

## EAA Chapter 691 newsletter- March 2010

**Upcoming Meeting:** The next meeting of EAA Chapter 691 will be held on March 18, 2010. John Cortesy is hosting the meeting at his home in Los Alamos. John's address is 2257 47<sup>th</sup> St., Los Alamos, NM 87544. Social hour will begin at 6:30 pm with refreshments and snacks. The Chapter meeting will commence at 7:00 PM. See the President's message below for a link with directions to John's house.

### Tech Program notes and Message from Chapter President Jeff Scott

The February meeting was held at Vice President George Stephenson's place. We got to stop at Harland's place to look at George and Harland's RV-7 project. George served refreshments during the business meeting, then Marc Ausman did a presentation of the products from his company, Vertical Power. Marc made a very convincing argument for using the solid state programmable breaker system sold by Vertical Power, then made a surprise announcement of the latest product, which is a low cost Solid State programmable breaker system that is integrated into several of the more popular EFIS systems available today. Thank you Jerry Langan for inviting Marc to come talk to us, and thank you George for hosting the meeting and providing Marc with the screen for his presentation.

The March meeting host is John Cortesy - 2257 47th St, Los Alamos, NM. The meeting is March 18th, social time starting at 6:30 and the meeting at 7:00. There is a map linked in from the chapter meeting web page next to the march meeting <<http://eaa691.org/officers.html>> John is an enthusiastic Light Sport pilot flying Weight Shift Trikes. John did an extensive write-up of his adventures with his trikes which is posted on the chapter web site on the "What We Build" page. It's really worth taking a few minutes to read. I believe John mentioned something about flying his Trike to Oshkosh this summer, which should be a grand adventure.

The tech presentation will be a talk by yours truly discussing the process of "Licensing your Home Built Experimental Aircraft". For those of us that have licensed planes before, the process changed in September of 2009 with the updating of the 51% rule and now requires substantially more proof of authenticity of construction. I have posted an outline that is linked from the bottom of the chapter web site front page <<http://EAA691.org>>. In that outline you will find examples of all of the paperwork required to license your home built aircraft.

We are in need of a volunteer to head up the Young Eagles program for this chapter. You don't need to have a plane to fly, or even be a pilot. But you do need to have an enthusiasm for the Young Eagles program and like organizing small events to get kids up in the air. The chapter has a lot of pilots and personnel that are willing to help with the Young Eagles, but we need a Young Eagles Flight Leader to coordinate the effort for the chapter.

As some of you may already know, the Taos EAA Chapter has ceased to exist. However, there are good contacts in what used to be the Taos chapter and an organization in Taos that would like to see the Young Eagles program continue for the Taos teens. I think this is an area where we can help. I also have a request in hand from Santa Fe Indian School asking when we might be flying Young Eagles again. Forrest has done the organizing in the past, but is tied up with some personal issues that will preclude him from continuing in this role. So, I'm asking each of you to think about whether this is a task you can take on to benefit the kids of northern New Mexico. In return I promise to say nice things about you, and at the end of the year I'll present you with a certificate and a shiny new Young Eagles Coordinator pin. The biggest reward is that Young Eagles Grin that I see from almost every kid as they exit the plane following their flight.

Jeff Scott  
EAA Chapter 691 President

### **Member Activities and News:**

**Paper Airman Certificates Expire March 31** - Pilots who have not replaced their paper airman certificate with the required new plastic certificate risk being unable to exercise their privileges at the end of March. All paper airman certificates will expire March 31, 2010. FAR 61.19(h) reads: "Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010."

To replace your airman certificate online, visit the [FAA website](#).

To apply for a new certificate via the mail:

1. Complete an "Application for Replacement of Lost, Destroyed, or Paper Airman Certificate" (PDF available at [www.SportAviation.org](http://www.SportAviation.org)), or
2. Send a signed, written request stating your: name, date and place of birth, social security number and/or certificate number, and the reason you need a replacement.
3. Include a check or money order for \$2 (U.S. funds), made payable to FAA, for each certificate you request.
4. Mail your request to:

Federal Aviation Administration  
Airmen Certification Branch, AFS-760  
P.O. Box 25082  
Oklahoma City, OK 73125-0082

**The flight to the 52<sup>nd</sup> annual Cactus Fly In** by EAA 691 members took place on March 5, 2010. Although there was a headwind enroute, the visibility was good and the temperatures at the mid-point in St. John's, AZ were pleasantly warm. Lloyd Hunt and Thomas Spickerman traveled in the 182; Jeff Scott blazed along in his KR-2S; Dane

Knowlton cruised in style in the Cirrus SR20; Randy Edwards and Roger Smith made the journey in Randy's 172; and David Roe and Jerry Langan flew over in David's RV-8. Later in the day, Dane Spearing flew to Casa Grande, AZ with Amy Miller and Jim Foley in Dane's Cherokee 6.

Everything looked great – until the right side of the magneto in the RV-8 failed a mag check. David then made the sober decision to keep the plane grounded until the magneto was repaired. Now EAA members are nothing if not creative, right? In light of the circumstances, Dane Knowlton offered a ride to Casa Grande, AZ and Jerry Langan “hit the phones” in search of repair parts for the RV-8. One of Dane's contacts led the group to the repair station Arizona Aircraftsman on the airport in Prescott, AZ and they were certain the magneto could be repaired on site. In record time David had the RV-8 uncowled and the magneto removed, and the intrepid trio got airborne in the Cirrus enroute to Prescott.

The view of the red rock country around Sedona was quite visible and very beautiful, and shortly thereafter a landing was made at Prescott amidst a gaggle of Embry-Riddle student pilots. Arizona Aircraftsman Director of Maintenance John Atterholt escorted the group back to the test bench where mechanic Rob Jameson immediately performed diagnostics on the dual magneto unit from the RV-8. Within 10 minutes Rob had identified that a connecting wire to one of the capacitors had broken within it's sheathing (a condition not externally visible) and had a brand new part on hand to replace the failed unit. After installation of the part and bench testing, the magneto was confirmed as fully functional. We were amazed to be so blessed and wondered how these guys could be so good at this. Well, it turns out that Embry-Riddle previously used A LOT of these dual magnetos and Rob Jameson has been rebuilding them for the past 14 years. Talk about finding the right person for the job! Suffice it to say that if you need a dual magneto worked on, Arizona Aircraftsman is one of the best places to go.

Back in the Cirrus with a lighter fuel load, the flight west of Phoenix to Casa Grande was incredibly smooth. Dane conducted a few high-rate-of-descent turns and a smooth landing at Casa Grande. This flight came in hours later than our fellow pilots but upon landing the phone rang with a call from fellow EAA member Dane Spearing who then met us at the tie down with one of the last shuttle vans headed for the Holiday Inn. What a genuine welcome after a long day of problem solving!

During discussions over breakfast the following morning, everyone concluded that inclement weather approaching from the west warranted a Saturday departure by all the EAA 691 aircraft. After spending some time on the field and enjoying the remarkable display airplanes, everyone launched for home. David Roe and Dane Knowlton returned to St. John's, AZ, reinstalled the repaired magneto in the RV-8, and then proceeded back to Santa Fe as a flight of two. It was a great relief to know that David and the RV-8 returned home safely after an adventurous overnight journey to the Cactus Fly In.

The following photo shows Lloyd Hunt taxiing out prior to Saturday's departure. Notice Thomas Spickerman taking a picture from the co-pilot seat. Smile!



Steve Wood, an EAA member and former chapter president, is currently the North America editor for a free online aviation magazine called **AV8Magazine.com**. The on-line magazine has just launched a new series called Reach For The Sky. In this brand new series home built aircraft from around the world are featured. This month there is a collection of stunning Van's RV aircraft and a Harmon Rocket. EAA members are invited to submit photos and a description of their airplane (around 150 words) to the magazine for inclusion in this series. The submissions can be emailed direct to the editor at [av8editor@gmail.com](mailto:av8editor@gmail.com) or via the magazine at [info@av8magazine.com](mailto:info@av8magazine.com). EAA members can also subscribe to this free magazine by going to the homepage - [www.av8magazine.com](http://www.av8magazine.com) - scrolling down to register and following the simple instructions. It's totally free and there's no catch! Please pass the word around to other EAA members and pilots, too.

Congratulations to EAA 691 member Dane Knowlton on the recent sale of his Cessna 172. Dane had this airplane for sale since the acquisition of his Cirrus SR20. Although the sale took longer than expected, Dane was able to make a satisfactory transaction despite the slow economy.

Also to be congratulated on the sale of his Cessna 140 is Bob Anderson of Santa Fe. Bob is building a Van's RV-8 and needed capital to continue the project. This very clean little C-140 is now on its way to Germany!

## EAAer Lands Safely on Interstate in New Mexico by Patrick Panzera

Web link: [http://www.eaa.org/news/2010/2010-03-08\\_landing.asp](http://www.eaa.org/news/2010/2010-03-08_landing.asp)

A Quickie Q-2, owned and piloted by Jonathan (Jon) Finley (EAA 394580), made an emergency landing Saturday morning, March 6, on Interstate Highway 25, parallel to Mid Valley airpark (E98) in Los Lunas, New Mexico. Jon's plane is powered with a direct-drive, Subaru automobile conversion and was featured in the March 2009 issue of *Experimenter*, EAA's homebuilder e-newsletter.

After having flown hundreds of uneventful hours in *Subar-Sonic* (its nickname), Jon's morning departure for breakfast with fellow EAAers was quite routine. Climbing north for 2-3 miles and over the village of Los Lunas, the engine suddenly and without warning stopped. The tachometer read 270 rpm from the windmilling propeller but switching systems from stand-by made no difference. Jon said his only option at that point was the interstate.

The southbound lanes of I-25 seemed more appealing due to reduced traffic flow so Jon lined up. "There was one truck on the road right below me and I am fairly sure that I just *barely* cleared him - I bet he had nightmares last night about that UFO dropping out of the sky right in front of him!" Jon told us. "The landing was pretty normal and I let her roll for quite a while so the automotive traffic behind me had a chance to figure out what had just happened and could slow down."

Stopping in the middle of the two lanes, Jon jumped out and pulled his plane safely to the side, allowing traffic to continue flowing. Jon commented that the Interstate is *really* smooth; he wishes his home field was that nice.

It didn't take long for emergency crews to show; state police, Los Lunas police, fire, ambulance, tow truck, and the media seemed to all converge at once. Jon managed to get a radio call out to his flying companions before he landed, letting them know that he was going to be late for breakfast, and it was a welcome relief to see friendly faces show up at the scene as a result of that call.

With the textbook landing there were no injuries to Jon or his plane, but it was reassuring that the response team would have been there for him had he needed them. The authorities called the FAA in spite of the fact that there was no damage and no injuries so Jon had to wait until they showed up before they could start loading the plane. During the wait, Jon's friends were able to bring his truck and trailer, along with lots of manpower from Mid Valley Airpark to help load the plane. The state police were kind enough to escort them back to Mid Valley so the plane didn't have to be disassembled; the load was 17 feet wide. The plane made it home without a scratch.

By noon, *Subar-Sonic* was back in the hangar and still not willing to start. Initial troubleshooting indicates that the problem may be due to a single nut coming loose and getting into some electronics. "The problem appears to have been a nut in the cockpit (no, not *this* nut)," he joked "Last time I looked at it was some 300 hours ago. Somewhere in that timeframe it worked its way off the bolt and fell onto a printed circuit board which seems to have defeated all of my built-in redundancy.

"At least that is the theory at the moment, and I can't find anything else wrong. I won't know for sure for at least several days but will let ya'll know when I know," Jon told us.

This is not Jon's first interstate landing in an experimental aircraft. I-15 (near Helena, Montana) was his auxiliary runway in the early 1990s when his Quickie (Q-1) misbehaved.

Jon is scheduled to be a guest speaker at the Alternative Engine Round-Up (fly-in) at the JeanSportAviationCenter, Jean, Nevada, on March 28, 2009. For more information visit [www.ContactMagazine.com/roundup.html](http://www.ContactMagazine.com/roundup.html)

(Thanks to EAA 691 chapter member David Roe for submitting the preceding story.)

### **Santa Fe Municipal Airport (KSAF) Tower Survey**

To all KSAF airport users,

The Aviation Association of Santa Fe sent out a Customer Service survey that Santa Fe Tower is circulating. It was a form that you had to print and mail in. Knowing how lazy we all are, we had our doubts about whether anyone actually took the time to do that. So, AASF Treasurer Marc Coan has "web enabled" the form on his web site so that we can just fill it out online and press a Submit button. The address of the form is: [http://www.skymachines.com/ATC\\_Survey.htm](http://www.skymachines.com/ATC_Survey.htm).

Each entry will be automatically emailed to Bob Wood, the Tower Chief, at [saftower@aol.com](mailto:saftower@aol.com). (You do not need to identify yourself, although an email would be nice in case Bob has questions.) **Please take the survey!**

Sincerely, The Aviation Assn. of Santa Fe  
[info@santafeaviation.org](mailto:info@santafeaviation.org)

### **Airplanes and Parts for sale and wanted**

(If you have an item that you'd like to post in the Classified Ads section, send an email to or call newsletter editor Jerry Langan and your ad will be included in the next newsletter. Another free perk of your EAA chapter 691 membership!)

**1949 Cessna 170A**, 2639 TTAF, 450-SMOH, blue & silver paint, KX155, TSO, KT76A, PS ICO, great shape, great interior. NDH. Complete logs. \$37,000. Call Dave Allyn, (505) 474-8174.



**1949 Cessna 170A** - Hangared at KSAF. White and yellow paint with brown interior, very good condition. New wing skins and wing tips. Contact Steve Bunch via email: [skylandair@yahoo.com](mailto:skylandair@yahoo.com).

**Sonex kit** with VW engine - fuselage complete and rolling on gear, engine mounted. Contact Steve Bunch at KSAF via email: [skylandair@yahoo.com](mailto:skylandair@yahoo.com).

**Subaru EA-81** auto engine conversion. This engine is rated at 100 horsepower, and the package includes: Belt drive PSRU, 2 Bing carburetors, radiator, hoses, and prop flange. There is a motor mount available for an unspecified airframe. The engine has approximately 25 hours. \$3000 OBO. Contact Jerry Langan via email: [jlanga2001@yahoo.com](mailto:jlanga2001@yahoo.com).

**Continental O-200 engines.** Two O-200 Continental engines currently apart for overhaul. Engine #1 could be used on a certificated aircraft, overhauled to meet new standards with -.010 crank, \$5900 with no cylinders or accessories. Engine #2 will be "Experimental Aircraft only" as it has no data plate and has some pitting on the face of the prop flange. The pitting will be dressed out, but may be deep enough to cause the crank to fail a yellow tag inspection. Otherwise the crank meets new specifications for -.020 undersized. Overhauled to meet new standards with the previously mentioned exception, \$4900 with no cylinders or accessories. I also have one set of cylinders that can be rebuilt to go on one of these engines and have a selection of used accessories that can be purchased to complete engine including accessories ready to fly for as little as \$10,000 including painting and assembly. Call Jeff for details at (505) 412-0910.

**Franklin 335 cubic inch engine.** Log books indicate 612 hours. Engine is rated at 150 HP. Complete engine and exhaust for sale. Price: \$4,000. For more details contact Doug Baltzley at 505-690-0308.

Item 1: **Powerfin F model 3 blade prop**, 68" diameter, right hand pusher. Fits the Rotax B or C drive.

Item 2: **Rotax C box**, 3.47:1 ratio. Has RK-400 clutch bell installed, but I have an original flywheel and rubber donut. The C box has about 500 hours on it. It should probably be checked out just to make sure everything's in spec on it.

Item 3: **RK-400 clutch** with spare set of shoes.

Open to offers. Contact Lucien Stavenhagen via email at: [Lstavenhagen@hotmail.com](mailto:Lstavenhagen@hotmail.com).

**Montague Back Country folding mountain bike.** The patented folding mechanism enables the full-size bike to fold in half. The 19 inch frame is constructed of 4130 chromoly steel and uses full-size 26 inch mountain bike wheels. With the frame folded and wheels off, this bike fits comfortably in the baggage area of a Cessna 172 or Cessna 182. You might even sneak it into a Mooney! If interested contact Jerry Langan at [jlanga2001@yahoo.com](mailto:jlanga2001@yahoo.com).

**1987 Mercedes Benz 560SL.** In nice condition with 107,000 miles. It has a 5.6 liter V-8 and Automatic transmission. Nicely equipped with A/C, power windows, power locks, hard top, CD, ABS brakes, leather and alloy wheels. This car is priced below book at \$8,500. Call Will or Barb at either 505-662-7193 or 505-665-0793.



## **FLYING EVENTS CALENDAR – 2010**

Visit [www.eaa.org/calendar](http://www.eaa.org/calendar) for more items

**March 20, 2010 – Peyton, CO.** Meadow Lake Airport (00V). 2010 Young Eagle Kick-off Rally - EAA Chapter 72. Saturday from 8:30 am - 11:30 AM at the Meadow Lake Airport Hangar. This rally will be the first of 2010 and will feature some of our most dedicated and experienced pilot members. All kinds of airplanes! Flights will launch at 8:30 AM and are first-come, first-fly. Usually all flights end by 11:00AM. Plan to stay or come back for chapter cookout from 11:30AM - 1:30PM. In case of cancellation due to weather, look for a notice on the website by 6:00AM on the day of the rally, Saturday, March 20. Contact: Sandy Martin at 719-351-1640. The chapter website is <http://eaa72.org>

**March 23, 2010 – Albuquerque, NM.** Albuquerque International Sunport (KABQ). Airport Users Workshop to prepare an Environmental Assessment (EA) for the proposed closure of Runway 17-35. The workshop will be in an open house format and interested parties are encouraged to stop by between the hours of 5:30 and 7:00 pm Tuesday evening. Coffman Associates has been contracted by the City of Albuquerque, New Mexico to prepare an Environmental Assessment (EA) for the proposed closure of Runway 17-35 at the Albuquerque International Sunport. As part of the EA process, the Aviation Department determined it is important to ensure airport users are aware of the

proposed runway closure and offered the opportunity to provide comments and input regarding the ongoing study and analysis. To provide a means for such outreach, an Airport Users Workshop is planned for Tuesday, March 23, 2010 at the Old Terminal Building. The workshop will be in an open house format and interested parties are encouraged to stop by between the hours of 5:30 and 7:00 pm.

If you have any questions or comments please contact: Molly Waller, Coffman Associates, 816-524-3500, 816-309-5432 [mwaller@coffmanassociates.com](mailto:mwaller@coffmanassociates.com)

**April 8-11, 2010 – Messe Friedrichshafen, Germany** AERO Friedrichshafen Aviation event. <http://www.AERO-Friedrichshafen.com/html/en>

**April 13-18, 2010 – Lakeland, FL**, Lakeland Linder Regional Airport (KLAL). Sun 'n Fun Fly-In. <http://www.Sun-N-Fun.org>

**April 30 - May 2, 2010 – Utah.** Caveman Ranch/Tangri-la (UT68). Backcountrypilot.org is organizing a remote airstrip camping trip to Caveman Ranch in Utah. The site has shower and bathroom facilities and a limited number of rooms. Caveman Ranch is located on the Green River in south eastern Utah and in close proximity to a number of other backcountry strips in Utah. This strip is located in a wide canyon that will allow go-arounds as needed and will accommodate fairly long take off runs to about 2600 feet. The remote location has plenty of room for camping and a visit here will feel like a true wilderness experience. Info on Caveman Ranch can be viewed at: [http://www.utahbackcountrypilots.org/airport\\_search.asp?menuID=28~28](http://www.utahbackcountrypilots.org/airport_search.asp?menuID=28~28)

The Backcountrypilot website is:

<http://www.backcountrypilot.org/forum/viewtopic.php?f=8&t=4920>

**May 15, 2010 – EAA first International Learn to Fly Day.** Announced during EAA Airventure Oshkosh 2009, International Learn to Fly Day is a cooperative effort by pilots, companies, governments, and organizations around the world to raise interest in flying and encourage current pilots to get others involved in aviation. The inaugural event is planned for May 15, 2010, with the intention of making it an annual event. Specific events are presently in the planning stage.

**May 22-23, 2010 – Suffolk, VA**, Suffolk Executive Airport (KSFQ). Virginia Regional Festival of Flight. (703) 590-9112. <http://www.VirginiaFlyIn.org>

**May 29-31, 2010 – Llano, CA.** Brian Ranch Airport (BRIAN – Pvt.). “World’s Smallest” Air Show. Every year on Memorial Day weekend, Brian Ranch Airport hosts the “World’s Smallest” Air Show. The air show features ultralights, light sport aircraft, and general aviation in flying and static displays, manufacturers, and children’s activities. (661) 261-3216. <http://brianranch.com>.

**June 5, 2010 – Plainview, TX.** Hale County Airport (KPVW). Rocket Aviation Fly In. Saturday from 8:00 am to 8:00 pm. Fly-In, 100 Mile Air Race sanctioned by Sport Air Racing League, Car Show, Sport Bike stunt show, IBCA sanctioned BBQ cookoff. \$10 adults and \$5 for kids. Contact Tim Hardage at 806-293-4121. Visit the website at <http://www.rocket-aviation.com>

**June 11-13, 2010 – Marysville, CA.** Yuba Country Airport (KMYV). Golden West Regional Fly-In and Air Show. <http://www.GoldenWestFlyIn.org>

**June 11-13, 2010 – Columbia, CA.** Columbia Airport (O22). Bellanca – Champion Club West Coast Fly In. <http://www.bellanca-championclub.com/events.html>.

**June 12 – 13, 2010 — Saint Francis, KS.** Cheyenne County Municipal (KSYF). 28th Annual Stearman Fly-In. Airplane fly-in featuring Stearman biplanes. Hot air balloons fly Saturday and Sunday at sunrise, skydivers jump all day. Breakfast and lunch served Saturday, breakfast on Sunday. See event website for details.. Contact Grace Flying Service, 785-332-2251; [Email](#). [Website](#). Event ID: 12448

**June 11-15, 2010 – Yellowpine, ID.** Johnson Creek airstrip. Join EAA 691 member Richard Allison on a fly in camping adventure to the Idaho back country. The plan is to depart Santa Fe on June 11, spend three days up north, and return on June 15. Contact Richard for more details. Email: [Richard.Allison@state.nm.us](mailto:Richard.Allison@state.nm.us)

**July 7-11, 2010 – Arlington, WA.** Arlington Municipal Airport (KAWO). Arlington Fly-In. <http://www.ArlingtonFlyIn.org>.

**Jul 24, 2010 — Iowa City, IA.** Iowa City Municipal Airport (KIOV). 8th Annual Iowa City Fly-In Pool Party. Enjoy the nation's only fly-in pool party on your way to Oshkosh at the Alexis Park Inn & Suites -- America's aviation themed hotel, adjacent to Rwy 25. Food, snacks, and refreshments -- all served at poolside -- and all FREE!. Contact Jay Honeck, 888/925-3947; [Email](#). [Website](#). Event ID: 12795

**July 26 – August 1, 2010 – Oshkosh, WI.** Wittman Regional Airport (KOSH). EAA Airventure Oshkosh. <http://www.AirVenture.org>

**Aug 21 – 22, 2010 — Broomfield, CO.** Rocky Mountain Metropolitan Airport (KBJC). Rocky Mountain Regional Fly-In and Air Show. The Rocky Mountain Regional Fly-In, features hundreds of aircraft on static display, aircraft manufacturers and vendors, pilot safety seminars and workshops, kids activities, food and fun for the whole family. The daily Colorado Sport International Air. Contact Jim Cimiluca, 720/323-6784; [Email](#). [Website](#). Event ID: 12373

**Sep 3-5, 2010 – Watsonville, CA.** Watsonville Municipal Airport (KWVI). Watsonville Fly-In and Airshow. <http://www.watsonvilleflyin.org/>

**Sep 22-26, 2010 – Spearfish, SD.** Black Hills Airport – Clyde Ice Field (KSPF). International Cessna 120-140 Association 35<sup>th</sup> Annual Convention. [http://www.cessna120-140.org/conven\\_data/2010spearfish\\_main.html](http://www.cessna120-140.org/conven_data/2010spearfish_main.html). Contact via email: BBowen999@aol.com.

**Sep 25, 2010 – Hanover, IN.** Lee Bottom Flying Field (64I). Tailwheel, Wood, and Fabric Fly In. <http://www.leebottom.com>.

**Sep 25, 2010 – Socorro, NM.** Socorro Municipal Airport (KONM). "M" Mountain Fly-In and Aviation Day. 8 am - 4 pm. A gathering of regional aviators and the community, featuring a variety of aviation and transportation- related family activities in a relaxed, friendly setting. On display for your enjoyment will be a huge variety of aircraft, including homebuilts, experimentals, warbirds, vintage classics, radio-controlled models, and many others from around the Southwest. There will be demonstrations and exhibits for all ages, from a mini-trainer for kids to parachutists, and information about airplanes,

becoming a pilot, and aviation careers. Breakfast and lunch will be available, along with raffles for numerous prizes. Contact Laura Haines of Haines Aviation Consultants: (575) 835-2460. Email: [HainesAvCon@aol.com](mailto:HainesAvCon@aol.com)

**Oct 2-3, 2010 – Colorado Springs, CO.** Colorado Springs Municipal Airport (KCOS). “In Their Honor Air Show” with performances by Greg Poe Airshows; Rower Airshows; Tim Weber Airshows Inc; and Vertigo Airshows. Contact John O’Donnell by phone at 719-635-8803. Website: <http://www.cosairshow.com/>

**October 6, 2010 – Tucumcari, NM.** Tucumcari Municipal Airport (KTCC). Tucumcari Rotary Club Airshow. This unique airshow happens on a Wednesday every year and will feature Vertigo Airshows and Pietsch Airshows. Contact Bob McClelland by phone at 575-461-1200.

**October 16-17, 2010 – El Paso, TX.** – Biggs Army Airfield (KBIF), Fort Bliss. Amigo Airsho. Performers include the USAF Thunderbirds and Greg Poe Airshows. Contact Terrie Todd at 915-562-6446. Website: <http://www.amigoairsho.org/>

**Oct 21 – 23, 2010 — Casa Grande, AZ.** Casa Grande Municipal Airport (CGZ). COPPERSTATE Fly-In. The Southwest's Premier Aviation Event. Go to [www.copperstate.org](http://www.copperstate.org) for complete info and schedule.. Contact Michael Still, 602-690-3181; [Email](mailto:). [Website](http://www.copperstate.org). Event ID: 12786

**Oct 22-24, 2010 – Evergreen, AL.** Middleton Field Airport (GZH). Southeast Regional Fly-In. <http://www.SERFI.org>.

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