EAA691

MARCH 2026

CHAPTER NEWSLETTER

KSAF

Santa Fe, New Mexico

photo credit: Andrew DeVecchio

www.eaachapter691.org

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WHO WE ARE

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Letter from the Editor

by Andrew DeVecchio

What can I say? It's warming up and that's nice but the winds are starting to howl so that keeps things interesting. I was able to get up in the sky with David Roe and Matt Boldt on separate occasions.

David and I headed east to fly over Las Vegas finding some turbulence as we found ourselves on the lee side of the developing winds over the Sangre de Cristo Mountains. We came back in to land on 28 at KSAF and I'll just say that I was happy to hand back the controls to David as we kept hearing about turbulence around 500' off the approach end.

Just a day or two later, Matt and I went out to head south to see that plane crash on the dry lake bed I published last month. What a different experience we had as the winds calmed down right around 4pm as we planned to head out and stayed that way for most of the flight. We got a couple pics of the plane and took a pass over Moriarty on our way back. Smooth flight back into Santa Fe and I snapped the pic on the cover of this issue.

Keep in mind to send me content for the newsletter. This month we had a lot of great articles come in and I was able to revive the **Clickbait** section. Be sure to check out the eVTOL article in *Flying Magazine*. We might start seeing electric aircraft over ABQ and SAF.

Send your suggestions to:
helloeditor691@gmail.com

– Andrew

Upcoming Events

Saturday March 21st

MOSAIC: New Rules for Pilots, Aircraft and Maintenance
Presenter: Keith Tschohl

Time: 9:30 AM Donuts and Coffee, 10:00 Chapter meeting, 10:30 Presentation
Place: Terminal Building, Los Alamos Airport
1040 Airport Rd, Los Alamos, NM 87544
Questions: helloeditor691@gmail.com

The **MOSAIC** ("Modernization of Special Airworthiness Certification") Final Rule, published by the FAA in July 2025, was widely heralded by general aviation advocacy organizations (EAA, AOPA) and the aviation media as the most sweeping updates to light aircraft regulations in over two decades.

Expanded pilot certification rules, effective since October 2025, now allow Sport Pilot certificate holders access to a vastly wider range of aircraft than before, including approximately three quarters of certificated general aviation aircraft. Repairman certificate privileges have expanded to allow annual condition inspections to be performed on experimental amateur-built aircraft. Revised aircraft certification rules, which become effective July 2026, have eliminated weight limitations for light-sport aircraft and shifted to a performance-based criteria, allowing approval of larger, more sophisticated aircraft and newer powerplant technologies compared to the legacy light-sport aircraft rules.

Join Keith Tschohl in an overview and discussion of MOSIAC, and a deep dive into what the new rules may be able to do for you:

- Will the new Sport Pilot rules really make it faster and cheaper to learn to fly?
- Will I need an FAA medical to fly under Sport Pilot? Can existing Private Pilot certificate holders exercise Sport Pilot privileges without a medical or BasicMed?
- What are the limitations to Sport Pilot privileges?
- What "traps" I need to be aware of if I fly under Sport Pilot in northern New Mexico?
- Did any rules change regarding maintenance of certificated aircraft?

Upcoming Events

(Continued)

Tschohl learned to fly a quarter century ago while studying at the University of Wisconsin-Madison. After graduation, he was active in the aviation community at the Flying Cloud Airport in Eden Prairie, Minnesota for nearly two decades, where he helped manage the Twin City Cloud 7 flying club, and flew a variety of Piper, Cessna, and experimental amateur-built aircraft. He has lived in New Mexico since 2023, owns a share of a Cessna 182 at the Los Alamos Airport, and works as a Research & Development Engineer at Los Alamos National Laboratory.

Upcoming Events

Saturday April 25th

Flying New Mexico by Trike
Presenter: Jeff Gilkey

Time: 9:30 AM Donuts and Coffee, 10:00 Chapter meeting, 10:30 Presentation
Place: PEEC, Nature Center Planetarium
2600 Canyon Rd, Los Alamos, NM 87544
Questions: helloeditor691@gmail.com

Saturday May 16th

Tales of a Test Pilot
Presenter: Eric Aiken

Time: 9:30 AM Donuts and Coffee, 10:00 Chapter meeting, 10:30 Presentation
Place: KSAF, Atlantic Aviation
109 Aviation Dr, Santa Fe, NM 87507
Questions: helloeditor691@gmail.com

Presidents Report

by Will Fox

We have some great stuff coming up for 2026

At the February meeting, I gave a presentation on flying my Cessna 150 to Alaska and back. I had gotten my private pilot certificate two months before the trip and it turned out be quite and adventure. The presentation is on our Chapter YouTube channel so if you missed the presentation and are interested, you can check it out there.

Keith Tschohl will be the presenter at our next meeting on Saturday March 21, 2026 in Los Alamos. Keith's talk is titled: **MOSAIC: New Rules for Pilots, Aircraft and Maintenance.**

Keith will explain the new rules governing Sport Pilot Aircraft and Sport Pilot Privileges. He will also discuss the rule changes impacting medical certificates and aircraft maintenance. The MOSAIC rule will bring many new aircraft into the Light Sport Aircraft category and increase the privileges that Sport Pilots have. You don't want to miss this talk. The meeting will begin at 9:30 in the Los Alamos terminal building with coffee and pastries, followed by a short business meeting at 10:00 and the presentation, beginning at 10:30.

Good weather has allowed us to make a bit of progress on the Dragonfly during the winter. Roger has the new wheels and brakes mounted to the landing gear and the canard is ready to go back on the fuselage. Once that is done the new wheel pants can be installed. I have been working on the firewall forward components including mocking up the Rotax engine mount and the location of accessories such as the remote oil tank and heat exchangers. Zach is putting together a CAD model of the new engine installation. This will allow him to come up with a design for the new engine cowl. Walt is in the process of planning a Young Eagles Workshop that will include STEM activities and learning to fly remote control aircraft. John has pulled together a really nice schedule of activities for this year. Hop on the Chapter website to take a look-see at the schedule. ☺

Check out our Chapter YouTube channel for the latest videos at
https://www.youtube.com/@eaachapter691
For a schedule of upcoming events, go to the Chapter website at
https://www.eaachapter691.org/upcoming-events/

Flyers Almanac

March into April: Wind

by ChatGPT / Andrew DeVecchio

By mid-March, northern New Mexico fully leaves behind winter's stillest patterns.
The cold doesn't disappear—but it loses control.

The atmosphere becomes more dynamic, more reactive. Systems move through faster. Pressure gradients tighten and relax in shorter cycles. The result isn't stability or chaos, but something in between: a constant state of adjustment.

Wind and Transition

Westerly flow strengthens and becomes more consistent aloft, often accelerating ahead of passing troughs:

- 9,000–14,000 ft MSL winds commonly **30–50 kt**
- Frequent **mechanical turbulence and shear** below ridge lines
- Stronger and more persistent **mountain wave activity**

At the surface, calm mornings can give way quickly to gusty afternoons. Mixing becomes more efficient, pulling momentum down earlier in the day.

Downwind of the Sangre de Cristo and Jemez ranges, expect:

- Sharper **lee-side sink**
- More abrupt **gust fronts**
- Crosswinds that build faster than expected

This is less about isolated wind events—and more about wind as a baseline condition.

Temperatures and Surface Conditions

Temperatures climb, but inconsistency is the rule.

- Highs: **50–65°F**
- Lows: **20–35°F**
- Wide **diurnal swings** remain common

Freeze–thaw cycles define the surface environment. Snowfall becomes less frequent but doesn't disappear—spring storms can still deliver significant accumulation, followed by rapid melt.

Expect:

- Morning **frost or ice** after clear nights
- Afternoon **soft or wet surfaces**
- Evening **refreeze**, especially at elevation

Braking action can vary not just day-to-day, but hour-to-hour.

The Psychological Shift

Daylight stretches. The air feels different. The urge to fly returns.

Conditions look better more often—but they're less consistent. Clear skies and longer days can mask what's changed underneath: wind, timing, and variability now drive the risk.

What was obvious in winter becomes subtle in spring.

The margin hasn't grown.
It's just harder to see.

Pilot Takeaway

March into April is a season of motion.

Fewer limits, but less stability.
Better access, but worse predictability.

The sky opens. The wind follows.

Fly.
But make decisions based on what the air is doing—not what it looks like.

Expect:

Temp: **65–20°F**
Wind: **W–SW 15–25 kt avg**, frequent higher gusts
Sunshine: **8–9 hrs/day**
Precipitation: **mixed spring systems, occasional snow**
Key Factor: **Wind, variability, and timing**

Tech Corner: A *Not So* Good Pilot

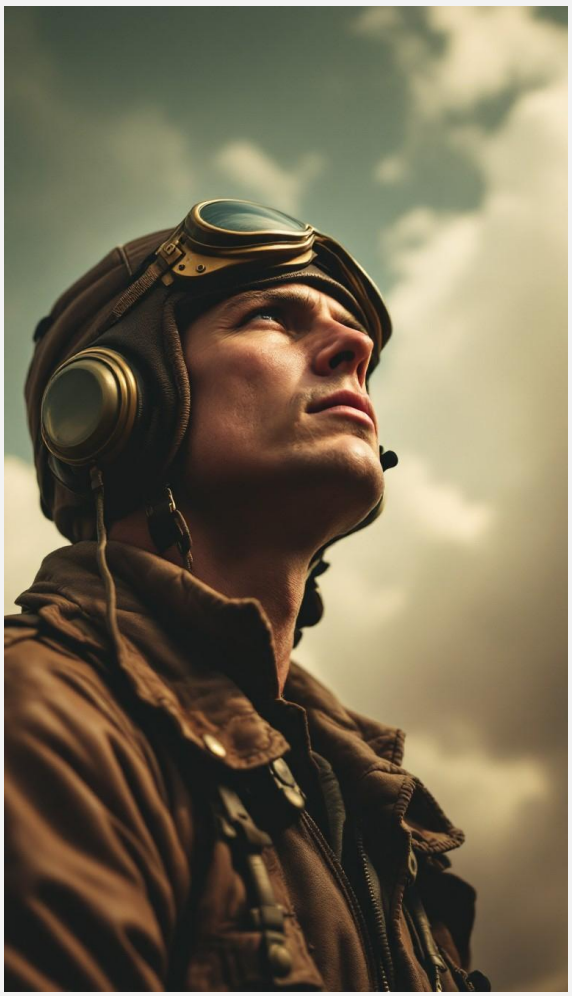
by Will Fox

What does it take to become a good pilot? I'm not sure, 'cause I'm still working on it, but I have a few ideas. How about if I start with what a not so good pilot is? Sometimes it's easier to start from the bottom and work your way up. One characteristic that I have noticed with not so good pilots is that when they make a mistake, they won't own up to it. It's always somebody else's fault. I'm not sure where this attitude comes from, but it is definitely an attitude. I guess the biggest problem with this is that they don't learn from their mistakes. How can you learn from a mistake that you didn't make?

Another thing about not so good pilots that I see is that they are always in a hurry. They just got to get where they are going as fast as they can no matter what. Not so good pilots seem to taxi fast. Sometimes they hit things, like hangars, planes, fuel pumps, taxi lights and props. Not so good pilots don't do things that waste time like a preflight or a run up. They just fast taxi out to the runway and go. Makes you kind of wonder how the flight goes. Not so good pilots tend to run into bad weather because they didn't get a briefing. And they might run out of gas because they didn't have time to put enough gas in the plane. Maybe this is why not so good pilots call a five mile final straight in regardless of who else is in the pattern. Sometimes I think that maybe they think that they are running out of gas because they didn't think to think about how much gas they started with. Or maybe they are rushing because they are late. I don't know for sure, but I do know that good pilots never seem to be in a rush and yet they are always on time.

Not so good pilots tend to not know they are not so good. They seem to do more talking than listening. They aren't the type to ask for feedback, or maybe they are just hard of hearing. If you are a not so good pilot, but think you are a really good pilot, why would you need to ask questions or try to get any feedback? Not so good pilots think a Flight Review is a waste of time instead of a learning opportunity. Their focus is to get it done and over with. I can understand that. If you are a not so good pilot who doesn't know that you

are not so good, why would you think that you could learn any more than you already don't know. It is important for a flight instructor to know how a not so good pilot thinks, unless they are a not so good flight instructor, in which case they would not know to know that they need to know how a not so good pilot thinks. But I digress. Digress is an interesting word. I don't use it very much, but think I will in the future, because I do a lot of digressing. My point is that a not so good pilot doesn't know they are a not so good pilot, and so it is easy to understand why they don't know what they aren't good at. I suppose it could be in some cases, that not so good pilots do know what they aren't good at, but they don't want anybody else to know. To know or not to know, that is the question. I think it is better to know. Know thyself, and understand your limitations and mortality. Socrates said something like that. If he had been a pilot I think he would have been a good one.



What is it I don't know?

When a bunch of pilots are sitting around in the pilot lounge waiting for the weather to get better knowing it is not good enough to fly, it is often the not so good pilot that will go out and take off anyway. It is hard to tell not so good pilots to not do this because they don't know they are not so good and could be hard of hearing also. I have found that in these types of situations you can tell right off the bat that the pilot about to takeoff is a not so good pilot. That is because the other pilots that are waiting for the weather to get better, but know it is not good enough yet, will get up and go outside to watch what will happen. So, if a bunch pilots get up to watch you do something in an airplane and you are not in an airshow, you might be a not so good pilot.

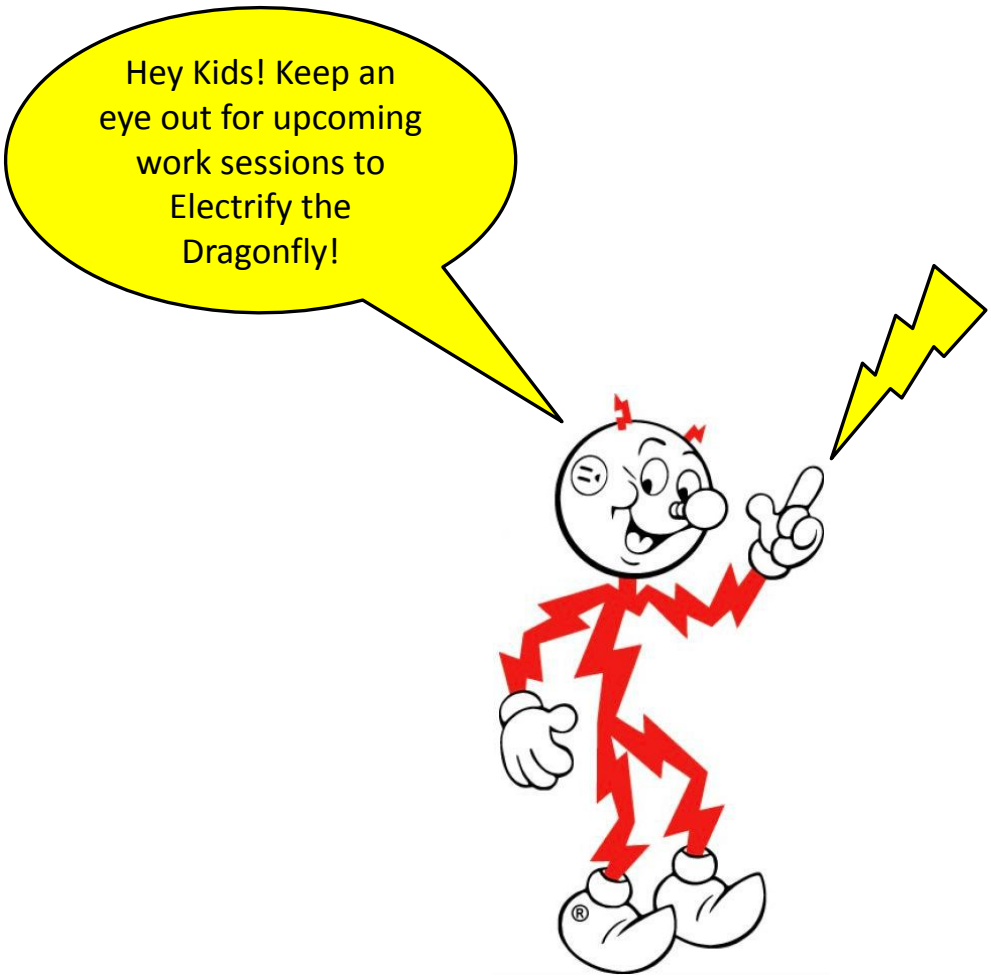
I guess all pilots are not so good in some area or another. So if we want to be good pilots, we need to figure out what that is and get good at it.

☺

Dragonfly Project Update

Stay tuned here. I'll have some updates on the brakes, wheels, fairings, new firewall forward, and new panel and instruments in the following months.

We haven't stopped working but with the holidays and cold weather we have slowed down a bit.



Editors Log: Kitfox N39RW

by Andrew DeVecchio

It's getting there. The brackets are all drilled out and painted, ready to install. I needed to order some more pop rivets to replace all the ones I drilled out to take apart the assembly. The kit came with some, but only enough for the brackets. I also had to order some more epoxy adhesive, as the one that came with my kit expired last year. That all came in while I was on the road for work again. It's been a lot of starts and stops, but such is how these things go.

Some good labeling keeps everything in order.

I also spent some time making a replacement panel that goes under my pedals. A little unnecessary to get it flying, but since I've got it exposed, I might as well make it match the rest of the work I already did.

The top is the new one. Stained black to hide some dirt, I guess. We'll see about that though. I used the old one as a template and made some jigs along the way with a router and a good bit.

I fly out for some more work soon, but when I'm back I plan to finish up the pedals and brakes. Next month I should have a lot more to update on.

Clickbait!

Yes! **Clickbait is back**. I've gotten a bunch of submissions from our long time subscribers David Young and Will Fox. Keep them coming. If you have an interesting article to share with chapter, please submit at helloeditor691@gmail.com

5 Futuristic Aircraft That Could Change Aviation Forever
https://www.youtube.com/watch?v=Pie6HfqHl88
Take a look at five futuristic aircraft and technologies that could transform the way we fly. From laminar-flow business jets and hybrid-electric STOL aircraft, to next-generation turboprop engines, eVTOL air taxis, and even a personal flying car, these concepts could usher in a new general aviation era.

The Tragic Tale of the Flying Flivver, Ford's "Model T of the Air"
https://www.hagerty.com/media/automotive-history/the-tragic-tale-of-the-flying-flivver-fords-model-t-of-the-air/
Henry Ford dreamed of a cheap, everyday airplane—the "Model T of the air"—but the tiny Flivver project came to a sudden halt after a fatal crash killed his close friend and test pilot, grounding the vision of personal flight before it ever took off.

Advice from a Propeller Whisperer
https://generalaviationnews.com/2021/07/07/advice-from-a-propeller-whisperer/
A veteran bush pilot distills 20,000+ hours of hard-earned lessons into one core idea: most propeller damage isn't bad luck—it's careless ground handling, especially around loose gravel and wind.

Effects of Runway Slope
https://pilotworkshop.com/tips/effects-of-runway-slope/
Runway slope quietly reshapes everything: each degree can swing takeoff and landing distances by about 10%, sometimes making a runway effectively one-way and even worth accepting a tailwind to avoid an uphill departure.

26 States to Begin Electric Aircraft Trials This Summer
https://www.flyingmag.com/26-states-electric-aircraft-trials-summer/
Electric aircraft are finally leaving the concept phase: this summer, real-world trials across 26 states will test everything from air taxis to cargo and emergency flights in live U.S. airspace. It's less about flashy prototypes and more about proving they actually work—gathering the data needed to turn "flying cars" into everyday operations.

Catching Up

by ChatGPT / Andrew DeVecchio

Staying on the Right Frequency

There’s a quiet kind of falling behind that happens in the cockpit.

Not altitude. Not airspeed.
Awareness.

It starts small—one missed frequency change, one delayed call, one moment of “I’ll grab it in a second.” And suddenly you’re not ahead of the airplane anymore. You’re playing catch-up.

Communication is how we stay in front of it.

Where You Should Be Listening

The right frequency isn’t just about compliance—it’s about context.

As you move through a flight, your priorities shift:

- **On the ground (non-towered):** CTAF — building the mental picture early
- **Taxi / before departure (towered):** ATIS/AWOS → Ground → Tower
- **Departure and enroute:** Tower → Departure → Center / Flight Following
- **Arrival:** ATIS/AWOS early → Approach (if available) → CTAF or Tower

Each change is a handoff of awareness—not just control. Missing one doesn’t just mean a missed call—it means missing the bigger picture of who else is out there.

Non-Towered: Talking to People You Can’t See

At non-towered airports, communication is the only structure.

Make calls that are:

- **Early** (before entering the pattern, not inside it)
- **Clear** (who you are, where you are, what you’re doing)
- **Consistent** (same reporting points every time)

But more importantly—**listen**.

A perfect radio call doesn't help if you missed the one before it. Build the picture before you join it.

Towered Airports: Timing Matters

At towered fields, the rhythm is different.

You're not narrating—you're integrating.

- Don't call too early (before you're ready)
- Don't call too late (after you've created a problem)
- Anticipate the next frequency before you're told

The best radio work feels almost quiet. You're where you're supposed to be, already listening when the call comes.

Guard: The Background Channel

When you can, monitor **121.5 — Guard**.

It's easy to treat it as optional background noise—but it adds another layer of awareness:

- Emergency calls
- Lost aircraft
- Controllers trying to reach someone on the wrong frequency

You may never need it.
Until you do—or someone else does.

Monitoring Guard is a small habit that keeps you connected to the wider system, not just your own flight.

Staying Ahead

Good communication isn't about talking more.
It's about **never needing to rush what you say next**.

- Know the next frequency before you need it
- Switch early enough to listen before you speak
- Let the picture form before you add yourself to it

Falling behind on the radio happens quietly.
Staying ahead does too.

Checklist

☐ Brief all **expected frequency changes** before takeoff
☐ Get **ATIS/AWOS early**, not at the last minute
☐ At non-towered fields: **listen first, then transmit**
☐ Make **clear, standard position calls** (no improvising)
☐ Anticipate **handoffs** before they happen
☐ Avoid “head-down” time during critical phases
☐ Monitor **Guard (121.5)** when able
☐ Ask: *Am I ahead of this frequency—or catching up to it?*

And finally…
Time for a laugh

Mike and his wife, Sara, went to the state fair every year, and every year, Mike would say, “Sara, I’d like to ride in that airplane.” Sara always replied, “I know, Mike, but that airplane ride costs 50 dollars, and 50 dollars is 50 dollars.”

One year, Mike said, “Sara, I’m 80 years old. If I don’t ride that airplane, I might never get another chance.” Sara replied, “Mike, that airplane ride costs 50 dollars, and 50 dollars is 50 dollars.”

The pilot overheard them and said, “Folks, I’ll make you a deal. I’ll take you both up for a ride. If you can stay quiet for the entire ride and not say one word, I won’t charge you, but if you say one word, it’s 50 dollars."

Mike and Sara agreed, and up they went. The pilot did all kinds of twists and turns, rolls and dives, but not a word was spoken. He did all his tricks over again but still not a word. When they landed, the pilot turned to Mike and said, “My, my, I did everything I could think of to get you to yell out, but you didn’t.”

Mike replied, “Well, I was gonna say something when Sara fell out, ***but 50 dollars is 50 dollars***."

EAA Chapter 691 Membership Application/ Renewal Form

Please consider making a donation to our 501c(3) non-profit by mailing this form along with $35 to our Chapter Treasurer, Checks can be made out to <u>EAA Chapter 691</u>:

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:

www.eaachapter691.org