



OCTOBER 2024

CHAPTER OFFICERS AND STAFF

All phone numbers are area code 480 unless noted.

President	Don Croyle	442-0808
Vice President	Gary Christensen	225-9454
Secretary	Mike Cycon	213-8874
Treasurer	Dave Bankhead	928-533-9187
News Letter Editor	Jim Timm	839-9187
Director	Todd Bristol	755-4200
Director	Gordon Craig	329-7672
Director	Chuck Flint	602-980-3474
Director	Joe Goetz	415-5087
YE Coordinator	Steve Holt	540-798-7441
YE CO-Coordinator	Bill Worger	993-5959
Socials	Gary Hertzler	897-8167
Flight Advisor	Dave Bankhead	928-533-9187
Flight Advisor	Andy Elliott	985-2239
Tech. Counselors	Gary Hertzler	897-8167
	Bob Greco	602-478-4403

FOR THE OCTOBER MEETING

- **NOTICE!** The October chapter meeting will be 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 now only \$30 per year
- See Dave Bankhead to renew your commitment now to Chapter 228 ASAP.
- For the October meeting we will have a show and tell of your favorite tool(s). Be sure to bring your favorite tool to the next meeting. Andy will also have the usual very helpful safety briefing.

CALENDAR

DATE	EVENT
Tues.10/22/2024 @ 7:00 pm	In Person Meeting
Tues. 11/12/2024 @6:30	Board Meeting Webinare
Tuesday 11/26/2024	In Person Meeting
Thursday Coffee @ 7:30 am	In the Falcon Field Terminal Lobby

CHAPTER SOCIAL ACTIVITIES

The Chapter dinners at Vito's restaurant in Mesa on the second Saturday of the month are on hold because of lack of interest. If you would like to see them restart please contact Gary Hertzler (480) 897-8167

NOVEMBER OFFICERS ELECTION

It's that time of the year, and in November the chapter will be electing officers for next year, and the candidates are as follows:

President - Don Croyle
Vice President - Gary Christensen
Secretary - Mike Cycon
Treasurer - Dave Bankhead
Director - Todd Bristol
Director - Gordon Craig
Director - Andy Elliott
Director - Chuck Flint
Director - Joe Goetz
Director - Jim Timm

ANNUAL CHRISTMAS PARTY

The Christmas Party will be held at the ON THE GREEN SPORTS BAR on Power Rd & Broadway Rd. from 6:30 to 9:00 pm. The Chapter will provide 2 drink tickets per guest, and there will be entertainment. Mike Cycon will be sending out more details and the exact location in Mesa.

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. Visit the Arizona Pilots Association website often to get the latest placard locations and photos 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

We had 11 deviations this past month which is significantly down a bit this month committed by Private thru ATP certificate holders, and of the 11 deviations there were 2 Brashers issued. It appears that there are many that still don't seem to understand what type of airspace they are flying in. Always remember, when you fly in controlled airspace, don't be creative, and do something without first talking to ATC. Always follow ATC instructions, and fly with care. Don't be a part of the problem by committing a deviation. See the latest APA Newsletter for all the latest pilot deviation details.

POSSIBLE AIRSPACE CHANGES

The Department Of The Air Force at Davis-Monthan Air Force Base has extended the request for comments to November 12. Their proposal is to modify the Special Use Airspace used by the Air Force to support their missions in Arizona. Generally, as a minimum, this would involve the significant lowering of the floors of the MOAs, dropping flares at lower altitudes, and supersonic flight at lower altitudes in the MOAs. For more details contact Gary Christensen. Your comments are much needed. If you haven't commented yet, do it NOW.

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 latest Revision of the Manual has just been released, and EAA is accepting orders; the member price is \$22.50 and \$25.00 for nonmembers. The 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. Use of the EAA Flight Test Manual will result in a thoroughly tested aircraft, a full understanding of their craft's performance, characteristics, and limitations, and have enough data to easily build an operating handbook for the airplane.

CHAPTER 228 WEBSITE

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

THINGS TO DO - PLACES TO FLY FOR BREAKFAST

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

On the second Saturday of the month, consider going to Ritchies restaurant on Ryan Field (RYN). They serve breakfast after 6 am every day of the week.

Grapevine is open full time, and generally the third Saturday weekend camping and cookouts have restarted. Check the newsletter for a possible weekend change. The camp host will prepare the main course for dinner, 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. There may be a new provider that has secured a lease on the kitchen area and may be the one providing breakfast service.

CHAPTER 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.

Dynamic Propeller Balancing



At KFFZ in Mesa, AZ

Final vibration level 0.07 ips RMS or better guaranteed! (Usually we do much better.) We use ACES equipment.

Discount rates for EAA members!

Call Andy Elliott (N601GE) - 480.695.9568

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

a.s.elliott@cox.net

Discounts for EAA members

Smith Mini Plane For Sale

(Bi-Plane Kit)
San Manuel, AZ

Subject: Materials List / Items Included

- * Fuselage is on Main Wheels (Front Struts attached - Need Fiberglass Covering)
- * Fuselage need covering (See Below)
- * Main Upper Wing and Ailerons Completed and Covered
- * Main Lower Wings (2) Completed and Covered
- * Flying Wires Included
- * Spring Front "Shock" Struts - Mounted
- * Firewall Mounted -Includes Motor Mount for O-290 Lycoming
- * Fiberglass Nose Cowl
- * Disk Brakes Mounted on Wheels / Included Peddle Master Cylinders - Mounted
- * Included 17 Gallon - Aluminum Fuel Tank - Mounted
- * Control Stick - Mounted with imputed to Ailerons & Elevator Rudder Cables mounted.
- * Tail Wheel - Included & Mounted
- * Elevator Competed w/Stits Covering

- * Elevator Trim Control - Mounted
- * Rudder Included (Needs Covering)
- * 20 Yds. Fiberglassing Fabric Included
- * Throttle Cable, Miscellaneous Cable Controls Included
- * Miscellaneous - Other Gauges included: Basic Engine Gauges
- * Kit Plans included -

Total Price: \$2,750.00

If you have any Questions feel free to Contact me
Bruce Draft @ 520-954-2811 - I have Pictures

PARTS FOR SALE

New Cleveland 5" wheel & brake set,
p/n 199-15200. \$3,200 (Aircraft Spruce \$4,191)

New Aero Instrument 24V heated heated pitot tube,
p/n AN 5812-1. \$1,800 (Aircraft Spruce \$2,195)

Fuselage rotisserie for compost fuselage construction. Mounted on wheels for mobility. \$500

RV-9 PARTS FOR SALE

RV-9 Tail kit and Wing kit. Tail kit is mostly done. One wing is mostly done. One Wing is not started. All of these parts were produced way before the problematical laser cut parts.

Asking \$6,000. That includes more than \$1,000 worth of tools (pneumatic rivet squeezer, pneumatic drill, lots of clecos, bucking bars workbenches, etc.)

You can see it at Falcon Field, I can usually be available on a day's notice. Call or text Gene at 480-838-3730 (cell). Text is preferred.



Larry Jensen 480-939-1586
e-mail: larryrv4@yahoo.com



EAA Chapter 228 Falcons
Membership Meeting Minutes Summary
September 24, 2024

The September 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 25 members/guests present.

Don announced that the Air Force is seeking public comments on their plan to lower the operational floor of the MOA's in Arizona. The comment period closes on October 9th. Contact Gary Christensen or Jim Timm for more information and how to submit your comments. If the proposal is adopted, flying into a MOA will be much more dangerous due to potential supersonic flight at low altitudes. Don reminded everyone that there is a new website, ValleyEAA.org, which has information on local valley EAA chapters. Check it out.

The August meeting minutes were approved as published in the September Newsletter.

Jessica was here tonight to update us on Falcon Field activities and events. Jessica reminded us that there are a number of improvement projects that can affect runway access and use. Be sure to check NOTAMS before each flight. Also, see www.falconfieldairport.com for more information.

AV Flight is now selling SAF fuel if you want to switch from 100 LL. The airport has started a FOD campaign. If you see something call 480-644-2450 to make a report. If no one is available, leave a message. Expect a driver training video to be available by January 25, 2025. The objective is to educate you on the airport driving rules. Similar training is being done at Scottsdale and Deer Valley. Jessica reminded us that when you use your pass to enter the access gates, don't let anyone follow you through. Report anyone trying to get around you but avoid confrontation. You could be held responsible if an unauthorized person gains access to the airport.

Here is partial list of projects: Hydro seeding of the infield area on 10/15 will shut down 04R/22L for a few hours. Five tiedowns on the Echo ramp are being replaced. The Anzio ramp will be closed from 10/7 to 11/4. Several of the auto parking areas by the hangars

have been modified to comply with FAA requirements. Don't park in a hatched area.

The B-17 and B-25 will be coming home on 9/29. There will be a "haunted hangar" on 10/26 from 8-11AM. Should be fun event for families. Turkey donations will be collected on 11/11.

Jessica Alonzo can be reached at 480-644-4450.

Don asked our treasurer Dave Bankhead for his report. We have \$10,787.06 which does not include \$686.61 in unallocated YE credits. We are looking get some Tee shirts for kids who fly at our YE events. Dave also said that the EAA will reimburse about 30% of the cost of any tools we buy to use for teaching kids fabrication methods. Don thinks we might want to do this in the future to build a tool loan program and for teaching YE kids how to use these tools. Dave also reports that the admin is unable to distribute any shirts for us but would allow us to place a self locking cabinet in the lobby if we wanted to use that as a way for the YE pilots to pick up their shirts.

Dave said that a recent attempt to make a fraudulent purchase with his Ch 228 debit card has led to the decision to cancel the three chapter debit cards currently being used. Any member purchasing items for the chapter will need to use their personal credit card and submit a receipt to Dave for reimbursement via a check drawn on the chapter account.

Don asked builders for an update on their progress. Eric (RV-10) said he completed his fuel tanks and passed the leak testing. Larry J. was not available for a progress report on his RV-12iS.

The Vitos dinner is on indefinite hold. The Thursday coffee starts at 7:30 AM but set up usually starts about 7:00 AM. Come join us in the admin lobby.

If you want to get on the Saturday fly out list, see Tim Yoder. For the Sunday list, see Ron Peters.

Don gave an update on fly out activities.

- 9/27- NMPA mountain flying clinic
- 9/28- Casa Grande Breakfast (also on 10/26)
- 10/08- APA board meeting
- 10/15-PHX TRACON operation raincheck

10/18- Bar 10 Ranch fly out
11/01-Palm Springs weekend getaway
11/09- Safford airshow

Check the APA web site for other events.

There were several accidents to report. An SR-20 had a bird strike, there were several LOC incidents, one gear up landing and a Mooney M20 crashed into a residential neighborhood while landing at Cottonwood. The pilot survived but sustained serious injuries.

There were 18 pilot deviations down from 30 in the previous reporting period. Of these, 9 were for IFR flights and 3 were Class B violations. There were 8 Brashers issued. Pay attention to where you are flying and listen to ATC instructions.

Before Andy Elliott began his safety briefing tonight he noted that there seems to be a rash of accidents. If you check the Aviation Safety data for the USA, the list for the past 20 days is several pages long. Please be careful out there.

Andy's talk tonight was on Traffic Patterns at non towered airports. The information presented can be found in Chapter 4, Section 3 of the AIM and Advisory Circular 90-66C.

Flying into non towered airports can be challenging. Not everyone is flying a normal pattern and there is often instrument student pilots making instrument approaches. Some of the local area airports (Coolidge, Casa Grande, Marana, Payson and Gila Bend) can be quite congested.

A recent fatal mid air collision at Minden - Tahoe (MEV), NV between a Globe Super Swift and a Turbo Stationair highlights the dangers. The Turbo Stationair was making several landings and the Globe Super Swift was entering the pattern in a non standard manor without his ADS-B operating. It appears that the Turbo Stationair hit the Globe Super Swift. Although heavily damaged, they were able to land but the Globe Swift crashed and the well known local pilot was killed.

At non towered airports, the standard pattern is a 45 degree entry to the center of the down wind leg. You should be at pattern altitude and slowed to your normal pattern airspeed. If you are approaching the airport from the opposite side of the pattern, enter at 500 feet above

the pattern and join the down wind leg. The base turn should be when you are about 45 degrees from the intended touch down point. When departing the airport, climb to 500 feet AGL and make 45 degree turn in the direction of the pattern.

Be aware of other aircraft in the pattern and get a mental picture of where they are. Announce your position on the CTAF at 10 miles, 5 miles, down wind, base and final.

Thank you Andy.

Next, Dave B. presented a VMC and IMC topic. Adding to Andy's discussion of traffic patterns, Dave proposed that the safest way to join the pattern when approaching the airport from the side opposite the landing aircraft is to make a "teardrop" entry. Fly to mid field at 500 to 1000 feet above the pattern. Listen on the CTAF for other traffic and announce your intentions. For left traffic patterns, make a right teardrop descending turn to join the down wind. This gives you the opportunity to see other planes in the pattern. You should finish the turn on the down wind heading at pattern altitude. For right hand patterns, make a left teardrop turn.

The IMC question tonight is if a pilot is making an instrument approach to a non towered airport does he or she have landing priority? Most of us thought they do but the correct answer is NO. The aircraft making an instrument approach should announce their intentions at 8 to 10 miles out and coordinate with other VFR traffic.

Finally, Dave noted some important fact about density altitude (DA) and how it affects V_x and V_y . Best climb angle airspeed (V_x) increases with increasing DA and best rate of climb airspeed (V_y) decreases with increasing DA. When $V_x = V_y$, you are at absolute ceiling and have reached the limit of your aircraft's performance.

Thank you Dave.

In closing, Don reminded everyone to fly safely and keep learning via webinars and other training platforms. The next meeting will be on October 22, 2024. The meeting adjourned at 8:45 PM.

Respectfully submitted
Michael Cycon, Secretary