Grant Besley Fly-in, 2024

# EAA Chapter 691 Newsletter
# October 2024

On the Web @ eaachapter691.org

EAA 691 is:

President: Will Fox

Vice President: John George

Secretary: Pierre Levy

Treasurer: David Young

Web Editor: Marilyn Phillips

Newsletter Editor: April Fox

Young Eagle Coordinator: April Fox

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# 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 October 26th 8am-12pm** @ E14 (Ohkay Owingeh Airport) we will be flying Young Eagles

**Saturday October 26th 1pm** Build and Fly Graduation and Flying session

# Letter from the editor

by April Fox

# President's Report

## by Will Fox

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

## Sustainability

Hi Folks, it has been a beautiful Autumn with one exception. We have had to cancel our Young Eagle rallies twice now due to bad weather. First in September in Los Alamos, and then again this week in Espanola. We haven't given up though and will hold a Young Eagle Rally at the Ohkay Owingeh airport in Espanola on October 26th, 2024. The weather looks like it will be great. Join us if you can for lots of flying action as well as some aircraft on display. The rally will start at 9:00 a.m.

The kids involved in the Build & Fly project have finished the eKadet RC aircraft and have taxi tested it. They worked hard and did a remarkable job. Now they get to learn how to fly it. That will start on October 26th at the Mountain School gym in Los Alamos. They will be learning to fly a Night Vapor, an RC model designed for indoor flying. It should be a lot of fun and anyone interested is welcome to come and enjoy the action.

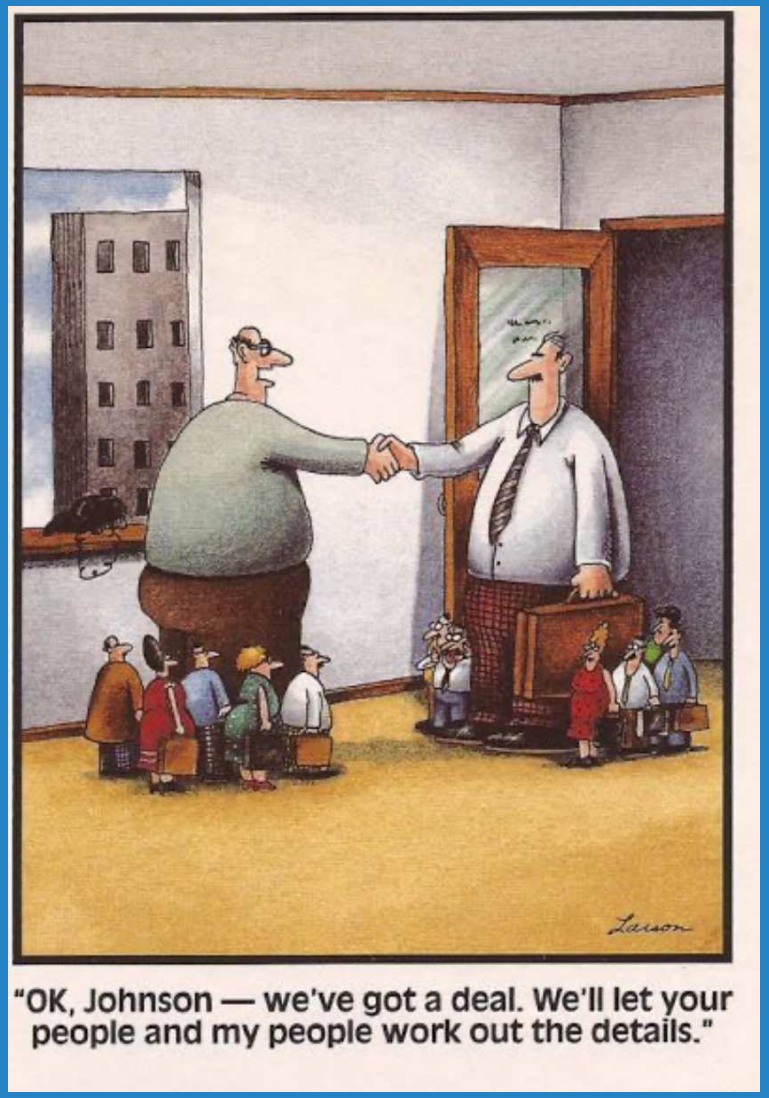
Sustainability is an important goal for the Chapter that the Board is working on. We have seen a lot growth in the Chapter over the last few years. Our membership has doubled. In addition to Young Eagle rallies, we now offer Young Eagle workshops and STEM activities for kids. Our Technical Counselor and Flight Advisor activities seem to keep us busier than ever. Our Electric Dragonfly project is also a step towards a sustainable aviation future. We have become a 501c3 tax exempt organization with a stronger focus on education and helping to create the next generation of innovators and aviators. The question is, "How do we keep this momentum going and flourish as an organization?" The Board has begun to address this in a number of ways. We are establishing clear cut roles and responsibilities for the Board and officers. We are creating an Operations Manual to formalize how we conduct our business and make it easier for future chapter leaders. We are looking at ways to better market our organization to other folks interested in aviation and grow our membership. Most importantly, we want to hear your ideas about how we can better serve you and create a robust and sustainable aviation future. So, drop me a line when you have a free moment at tailspinfox@gmail.com and let me know what you think:-)

The Night Vapor is an RC model aircraft with a remarkable speed range that can be flown both indoors and outdoors.

# Grant Besley Back Country Flyout

# Big guys with little planes and little guys with big planes

# From the Treasurer's Desk




"OK, Johnson — we've got a deal. We'll let your people and my people work out the details."

Cheers Aviation Enthusiasts

An anonymous donor has offered a $10,000 2:1 matching gift.

Any donation received on or before December 25, 2024, will be matched with twice the amount and the amount donated will be tax deductible.

This offer ends December 25, 2024, so if you have any loose change, send it or hand it to me or Will Fox on or before Dec 25th. Make out checks to EAA Chapter 691 and put donation in the memo.

David Young

Treasurer EAA Chapter 691

819 Gonzales Rd, Santa Fe, NM, 87501

# Tech Corner

by Will Fox

## The Backcountry

The Grant Besley backcountry fly-in has come and gone, but it sure was fun. It all began when Laurie McGavran, who is a chapter member and also the leader of the NMPA Advocacy committee, sent out an innocent email wondering if we were going to have a flyin at Besley this year. I opened my mouth at the wrong time time and ended up having to actually do some work to get the strip ready. Getting old and lazy at the same time, I usually do my best to avoid such situations, but I got a chance to work with Ron Keller, NMPA's backcountry guru, and that made it all right. It is always fun to work with Ron. I appreciate the good work he does, plus once in a while he lets me drive the vintage tractor he uses to mow back country strips, and that is just plane fun.

My job this year was to help hack thru the wilderness that borders the mile long road into Beasley, so Ron could get his truck and trailer up to the field. Chainsaw in hand I went to work with Kevin Keay, who built the field, to trim the sage, juniper, and pinion trees that bordered the road. I had to sharpen the chain twice before I was done. Those trees pull more than just water and nutrients out of the ground, because they were sure full of minerals as well.

Ron finished the mowing, and I promised to come back later to replace the two windsocks which were well past their expiration dates. Ron ordered a couple and had them drop shipped to me. Since my Pegazair (my go-to backcountry airplane) was down for maintenance, I decided to fly the Bonanza up to Besley and see how the field felt at landing speeds more like 70 knots than 40 knots. I conned Andrew DeVecchio,who owns and flies a Kitfox, into joining me for the fun.

Upper photo: Ron Keller on his trusty tractor mowing the Grant Besley (NM03) airstrip that is owned by Steve and Deborah Weiss. Lower photo: Bonanza ready for departure.

Andrew joined our EAA chapter a couple of years ago, and he and his wife Jen have been real contributors to our Rallies and STEM programs. Andrew learned to fly in Los Angeles, so he is getting acquainted with the practical aspects of dealing with density altitude and mountains here in New Mexico. Flying in and out of Besley would be a good experience for him. He is in the process of getting his mothballed Kitfox flying again, so we flew up together in the Bonanza.

I let Andrew do the flying while I pontificated on the nuances of landing and taking off on backcountry strips at high density altitudes. Besley is 4500' long with a field elevation of 7600 feet. I told him that on a warm day, the density altitude on the ground can be over 10,000 feet. Plus the runway has a significant uphill slope to the north so landing to north and taking off to the south is recommended. Sounds good right? The only problem is that it is not uncommon for the wind to be coming out of the north resulting in a tailwind when taking off to the south. One more consideration is that there are 50 foot tall trees on the north end of the runway, whereas the south end is only bounded by low growing sage brush and descending terrain. A general rule of thumb is that your takeoff distance will increase by 10% for every 2 knots of tailwind. For example, a 10 knot tailwind will increase your takeoff distance by 50% and a 20 knot tailwind will increase it by 100%. On the other hand, a headwind that is 10% of your takeoff speed will reduce your takeoff roll by 20%. You've got to consider the tradeoffs and pick your poison. It is clear why we generally takeoff with a headwind rather than a tailwind, but what if that takeoff is uphill with an obstacle at the end? Maybe the downhill with a tailwind is a better option. This of course depends on how steep the hill is and how high the obstacle is. I don't know of a general rule of thumb you can use for this, so it is best to look at the performance chart for your aircraft or rely on your experience with similar situations.

I also told Andrew that it is good to remember that it is quite possible to land on a strip that you may not be able to get out of, so set you minimums ahead of time. My experience with the Bonanza with similar field conditions to Besley and weight told me that we could handle up to ten knots of tailwind taking off to the south as long as the outside temperature was below 80 F, so those were our go/no go conditions. I also follow the rule that you need 80% of your takeoff speed before you reach your halfway point down the runway. The general rule of thumb is 70% of takeoff speed by halfway, but that leaves no margin, so I use 80%.

We landed at Besley with a 7 knot headwind going uphill and the strip was amazingly smooth. We could have easily landed using only half the runway length. I needed to add power to taxi up the hill to the north end of the strip. At the end of the runway I turned around with some momentum so I wouldn't have to use too much power since that tends to kick up dirt and rocks. Not something you want to do with a tricycle gear airplane that doesn't

How in the world did Andrew get that new windsock on all that way up in the air?

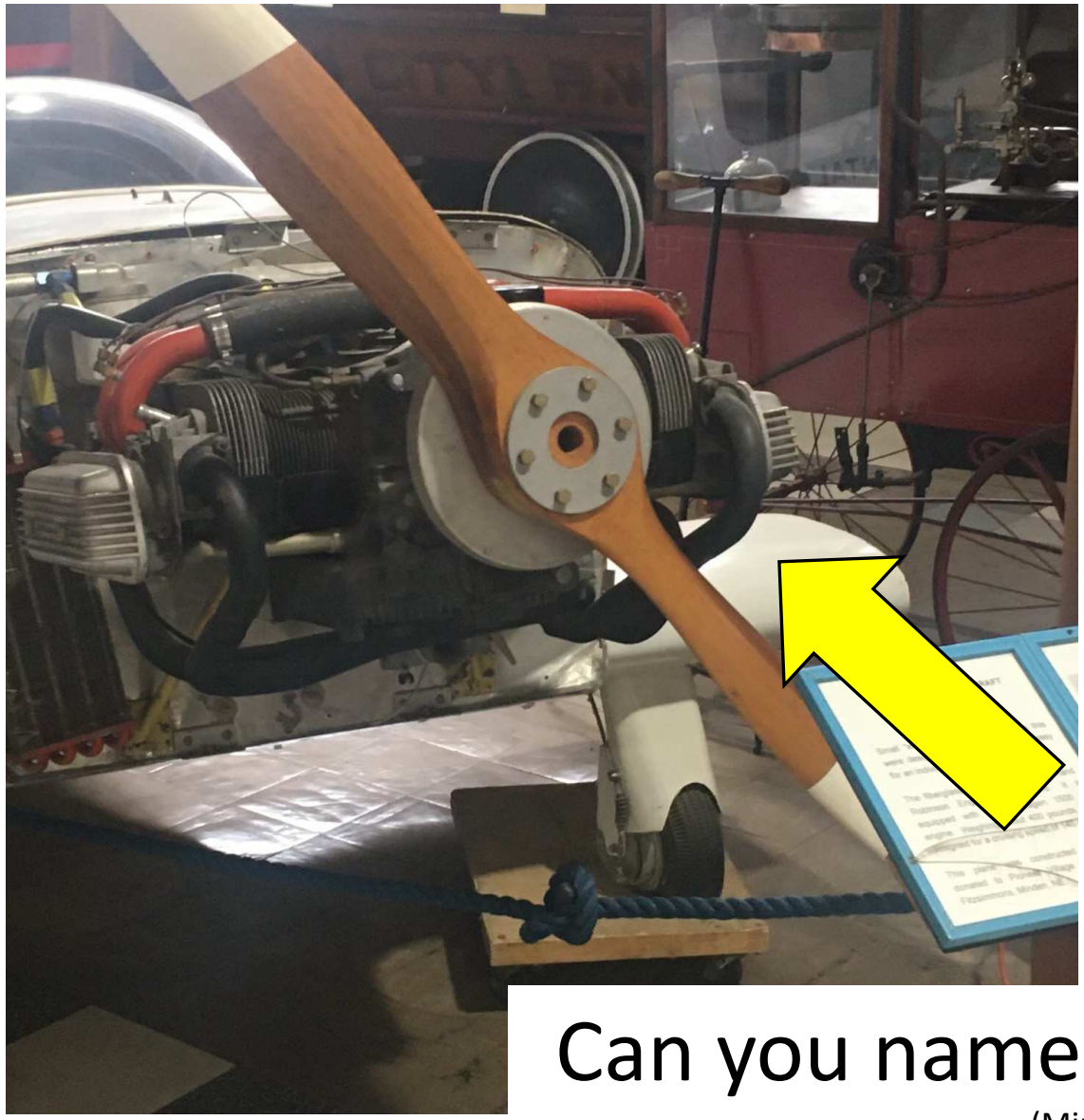
have a lot of prop clearance. It was a beautiful morning so we walked to the other end of the runway to put up the first windsock and check out the field. It looked great. In no time we had the new windsocks up, and it was time to head back home before it got too hot. The Continental fuel injected engine on the Bonanza came to life with a little coaxing and we got ready to go. About that time a beautiful C-185 floated by a couple hundred feet above us. We weren't sure if the pilot was going to land or just sightseeing, so we tried to get him on the radio with no luck there So we watched for a bit to see what was going to happen. You can't see the south end of the runway from the north end because of the hill, so you need to be cautious and make sure there isn't landing traffic on your departure. The Cessna wandered off to the southwest after a bit, so we started our takeoff roll with a density altitude of around 10,000 feet. We had 60 knots indicated comfortably before half the runway had gone by, so we were good to go. We were off and climbing out 1000 feet before the end of the runway when Andrew remarked that that things happened a lot faster in the Bonanza than he was used to in his Kitfox:-) Ain't that the truth. Our ground speed at lift off was close to 90 mph because of the density altitude and tailwind. That's about a football field length every two seconds.

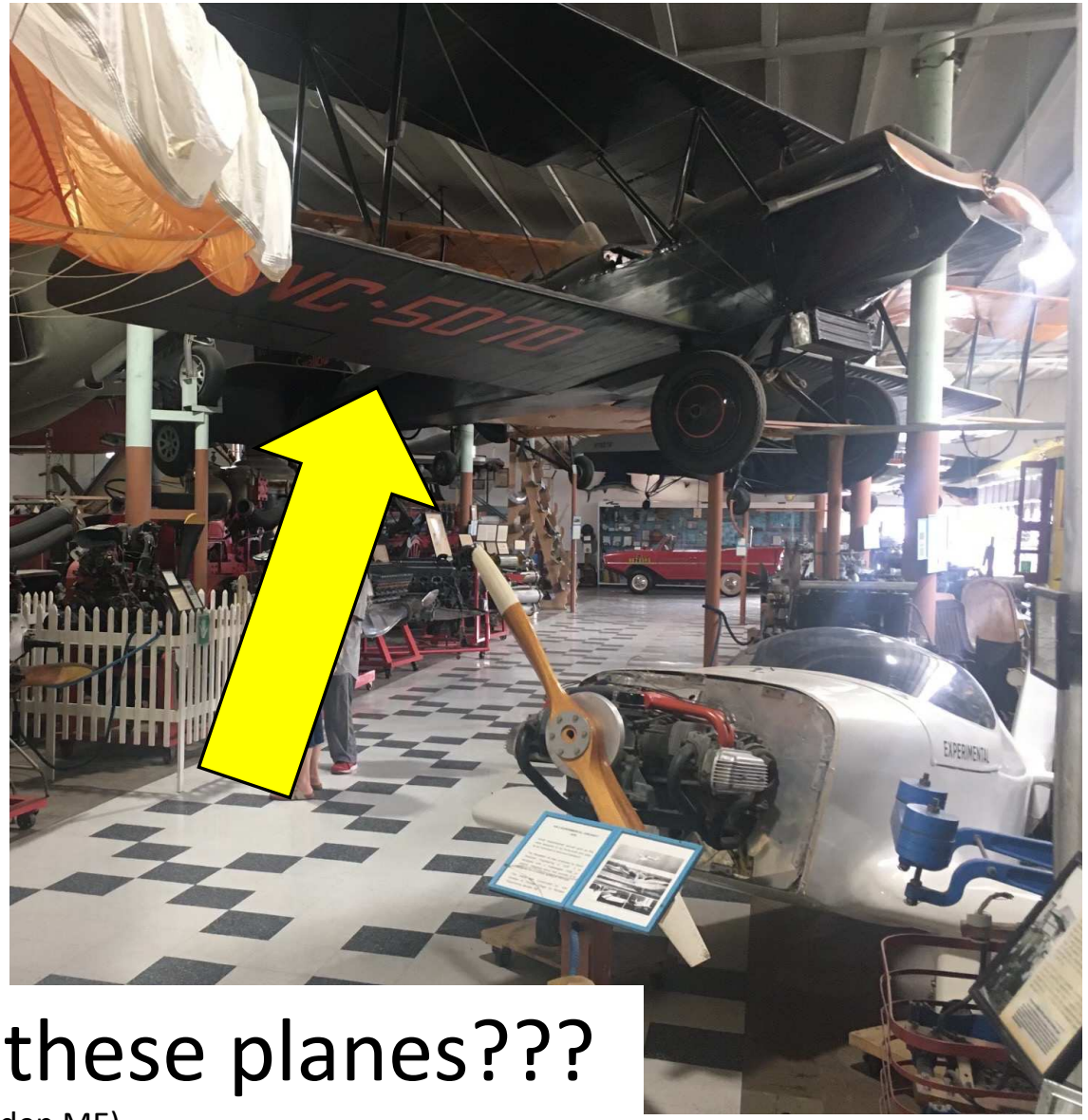
Would it have been better to takeoff up hill with a 7 knot headwind? Well, the runway height increases by about 80 feet from the south end to the north end. Add another 50 feet for the trees and you need to takeoff and climb at least 130 feet over the length of the runway. Those conditions are literally off the charts in the Bonanza POH, but the takeoff chart does say that we would need 4300 feet to clear a 50 foot obstacle under those conditions on a level runway. In other words we wouldn't even be able to out climb the rise in the runway let alone the trees. So no, it would not be possible to takeoff uphill at that density altitude even with the 7 knot headwind. Looking at the takeoff chart a bit more it looks like we could probably do it if we had a 25 knot headwind and the pilot and plane performed perfectly. Anybody who has flown with me knows that perfection is not one of my strong points. The bottom line is that you should think twice about taking off uphill at a high density altitude unless you have a pretty stout headwind or a very high performance aircraft.

Want to play "Chicken". Brian O'Neil's Kitfox, Roger Smith's Tripacer, and Skip Egdorf's Taylorcraft are lined up on the right side of the runway.

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.


Time for another round of
"Name that cockpit!"





# Can you name these planes???

(Minden ME)

# A Noble Cause

**November 14th through 16th 2024**

https://navajochristmasairlift.com/

**The Mission:**

The mission of the Christmas Airlift is to provide items of need, including clothing, blankets, toys, toiletries, and food for our Native American community to enhance their celebration of Christmas.

**What the Airlift does:**

Private aircraft are loaded with donated goods and deliver them to the Gallup NM or Winslow AZ airport. The Southwest Indian Foundation gathers and distributes the goods. Participating pilots are responsible for collecting the donations. Plan ahead! Airlift coordinators need to know planned arrival date and approximate time 2-3 weeks in advance so SWIF and airport staff can plan for the arrivals. Consider weight and balance and volume available in your aircraft. Package goods as described at the Airlift website above so that items can be lifted and handled safely.

**Donations:**

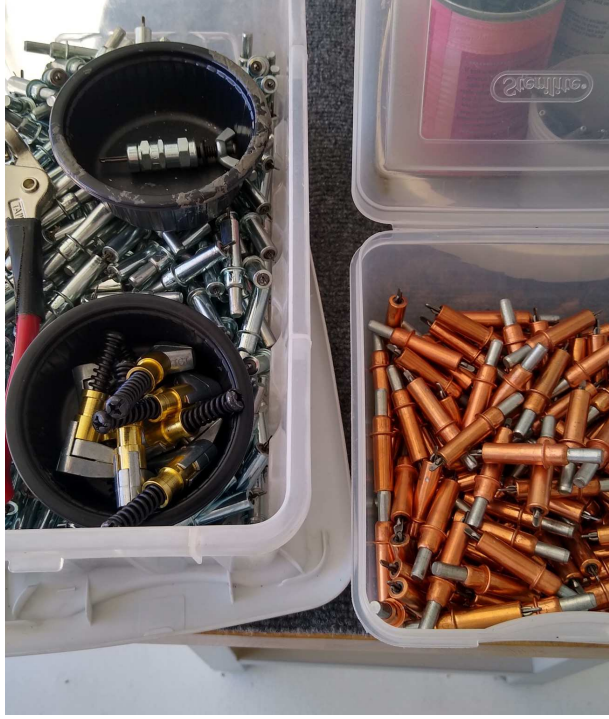
- Gently used clothing (especially cold weather) for children, youth, or adults, cold weather coats / jackets of all sizes, stockings, shoes in very good condition,
- Blankets, linens, pillows, towels
- Good condition toys in working order,
- Toiletries such as soap, shampoo, Kleenex, toothpaste / brushes, lotions.
- Cleaning supplies, bleach, disinfectant wipes
- Non-perishable goods: Canned meat, vegetables, fruit, dried pinto beans, cooking oil, bulk flour, bulk sugar. Paper goods: cups, plates, paper towels, toilet paper, etc.
- School supplies

**>> All Donations are tax deductible, 501c 3; a donation letter will be available following the airlift <<**

# For Sale

Marc Bonem is selling  a number of aviation related items ranging from videos and books to tools to a flight simulator.  See pictures of some of the sale items below.  A list of all items and the asking price is attached.  If you are thinking of building an airplane or need to practice your IFR skills you might want to take a look at what he has for sale.

You can contact Marc at mbonem7@gmail.com.

| CLOSEOUT SALE | | | | | |
|---|---|---|---|---|---|
| | | | | | |
| **Videos** | | | | | |
| Hints for Homebuilders, Sheet Metal, Vol 1-2 | | EAA | | | $10 |
| | | | | | |
| | | | | | |
| **Books** | | | | | |
| Airplane Ownership, Vol 1-4 | 2014 | Mike Bush | | New Condition | $40 |
| Sportplane Construction Techniques | 2000 | Tony Bingelis | | New Condition | $10 |
| The Sportplane Builder | 2000 | Tony Bingelis | | | $10 |
| Tony Bingelis on Engines | NA | Tony Bingelis | | | $10 |
| Firewall Forward | NA | Tony Bingelis | | | $10 |
| Acceptable Methods, Techniques, and Practices | 1998 | DOT | | Slightly Used | $10 |
| Kit Airplane Construction, 3rd Ed | 2006 | Wanttaja | | Slightly Used | $15 |
| Aviation Weather Handbook | 2022 | DOT | | Used | $10 |
| Instrument Flying Handbook | 2022 | DOT | | Used | $10 |
| Instrument Proceedures Handbook | 2017 | DOT | | Used | $10 |
| Pilot's Knowledge of Aeronautical Knowledge | 2016 | DOT | | Slightly Used | $15 |
| Stick and Rudder | 1944 | Langewiesche | | Slightly Used | $5 |
| Mountain Flying Bible | 2005 | Imeson | | New Condition | $10 |
| 101 Things to Do With Your PPL | 2004 | Cook | | New Condition | $10 |
| | | | | | |
| **Flight Simulator** | | | | | |
| Home Flight Simulator, New in 2024, 3 Screens | | | | | $1,250 |
| Yoke, Throttle Quadrant, pedals, etc. | Runs X-Plane | | | | |
| | | | | | |
| | | | | | |
| **Tools** (Most in new or almost-new condition. Original reciepts are available.) | | | | | |
| 26-gallon upright Cobalt compressor, with hose, attachments, oil | | | | | $350 |
| Workbenches, adjustable hight, 72" x 25" (2) | | | | | $150 |
| Cherry hand rivit gun | | | | | $50 |
| Deburring tool | | | | | $10 |
| C-Frame bench riveting tool with table | | | | | $150 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Drill bits, reams, countersink bits | | | | | | | | | $100 |
| #3 Step drill | | | | | | | | | $15 |
| Countersink cage | | | | | | | | | $15 |
| | | | | | | | | | |
| Clecos 3/32 | 340 | | | | | | | | $50 |
| Clecos 1/8 | 140 | | | | | | | | $25 |
| Cleco clamps, Lg | 4 | | | | | | | | $10 |
| Cleco clamps, sm | 4 | | | | | | | | $10 |
| | | | | | | | | | |
| C-clamps, Med (2) | | | | | | | | | $10 |
| C-clamps, Lg (2) | | | | | | | | | $15 |
| | | | | | | | | | |
| Pneumatic drill | Nova 4000 rpm | | | | | | | | $150 |
| Pneumatic 3x riveting gun | | | | | | | | | $100 |
| Pneumatic nibbler | | | | | | | | | $50 |
| Pneumatic squeezer with 3" yoke | | | | | | | | | $175 |
| Pneumatic angle drills (2) | | | | | | | | | $5 |
| | | | | | | | | | |
| Metal snips, left, center, right | | | | | | | | | $5 |
| Cleco pliers | | | | | | | | | $5 |
| | | | | | | | | | |
| Rivits, assorted sizes, all from Aircraft Spruce and speciality | | | | | | | | | $100 |
| | | | | | | | | | |
| 16" Steel back rivt plate, mounted | | | | | | | | | $50 |
| | | | | | | | | | |
| Vans RV-9A empannage assembly, 85% assembled | | | | | | | | | $500 |
| | | | | | | | | | |
| Aircraft lights, Pusar NM Nav/Strobe and tail | | | | | | | | | $1,000 |
| | | | | | | | | | |
| Offset hand seamer | | | | | | | | | $5 |
| Fluiting pliers | | | | | | | | | $5 |
| Edge forming tool | | | | | | | | | $5 |

| | | |
|---|---|---|
| Rivet sets with mounting block | $100 | |
| Cup rivet sets (2) | $10 | |
| Flush rivet (mushroom) set with rubber ring | $7 | |
| Bucking bars (5 assorted shapes) | $25 | |
| | | |
| Glass beads (for epoxy) about 2 quarts | $5 | |
| | | |
| 16 AWG 30' Retractrable cord real | $25 | |
| | | |
| Assorted files | $1 | ea |
| | | |
| Partial can of aircraft primer | $1 | |


# 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: