



AVIATORS

4th Quarter Newsletter

January 1, 2021



President's Corner

Greetings everyone and thank you for reading our second edition of our newsletter. I hope you all had a wonderful Christmas and New Year. I also want to thank you all for your generous donations to our Food Drive fundraising event this year. We've raised over \$2,600 for our Food Drive a tremendous feat considering how small of a club we are. I also want to give a shout out to Wally who organized our Food Drive event this year. His efforts helped make this Food Drive a success.

We've seen lots of growth this year with over a dozen new members joining in 2020. This is quite impressive given the economic hardships that we have encountered this year. Also, with this colder weather our members are getting lots of flying time in. The log sheet for Juliet was three pages long this past month. Tania and Scott, who do the important job of sending out the bills every month, are starting to get overwhelmed by all the logged flights. To help relieve some of their burden we are looking at some websites made for flying clubs that will help with scheduling and billing and automate many of the manual processes that Tania and Scott currently do when putting the bills together. Be sure to watch you emails in the coming months for updates about new processes in our scheduling and billing.

Hopefully with the COVID vaccine rolling out this year we can get back to meeting in person and doing fun activities again by this summer. I am also looking forward to eating some delicious Barbeque from our new airport restaurant, Jim Bob's BBQ. It think 2021 is going to be a good year. Here is to hoping for the best!

Daniel Haverporth

Las Cruces Aviators Club President

Hails and Farewells

Hails

- Sadie
- Lucas
- John
- Vlad
- Alberto



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Farewells

- David





Three New Solos



Two New Pilots

Monthly Zoom Gatherings (4th Thursday at 7 PM)



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Alas COVID has forced us to cancel our monthly gatherings at our hangar and forced us all to meet on Zoom. I know meeting in person is more fun than doing Zoom calls but I hope you all are able to meet with us on Zoom still. We do have important announcements and Safety Presentations that we share with all of you. Since safety is a priority with our club we hope that you all will attend at least 3 safety presentations a year.

If you do not get the Las Cruces Aviators emails and would like to get the link to attend our Zoom gatherings please send an email to lascrucesaviators@gmail.com to be put on the mailing list.



Las Cruces Aviators
coffee mugs now
for sale: \$20

Proceeds go to Las Cruces Aviators
General Fund

Contact Daniel at

dhaverporth@gmail.com

to buy one.

UNDER MAINTENANCE

SAFETY MESSAGE

You think the aircraft should not be flown? Please follow the steps below:

- Place a paper in the plane (must be visible): DO NOT FLY + the reason why.
- List issues/squawks on the whiteboard and the aircraft's log sheet.
- Call our Director of Maintenance Dan Privett
- Call our President Daniel Haverporth and he will tag the plane in the booking system as OUT FOR MX.
- **IMPORTANT: Put the keys on the DO NOT FLY hook**

If you are bored flying, your standards are too low." — Lauran Paine Jr., article in Sport Aviation, June 2014.

Hangar Notes

- Please be sure to Turn down the Heat when you leave. Heating a Hangar is Expensive.
- Please be sure to Put the Pitot Cover on when putting the plane back in the hangar.
- Please be sure to put the Chocks on the Plane when putting the plane back in the hangar.
- Please be sure to lock all the hangar doors when leaving.
- Please Remember to fill out the log sheets when you leave.

A Word from our Social Officer and Board Member

Another quarter of COVID restrictions and another quarter of canceled outings has gone by. We had so many great activities planned, but -sigh- they all had to be canceled.

We were able to hold the first of what we hope will be an annual Food and Fund Drive.

The club matched the first \$300 dollars and an anonymous member matched the second \$300 pledged.

I want to thank the FBOs at LRU, Francis Aviation and Southwest Aviation, for allowing us to put collection boxes in their lobbies. Even though COVID restricted our food collection efforts severely, we were able to collect a sizable amount of canned goods, pasta, and the like.

I especially want to thank each and every member who contributed food and/or money. It made our drive successful beyond our wildest dreams. I had expected to, maybe, raise \$1000 dollars. We blew way past that figure.

We partnered with RoadRunner Food Bank and Casa De Peregrinos. RoadRunner created a donation page for us on their web site and we delivered all the food we collected plus the club's \$300 locally to Casa De Peregrinos.

RoadRunner is the largest state wide non-profit organization that collects, purchases and then distributes food to local food banks and kitchens that need the help. They are able to help 70,000 people every week. We raised a total of \$2,398.87 for RoadRunner. Because they are able to acquire food at deep discounts, this money will provide about 12,000 meals to people that really need the help.

Casa De Peregrinos is located on W. Amador Ave. I am sure you have noticed the reduced speed limit and the homeless as you drive down W. Amador across from the Gospel Rescue Mission. Casa De Peregrinos is located down the little side street. You may know them better as Community of Hope. They operate Camp Hope and the El Caldito Soup Kitchen that serves hundreds of meals a day. Also on their campus is Jardin De Los Ninos. They try to serve all the needs of the homeless: food, shelter, clothing, child care and health. We were able to provide them with some much needed food and funds. My Back-o-meter estimates we had about 100 pounds of food.

Wally

CFI Corner: Oximeters

By Don Donahue

We know the Part 91 rules regarding oxygen use in an unpressurized aircraft: more than 30 mins above 12,500 MSL, or all time above 14,000 MSL. The FAA recommends supplemental oxygen above 10,000 ft., but do we know how the thinner air actually affects our own individual bodies? Sometimes we may feel the hypoxic effects of oxygen deprivation at lower altitudes than those above - this is more likely for people such as those who live at low elevations, older pilots, or smokers.

A useful way to judge our condition is by using an oximeter, a small gadget which simply clips onto a finger, and uses infrared light refraction to measure how well oxygen is binding to your red blood cells. Oximeters report blood oxygen levels via an oxygen saturation measurement called peripheral capillary oxygen saturation, or SpO₂.

A reading of 95 or higher is considered normal, and 92 or lower may mean we're getting somewhat hypoxic, time to use some oxygen or descend to a lower altitude.

Useful for Covid-19? There's been some mention in the media about blood oxygen levels and Covid, but because the disease affects various people differently, there are no definitive readings to indicate whether one is positive or not. In fact, not everyone who tests positive for Covid will develop low oxygen levels. But if a person with a mild case is self-treating at home, an oximeter can be a useful tool for catching low oxygen levels early. For such people there's no hard number, but generally if the SpO₂ does not stay consistently at or above the 90-92% range, a medical evaluation is warranted.

A glance at Amazon revealed a huge choice of oximeters starting at just \$13.95





A Word from Juliet:

Well, was I surprised when a picture of me in the sixties showed up in Flying Magazine. Apparently I was featured in a piece talking about the Cherokee design and I was described as an exemplar 1968 Cherokee 180! I always knew that I am exemplarily but now I have proof. Only the best looking airplanes get their picture in Flying Magazine so now I am famous! Quite honestly I don't remember when the picture was taken but who remembers the 60's anyway. Also didn't I look good in that original paint scheme? I was a peach!

In other news I now have a new owner. Daniel ended up buying me which was no surprise since he was always smitten with me. I am probably the closest thing to a girlfriend he is every going get, but it is always good when you owner loves you because they are always willing to spend lots of money on you. My goal for 2021 is the sweet talk him into getting me an avionics upgrade this year. Let's see if I can pull it off.

Romeo keeps hounding me saying that we should get married, that we are a match made in airplane heaven, and that only fate would put airplanes named Romeo and Juliet together. Well nice girls like me don't go for the first guy that you a stuck in a hangar with. We look around and make sure that we are getting the best deal. Who knows maybe I can find a Mooney. At least he is pulling his own weight now and it is good to see him flying regularly again. I know it makes him happy to be in the skies again so I have to say that I am happy for him.

I hope you all have a Happy 2021. It can't be worst than 2020 can it?

Love Juliet



A Word from Romeo:

Well I have been flying a lot and getting to see beautiful New Mexico. This state looks a lot different than my previous state of Kansas which is flat as a pancake. I have also met a bunch of new pilots and a lot of pilots have actually earned their high performance endorsement with me. I am also glad that the weather has turned colder. I am really able to show off my 230 Horsepower engine when I am able to get a 1,000 feet per minute climb rate in this cold dense air.

Now that I am flying more Juliet has eased off my back a little bit. I've been flirting with her recently and I was making some progress and then this picture surfaces of her in Flying Magazine and now she thinks she can get a Mooney. I don't know why she would think a Mooney is attractive; the vertical stabilizer is on backwards. Its grotesque! No wonder that company is in perpetual bankruptcy; those morons put the vertical stabilizer on backwards. Cessna would never do a think like that. A Mooney may have more speed than me, but I am definitely better looking than a Mooney.

Anyway I am going to have to work hard in 2021 to get her to marry me. Wish me Luck!

Warmest Regards,
Romeo



Trip of the Quarter:

Night Flight over Las Cruces and El Paso

By: Daniel Haverporth

*A view from the Passenger Seat during
Takeoff at night.*

Flying at night can be a fun time to fly. The air is calm and cool providing some of the best flying conditions of the day. It also gives you a chance to see a beautiful sunset, to see a full moon glisten off the mountains, or to see the lights of a city. Recently I had a chance to take a passenger on a night flight over Las Cruces and El Paso that she really enjoyed. Here are some details about the flight:

Being that COVID has prevented me from taking any cool trips this year I have resorted to flying some of my friends on some scenic flights as an excuse to fly. I decided to treat one of my friends to a night flight since she has already flown during the day with me before. I decided to depart the airport around 5:15 PM on a December night to give my passenger a chance to take a picture of the sunset before we depart on our journey. If you haven't had a chance to see a sunset from the air you are definitely missing out on some beautiful views!

*A view of the sunset while flying
downwind of Runway 30*





After getting a good view of the sunset, its time to turn towards the city and get a good look at Las Cruces with all the streetlights shining down below. Getting a look at Las Cruces during civil twilight gives one of the best views of the city. You can still see the mountains while also seeing the beauty of the streetlights below. After flying a few circles around the city its time to head south and follow I-10 to El Paso. Following roads is a good way to fly at night. They keep you from getting lost and God forbid if you had to set the plane down highways at night are pretty much your only option unless there is a convenient airport near by.

After flying down I-10 to Anthony its time to call El Paso Approach. I put in a request to fly a downtown tour over the city of El Paso and approach gives me a squawk code and tells me to precede on course. Making the turn east at the southern end of the Franklin Mountains can be a little tricky. First off you don't want to miss your turn and end up in Mexico. Second you need to be careful of some radio towers on the south end. Flying at 7,500 feet like we did should keep you above those towers.

Twilight view of Las Cruces



Seeing the lights of El Paso and Juarez while flying over downtown is quite a site. A well lit border separates the two cities but otherwise you would think the two cities are the same city. As we fly over downtown, we are told to contact Tower which then proceeds to tell us to remain south of the runway 26L arrival corridor. After flying a circuit around El Paso, we turn back the way we came towards Las Cruces. When we get back to Las Cruces we fly another quick circle over Las Cruces; this time its completely dark so we can spot all the Christmas lights. Finally, we come in to land on runway 26 at Las Cruces.

My passenger loved the views and really enjoyed the flight. If you are comfortable and proficient at night flight then you should consider taking a passenger up and enjoying a lovely evening from the air.