



MARCH 2023

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FOR THE MARCH MEETING

- NOTICE! The March chapter meeting will be held at the California Aeronautical University (CAU) Hangar. Mike Cycon will issue the meeting location information with the Newsletter.

- It's membership renewal time. A real bargain, your Chapter dues are still only \$20 per year. See Dave Bankhead to renew your commitment to Chapter 228 ASAP.

- For the March meeting we will have Joe Goetz talk about the very popular IMC/VMC program which we may be making available thru our Chapter.

- We will also have Andy Elliott give an appropriate safety presentation.

CALENDAR

DATE	EVENT
Tues.3/28/2023 @ 7:00 pm	In Person Meeting
Tues. 4/11/2023 @ 6:30 pm	Board Meeting Webinar
Tues.4/25/2023 @ 7:00 pm	In Person Meeting

DATE	EVENT
Thursday Coffee @ 7:30 am	In the Falcon Field Terminal Lobby

CHAPTER SOCIAL ACTIVITIES

The Chapter has restarted the dinners at Vito's restaurant on the southeast corner of McKellips and Lindsay Rds. The meeting time is 4:00 pm on the second Saturday of the month. Contact Gary Hertzler on the Thursday before the dinner to make your reservations. Join the group for an enjoyable dinner and conversation.

ARIZONA AIRPORT PASSPORT PROGRAM

Have you joined the Arizona Airport Passport Program yet ??? To participate all you have to do is get the free AZAPP App. for your "smart phone" on the internet so you can scan the QR code on the passport placard at a participating location. Thus proving you have been there. The Arizona Airport Passport Program (AZAPP) program continues to grow as more and more participating airports, and businesses establish placard locations. There are now placards at eight of nine restaurants and the Commemorative Air Force Museum in Mesa is the very first museum to display the AZAPP placard. Visit the Arizona Pilots Association website often to get the latest placard locations and now photos too of participating airports and businesses. If you have questions about the program go to the APA website AZpilots.org or contact Trent Heidtke.

PILOT DEVIATIONS

The number of pilot deviations have significantly gone down this past reporting period. These deviations were committed by Private Pilot thru Commercial/CFI certificate holders. It appears that there are still a lot of pilots that just don't seem to know what's expected of them when flying through the airspace they are in. Always remember, when you flying in controlled airspace, don't be creative, and do something without first talking to ATC. Pilots need to pick up an Airman's Information Manual (AIM) and review it from time to time. Fly with care, and don't be a part of the problem by committing a

deviation. See the latest APA Newsletter for the latest pilot deviation details.

CHAPTER 228 WEBSITE

Check out the chapter website <https://chapters.eaa.org/ea228> and please give us your thoughts.

FLIGHT TEST MANUAL

If you have completed your airplane project and are preparing to make the first flight, and subsequent test flights, you really need to get the new EAA Flight Test Manual. The EAA is accepting orders; the member price is \$17.95 and \$22.95 for nonmembers. Order now and the shipping is free.

The new revised EAA Flight Test Manual is a comprehensive program for test flying your new experimental airplane. Unique to the EAA's system are test cards that take you through each test flight point-by-point and allow for easy data collection.

Builders who use the EAA Flight Test Manual will complete the program with a thoroughly tested aircraft, a full understanding of their craft's performance, characteristics, and limitations, and have enough data to easily build a comprehensive operating handbook for the airplane.

EAA 228 CHAPTER APPAREL

Do you have Chapter 228 apparel for the upcoming flying events? If not, get your's on order now. Caps with our logo are available. See Mike Cycon to get your caps. To get your order in for polo shirts, contact Don Croyle. We have shirts available for sale in the following sizes, White 2 XL and 2 XXL. Cost \$25 for the grey and \$15 for the white.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST

The fly in breakfast at the Coolidge Municipal Airport is on the first Saturday of the month.

On the second Saturday of the month, Ritchies restaurant on Ryan Field (RYN) is serving breakfast after 6 am every day of the week.

The Falcon Field EAA Warbirds Squadron has their fly-in breakfast on the third Saturday of the month.

Grapevine is now open full time, but the third Saturday of each month is a special time for a group camp dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. **Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.**

There is a pancake breakfast on the last Saturday of the month at the Casa Grande Municipal Airport (CGZ). The breakfast is being put on by the Casa Grande Masonic Lodge (Pinal Lodge #30). Time is from 7:00 to 10:00 am, and the breakfast is being served in the air-conditioned terminal.

CHAPTER WANT ADS

Misc. Items For Sale

Listing in the monthly news letter; If you want a picture included in your adv., send it as a JPEG attachment to your request. Also, when you have an adv. placed, please advise when you want it modified or removed. Otherwise, it will run for 3 months as submitted then it will be removed.

I have several small tools for sale that are all in like new condition:

Avery vise grip pimplier, flutter, seamer, and a Goodyear cold flex rubber air hose with quick connect couplings, and centering punches.
Entire Lot \$50.

Thanks,
Bob Smith
Please Call Me At; 480-220-3252

RV-9 tail kit only for sale. Vertical and horizontal stabilizers are assembled.

Call David Welch (480) 277-1012



Andy Elliott, CFI
Specializing in flight reviews in certified & experimental aircraft. Also recurrency, tailwheel endorsements & formation training. @KFFZ.
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PARTS FOR SALE

Cleveland 6" wheels and brakes - \$500 (\$4,297 at Univair)
Remote oil filter - \$50 - (Originally \$473 with STC)
Taildragger Tow Bars: \$25, \$15, \$5

If you have any questions, email or call/text me at (480) 678-8898



Thanks!
Dave Walden

PLANS FOR SALE

Gordon Craig has a set of Wittman Tailwind plans and builders manual for sale. Make offer.

EAA Chapter 228 Falcons Membership Meeting Minutes Summary February 28, 2023

The February meeting of the Falcons was an in person meeting at the CAU hangar. President Don Croyle brought the meeting to order at 7:00 PM. There were 37 members/guests present.

Don opened the meeting with an announcement that we are seeking candidates (ages 16-18) for the 2023 Ray Scholarship. This is a \$10,000 flight training scholarship that can be used to offset the cost of getting a Private Pilot certificate. Don also reminded everyone that there will be chapter camping at Oshkosh this summer and let him know if you want to join the group.

Don asked for a motion to approve the January meeting minutes as published in the February Newsletter. The motion was made and approved.

Don asked any new members or visitors to introduce themselves.

John H. has relocated from Texas and is building a Rans S-21

Josh G. owns a Rotoway helicopter.

Stacy L. brought her son Aidan who is a senior in High School and is interested in commercial aviation.

Dee Anne from Falcon Field admin gave us an update on the current projects. The crack fill/reseal project on the runways is continuing. The 4R/22L exits (D4, 5, 7 and 8) will be redesigned. The next Ask the Airport Zoom meeting is on March 8th at 10:30 AM. Cunningham Aviation's fuel service is operational. The next CAP blood drive is on March 9th from 8 AM to 2 PM. The Falcon Open House for 2023 has been cancelled.

Thank you Dee Anne.

Trent reported that the Arizona Passport is a big success with 170 registered users. Two pilots have completed the first level and two are close to reaching the second level. One pilot has done all the airports, restaurants and museums.

Dave Bankhead, our Treasurer, reported that the chapter has a balance of \$10,426.08. We have already earned \$575 in YE credits. Dave also reported that we have the blessing of EAA to offer YE and Eagle flights to Make a Wish recipients, however, it must be clear that these flights are an EAA event, not a Make a Wish event.

Don had one update on Gabbie and Eric's RV-10. They are making progress on the tail.

The Thursday coffee has been on hold but we may be returning to the Cunningham hanger.

Here is the current flying outlook :

3/4- Cactus Fly In at Casa Grande

3/11- Family Fun Day at the CAF (11 Am to
2 PM)

3/17-19- Camping at Grape Vine

3/25- Stem+ C at EVIT

4/22- YE at CAU

Jim Timm reviewed the airspace issues and accidents. There were 27 pilot deviations and 9 Brashers issued. Most of the deviations involved moving onto a runway without a clearance. There were 9 accidents/incidents last month but one minor injury. See the APA Newsletter for more details. There were also two near midair collisions involving drones. One drone hit the rear canopy of an F-16 near Gila Bend and another drone caused a Piper Archer take evasive action.

The chapter flew 43 kids at the last YE event on February 4th. Another one is planned 4/22. Contact Mike E. if you can help.

Andy Elliot's safety briefing was on ATC Mistakes. Yes, sometimes controllers make a mistake. Andy asked "who is responsible for you safely completing your flight"? YOU, the pilot in command.

The requirements differ between VFR and IFR. If IFR, ATC controls your route, vertical profile and speed. If

you are VFR and request flight following, you are treated as if IFR. If you are cleared into Class B, you must comply with ATC instructions. Outside of Class B, you can terminate flight following and squawk VFR.

In an emergency you can deviate as needed to meet the emergency. If the FAA contacts you later and asks for a written report, you must comply.

Spatial awareness is understanding where you and other aircraft are in relation to you and where they are going to be (the next state). Older pilots/controllers had better skills than today's pilots and controllers because they had no GPS or maybe even no VORs. ADS-B can be a help. Andy suggests filtering out high altitude commercial traffic and using a 5 mile ring when coming into an airport. He prefers north up on the surface and track up in the air.

Andy concluded with a brief audio from VAS Aviation of a near collision between a FED EX making a CAT 3 approach to KAUS in nearly zero visibility weather. The controller cleared a SWA jet to take off from the same runway when the FED EX jet was 3 nm out. This is a classic case of loss of separation on the controller's part. The two planes came within 75 feet of colliding.

Thank you Andy for tonight's presentation.

Next Dave Bankhead announced that in addition to Andy, he also received EAA's flight advisor designation. He also applied and was approved to be a VMC/IMC coordinator joining member Joe Goetz. Joe was supposed to talk about this program but was unable to attend the meeting. Dave explained that the VMC/IMC program is another tool to educate and make us safer pilots. The EAA has created a data base of scenario based incidents that our members have encountered. These scenarios are presented and the audience is asked how they would resolve the issue. As an example, Dave talked about VFR minimums and when you can request Special VFR clearance. If you are not instrument rated, Special VFR is possible from sunrise to sunset and you must have at least 1 mile visibility and clear of clouds. Special VFR can be used at night only if the plane and pilot are IFR certified.

Another tip from Dave is how to check your altimeter. Before departing, your altimeter should indicate field elevation +/- 75 feet. Note that the published field elevation is at the highest point on the airport.

Thank you Dave.

Tonight's presentation was by Don Croyle on becoming a glider pilot.

Why gliders? Flying a glider is a whole new experience without the noise of an engine. You will learn more about weather and how to use rising air to stay up longer. You will also learn about formation flying (behind a tow plane) and how to make spot landings (no go arounds here!).

You don't need a medical to fly gliders. The cost can be less than flying a powered plane. Most gliders today have radios and ADS-B in. If you want to fly above 18,000 feet you will need a radio (to talk to ATC) and oxygen.

You can get a glider rating at age 16 with 20 flights and 10 hours. There is a written, oral and practical exam, but if you have at least 40 hrs and a PPL you can skip the written exam. Check out www.SSA.com for more info.

Thank you Don.

The next meeting will be on March 28, 2023. Don closed with a reminder to keep current by learning. The meeting adjourned at 8:53 PM.

Respectfully Submitted
Michael Cycon, Secretary