



The Jemez Mountains coming out of winter



EAA Chapter 691 Newsletter

May 2024

On the Web @ eachapter691.org

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Table Of Contents:

- Upcoming Events **pp. 3**
- This month's meeting **pp. 4**
- President's Report **pp.5**
- Forced Landings **pp. 6**
- Tech Corner **pp. 7**
- Member happenings **pp. 9**
- Build and Fly Update **pp. 10**
- Clickbait **pp. 11**
- For Sale **pp. 12**
- Electric Dragonfly Update **pp. 13**
- EAA Chapter Renewal **pp. 14**



Upcoming Events

→ Meetings Schedule (unless otherwise noted) ←

9:30am - social time

10:00am - business meeting

10:30am - speaker/workshop/
training

Upcoming Events

Check out our Chapter Website at <https://www.eaachapter691.org> for more information about upcoming activities.

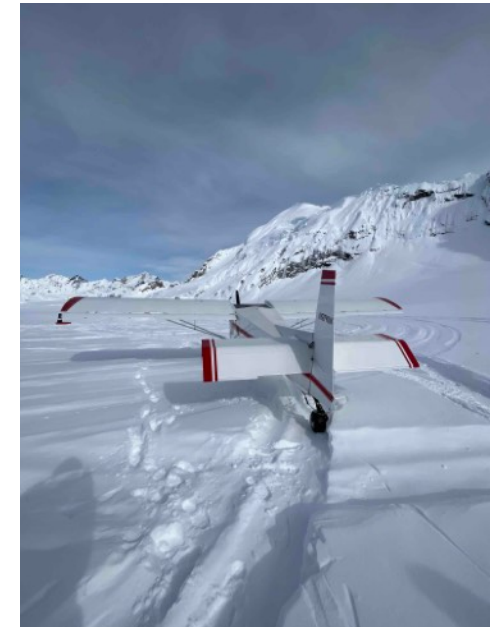
Saturday May 11th @ Los Alamos Terminal Building, James and Allison Shinas talk Flying and Homesteading in Alaska

Saturday June 15th @ Los Alamos Terminal Building, John George talks about Coaxial Helicopters and Gyrocopters

This
Saturday,
May 11th

Join EAA 691
for a talk
about flying
and
homesteading
in Alaska

A reminder that the EAA Chapter 691 May meeting will be held early this month. It will be on Saturday, May 11th in the Los Alamos Terminal Building. As usual we will have coffee and donuts at 9:30, a short business meeting at 10:00, and the featured presentation at 10:30.



President's Report

by Will Fox



Alaska Homesteading and Flying

Hi Folks,

What it's like to fly in Alaska can't be summed up in one word. It is beautiful, thrilling, challenging, uncharted, immense, unforgiving, and the list goes on and on. To get a taste of what living and flying in Alaska is like, join us for the presentation by James and Allison Shinas this coming Saturday at the Los Alamos terminal building. They are both professional pilots who live in Alaska and call it home. They also own a Pegazair (one of my favorite airplanes:-) for playing around in the back country. I think it is a talk that you will really enjoy.

Last month, yours truly gave a talk on how to use a borescope to determine the health of your engine cylinders. Afterwards, Skip Egdorf let folks take a look at the inside of one of the Continental engine cylinders on his Taylorcraft and try out the Chapter's new borescope for themselves. The borescope is in our Tool Crib and is available for members to use. If you want to give it a try, just contact Skip or me to check it out. My borescope talk is also available on the Chapter YouTube channel if you are interested.

Chapter 691 has been invited back to STEM Santa Fe's Aviation and Aerospace for Girls program. We are scheduled to get together with them on Saturday afternoon June 4th. The plan is to teach them how to build airplane ribs, try out a flight simulator, and see some cool airplanes. April Fox, our Young Eagles Coordinator, will be giving us more details on the event at the meeting on Saturday. Saturday's afternoon work session will include building rib kits for STEM activities as well as working on the Build & Fly project.

I look forward to seeing you all at Saturday's meeting. It will be a lot of fun.

Check out our Chapter YouTube channel at <https://www.youtube.com/@eachapter691> for the latest videos.

For upcoming events, check out the 2024 Schedule that is posted on the Chapter website at <https://www.eaachapter691.org/upcoming-events>



Glacier flying with Allison and James



David Roe of Chapter 691 shows his airplane to girls during Aviation week with STEM Santa Fe.

When should you commit to a forced landing?

Early enough to make a good approach and controlled landing. 95% of forced landings do not result in fatalities. Whereas 50% of stall/spin accidents while maneuvering at low level are fatal.

<https://airfactsjournal.com/2016/02/forced-landings-getting-shoes-muddy-biggest-risk/>

Some general guidance:

Commit to a forced landing if:

- 1) The terrain is climbing and you are not, and unable to maneuver without stalling.
- 2) You are scud running and the visibility is less than a mile, the ceiling is less than 1000', you are lost.
- 3) The engine loses power and you are unable to maintain 1000' AGL or higher.



Sully and Jeff committed to a landing on the Hudson river with sufficient altitude to set up a stabilized approach and landing.

<https://www.youtube.com/watch?app=desktop&v=4v7kASXPQMc>



These guys were just “plane” lucky. They should have aborted the takeoff. <https://www.youtube.com/watch?v=k1qyIDKtr6M&t=120s>

Tech Corner

by Will Fox



Charlie said: There is a field right under us!

I'd always dreamed of flying in Alaska and I got my chance right after I got my license. I had about 60 hours of logged time, when my flight instructor, Steve, asked me if I wanted to keep him company while he ferried a Cessna 140 up to Dillingham. I could take my Cessna 150 and we could go up there as a flight of two. It would be a great experience for me and a safer trip for both of us if we took two planes.

At that time I was in a four-way partnership in the C150. We had formed the partnership to learn how to fly, and the 150 was perfect for that. Charlie was one of the partners and also a good friend. Charlie and I worked together as well, and being older and wiser, he had become a mentor to me in the ways of design engineering. Charlie had about 30 hours of flight training at the time and was still working on his license, so when I asked if he wanted to come along, he jumped at the chance. Steve was also Charlie's instructor, and he thought it was a great idea, because he was flying back commercial. He figured Charlie would keep me out of trouble, being older and wiser and all. Little did he know how right he was.

It was a heck of a trip; by the time I got back I had added more than 90 hours to my logbook. I had also learned a lot about how to be a better pilot. We had some amazing experiences and some close calls. This is a story about one of them.

Charlie and I were headed home, when we ran into some weather west of Edmonton, Alberta. It had been a nice day, but it was late afternoon and the puffy white cumulus clouds we had been flying around started building into full



A 1977 Cessna 150M painted in the Cessna Take-off scheme. This is not our 150M but looks just like it. Our number was N714ME. I can't find a picture of ours because cameras hadn't been invented yet when I was taking flight training☺

fledged thunderstorms. We were headed to Red Deer, and it wasn't too far away, so we pressed on trying to fly around the thunderstorms. The sky was starting to get pretty dark, and we could see lightning in the nearby storms, but I saw a hole ahead of us and thought we could squeak through to get past them. Charlie agreed, and so we went for it. We managed to sneak through the hole but on the other side we could see a monster thunderstorm that was blocking the way we wanted to go. Charlie suggested that we find a place to land and wait out the weather, so we turned around to go back towards Edmonton. Well, turned out the storms had closed in behind us and we couldn't go that way. It had started to rain and visibility was getting bad. Everywhere we turned the weather was getting worse and building into a massive collection of thunderstorms. I was looking at the sectional trying to find an airport nearby while trying to stay out of the clouds, when Charlie said "There is a field right under us.". It was just a grass strip, but it was long enough for us, so I pulled the power and dived down to get on the ground as soon as I could. There was a lot of crosswind, but I managed to get the 150 down and stopped just as the real rain hit. It started raining and blowing so hard that I couldn't see and was afraid to taxi the aircraft. The plane was rocking so bad that it felt like it would blow away any minute. I just stood on the brakes and we tightened our seat belts in case we got flipped over. The rain was so loud I figured it might be mixed with hail. I hoped that wasn't the case because if that happened, our partners were going to kill us if the storm didn't.

It seemed like hours, but the wind and rain began to let up after about 30 minutes, and although it was pretty foggy outside, we could finally see out the windows. We were sitting in the middle of a grass strip full of fog and puddles and were surrounded by what looked like a bunch of wrecked airplanes. It was like we were in some kind of weird dream. We were both totally drained, so we just sat in the plane until the rain finally stopped and the fog was gone. Then we got out and started walking along the strip checking out all the planes and looking for a place to park the 150 which was still sitting in the middle of the strip. There was nobody around, it was getting late, and we were bushed, so we decided to stay there and camp for the night. We found a spot between what looked like a couple of WWII transport planes and taxied over there and tied down. It was becoming apparent that this place was some sort of airplane graveyard, so after setting up the tent and eating a little dinner, we wandered around in the dying daylight. There were some really old Cessnas and Pipers in the grave yard and also some De Havillands. But there were also a bunch of weird aircraft we had never seen before. It was getting dark so we headed back to camp and went to sleep. The next morning it was sunny and clear. We were on a schedule so we packed up camp and got ready to leave. A preflight showed some water in the fuel tanks that we drained, and then we fired up, taxied out, and took off. Never did figure out what that place was, but I'm sure Charlie spotting it saved our lives. Later on we tried to locate it on the sectional, but it was nowhere to be found. Steve was right though, and Charlie saved my bacon more than once on that trip.



Charlie and me, up in Mont-Saint-Michel, Canada sitting in the Pegazair that he helped me build.

Member happenings



Jared Haney is rebuilding the Kitfox and making good progress. He has found a few wing ribs that need to be repaired. In addition, while removing the fabric covering on the fuselage, he discovered the landing gear truss has some bent tubes that will need to be replaced. Probably from a hard landing. You never quite know what you will find under the skin of an airplane:-)

Build and Fly Project update



The Señorita is starting to look like an airplane. Chapter mentors have been meeting every Saturday to work on it. This project is preparing our mentors for the upcoming “Build and Fly” Young Eagles RC aircraft workshop where they will be working with the kids to build a larger version called the eKadet. It has been a lot of fun and a bit of a trip back to our younger days for those of us who did this kind of stuff five or six decades ago. 😊

Clickbait

Thank you contributors!

The Vickers Wave two place amphibian aircraft is coming soon.

https://www.youtube.com/watch?v=XLSEXqDEG_s

The F-104 Starfighter was called a missile with a man in it. Chris Trapp, one of our members, used to fly these in the Air Force.

<https://www.avweb.com/multimedia/best-of-the-web-pure-power/>

Focus on flying the airplane, not your YouTube Channel, and make sure you know how to use your autopilot.

<https://www.youtube.com/watch?v=kQUS-6SBZzM>

Oshkosh 2024 is just around the corner (Check out the Pegazairs at the end☺)

<https://www.google.com/search?client=firefox-b-1-d&q=the+best+of+airventure#fpstate=ive&vld=cid:dee50000,vid:CwlibAoSUKs,st:0>



Partial Questair Venture Kit For Sale.

The Questair Venture is a two-place high performance retractable gear aircraft that is built from a kit. It cruises at 240 kts, stalls at 68 kts, and has a service ceiling of 25,000'. For more information checkout <https://questairventure.com/specs>



This Questair Venture Kit is already partially built saving you over a thousand hours of construction time. The wings and tail feathers are already built. The fuselage is about 60% complete. The kit is fairly complete but I haven't inventoried everything so it may be missing some of the smaller components. Parts are available at <https://questairventure.com/> Price is \$25,000

For Sale

Have something to advertise for sale that is aircraft related? Please email the newsletter editor for placement in the newsletter

Hey Kids! Keep an eye out for upcoming work sessions to Electrify the Dragonfly!



The Electric Dragonfly airframe is close to being airworthy again. Control stops have been built and installed for the ailerons. The aileron trim needs to be repaired and reinstalled. Preliminary rigging is complete. Wheel pants and strut fairings need to be rebuilt. Now that it is finally warming up we we can begin work on it again. Our next hurdle is raising funds for the electric propulsion system. We estimate that it will cost between \$35k to \$50k depending on the motor, inverter, and battery selected. We plan to seek sponsorship once we get our 501c3 application has been processed by the IRS.

EAA Chapter 691 Membership Application/Renewal Form



Please mail this form along with \$35 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: