



AUGUST 2017

CHAPTER OFFICERS

All phone numbers are area code 480 unless noted.

President	Steve Martin	857-3976
Vice President	Gary Hertzler	897-8167
Treasurer	Philip Buckalew	395-3686
Secretary	Mike Cycon	838-6353
News Letter Editor	Jim Timm	839-9187
Web Master	Mike Cycon	838-6353
Membership	Brian Briggerman	837-6510
YE Coordinator	Andy Elliott	985-2239
Socials	Brian Briggerman	837-6510
Flight Advisor	Andy Elliott	985-2239
Tech. Counselors	Gary Hertzler	897-8167
	Bob Greco	602-478-4403
DIRECTORS	Gary Christensen	897-8901
	Gordon Craig	329-7672
	Trent Heidtke	602-295-8546

FOR THE AUGUST MEETING

- **NOTE CHANGE:** The August meeting will be at the EAA Warbird Hangar at 7:00 PM on Tuesday 8/22/17. The pre-meeting food (served at 6:00 PM) will be Pizza & soda for a \$5 donation.
- It's membership renewal time. A real bargain, your Chapter dues are still only \$20 per year. See Philip Buckalew to renew your commitment to Chapter 228 this month.
- This month we will have Gary Hertzler brief us on this year's UK activity. We will also get a "Data Dump" from the 2017 AirVenture attendees. Time permitting, we will also see the latest EAA video.

CALENDAR

DATE	EVENT
Tues. 8/22/17 @ 7:00PM	Chapter Meeting @ 7:00 PM
Tues. 9/12/17 @ 6:30 PM	Board Meeting @ 6:30 PM
Tues. 9/26/17 @ 6:30 PM	Chapter Meeting @ 7:00 PM
Thursday Coffee	Warbirds Hangar @ 8:00 AM

The Chapter 228 monthly social with dinner at Vito's Italian restaurant happens on the 2nd Saturday of the month. To make reservations, please advise Brian Briggerman by the Thursday before if you are planning on attending. Dinner time is at 4:00 pm.

There was not a July Chapter meeting because of the EAA AirVenture in Oshkosh, therefore, the following minutes are from the June meeting.

EAA Chapter 228 Falcons
Membership Meeting Minutes Summary

June 27, 2017

The June meeting of the Falcons was held at the War Birds hangar at Falcon Field, Mesa, AZ.

President Steve Martin brought the meeting to order at 6:55 PM.

There were 30 members and guests in attendance.

Steve asked for guests/new members to introduce themselves.

- John Sharples has relocated here from Zimbabwe, Africa
- Jeffrey Gilbert is a HS Junior and is in the ROTC program. He wants to be a pilot
- Phil Toth is visiting
- Derek Chapman, age 12, brought his dad, Keith Chapman. Derek is very interested in aviation and wants to be a pilot
- Douglas Thorpe just joined Ch 228 last month

Welcome to all our guest/new members!

The treasurer reported that the balance at the end of May 2017 was \$2,869.25 Motion to accept treasurer's report and the motion passed.

President Martin asked builders present tonight to give an update on their project.

Trent H. is still working a PSRU issue on his Prescott Pusher. Trent reports that Larry J. (Lancair Legacy) is working out the weight and balance. He is close to finishing. Gene M. wants to

sell his RV-9 kit. Pete W. is working the fuselage of his RV-12.

Brian B. reports that the Thursday coffee in the War Birds hangar (8:00 AM) is still going. The dinner socials at Vito's are on the second Saturday of the month. There will be a dinner in July. Let Brian know if you are coming and bring the spouse/significant other.

Jim Timm started off by stating that privatization of air traffic control is still a possibility. Let your congressmen in Washington know how you feel about this. See the July APA Newsletter for talking points on this subject.

The ID change for Gateway from IWA to AZM is on hold. The FAA found out that AZM is already in use (India). The transition to ICAO flight plans has been pushed out to the fall of 2017 due to conflicts with the Canadian air traffic control system.

The Marine Corps at 29 Palms is planning a large scale training exercise August 7 through August 26. Look for a temporary SUA west of R-2501. Be sure to check NOTAMS if you will be flying in this area during the above dates.

In the past month there were four accidents reported by the NTSB. At least two of the aircraft involved were badly damaged, but fortunately only minor injuries to occupants. There was no data available for the other two accidents.

Steve turned the floor over to Andy Elliott. Andy summarized the Young Eagles event at the FFZ on June 10th with kids from the Mesa Public Schools aviation camp. With a strong turnout of pilots, they were able to fly 24 kids in 2 ½ hours! All went smoothly with the tower as well. Thanks to Bill Worger for filling in for Andy who was out of town and to all the pilots who participated.

Andy gave a Safety Briefing on the FAA Wings Program which is outlined in AC-61J. He showed us how to create an account on the FAA safety.gov web site and how to set up your profile. The Wings program allows you to meet the Flight Review requirements if you complete 3 knowledge and 3 flight activities with a CFI within a 12 month period.

The knowledge segment is met by completing FAA seminars, AOPA Air Safety classes, or on line programs/webinars listed on the Wings website. One advantage of using the Wings program over a Flight Review is that you do not need to have an aircraft with a complete set of dual controls for a Wings flight segment, but you do need dual controls for a flight review. However, you must meet the appropriate level of performance (e.g. the new Airman Certification Standards for private pilots) for each maneuver in a flight segment to get the credit. Participating in the Wings program will improve your flying skills and make you a safer pilot as well.

President Martin turned the meeting over to our main speakers, Jerry Kosirog and Gary Christensen who talked briefly about their recently completed airplanes and first flight experiences.

Jerry built an RV-7A. It took him 11 years to complete. His RV has a rebuilt Lycoming O-360 A4M that came out of a Piper that was getting an engine upgrade. Due to some uncertainty about corrosion, Jerry opted to have Lycon overhaul the engine. His plane has conventional instruments, an MGL engine monitor and a fixed pitch Sensenich prop.

On his first flight he had radio issues. He could barely hear the tower and the tower could barely hear him. This was a surprise as there were no issues with ground communication during taxi. Subsequent trouble shooting revealed a radio/mic gain issue. Once corrected, there were no more com problems. He is about 30 hours into his Phase 1. Jerry said he regretted waiting so long to start his project and for getting avionics too early as technology changed so rapidly.

Gary Christensen built an RV-6A. He purchased a neglected quick build kit that was tucked away in a hangar at Falcon and spent 11 ½ years finishing it. Gary also used a an O-360 engine salvaged from a helicopter and converted it to fuel injection and a fixed pitch prop. He picked up a used Dynon Skyview system and had it upgraded to the latest configuration by the factory. This gave him a 12 month warranty, which proved useful as he had to have warranty work done to it. He added an

autopilot, angle of attack, ADS-B, and radio (all Dynon products).

The first flight attempt was aborted because his radio was unreadable. After fixing that problem, the second attempt was also aborted. On his third try he had a rough running engine which he later found was from plug fouling due to an overly rich mixture.

The fourth attempt was a success, however, landing was a bit long because the flaps would not extend. Further trouble shooting after the flight resolved this issue as well. After a three week illness he had another incidence of engine roughness on the second test flight. During ground checks, one mag quit so he pulled both mags and had them shipped off for overhaul.

Another thing Gary discovered is that the fuel flow sensor needs to be calibrated. The calibration K factor varies with installation and you have to compare the indicated gallons used to the actual gallons used and adjust the K factor in the Dynon. If you don't, the fuel burn rate (gph) will be inaccurate. All of his issues were resolved and the 40 hour fly off was completed.

Gary likes that the Dynon stores engine parameters and he used the free data analysis service offered by Saavy Aviator. This is great tool to help understand/diagnose engine related problems.

After a brief question and answer session, the meeting adjourned at 8:32 PM.

Respectively submitted
Michael Cycon, Secretary

NEWS LETTER REQUEST

We would very much like to have a monthly submission from a chapter member on some notable flying event that has recently happened or that may be coming up or a new or "different" building project that is under way.

ATA PRIVATIZATION

The ATC Privatization issue is still on the table and the decision on what is going to happen is still open. All the legislators in Washington are currently in their home states campaigning or on vacation. Your help is still needed more than ever to contact them and ask them to oppose HR2997. Supporting modernization, and not “privatization” through changes such as biennial budgeting, consolidation of FAA facilities, and procurement reform will keep and improve a system that works for all users and would save billions in transition costs. If you’ve called your Member of Congress already, please call them again at (602) 956-2285 ask them to oppose HR 2997. Do it Now!

CHAPTER CHRISTMAS PARTY

The planning is still underway for this years Christmas party which is planned to be combined with the Falcon Warbirds party. To do this, those planning on attending the party must be a member of the Warbird Chapter. Their membership application has been sent out, so please fill it out and bring it to the August or later meetings. If you can’t find a copy of the application, contact Mike Cycon.

CHAPTER 228 WEBSITE

Check out the new chapter website 228.eaachapter.org and please give us your thoughts.

NEWSLETTER WANT ADS

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.

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 or get your order in for polo shirts.

PLACES TO FLY FOR BREAKFAST

The fly in breakfast at Coolidge Municipal Airport (P08) is on hiatus until October.

The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday is also on hiatus until October when it is again cooler.

The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)

Also on the third Saturday, around noon, the lunch that was made available by APA at the USFS Grapevine Airstrip next to Roosevelt Lake will also be discontinued until October.

The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport’s restaurant, Foxtrot Cafe, operating in the Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday. On the last Saturday of the month they have a “Fly in Breakfast Special” available. Because it’s in the air conditioned terminal building, it’s continuing on thru the summer.

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Andy Elliott, CFI
Specializing in flight reviews in certified & experimental aircraft. Also recurrency, tailwheel endorsements & formation training. @KFFZ.
6530 E Virginia St, Mesa, AZ 85215
Ph: 480-695-9568
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Contact;

Todd Bristol <djtoddb@yahoo.com>



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