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# EAA Chapter 691 Newsletter

## January 2025

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On the Web @ [eachapter691.org](http://eachapter691.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.eeachapter691.org> for more information about upcoming activities.

**Saturday January 18th @** Los Alamos Terminal Building Gary Goddard, LAM Airport manager & EAA 691 Chapter member will present.

Los Alamos Chapter 691 of the Experimental Aircraft Association (EAA) will meet Saturday, January 18 at the Los Alamos Airport (KLAM) Terminal, and will feature presentations and discussion led by new Airport Manager Gary Goddard, as well as chapter officers. The meeting, open to all interested, will begin at 9:30 with coffee, pastries, and informal discussion, followed by a short business meeting at 10:00 and presentations beginning at 10:30.

**Goddard** will lead a discussion on topics of interest to the Airport community including:

- Status of the Airport Master Plan
- Aviation fuel systems operations and sales
- Community interest in a flying club,
- Business case for an onsite A&P mechanic.
- Rental, privately owned, and sunshade hangars.
- Ideas for better utilization of the Terminal building, and other Airport resources.
- Airport Open House.

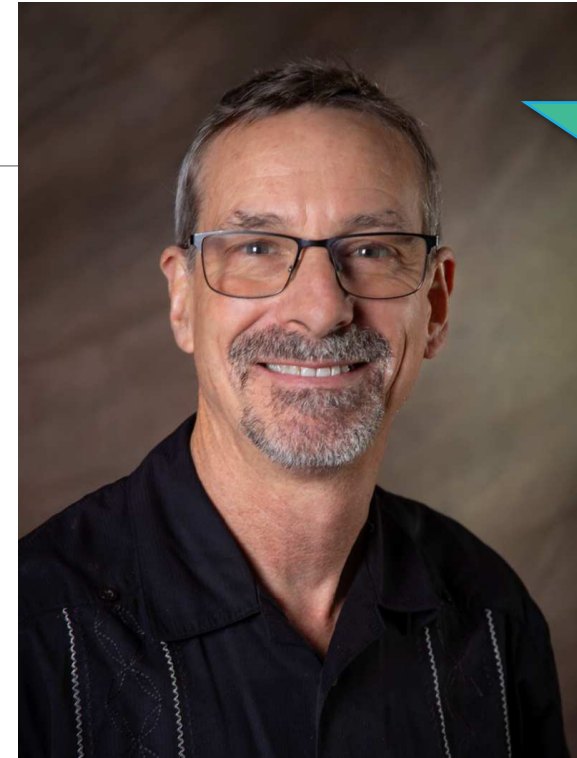
Will Fox, EAA Chapter President, will review Chapter activities and accomplishments over the past year and review evolving plans for development of an electric “DragonFly” aircraft for future participation in the Pulitzer Electric Aircraft Challenge.

John George, EAA Chapter Vice President will review plans for chapter meetings, STEM and public participation activities, aircraft R&D projects, and several FlyOuts, including a proposed outing to the Roswell (previously Reno) National Championship Air Races.

**Gary Goddard**, the new Los Alamos County Airport Manager, brings a wealth of experience and a diverse background to the position. He earned a B.A. in Cultural Anthropology in 1998 and began his professional career as an architectural designer and builder in Oakland, CA. During that time, he also taught machine technology and interactive electronic artwork in the Bay Area, deepening his passion for innovative technologies.

In 2011, Gary joined Los Alamos National Laboratory as the Building Automation Team Lead, and in 2014, he completed a master’s degree in systems engineering through programs at UNM and Iowa State University’s Industrial Engineering Department. At the lab, he worked with the Facilities Engineering and Sustainability Program teams, focusing on high performance sustainable buildings, energy management, and optimizing building control systems.

Beyond his professional endeavors, Gary is a passionate aviator and former hang glider pilot. He is the proud pilot of “Stubbs,” a 1960 Piper PA-22-160 Tri-pacer based in Ohkay Owingeh. He lives off-grid on six acres along the Rio Grande with his wife and son, goats, chickens, and dogs, striving for a sustainable and independent lifestyle. Hope to see you there!





# President's Report

by Will Fox



Check out our Chapter YouTube channel at <https://www.youtube.com/@eachapter691> for the latest videos. For upcoming events, go to the Chapter website at <https://www.eaachapter691.org/upcoming-events>

## A Whole New Year!

Hi Folks, Happy New Year! First up, Gary Goddard, the new Los Alamos Airport manager, will be our guest at the first meeting of the New Year on Saturday January 18, 2025. Gary has lots of new ideas for the airport and wants to share them with the community and get their feedback. Please join us at 9:30 AM for the Social, followed by John George discussing this years schedule of events and then yours truly talking about plans for the Electric Dragonfly and our STEM program. Gary will join us at 10:30 AM for the airport discussion.

This past year has had many highs, but among the top ones are EAA Chapter 691 becoming a tax exempt 501c3 organization; a very successful Donation Drive, that raised over \$25,000, and the activities that we were able to offer our members, Young Eagles, and the public. I don't have room to cover them all, but they ranged from more than a half dozen excellent aviation presentations; to building and fielding four flight simulators for our STEM program, teaching kids and adults how to build airplanes, and delivering an opportunity for over a hundred kids to give Santa Claus their Christmas wishes. We had a positive impact on communities in Los Alamos, Santa Fe, and Española that was enlightening and fun.

I can't thank our members, volunteers, mentors, and teachers enough for their hard work and contributions. You made a difference in bringing aviation and what it has to offer to the people around you, and you deserve a big pat on the back for caring.

Take care and keep the blue side up.

Will



John George flew his SCH-2 Ultralight Helicopter for the first time in December of 2024. John has been preparing for this flight for a long time. When you see John, congratulate him on this accomplishment.

# Letter from the editor

by April Fox



Hello Aviation Enthusiasts! Hope everyone has had a great start to 2025. Our chapter, now a 501(c)3 non-profit has a lot of really great events planned for 2025. Think:

“Roswell Air Races 2025”

Please join us this Saturday (1/18) to hear about our upcoming events, and meet the LAM new airport manager, Gary Goddard and hear what Los Alamos has in store for the Airport.





# Tech Corner

by Will Fox



## Distraction

Many years ago hunting coyotes from an airplane was an accepted practice. I had a friend who use to do it until one day he shot his tire out with a 12 gauge shotgun. He was focusing so hard on the coyote that he didn't notice the tire in front of the muzzle when he pulled the trigger. Fortunately he managed to land the plane with out wrecking it and get the tire fixed before his dad found out.

Occasionally, I have crossed the path of a coyote or two while flying in the back country. This isn't a story about hunting coyotes, but rather about chasing them. It is also a story about how easy it is for a pilot to get distracted doing this and how it can have dire consequences.

When I was young and immortal, I took a friend's friend flying in the mountains over an area that had a large meadow. I spotted a coyote ahead and suggested we fly a bit closer to get a better look at it. I made a low pass over the coyote and that got him running for cover towards the the trees at the edge of the meadow. I circled back in a tight turn and cut in front of him to turn him back towards the meadow. I lined up behind him and chased him back to the center of the meadow. Once there, I began to fly around him to get a better look. I was flying at a low airspeed with the flaps out to stay close to the coyote and was only a few



Aircraft were used sometimes to hunt coyotes, particularly if there was a bounty on them which was common back in the 1950s' and 1960s'' At that time the government was trying to eradicate them as they were considered pests and tended to prey on cattle and sheep. This turned out to be impossible because coyotes are extremely adaptive to their environment. Today the number of coyotes in the US is larger than ever and their range has expanded into Canada and South America.

hundred feet above the ground. While this particular coyote was pretty wily, and even though I had him running in circles, he was in fact spiraling back towards the cover at the edge of the meadow. In an effort to cut him off once again I tightened up my turn to cut in front of him, when all the sudden the plane stopped turning and the wing on the inside of the turn started to drop. To make matters worse this happened right as we were headed towards a lone Ponderosa pine standing in the meadow. It felt like we were falling sideways with the wing pointed straight at the tree.



I had been so focused on the coyote that I had neglected one of the basic elements of flight, that being: ***Maintain Thy Airspeed***. To make matters worse, I had unknowingly cross controlled the airplane and it was in the process of trying to turn this combination of errors into a spin. This is definitely not a good thing when you are only a few hundred feet above the ground. It took an instant to realize what was happening and then my training kicked in and I jabbed the opposite rudder, relaxed the back pressure on the stick, and added full power all at the same time. Fortunately I was flying a very forgiving airplane. The plane miraculously, rolled level and stopped descending and I was able to turn just in time to avoid hitting the pine tree. In the process, I scared the heck out of the poor coyote who literally dove for the ground as we flew over him. I looked at my passenger and he looked at me and we didn't say a word to each other.

I began a gentle, climbing turn back towards home and tried to get my heart to quit beating so loud. I was sure that it could be heard over the sound of the engine. After we landed back at the airport my passenger got out of the plane with a smile and told me that it had been the most incredible flight he had ever been on, especially when I dropped down and made the coyote dive for cover. I didn't know what to say. I had almost killed us both. He thanked me for the flight and left. I got back in the airplane, took off, and climbed up to altitude to try to repeat what had happened. After a couple of tries I was able to duplicate it and discovered that had I not recognized what was happening as quickly as I did and reacted the way I did, I would have spun the aircraft and hit the ground. I have the instructor who taught me spin recovery to thank for that training. I learned an important lesson that day about the power of distraction and promised myself to be more cognizant of it.

In certain flying situations it is easy to get focused on a specific task to the exclusion of everything else. Don't let that happen to you. A good pilot will recognize when a situation like that could develop and will consciously acknowledge it. Then they will purposely increase their awareness of it and remind themselves to fly the airplane. It is called situational awareness and it is a skill all pilots need to learn.



# 1996 Pulsar XP Aircraft Builder looking for a Partner.



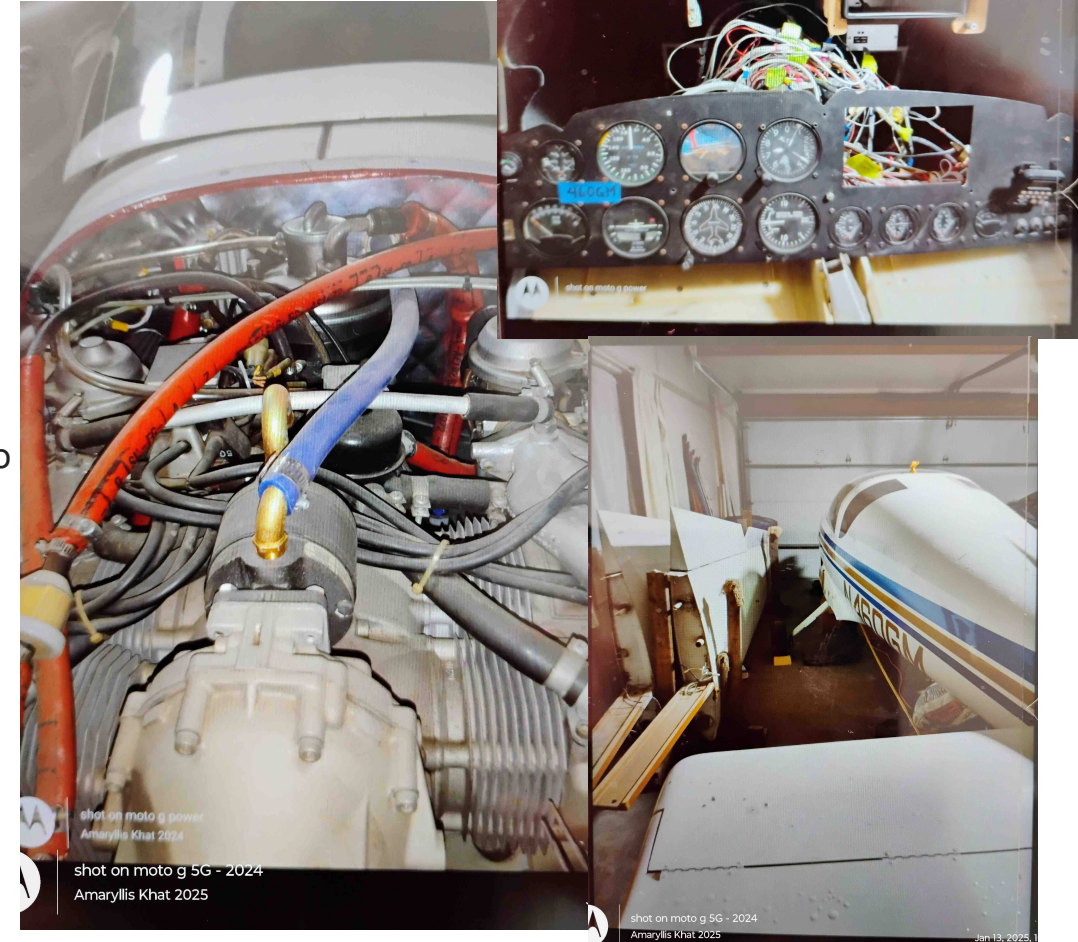
Amaryllis Khat (EAA Chapter 691 member) is looking for someone to partner with her on her 1996 Pulsar homebuilt aircraft. The aircraft was damaged in a landing accident a number of years ago due to a nose gear failure and the structural damage was repaired. However, it has been in storage for a number of years and needs to have the airframe reassembled, the panel reinstalled, the fuel lines replaced, and a new weight and balance done. The engine is a midtime 80hp Rotax 912 UL, but it has not be run for a number of years, so it also needs an inspection (borescope, etc).

Due to a back injury, Khat is not able to complete the work herself and is looking for a partner to help her get it flying again. Terms for the partnership are negotiable. You may contact Khat at [cloudwerks.aak@gmail.com](mailto:cloudwerks.aak@gmail.com) for more information.

The Pulsar is a very efficient high performance aircraft with a cruise speeds of up to 170 mph. The Rotax 912 UL 80 hp engine also makes it very economical to fly.

If you are not familiar with the Pulsar, Kitplanes did a good article on it a few years ago. You can read it here: <https://www.kitplanes.com/buying-used-the-pulsar/>

Here are a few pictures of Khat's pulsar.



Khat's 1996 Pulsar XP

# Clickbait



[https://www.cnn.com/2025/01/15/weather/video/super-scooper-wildfires-california-digvid?cid=ios\\_app](https://www.cnn.com/2025/01/15/weather/video/super-scooper-wildfires-california-digvid?cid=ios_app)

Independent testing of GAMI G100UL shows paint damage and O-ring effects.

<https://www.youtube.com/watch?v=sPeQ6T3vB2E>

Electrical failure distraction leads to aircraft collision:

<https://www.youtube.com/watch?v=sghoFyxvG8o&t=20s>

The Philippine Mars:

<https://www.youtube.com/watch?v=VF25Zjz3pl0>

The Guillows F190 Build and Fly

<https://www.youtube.com/watch?v=HGOCGsrtR34>

The Electric Beaver:

<https://www.youtube.com/watch?v=z4yh-SI13YM>



From David Leiting, Eagles Program Manager @ Headquarters;

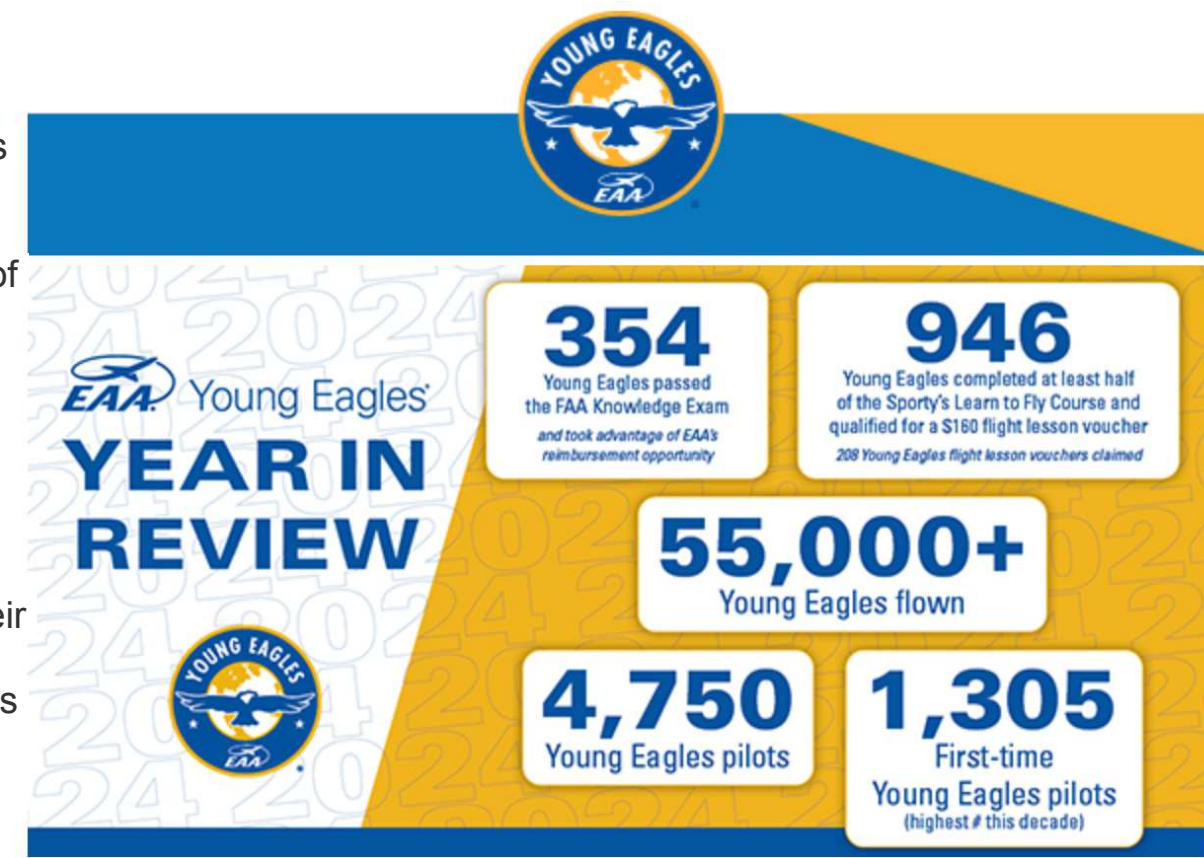
2024 marked another safe and successful year for the EAA Young Eagles program! This, of course, would not be possible without the commitment of the outstanding volunteers. No matter your role, thank you for keeping Young Eagles as the gold standard for youth aviation programs.

While the number of Young Eagles flown returned to normal levels, the number of new volunteer Young Eagles pilots continued to grow. EAA will continue to focus our efforts on growing the Young Eagles volunteer pilot pool. As longtime volunteers hang up their headset, it is imperative that we welcome a new generation of pilots to carry the program into the future.

Engagement in the Young Eagles Flight Plan also saw tremendous growth in 2024. The number of FAA Knowledge Exams taken by Young Eagles has nearly doubled in the past two years, while those Young Eagles taking advantage of their free flight lesson voucher has grown by 25-30%. This is a testament to the volunteers in the field continuing to advocate for participating in the Young Eagles Flight Plan.

Outside the numbers, I also heard many encouraging anecdotes from former Young Eagles attending AirVenture for the first time, or from chapters in the field reporting Young Eagles success stories.

As we launch into 2025, I'd like to once again thank you for all your efforts in making 2024 a successful year for Young Eagles.





# EAA Chapter 691 Membership Application/Renewal Form



*Please mail this form (and consider a donation of \$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: