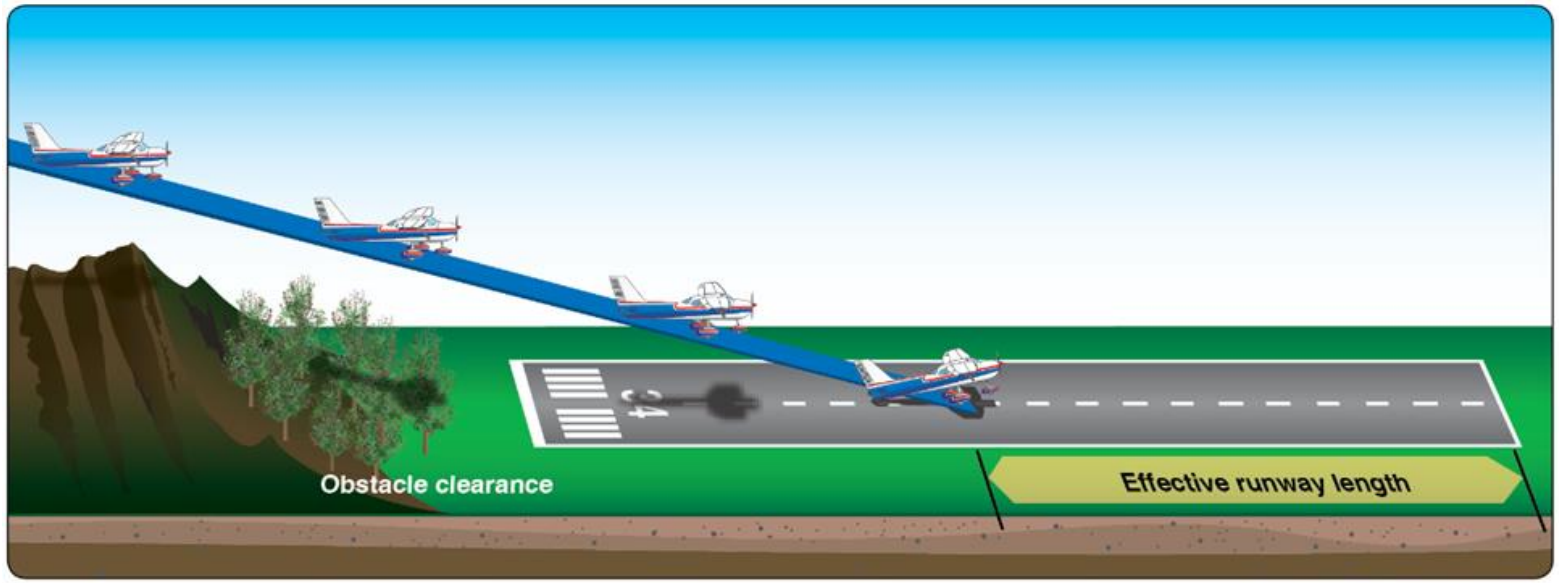
As the CFI sees it

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.

Expeditious Descents

There are several techniques for achieving a steep approach angle so you can fly final over an obstacle to a short-field landing without gaining airspeed. That's three goals rolled into one maneuver: steep, short, and slow, and the trick is to achieve all three at once. The most common method is of course the use of full flaps, but a pilot can also slip an airplane to come down steeply without speeding up. Some airplanes can even be slipped with flaps deployed, doubling the effect, but others are placarded against that since a slip with flaps can blank out the empennage, with startling results, so check the POH and practice at altitude first. Using flaps and slips both pitch the airplane downward so that the plane is nicely positioned for a quick recovery if through inattention it gets too close to the stall speed.



Landing over an obstacle to a short runway. From the *Airplane Flying Handbook, FAA-H-8083-3C*

You could of course approach the runway in a steep dive to clear an obstacle, but a dive is counter-productive in that it generates airspeed that must be bled off during the flare before touchdown. Bleeding off airspeed is imperative since touching down fast leads to all sorts of complications. If a tricycle-gear airplanes is forced onto a runway without a flare it is only semi-controllable and prone to wheel-barrowing down the runway, balanced precariously on the nose wheel. Extra airspeed also extends a flare, chewing up and wasting more runway than would have been left behind during a normal-approach glide angle. Finally, if the plane touches down too fast, applying brakes to shorten the runway required will flat-spot or even blow out tires, and a blowout at high speed is exciting.

Altitude can also be lost quickly in a steep approach without gaining airspeed by flying the approach at an airspeed slower than the FAA-recommended short-field approach speed of 1.3 x Vso (Vso = stall in the landing configuration). This is a sketchy technique as it requires careful airspeed control and acute awareness of descent rate. As an airplane slows, its descent angle steepens and its descent rate increases: a slow airplane is close to a stall, and even if it doesn't stall it can enter a dangerous, rapid mushing descent. Some airplanes, for example the PA-28 Cherokee, are more prone to such mushing than others. Touchdown in a rapid, mushing descent, without cushioning it with power, can be disastrous.

In any of these techniques, an overly rapid descent must be recognized, by reference to the VSI or, when close to the ground, with peripheral vision, while there is still time to arrest it. Adding power is the preferred way to slow a rapid descent, just be careful not to let the nose come up too much at the same time. If the approach is made without power, slowing a dangerous descent rate must be done early since it requires enough altitude for the counter-intuitive process of dropping the nose, initially *in*creasing the descent rate by converting altitude into airspeed, and then using that kinetic energy to arrest the descent with a flare at touch down.

The recent fall of eight inches of wet, heavy snow in Moriarty, NM, was rough on aircraft tied out on the line. The weight of snow accumulated on the tailplanes lifted nosewheels off the ground. Tailplanes are not built with that type of load in mind and there can be invisible, internal breakage when this happens. If you must lift the nose of your 172, drape yourself over the fuselage in front of the empennage, do not push down on the tailplane. Photo by Mike Roberts

Tech Corner

by Will Fox

Peace and Quiet

Imagine flying from point A to point B in a light aircraft or helicopter and not having to wear a headset to protect your hearing, and you could talk each other in a normal tone. Wouldn't that be great? The creation of electric aircraft is heralding the development of quieter propellers that may benefit not only Electric Vehicles (EV) but also Internal Combustion Engine (ICE) aircraft. Joby Aircraft, which has begun producing a Vertical Take-Off and Landing (VTOL) EV to provide low-cost air travel in urban areas, has demonstrated exceptionally low noise levels with an advanced propeller design. The propeller incorporates five blades that have a broad tapered planform that is twisted along its length and ends with an angled tip. Joby acoustic tests have shown a marked reduction in noise signature when compared to both fixed wing and rotary wing aircraft. The Joby is so quiet in hover that people can have a normal conversation 150 feet away. The design of such a quiet propeller does result in a 3% loss of efficiency while the aircraft is hovering but does not affect efficiency in cruise.

Others are also looking at reducing propeller noise. Researchers at the Massachusetts Institute of Technology (MIT) have come up with an idea for a toroidal propeller that substantially reduces the noise signature of drone aircraft. The propeller, which looks like its blades have been twisted in a figure eight, has no tips, and as a result distributes the tip vortices over the entire blade rather just at the tip. This in turn spreads the resultant sound frequencies over a broader range that is less annoying. It turns out that humans are particularly sensitive to noises in the 0.1 to 5 kilohertz range. The vowels we use in normal communication occur in this frequency range as does the sound a crying baby makes. It is easy to see why sounds

NM PA
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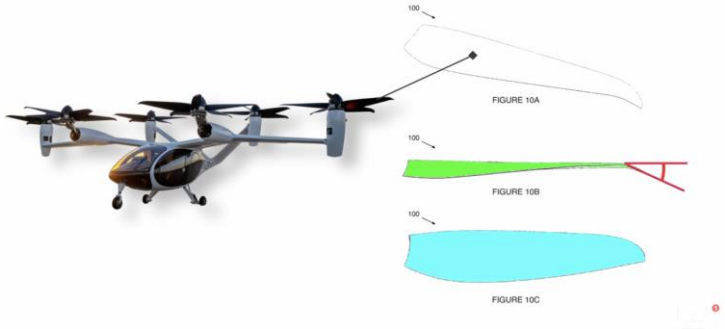
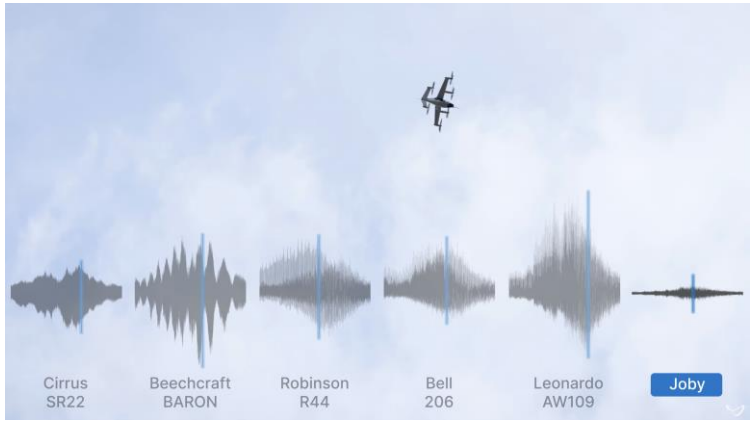


Joby Aircraft uses an advance blade design to reduce operational noise.



Joby Aircraft noise signature is much less than similar fixed wing and rotary wing aircraft.

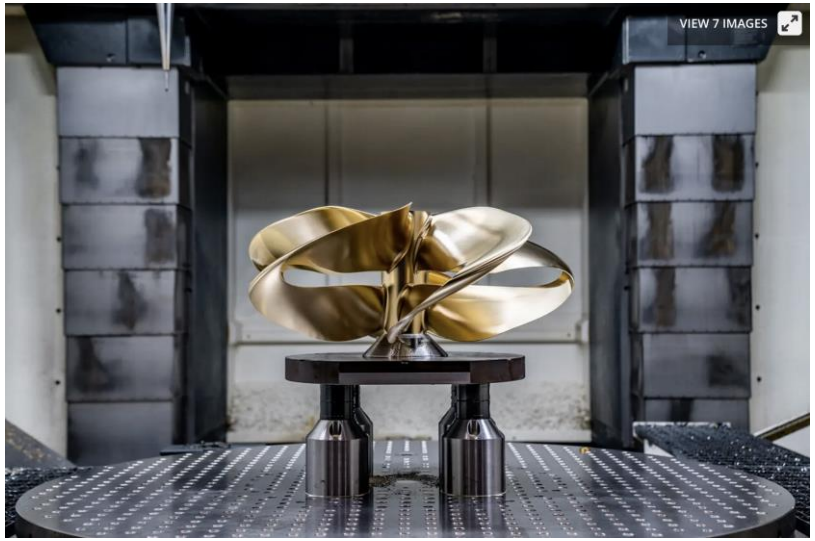
in this range get our attention and can interfere with normal conversation. Toroidal propellers produce a sound much more like a “rushing breeze” according to the MIT researchers.

The toroidal propeller design has also demonstrated large increases in operating efficiency in power boats. Sharrow Marine is a company that is a leader in the development of toroidal propellers for this application. Efficiency increases of over 100% have been measured in the midrange operating rpm for power boats. This results in fuel savings while improving acceleration and reducing propeller noise. They claim that it is possible to have a normal conversation while doing 30 mph in a power boat using a toroidal propeller. A CNC machine is required to produce the complex shape of the propeller, and, as a result, it is significantly more expensive than a traditional one. The developers believe the additional cost is small in comparison to the benefits and to the overall cost of owning and operating a power boat.

The use of a toroidal propeller for a power boat application to increase efficiency and reduce noise is pretty clear. In an aircraft application of scale it is not so clear given the added weight and cost associated with the shape. Further research is needed in this area, and only time will tell whether toroidal propellers will replace more conventional designs in the future.

MIT’s toroidal propeller design is used to reduce the noise signature on drone aircraft.

Toroidal propellers can increase efficiency and fuel economy in marine applications.



Will Fox is a flight instructor and homebuilder. He also serves as a Technical Counselor and Flight Advisor for the EAA. In his spare time he enjoys working on and flying his two homebuilt aircraft, a Pegazair P-180 and a Questair Venture. He is also fascinated with solar power and electric vehicles, so his next airplane will be electric. Please feel free to contact him at tailspinfox@gmail.com if you have questions or comments.

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, captdellas@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

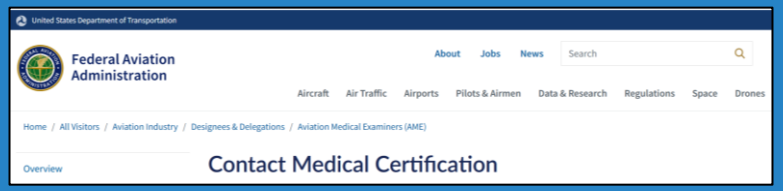
Instructor: *Peter D Murphy*, contacts peterdenismurphy@gmail.com, 505-946-7777. CFII MEII LSP. Flight Design CT

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."

The Long Reach of the FAA Medical Division

Anonymous



A friend passed on some information that might be useful to pilots concerning the long and unfriendly reach of the FAA. It concerned a pilot who had received, out of the blue, an intimidating letter from the FAA Aerospace Medical Certification Division demanding that 1) he submit all the records from a medical issue that the pilot had reported five years previously, and that 2) the pilot schedule and take *new* medical tests related to the incident. Mind you this was five healthy years and several successful FAA medical exams after the incident. The pilot was currently using BasicMed. The following provides some information that may be useful to pilots in a similar situation.

Upon perusing the internet, the pilot found an article by an AOPA attorney which referenced FAR 67.407. In it was the following: "when an aviation medical examiner (AME) grants a medical certificate, FAR 67.407 allows the FAA to reconsider the AME's decision within 60 days. The FAA may reverse the AME's decision and deny the application, or demand that the pilot provide additional medical information. If the FAA does not take either of these actions within 60 days, the medical granted by the AME is "affirmed."

The pilot contacted the legal department at APOA (the medical department proved to be unhelpful) who sent him the advice that "if an airman does not hold a special issuance medical certificate and has no application pending, there is no need for the Federal Air Surgeon to request information necessary to determine whether the airman meets the standards for special issuance medical certificate."

Also of interest, the pilot found testimony by Billy Nolen, Acting FAA Administrator on March 10, 2023. It's a 32-page document. On page 31, last paragraph in part states: "the FAA is unable to revoke an Airman's BasicMed registration because, unlike a Part 67 medical certificate, BasicMed is not a certificate and cannot be suspended or revoked."

The pilot sent a letter of protest to the FAA; no response yet but it's hard to say whether or not the issue has been resolved since the FAA in their arrogance does not bother tell pilots whether an investigation is still ongoing or has been closed.

Useful references:

https://www.aopa.org/news-and-media/all-news/2020/january/pilot/for-the-record-coming-and-going[https://www.aopa.org/news-and-media/all-news/2020/january/pilot/for-the-record-coming-and-going]

https://www.faa.gov/sites/faa.gov/files/PL_114-190_Sec_2307_Effects_Regulatory_Changes_to_Medical_Certification_Certain_Small_Aircraft_Pilots.pdf[https://www.faa.gov/sites/faa.gov/files/PL_114-190_Sec_2307_Effects_Regulatory_Changes_to_Medical_Certification_Certain_Small_Aircraft_Pilots.pdf]