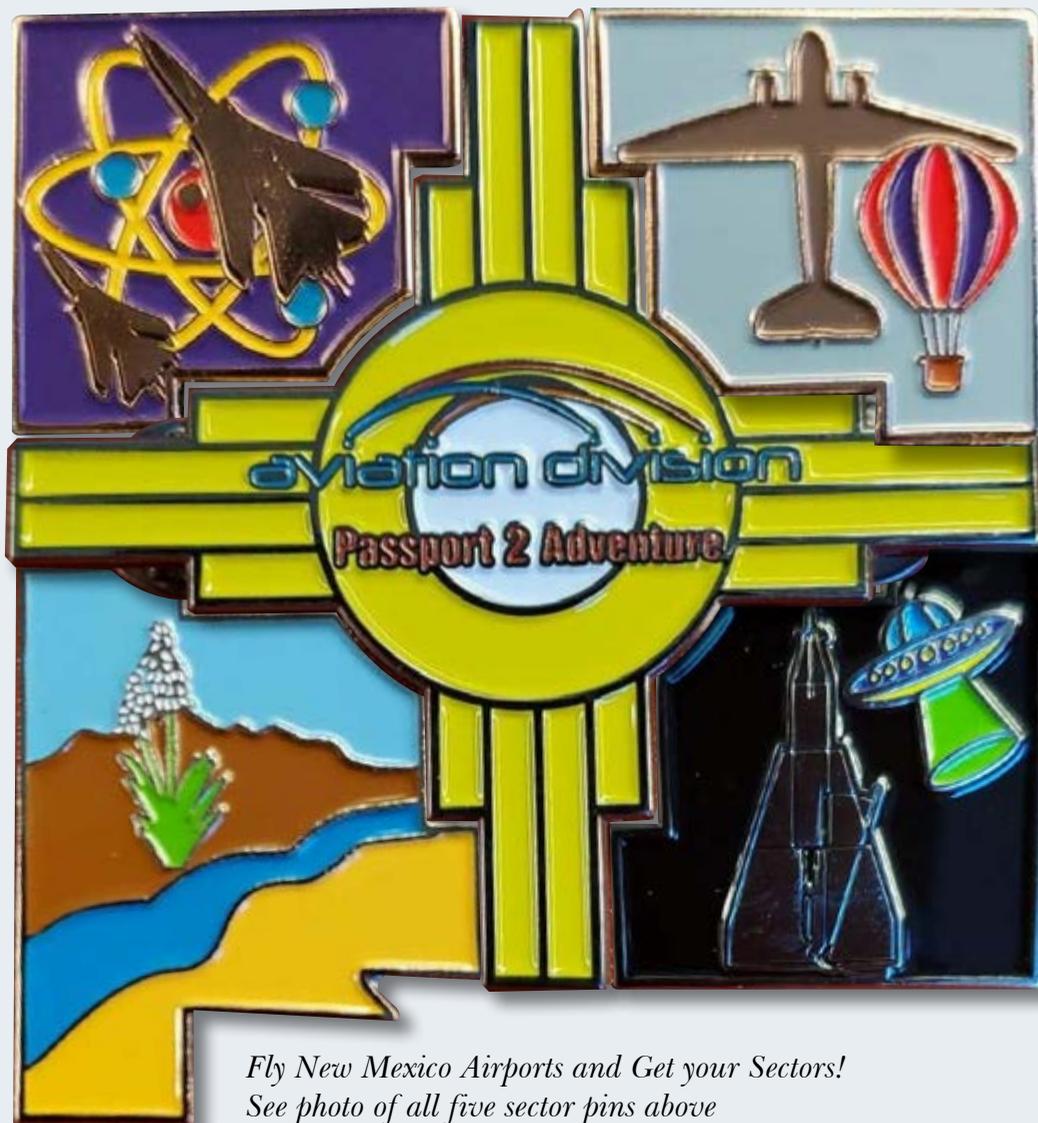


## Aviation Quarterly Newsletter

brought to you by the New Mexico Department of Transportation

# FLY NEW MEXICO

*Passport to Adventure is on!*



*Fly New Mexico Airports and Get your Sectors!  
See photo of all five sector pins above*

## PASSPORT TO ADVENTURE IS ON! Fly New Mexico Airports! No Cost!



The Passport to Adventure program mentioned in the Fall, 2019 Division of Aviation newsletter has launched. This was done at the Land of Enchantment Fly-in at Double Eagle Airport II. Over 40 pilots registered the first day and the amount has increased to over sixty (60) at last count. The goals of the Passport to Adventure are to:

- a. Fly to and visit all 51 paved New Mexico airports (except Albuquerque International);
- b. Have available information not just about the airport, but the area at or near the airport, such as ground transportation into town, hotels, restaurants, hiking, biking, “Wi-Fi”, other recreation and retail entities, and other things to do;
- c. Coordinating with the Department of Tourism and Economic Development and making their information available easily to pilots—that is cool;
- d. Collect prizes for visiting the airports by the way of pins (see photo) for each sector visited, t-shirts, recognition and the grand prize of a nice coat and recognition, depending on how many airports are traveled by air; and
- e. To stimulate imaginations of all people regarding flying in New Mexico and getting to know the entire State.

How does it work? You need a “Passport to Adventure” booklet with a number on the booklet that the Division of Aviation issues upon request. There are two ways to get the booklet:

- a) By filing an Application with the Division, in person or by mail—the division will issue your booklet or mail it to you, as the case may be; the Aviation Division is located at 3501 Access Road C, Albuquerque, New Mexico, 87106—take University Blvd. south past the rental car place near Albuquerque International Airport; then left on Clark Carr Rd., NE (towards General Aviation a the International Airport) and turn right at 3501 Access Road C and the Division is immediately on your right;
- b) By electronically filing your application and sending it to [pedro.rael@state.nm.us](mailto:pedro.rael@state.nm.us) or [william.fitzpatrick@state.nm.us](mailto:william.fitzpatrick@state.nm.us) or [dan.moran@state.nm.us](mailto:dan.moran@state.nm.us);
- c) Attached is the application with all the rules to be followed;
- d) The booklet will be mailed to your mailing address upon receipt of your written and mailed or upon receipt of your electronically filed application.

**RULES:** These are the rules (they also appear on your “Passport” at page four):

- A. Be an FAA licensed pilot and Register with the Division—If you are a passenger participant, except for being a licensed pilot, the rules are the same;
- B. All landings must include one complete stop—no touch and goes;
- C. “Selfie’s” or other proof of visiting the airport;
- D. Send any selfies or proof to [aviation.divisioin@state.nm.us](mailto:aviation.divisioin@state.nm.us);
- E. Under special circumstances, these rules may be waived by the Aviation Division.

Please email the Division at any email shown above for an application if you do not have one. Watch for the other programs from the Aviation Division as flying soars along.

*From the Director’s Desk,  
Pedro G. Rael, Director  
Aviation for the New Mexico  
Department of Transportation*

# The Otto Girls

*New Mexico Aviation History summarized by Tony Gilbert*

As told by Bob Hudson, Airport Manager of the Moriarty Airport

In the early days of aviation, the majority of flights were made for the United States Postal Service to move mail across the nation. Air mail flights started in 1925 with the

first airway mail route between Detroit, MI and Cleveland, OH. By 1929, famed aviator Charles Lindberg had already designed many flight routes, including the Amarillo, TX to Los Angeles, CA route. It is on this route that our story begins.

Between the Cities of

Amarillo, TX and Albuquerque, NM, sits Moriarty. It is in Moriarty that we would have found the Otto Emergency Airfield, designed to assist pilots in need and to transmit valuable information to pilots in the area. At the airfield was the Otto Building and various facilities, such as a

weather station.

The Otto building was commissioned on November 30, 1933 and was known as a "K" building. Located downstairs, the building included a living room, a combined kitchen and dining room, a bath room, and an operations rooms. The sleeping



quarters were located in the attic of the Otto Building. Typically, the building was staffed by four to six individuals at any given time, with three shifts per day and observations every 30 minutes. Information gathered at the Otto Building was phone and tele typed to Albuquerque and then relayed to pilots by radio. Surprisingly, in the early 1930's, there were only three telephones in all of Moriarty.

It is later in this story, in 1944, during World War II, that three young women, joined the three men that were manning the Otto Emergency Airfield. These young women were known as the Otto Girls. All three girls were recent graduates of the 4 month long program at the Civil Aeronautics Administration School in Fort Worth, Texas. The girls resided in the attic of the Otto building, while the three men lived in the local community.

Otto Girls Pictured Above: Mary Moorman (29, Gorman, TX), Elaine Boswell (19, Delian, TX) and Georgia Redenburg (21, Amarillo, TX)

It has been said that sometimes when an air-

craft would request the weather and one of the girls would respond, the pilot would immediately declare an emergency in order to land at Otto Emergency Airfield to see who these girls were. This kind of contact between transient pilots and the Otto Girls was all too common.

Life for the Otto Girls was not easy. It was difficult for the girls to travel, and as such, they rarely left the town of Moriarty. The girls had restricted access to Albuquerque, and seldom made the journey for a night out at the big city. It was also not easy for them to travel back to Texas to visit with their families while working in Moriarty.

As the war came to a close, veterans started to return to the States, and as such, the girls were slowly replaced. However, all three of the girls



remained in New Mexico. Georgia Redenburg was offered a job at the Airways Building in Grants, NM, later becoming a teacher and realtor. She married Bud Tillery of Tillery Auto Sales in Albuquerque, NM. Mary Moorman married Bill Ahret and together they helped run the Longhorn Ranch, a tourist destination now located at Exit 203 on Interstate 40. And Elaine Boswell moved to Portales to return to

school. She later married Bill Pogue and together they ran the Sunset Motel, and Elaine was elected Mayor of Moriarty and served from 1978 to 1986.

The Otto Emergency Airfield closed on June 11, 1962. The memory of the field is still an important piece of New Mexico's aviation history.



# Las Cruces Airport

## *A Diamond in the Rough*

*Story by Marilu Melendez*

*During World War II, it served as an auxiliary airfield to the nearby Deming Army Airbase. In 1955, the airport transferred from the Department of the Interior to the City of Las Cruces. The airport was one of three in the 1960's until they were consolidated and later became what is now known as Las Cruces International Airport.*

**T**he Las Cruces International Airport (LRU) is located in Doña Ana County, New Mexico. It is a city-owned, public airport, located near downtown Las Cruces.

The facility has three runways, two full-service fixed based operators, and tie down space onsite. It offers a precision instrument approach and has two fixed-base operators.

Classified as a regional aviation airport it serves general aviation business activity with jet or multi-engine aircraft.

LRU was constructed in 1942 by the Civil Aviation Administration under the Development of Landing Areas for National Defense (DLAND) program.

During World War II, it served as an auxiliary airfield to the nearby Deming Army Airbase. In 1955, the airport transferred from the Department of the Interior to the City of Las Cruces. The airport was one of three in the 1960's until they were consolidated and later became what is now known as Las Cruces International Airport.

The Las Cruces Airport served many commercial airlines from the 1940's until 2005. The airlines included Pioneer Airlines, Continental, Frontier, Bison, Aztec, Zia, Stahmann Farms, Airways of New Mexico, JetAiere, Mesa Airlines, Westward Airways. Today Las Cruces Airport has no scheduled commercial flights but

charter flights serve the airport. The airport has Airbus A320 and Boeing 737-800 aircraft operated by Allegiant Air and Sun Country Airlines land mainly transporting university athletic teams.

Andrew Hume is the Airport Administrator. His first involvement with the airport was in December 2017 when he was asked to step in as interim administrator for a few months. When the previous administrator retired, he was hired as the new administrator in August 2018. Hume considers the location of the airport to be a key strength. It is near Spaceport America, New Mexico State University, White Sands Missile Range, and Virgin Galactic's headquarters.

Going forward, what excites Hume about the airport is its "diamond in the rough" status. Hume comments that Las Cruces is attracting small companies who see the potential to grow with the city. The airport is also investing in key safety and security upgrades, has a motivated airport team, and is associated with the Economic Development Department at the City of Las Cruces.

The City of Las Cruces and the Las Cruces International Airport staff have ambitious goals for its airport. LRU is in an ideal location with around 350 days of flying weather. Learn more about the airport at [las-cruces.org](http://las-cruces.org).

# New Airport Development Administrators

Story by Dan Moran

The NMDOT Aviation Division would like to introduce our newest staff additions. In July we hired Marilu Melendaz as our first replacement. Marilu is originally from El Paso, TX and has a Masters in Community & Regional Planning from UNM. Prior to coming to work for us Marilu worked for Bernalillo County in their Planning & Zoning office.

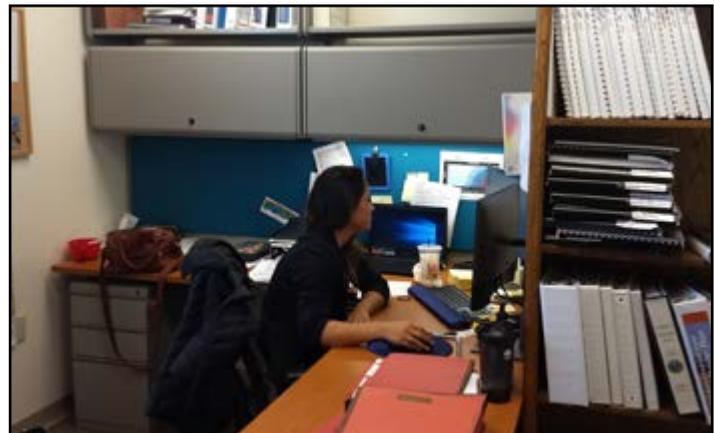
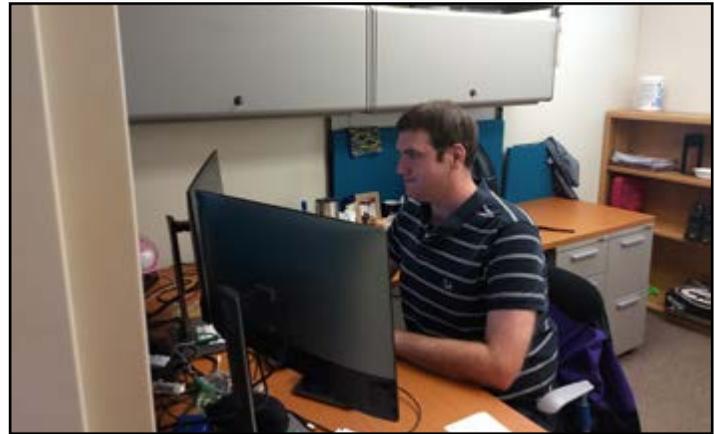
Our second member to join the staff is Tony Gilbert, Master of Public Administration Degree. Tony came to us from within NMDOT's Transit & Rail Division. Tony has been with the Department for a few years as an Urban & Regional Planner. He is new to Aviation but has jumped in with both feet.

With Marilu and Tony on board we have split the state in half with Marilu responsible for

the western half and Tony responsible for the east. They will be working closely with the airports to assist in the development of their annual CIP's, management of the ongoing projects, regular site visits, coordination with the FAA and regular communication with everyone involved in a project.

With these roles the Division will improve its overall involvement with our New Mexico airports. Their role is critical to identifying needs and developing priorities to improve critical aeronautical safety and infrastructure shortcomings.

The Division's primary mission and over 90% of our annual operating budget goes towards the improvement, maintenance and development of safety and infrastructure. This is why we are devoting such a tremendous amount of our hu-



man resource capital to our Airport Development Program.

Tony and Marilu hard at work for the Aviation Division.

## Aviation Strategic outlook forum

The Aviation Division in conjunction with the New Mexico Wing, Civil Air Patrol will be hosting an aviation outlook forum on March 29th from 8AM to 12 PM at the

Albuquerque Marriott, 2101 Louisiana Boulevard Northeast, Albuquerque, NM 87110. While New Mexico has a rich aviation history, aviation itself is very segmented. There are many of these segments that never have the ability to come together and talk about the overall needs of the community in a singular forum. This

is that forum where representatives from every facet of the New Mexico Aviation Community can come together and voice their needs, concerns and collaborate to move New Mexico forward in fostering aviation. We welcome all pilots, operators, airports, FBOs, MROs, charter operations, flight schools, airlines, manufac-

turers, engineers, military, defense industry. Anyone that has any part in aviation is a stakeholder in New Mexico.

The event is free for all that want to participate. Please register at the New Mexico Strategic Outlook page Here.

<https://nmaviationoutlook2020.eventbrite.com>

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# Runway Safety Areas

Story by William Fitzpatrick

What exactly is a runway safety area? When we talk about an airport, most people just think of the runway. Usually a paved piece of pavement with some markings that airplanes generally use to take off and land. Airports weren't always a piece of pavement, but instead a field. Landing fields were common at the beginning of aviation. Just an open field that was designated for take offs and landings of aircraft. "In the early years of aviation, all airplanes operated from relatively unimproved airfields. As aviation developed, the alignment of takeoff and landing paths centered on a well-defined area known

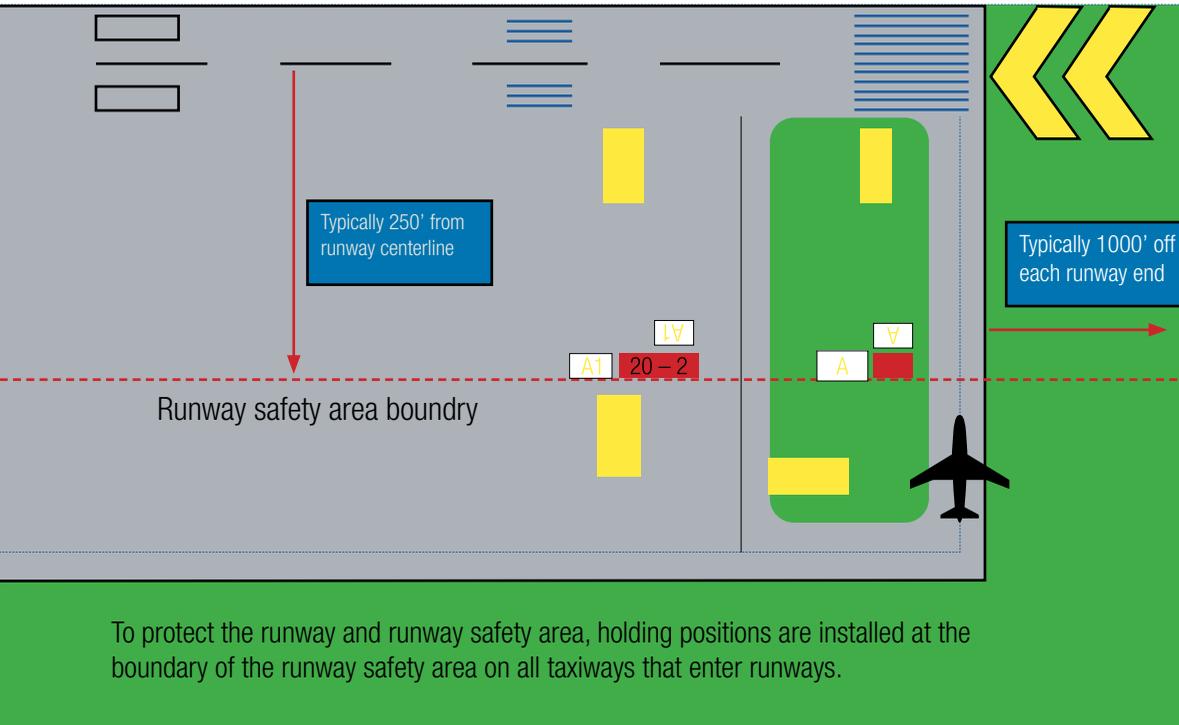
as a landing strip. Thereafter, the requirements of more advanced aircraft necessitated improving or paving the center portion of the landing strip. The term "landing strip" was retained to describe the graded area surrounding and upon which the runway or improved surface was constructed." To most people today, we don't even think of landing on anything other than a paved runway, and in the Airman Certificate Standards most students only simulate soft field procedures. In modern use, when talking about soft field or landing off a runway, it conjures up images of Alaskan bush pilots. Pilots that are, for the most part, a different breed in comparison to what aver-

age and normal training prepares the majority of pilots for. Even those who operate at unpaved airports in the United States operate out of grass and turf fields that are well manicured. Grass? Turf? These are words that are not commonly found in the Southwest. We have dirt and weeds, but just the same, our dirt and weeds are important.

So what exactly is a Runway Safety Area, and why is it so important. First of all, runways are not just like roads and streets that we drive on. The attention to detail and scope differs greatly compared to what we are used to dealing with for motor vehicle transit. We need to stop thinking of the runway as a street.

We also need to know that the runway is a part of infrastructure that only makes up part of the airport. The concept of a landing strip still needs to be maintained, and that includes the surrounding area. The Runway Safety Area is defined as "the surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway." This means, "The RSA is a rectangular box surrounding the runway and is based on the runway design code. The dimensions range from 120 feet to 500 feet in width and 240 feet to 1000 feet in length beyond the departure end of the

# Runway Safety Areas



runway. (see FAA Advisory Circular 150/5300-13, Airport Design) The size of the TSA is based upon the airplane design group for which the taxiway is designed and ranges from 49 feet, to 262 feet in width (see FAA Advisory Circular 150/5300-13, Airport Design).

Keep in mind for maintenance,

1. Each safety area shall be cleared and graded, and have no potentially hazardous ruts, humps, depressions, or other surface variations.
2. Each safety area must be drained by grading or storm sewers to prevent water accumulation.
3. Each safety area must be capable under dry conditions of supporting snow removal and aircraft rescue and firefighting equipment and of supporting the occasional passage of aircraft without causing major damage to the aircraft.
4. No objects may be located in any safety area, except for objects that need to be located in a safety area because of their function. These objects must be constructed, to the extent practical, on frangible mounted structures of the lowest practical height, with the frangible point no higher than 3 inches above grade.
5. FAA Advisory Circulars in the 150 series contain methods and procedures for the configuration and maintenance of safety areas acceptable to the Administrator. This means that if the RSA, which will be denoted by the airport layout plan, extends a width of 250 feet from centerline, that entire area must be maintained. Some vegetation in these areas is important to prevent wind and water erosion of soil, but vegetation needs to be controlled,

mowed and not pose a potential hazard. This also means that all signs and lighting that is within the runway safety area (and on the airport in general) must be clear of obstructions, readily seen and functioning. Clear all of these objects of any vegetation.

The RSA has an integral safety function, and should be maintained just like the runway itself.

Keep them cleared, keep them drained, keep them flat and keep them mowed!



# aviation division



## Inside Daxing, Beijing's Massive New International Airport

[Aviation Division](#)

[nmaviation.org](http://nmaviation.org)

505-795-1401

# PASSPORT TO ADVENTURE APPLICATION

Date: \_\_\_\_\_ Booklet No. \_\_\_\_\_

Last Name (Print) \_\_\_\_\_ First Name (Print): \_\_\_\_\_

Mailing Address: (street or P.O. Box) \_\_\_\_\_

City or town: \_\_\_\_\_

State and Zip Code: \_\_\_\_\_ Phone number/cell: \_\_\_\_\_

PILOT'S FAA Certificate number: \_\_\_\_\_

By signing this form, I hereby certify that I am at least eighteen years of age, that I am a pilot licensed by the United States Federal Aviation Administration, that I have received, reviewed, and understand all of the rules applicable to the PASSPORT TO ADVENTURE program sponsored by the State of New Mexico Department of Transportation Aviation Division and that I will follow them in good faith as I participate in the program.

\_\_\_\_\_  
**SIGNATURE OF PARTICIPANT**

**Aviation Division of the  
New Mexico Department of Transportation**

## **Additional Rules and Suggestions:**

There is no deadline to complete any part of the program so long as it is in operation.

IT IS OPEN TO PASSENGERS over 18 years of age. They must have a Passport to Adventure booklet. Where it calls for the FAA certificate number, fill in "non-pilot." Where the Passport to Adventure calls for "pilot" simply put the word "non" over the word pilot for a passenger. All other rules apply to non-pilots the same as to pilots, except for being licensed.

For TWO SEMINARS attended, the participant will need a sign-in sheet showing attendance or a written form of proof of attendance from the seminar sponsors. This requirement may be waived by the Division.

The passport must be submitted to the Aviation Division with any required information before any award is made. It may be submitted after the completion of any one or more of the five sectors. Upon the receipt of the award or recognition, the passport will be returned to the participant, together with any photographs or other information submitted.

A meeting with any Aviation Official is required before any award or recognition are given—since the officials travel around the state, you may simply call and arrange a meeting at a convenient location. Awards and recognition will be given at a designated fly-in. Please contact the Aviation Division of NMDOT at, William Fitzpatrick (Aviation Safety and Education Administrator, phone no. 505-469-7625, or the Director of Aviation, Pedro Rael at 505-629-5105 (producer of the Passport to Adventure Program) with questions. You may also email us at [www.nmaviation.org](http://www.nmaviation.org) and refer in the subject matter to "PASSPORT TO AVIATION."

Recognition and thanks are given to Angie Slingsluff, a long time advocate of flying, for her major effort to, on her own time, design and compile the passport booklet that went to print and that are handed out with this application and which are central to the program. Recognition is given to the members of the "think tank" that met at length to discuss all possible issues regarding the development of the program.

\_\_\_\_\_  
*Pedro G. Rael, Director of the  
Division of Aviation for the  
New Mexico Department of Transportation*