

EAA691

September 2026

ISSUE 2609

CHAPTER NEWSLETTER

Young Eagles Rally

KLAM Los Alamos, New Mexico

photo credit: Andrew DeVecchio

www.eaachapter691.org

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WHO WE ARE

President:	Will Fox
Vice President:	John George
Secretary:	Pierre Levy
Treasurer:	David Young
Board Members:	Andrew DeVecchio
	Keith Tschohl
Web Editor:	Marilyn Phillips
Newsletter Editor:	Andrew DeVecchio
Technical Director:	Skip Egdorf
Young Eagles Coordinator:	Gary Goddard
Young Eagles Workshops:	Walt Atchison
Member Count:	56



Brian O'Neil explaining the various flight controls

Letter from the Editor

by Andrew DeVecchio

It's a busy couple of months. KLAM Young Eagles Rally last month followed by the KLAM Open House this weekend and another Young Eagles Rally in Española next month. Hats off to Gary Goddard for all the work he's putting into these community events. If you've ever thought about flying some Young Eagles around, now's your chance. Get ahold of him or send me a note and I'll pass it along. He could use some new faces and planes for these events as we just keep getting more and more participants.

To let you know just how rewarding it is flying these aspiring pilots around, here's two quotes heard last month at KLAM.

"That was the best thing I got to do ever!"

"I wish I had a time machine so I could go back and do that again!"

This weekend should be fun too. Talk to Gary about flying in to the Open House. Getting in early is best as there will be a lot going on.

This is also just a reminder to get up flying in general. The cooler temps and calmer air have been great lately. I made it down to Double Eagle last week with David Roe to return a book and have some lunch. I recommend the kalbi beef sandwich if Chris still has it on special.

Got something to share with the chapter? Send it to: **helloeditor691@gmail.com**

– Andrew

Upcoming Events

Saturday September 12th

KLAM Airport Open House

Time: 9AM - 12PM
Place: Terminal Building, Los Alamos Airport
1040 Airport Rd, Los Alamos, NM 87544
Questions: gary.goddard@losalamosnm.gov

EAA 691 will again be participating in this year's KLAM Open House. We'll have several member aircraft on static display, flight simulators set up for anyone who wants to try their hand at the controls, and a brief Young Eagles workshop for young (and young-at-heart) aspiring pilots. We will be handing out balloons for the kids as well!

Come say hi, bring the family, and help us show the community what our chapter is all about! There will be a chapter member cookout to follow in Roger Smith's hangar on the far west end of the runway.

See below for the full county press release with the day's schedule of demonstrations and other event details.

The free, family-friendly event will offer visitors a close-up look at local aviation, emergency services and airport operations. Planned attractions include aircraft displays, a skydiving demonstration, paramotor and trike flights, drone demonstrations, radio-controlled aircraft, and a Classic Air Medical helicopter.

The morning's aviation demonstration schedule is:

- 9:30–9:50 a.m. — Viva Skydive demonstration
- 10:00–10:15 a.m. — Paramotor demonstration
- 10:15–10:30 a.m. — Trike demonstration
- 10:30–10:45 a.m. — LANL drone demonstration
- 10:45 a.m.–noon — Radio-controlled aircraft demonstrations

Upcoming Events

(cont'd)

Visitors will also be able to explore static aircraft displays, meet local pilots and aviation organizations, see Los Alamos Fire Department airport-rescue equipment, and learn about Classic Air Medical's emergency-response work and the USFS Wildland fire response in NNM . Civil Air Patrol cadets and members of Experimental Aircraft Association Chapter 691 will participate in the event.

Activities for children will include compressed-air rockets, aviation crafts and other hands-on activities. Local home-based businesses, food vendors, airport information and merchandise will also be featured.

"This is an opportunity for the community to come out onto the airport grounds, see a wide variety of aircraft and learn more about the people and organizations involved in aviation in northern New Mexico," Airport Manager Gary Goddard said. "We have assembled a full morning of activities for aviation enthusiasts, families and anyone who is curious about what happens at their local airport."

For public safety, some areas of the airport will be closed to pedestrians during flight demonstrations. Visitors should remain behind marked barriers and follow instructions from event staff and volunteers. Parents and guardians should closely supervise children, particularly near aircraft and activity areas.

Parking will be available near the airport, with signs and event personnel directing vehicles and pedestrians. Because outdoor aviation activities depend on weather and operational conditions, the schedule may be adjusted or demonstrations may be canceled if necessary.

Upcoming Events

Saturday September 26th

EAA 179's Land of Enchantment Fly In (KAEG)

Time: 7AM - 5PM
Place: Double Eagle II Airport (KAEG)
Questions: <https://www.nmpilots.org>

Saturday October 10th

Española Young Eagles Rally

Time: TBA
Place: Ohkay Owingeh Airport (E14)
Questions: gary.goddard@losalamosnm.gov
Notes: **CALL FOR PILOTS!** We need volunteers for these events. Please reach out to Gary if you are interested. If you are interested and have never flown Young Eagles, we will have a brief to get you up to speed. There's also a mandatory EAA course online. It takes about a week to get cleared, so reach out ASAP if you're interested and we'll get you set up.

President's



Report

by Will Fox

2026 KLAM Open House

Hi Folks, this coming Saturday, September 12th, 2026 the Chapter will be participating in the Los Alamos Airport Open House in lieu of our normal Chapter meeting. The EAA hangar will be open and we will have coffee and donuts at 8:00 am for our Chapter members. We will have helium balloons, flight simulators, STEM activities, and Chapter member's planes on display at the hangar. The Airport Open House starts at 9:00 am and then kicks off with flight demonstrations at 9:30 am with Skydivers, Paramotors (the McMath brothers), and a Trike demonstration. Gary has lined up all sorts of exhibits and aviation attractions that should make for a very interesting and enjoyable morning. The Chapter will have a cookout afterwards at Roger's hangar, so join us if you can.

Last month we had a very successful Young Eagles Rally in Los Alamos and flew 29 kids, in 7 different aircraft and with the help of 12 ground crew members. It was the first Rally that Gary organized as our new Young Eagle Coordinator and he did a great job with plenty of backup from our pilots and ground crew. It was a heck of a lot of fun, and afterwards we had a nice cookout thanks to John who found some first class hamburger patties and brats to tempt our taste buds 😊



I'm embarrassed to say that I don't have any pictures of the KLAM Young Eagles Rally to show. I have been really busy the last month and one reason is my Bonanza is getting a new engine. I am not the only one either, both Skip and Dane have been in the engine replacement vortex as well. I hope to have a couple good articles about the process next month.

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

September into October: The Monsoon Lets Go

by ChatGPT / Andrew DeVecchio

By early September, northern New Mexico begins its transition out of the summer monsoon pattern. Afternoon thunderstorms become less persistent, moisture gradually decreases, and the long, hot days of summer begin to give way to cooler mornings and shorter afternoons.

The transition is rarely abrupt. Warm, humid afternoons and isolated thunderstorms can continue well into September, but the overall pattern becomes less predictable. Dry periods become longer, while passing weather systems begin to play a larger role.

Upper-Level Flow and Mountain Effects

As fall approaches, the upper-level flow gradually becomes more active.

- Westerly flow becomes more common
- Passing troughs can produce stronger winds aloft
- Mountain wave and lee-side turbulence return as a more frequent concern

The Sangre de Cristo, Jemez, and surrounding ranges continue to shape the local flying environment. Stronger flow across the terrain can produce turbulence and localized sink on the lee side of the mountains, particularly when winds aloft are perpendicular to the ridgelines.

At the surface, calm mornings can give way to breezy afternoons as daytime heating mixes stronger winds down from above.

Temperatures and Surface Conditions

The most noticeable change is temperature.

- Highs 65-80°F
- Lows 35-50°F
- Increasingly large morning-to-afternoon swings

September can still feel like summer in the afternoon, but October mornings can be distinctly cold. Clear skies and dry air allow temperatures to fall quickly after sunset.

Transition Toward October

By October, the monsoon has largely released its grip on northern New Mexico.

Thunderstorms become less frequent, skies are often clearer, and the air becomes noticeably drier. In their place come the first stronger fall systems and the occasional sharp wind shift or cold front.

The flying can be excellent during this transition. Visibility is often good, temperatures are comfortable, and the density-altitude concerns of summer have largely faded.

But fall has its own reminder: **winter is coming.**

Cold mornings become more common. Frost can appear on exposed surfaces, and the first snow of the season becomes increasingly possible at higher elevations. A beautiful fall afternoon can end with very different conditions after sunset.

Pilot Takeaway

September into October is one of northern New Mexico's most enjoyable transitions.

The thunderstorms fade.

The mornings get crisp.

The air becomes dry and clear.

The afternoon heat finally lets go.

But the weather doesn't stop moving. Stronger systems begin to return, winds can change quickly, and the difference between morning and afternoon becomes increasingly important.

It's a good time to fly.

Just remember to look beyond the blue sky directly in front of you. Check the winds aloft, check the return trip, and pay attention to what the season is doing around you.

Fall doesn't arrive all at once here. It arrives one cool morning at a time.

Expect:

Temp 75-35°F

Precipitation: diminishing showers, occasional thunderstorms early in the period

Sunshine 8-9 hrs/day

Wind W-SW 7-12 kt avg, gustier with passing systems



Tech Corner :

Stinson 108 - Bruce Meadows Crash

by Will Fox



[A poor judgment chain led to this crash of this Stinson 108 crash in Stanley, Idaho](#)

Before taking off from the 5,000-foot turf-dirt airstrip located at an altitude of 6,370 feet mean sea level, the pilot checked his performance charts and calculated that the density altitude was about 9,200 feet; this was 3,200 feet above the 6,000-foot maximum altitude listed in the takeoff performance charts. He also noted that at the time of departure, the

wind was from 30 degrees at 10 knots, with gusts to 20 knots, which was close to a nearly direct tailwind for the takeoff from runway 23. The pilot indicated that the airplane was within 86 pounds of its maximum gross takeoff weight. When the airplane was about three-quarters of the way down the runway during the takeoff roll it became momentarily airborne, then touched back down.

Several seconds later the aircraft lifted off again and the pilot thought the airplane would remain airborne, but when he could not get the airplane to climb as expected, he attempted to locate an open field to land in. However, the airplane subsequently encountered a downdraft, collided with a stand of trees, and came to rest inverted about 1.64 nautical miles from the departure end of the runway. A postaccident examination of the airplane and engine revealed no mechanical malfunctions or failures that would have precluded normal operation. There is an [excellent narrated video](#) of the accident that you should watch before reading further.

This is a graphic representation of a poor judgment chain in action. Why do we pilots keep making these same kinds of mistakes, when in hindsight they are so obvious?

Most aircraft accidents don't just happen out of the blue. They usually result from the cumulative effect of a series of smaller poor decisions. That was the case in this accident. Attempting a takeoff near gross at a density altitude off the charts, taking off with a tailwind, not selecting an abort point for the takeoff, continuing the takeoff after the aircraft lifted off and then touched back down after the end of the runway. The poor judgment chain could have been broken at several different points and



Bruce Meadows airport in Idaho

avoided the crash. Why did the pilot not recognize the chain of poor decisions and avoid the crash? I think because he didn't have a methodology to prevent it.

I use the three strikes and you're out method. On any given flight, I look for things that just aren't going right. In this case I would have considered the high gross weight and density altitude as strike one and strike two and would have come up with another plan. I could wait till it was cooler or make two trips to get the passengers back to where they needed to be. Another obvious place to break the chain was to call strike

one a tailwind takeoff and strike two the inability to lift off in the first half of the runway. I could break the chain there by aborting the takeoff with plenty of room to stop. The point here is to look hard at what is not going your way on any given flight and if you have two strikes against you, don't wait for the third. Come up with a different plan.

One final note, make sure you have a good set of shoulder harnesses in your airplane, preferably with automatic tensioners. Had the pilot and the front seat passenger been wearing them, their injuries would have been significantly less.

Will Fox is a flight instructor and homebuilder. He also serves as a Technical Counselor and Flight Advisor for the EAA. In his spare time he enjoys working on and flying his two homebuilt aircraft, a Pegazair P-180 and a Questair Venture. He is also fascinated with solar power and electric vehicles, so his next airplane will be electric. Please feel free to contact him at tailspinfox@gmail.com if you have questions or comments.

Clickbait!

magniX Brings Electric Power to the RV-10

<https://www.youtube.com>

magniX is bringing its new magniAir electric powertrain to the Van's RV-10, with 230 horsepower and a projected endurance of about two hours. The company says the system is designed for Experimental and Light Sport aircraft, with lower operating and maintenance costs as a key goal.

World's Largest Battery-Electric Aircraft Completes First Flight | WION

<https://www.youtube.com>

<https://www.gatechecked.com/all-electric-heart-x1>

Heart Aerospace just made aviation history. Its X1 demonstrator, the largest battery-electric aircraft ever flown, completed a 27-minute test flight over Plattsburgh, New York, reaching 1,100 feet, all powered by less than \$5 worth of electricity. With a 106-foot wingspan and a takeoff weight over 25,000 pounds, the X1 is a full-scale precursor to Heart's production model, the 30-seat hybrid-electric ES-30, backed by \$9.4 billion in orders from United Airlines, Air Canada, and JSX. The company is targeting commercial service by 2031, promising operating costs up to 40% lower than conventional regional aircraft.

Service Bulletin

Tempest Spark Plugs

Tempest has issued a Service Bulletin for spark plugs manufactured between May 5th 2026 and July 29, 2026.

<https://avbrief.com/tempest-spark-plug-service-bulletin-inspect-for-cracks/>

https://aeroaccessories.com/wp-content/uploads/2026/08/sb-012_bulletin_form_-1.pdf

Check these two sources for more information if you recently replaced any plugs.

Per their statement in SB-012, "Reasonable labor costs to remove and replace spark plugs affected by this Service Bulletin and shipping costs to return product will also be reimbursed to the customer."



Catching Up

by ChatGPT / Andrew DeVecchio

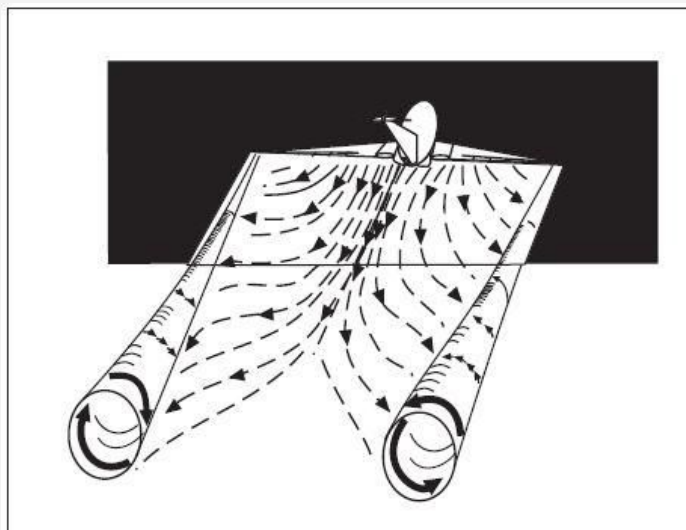
Wake Up!

When we think about avoiding other aircraft, the first thing that comes to mind is usually seeing and avoiding the airplane itself. But what happens when the airplane is gone?

Wake turbulence is one of those hazards that can be easy to forget about because, unlike an airplane, you can't see it coming. For most of us flying small GA aircraft around northern New Mexico, it may not be something we encounter every day. But every once in a while, a regional jet arrives or departs from Santa Fe, or a helicopter is operating nearby for firefighting, medical, or other work. That's when it's worth remembering that some aircraft leave a little more behind them than others.

Wake turbulence is created by the lift generated by an aircraft's wings. The air spilling around the wingtips forms rotating vortices that trail behind the airplane. Those vortices can persist after the aircraft has passed, and a smaller airplane flying through them can experience anything from a noticeable bump to a significant roll.

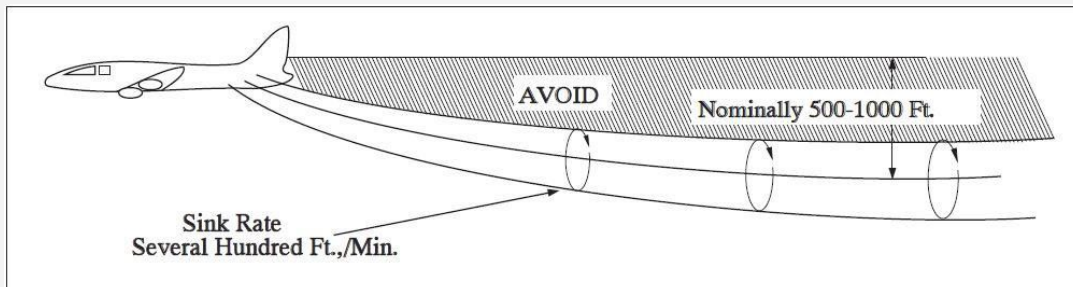
The bigger and heavier the airplane, the stronger the wake can be. This is why following a regional jet in a small airplane deserves a little more thought than following another Cessna or Piper.



Wake Vortex Generation, faa.gov

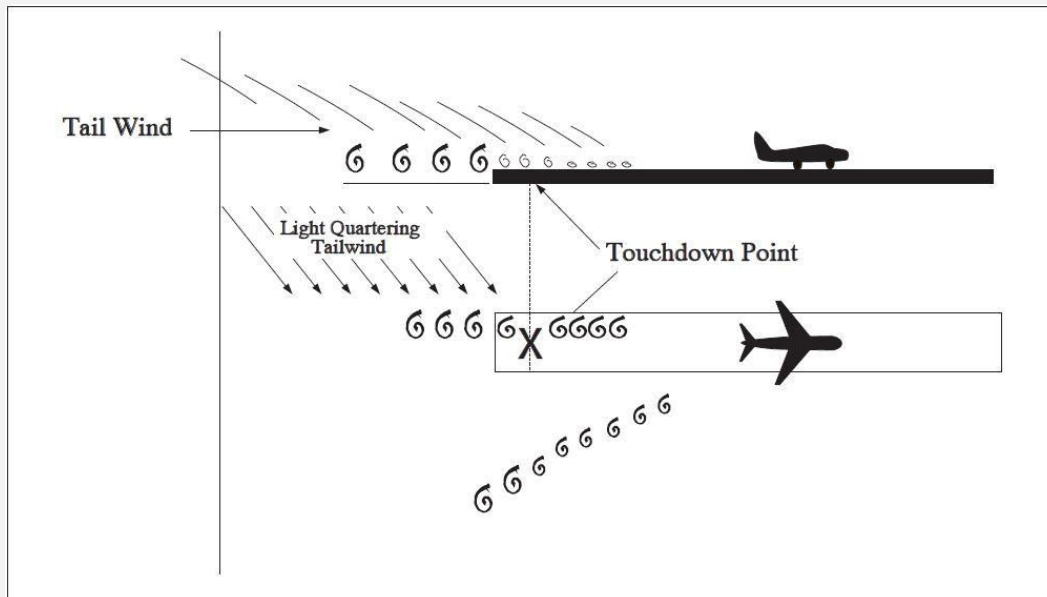
The tricky part is that simply seeing the airplane isn't enough.

Imagine you're lined up for departure at SAF and a regional jet has just taken off ahead of you. You can see it climbing away, but the wake isn't necessarily following the exact path you see the airplane taking at that moment. The vortices can sink and be carried by the wind. Where the airplane was a few moments ago may be more important than where it is now.



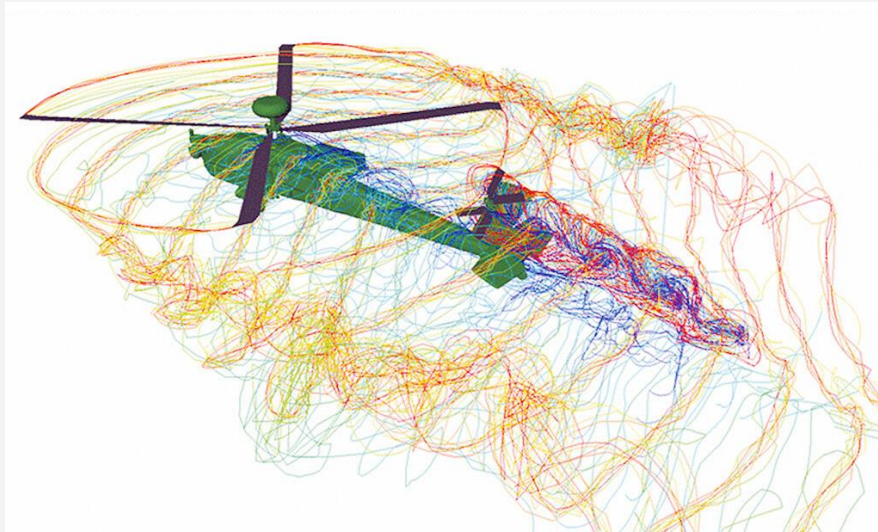
Vortex Flow Field, faa.gov

The same thing applies on approach. If a larger airplane has just landed ahead of you, you don't necessarily want to follow directly along the same path it took. On approach, staying above the preceding aircraft's flight path and landing beyond its touchdown point, or simply waiting for additional spacing, gives the wake more time and distance to dissipate..



Vortex Movement in Ground Effect - Tailwind, faa.gov

And then there are helicopters.



Vortices caused by rotor blades, NASA Ames Research Center

We're fortunate to have a lot of helicopter activity around northern New Mexico, but that also means we occasionally share the same airspace with some very different aircraft. Firefighting helicopters in particular can be operating in places and at altitudes that we're not accustomed to seeing helicopters. Medical helicopters can appear quickly around airports and hospitals.

Helicopters generate their own wake, too. The details are different from a fixed-wing aircraft, but the basic lesson is the same: **don't assume that because an aircraft is gone, the air behind it is necessarily undisturbed.**

So what should we actually do with all of this?

Mostly, just add another question to our mental picture when we're near larger aircraft:

What was here before me?

Pay attention to what just departed or landed. Think about where that aircraft was in relation to the runway or your flight path. Consider the wind and the size of the aircraft. If you're the smaller airplane, give yourself some extra margin.

And if the situation doesn't look right, there's always another option.

Wait.

A couple of minutes on the ground is a pretty inexpensive way to avoid discovering exactly what a regional jet's wake feels like at 300 feet.

The airplane may have left the runway, but its wake doesn't necessarily leave with it.

EAA Chapter 691

Membership Application/ Renewal Form

Please consider making a donation to our 501(c)(3) non-profit by mailing 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:



www.eaachapter691.org