



# EAA Chapter 691 Newsletter July 2022

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On the Web @ [www.eaa691.org](http://www.eaa691.org)

EAA 691 is:

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Treasurer: David Young

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# LOS ALAMOS AIRPORT OPEN HOUSE

SATURDAY, JULY 23<sup>rd</sup>, 9am-1pm

Hosted by: The Los Alamos County Airport, the Experimental Aircraft Association and the Los Alamos Civil Air Patrol.

Exhibitors: New Mexico Pilots Association, Classic Air Medical, NM National Guard, New Mexico State Police, Los Alamos Fire Department, Los Alamos Police Department, LANL Hazmat & Robotics, Aero Modelers, Centerra Security, Los Alamos Amateur Radio Club.



## Upcoming Events

- Los Alamos Airport Open House, Saturday July 23 9:00am-1:00pm
- Dragonfly Work Sessions every Wednesday and Saturday @ 2:00pm @ KLAM. Contact Will Fox for more information
- August Meeting will be a Flyout. Stay tuned for updates.

# Letter from the editor

by April Fox



We had a great turn out for the July meeting, thanks to Barbara and Will Fox for organizing, Roger Smith for the use of his hangar, and Skip Egdorf for flipping the burgers. For those who missed it, Chris Trapp talking about his days as an F-104 pilot was truly amazing and inspiring! Thanks Chris for sharing part of your life story with us.

An update on the **September 24<sup>th</sup> YE Rally** at E14 (Ohkey Owingeh/ Española Municipal Airport)- I've got about 5 pilots who have indicated interest in flying and two folks interested in ground crew efforts. Please let me know if you are interested and available to volunteer for this event. It's two months out and kids are already signing up online. We have a fantastic liaison there in Española who is getting the word out to families and kids. Thanks Sonya Maria!

Just a reminder that anyone who volunteers to participate in the YE rally must be UpToDate on their EAA Protection Policy/Training. Please click [here](#) to for more information about that.

# President's Report

by Will Fox



## The Missile With A man In It.

*"My commanding officer told me to bail out, because it was not a happy airplane but I wasn't so sure about the parachute either..."*

We had a great meeting this month. Chris Trapp told us what it was like to be a fighter pilot in the Air Force and fly an F104 Star Fighter among other things. It was a fascinating talk and we got to hear about many of Chris' adventures. One of them involved an engine failure in his F104 during a maneuver to simulate a flameout. He was able to get the engine started again, but it would quit anytime he reduced the power below 90% so he ended up landing it at 290 knots. The F104 had a drag chute, so he was able to get it stopped before he ran off the end of the two mile long runway. Another time when he was flying an F86, his wingman ran into him during a night mission and he lost part of the left wing, but that is another story. At the meeting we also presented Chris with a Certificate of Appreciation and a lifetime Chapter membership for his very generous donation of his Viking Dragonfly in support of our Dragonfly Project.



The Dragonfly that Chris Trapp donated to the Chapter.

We have a lot going on this summer. This coming Saturday we will be participating in the Los Alamos Airport (KLAM) Open House from 9:00am to 1:00pm and it should be a lot of fun so come if you get a chance. In August we are planning a brunch flyout to the Reserve Airport (T16) which is a beautiful place in the mountains next to the Blue Range Wilderness Area. In September we will have a Young Eagles Rally in Espanola (E14) and another one in Los Alamos in October. April Fox, our Young Eagle Coordinator, is looking for pilots for these two events, so please contact her if you are interested in flying some kids.

Jack Ranweiler did the first flight in his Hatz Bantam on July 14, 2022. Jack departed from his airstrip southwest of Taos and flew over to the Taos airport. I met Jack there to congratulate him and had the pleasure of meeting his wife Linda. After landing, Jack noticed a slight odor of fuel and we looked under the cowl and found a small seep at one of the fuel fittings. Later that morning Jack fixed the leak and flew back to his strip. Next time you see Jack congratulate him on his achievement. Building your own plane is quite an accomplishment. Skip Egdorf and I were both privileged to serve as Jack's Technical Counselors. Fortunately for Jack, Skip knows a lot more about biplanes than I do☺



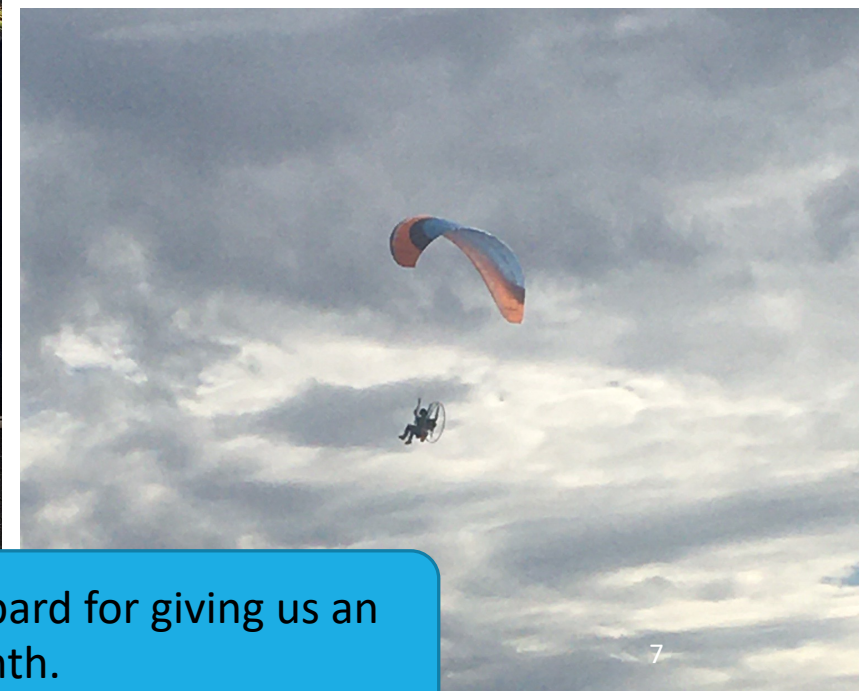


# Member Happenings

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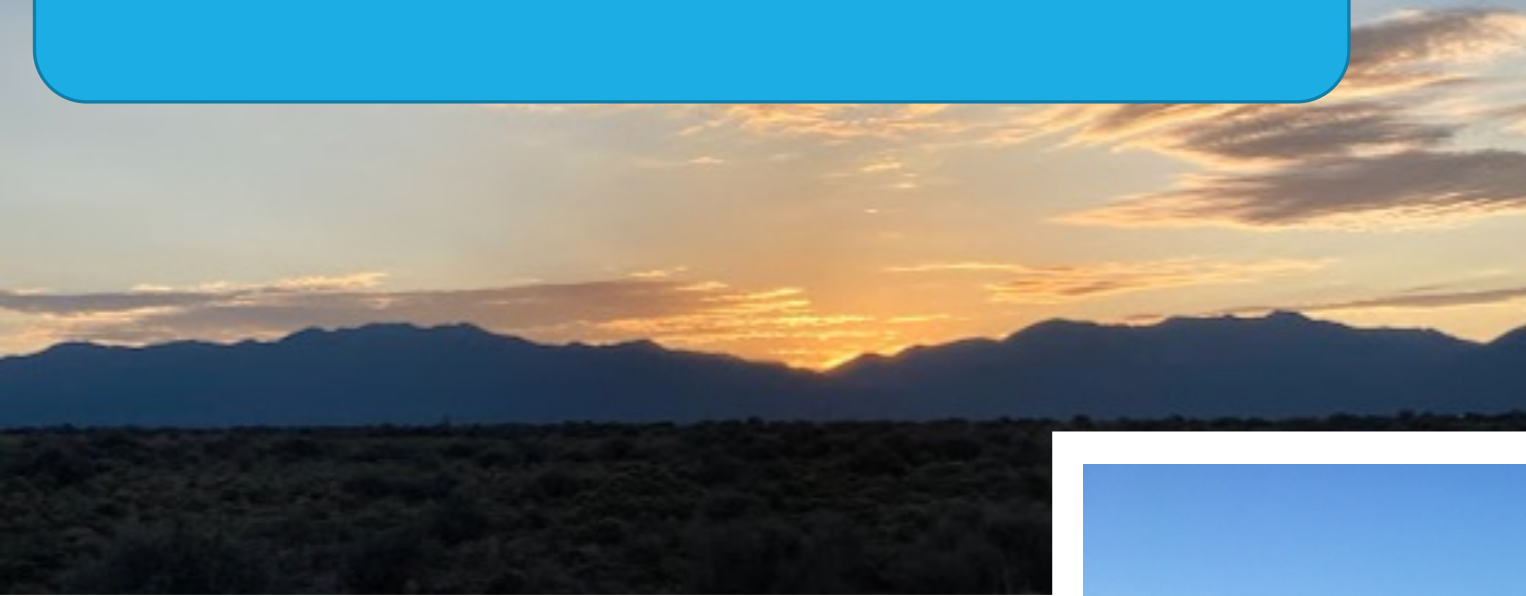
From Paul Price:

I recently did my longest cross-country flying to-date. Made it to Spokane, WA to visit family and to Olympia, WA to visit business partners and friends. [Here] are a couple of pics from the trip; the high-desert wheat and canola fields near Spokane and Mt Ranier from about 10,500 looking up to it's peak at 14,400. It was a great trip. If the weather holds out, I'll leave for Oshkosh on Thursday the 21st. I'll send pics or a story about that.



A big thanks to Andrew McMath, Ben McMath, and Colin Hubbard for giving us an awesome demo on paramotor gliders last month.

Jack Ranweiler flew his Bantam Hatz this month! Congrats Jack!  
Left to Right : Sunrise in Taos, The Bantam Hatz, Taxiing,, Jack  
and Linda Ranweiler

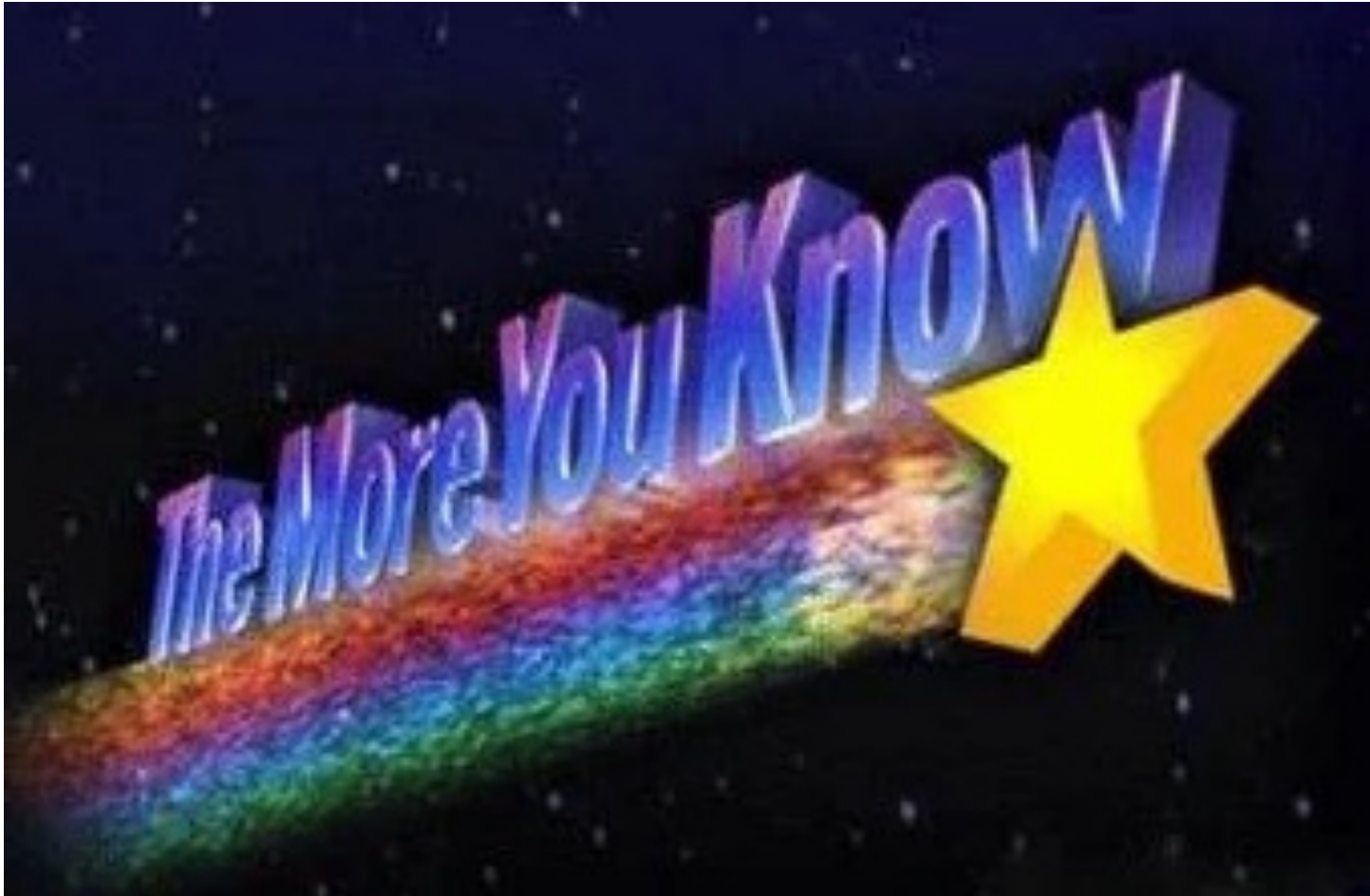






July Chapter BBQ, Honoring Chris Trapp as a lifetime member of EAA Chapter 691, putting the Dragonfly back together.





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Pilots,

Now that the NMNG Blackhawks are back at SAF, here's a [video](#) and an [article](#) on the hazards of helicopter wake turbulence and downwash. AOPA had a recent [article](#) as well. While the first article recommends three rotor diameters from a hovering copter, more is certainly better with a Blackhawk or the Chinooks and SkyCranes we saw during the fires.

-John Graham

# Tech Corner

by Will Fox



## The Pilot

Pilots are a rare breed. Did you know there are more millionaires in the U.S. than pilots? There are about 700,000 pilots in the U.S. and about 20 million millionaires. Just think of it, our chances were 25 times greater that we would become a millionaire than a pilot. Given the cost of flying, most of us probably aren't millionaires because of the cost of flying 😊 Like the old saying, "How to make a million in aviation? Start with two million and know when to quit". But this is not a story about pilots and millionaires, it is a story about pilots and what makes them so rare.

Why are pilots so rare? One reason is that it takes the "Right Stuff" to be a pilot. What is the Right Stuff? The Right Stuff comes from an unusual mix of ingredients. First mix up a cup of Intelligence, a cup of Persistence, and a cup of Self Discipline. Then add equal parts of Optimism, Decision Making, Independent Thinking, Professionalism, and Freedom Seeking. Then to spice things up, throw in a dash of Machismo, Risk Taking, Self Confidence, and Impulsiveness. Thoroughly blend everything together in a person's DNA and then wrap it all up with a passion for flight, and you have a pilot.

The Right Stuff allows pilots to successfully tackle challenges that most folks would find daunting. It allows pilots to absorb an enormous amount of information and process it in complex situations. It allows them to control their emotions and function rationally in abnormal circumstances. It provides them with the ability to overcome large obstacles to achieve their goals. And it gives them the courage to do things that others fear.

The Right Stuff does have some side effects though. It can cause pilots to over estimate their abilities. It can cause them to push themselves and their machines too hard. It can make them rebel against authority. And it can create a personality that makes them either the life of a party or the bore.

A second reason pilots are so rare is that it takes a substantial investment in time and money to become a pilot. A career pilot with a four-year degree from a well known aviation school that becomes an Airline Transport Pilot will have spent a similar amount of time and money for their education and training as do other professionals such as doctors,



Harrison Ford, an accomplished pilot, started to learn to fly little airplanes way before he became the pilot of the Millennium Falcon.

lawyers, and engineers. Add to that the acquisition and ownership of an aircraft and it is easy to see why most pilots are not millionaires. There are far fewer professional pilots than there are folks in these other professions as well, with only 230,000 professional pilots, compared to 1.1 million doctors, 1.3 million lawyers, and 3.4 million engineers in the U.S.

A third reason pilots are so rare might have to do with the risks associated with their jobs. In a report published by the U.S. Bureau of Labor and Statistics on the most dangerous jobs in America, pilots came in third on the list. At first glance, this seems a bit surprising given the outstanding safety record of commercial airlines. However, the statistics are based on the number of commercial pilots in the US and the number of fatalities that occur in their operations, which include both General Aviation (GA) flights as well as commercial airline flights. Since the number of professional pilots is low (about 230,000), and the relative fatality rate is high, particularly in the GA sector, the outcome is predictably higher than one might expect. So, in fact, the risk of a fatality for commercial pilots is right up there with fishermen and loggers. The rarity of pilots is, of course, not caused by their attrition in the workplace. But it may be influenced by the perception of risk that the general public has of aviation in general, and this could impact the number of folks that decide to pursue a career as a pilot. It may be that one of the essential ingredients in the Right Stuff, Risk Taking, is lacking in high concentration in the general populace.

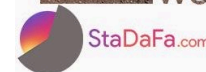
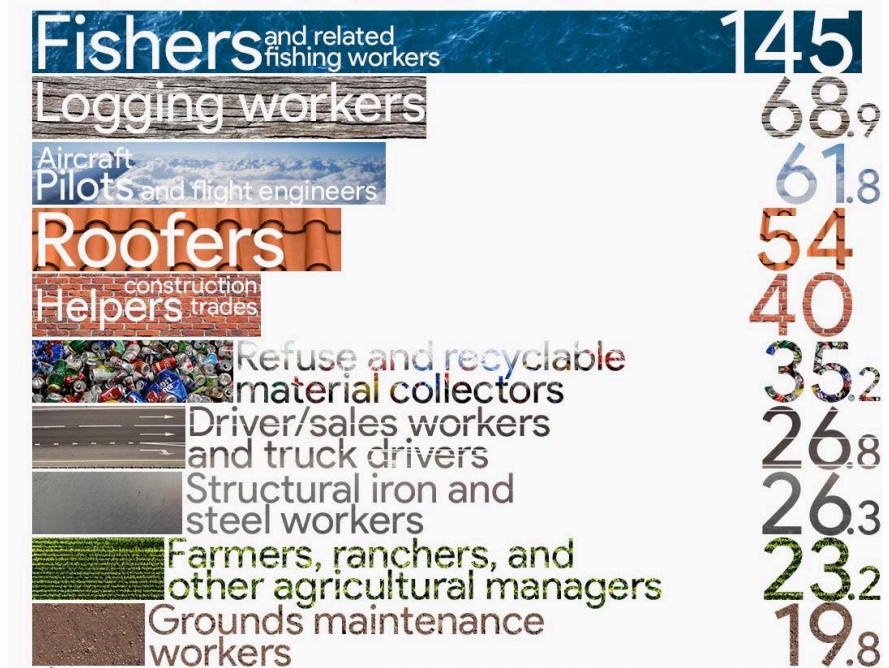
Professional pilots can make a decent living. Experienced Commercial pilots are paid fairly well with an average income of around \$115K per year in the U.S. Airline pilots do even better with an average pay of over \$160k per year. Senior airline pilots flying for a major airline make around \$300k/year. Not bad when compared to what the average salaries are for engineers (\$110k/yr), lawyers (\$130K/yr), and doctors (\$210k/yr).

If we look worldwide, we will see that pilots are a very rare commodity. About one third of all the pilots in the world are in the US, and only 1 out of 500 people in the U.S. are pilots. It is estimated that there about 2 million pilots in the entire world's population of 7.7 billion. Removing the US from the calculation and you get a ratio of 1 out of 5700, making pilots throughout the world more than 11 times rarer than in the U.S. Why is that? Sure, America is the land of opportunity, and its citizens are wealthier than most in other nations in the world, but there has to be more to it than that. I think the answer again lies in the Right Stuff. Remember those ingredients called Independent Thinking, Freedom Seeking, and Risk Taking. We have a lot of that in America, "land of the free, home of the brave". Americans, by their nature and birthright, seek both independence and freedom, and what greater freedom comes from flying than to be able to "slip the surly bonds of Earth and dance the skies on laughter-silvered wings". Perhaps, at its roots, being a pilot is about being free. And that is why America



## Most dangerous jobs in America

Fatal work injury rate per 100,000 workers



Source: U.S. Bureau of Labor Statistics: Census of Fatal Occupational Injuries Summary, 2019. Released December 16, 2020

Commercial pilots have a dangerous job. They come in third with 62 fatal work injuries per 100,000 workers. Fishers are first at 145 and loggers are just ahead of pilots with 69.

has nurtured more pilots than any other country in the world. It is also probably why we lead the rest of the world in just about every aspect of aviation. If you want to know what makes pilots unique and rare, then know it may be because they are so passionate about their freedom.

Have fun and fly safe.

Bob Hoover was one heck of a pilot and certainly had the Right Stuff.





Thank you for joining us for a new installment called: ***Guess That Cockpit!*** From the clever mind of our treasurer David Young.



\*Previous Cockpit was a Ford-Trimotor

# EAA Chapter 691 Membership Application/Renewal Form



*Please mail this form along with \$25 to our Chapter Treasurer, Checks can be made out to EAA Chapter 691:*

David Young  
819 Gonzales Rd  
Santa Fe, NM 87501

Name: \_\_\_\_\_

Spouse/partner's Name: \_\_\_\_\_

EAA #: \_\_\_\_\_ Expiration Date (MM/YY) \_\_\_\_ / \_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

E-mail: \_\_\_\_\_

Home phone: \_\_\_\_\_

Work phone: \_\_\_\_\_

Cell phone: \_\_\_\_\_

Please list your currently flying A/C and any finished or in-progress projects: