



MAY 2024

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Flight Advisor	Andy Elliott	985-2239
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	Bob Greco	602-478-4403

FOR THE MAY MEETING

- **NOTICE!** The May chapter meeting will initially 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, but they were scheduled to increase to \$30 after March 31. See Dave Bankhead to renew your commitment now to Chapter 228 ASAP.
- For the May meeting we will have a tour of the Southwest Airlines Maintenance facility at Sky Harbor Airport. We will initially meet at the California Aeronautical University Facility, and car pool to Sky Harbor Airport.

CALENDAR

DATE	EVENT
Tues.5/28/2024 @ 7:00 pm	In Person Meeting
Tues. 6/11/2024	Board Meeting Webinare
Tuesday 6/25/2024	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

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

The number of pilot deviations are still a bit high (21). The deviations were committed by Student thru ATP certificate holders including a military pilot. It appears that there are many that still don't seem to know 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.

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.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST

The fly in breakfast at Coolidge Municipal Airport on the first Saturday of the month has stopped for the summer.

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.

The Falcon Field EAA Warbirds Squadron may have a Fly-In Breakfast on the third Saturday of the month when the fly-in breakfasts restart in the fall.

Grapevine is open full time, but the camping and cookouts have been discontinued for the summer. ***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

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



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

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.



EAA Chapter 228 Falcons
Membership Meeting Minutes Summary
April 23, 2024

The April meeting of the Falcons was an in person meeting at the CAU hangar. President Don Croyle brought the meeting to order at 7:01 PM. There were 43 members/guests present.

Don announced that Mike Ellis will be relocating and will not be able to do the Young Eagles. We need a volunteer to take over this duty. Please see Don or Mike if interested.

Be sure to fill out the new sign in sheet. Don't forget to check out the new website for valley chapters: valleyeaa.org.

Tonight is a special celebration for member Tim Yoder who is receiving his Master Pilot award. Don turned the meeting over to Craig Tompkins from the FAA. Craig began with a short video explaining the Wright Brothers Master Pilot and the Charles Taylor Master Mechanic awards. Both of these are the most prestigious awards that the FAA can give to pilots and mechanics. The video reviewed the Wright Brothers efforts to achieve powered flight and the critical role their mechanic, Charles Taylor, was to their success.

The basic requirements for the award are: 50 years or more of flying since solo, 3 letters of recommendations, and have no revocations. For more information, go the FAAsafety.gov.

Here are a few facts about Tim's flying. He learned to fly in his college AFROTC program, soloed in a C-150 on October 25, 1965 and got his PPL on March 16, 1966.

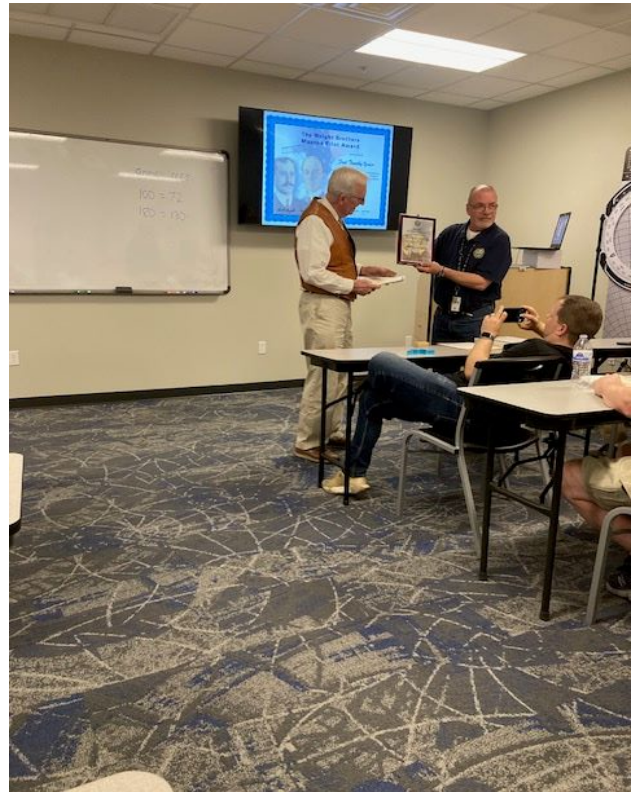
Tim's son, Tim Jr, then said a few words about his Dad from a bio he prepared for him. First, Tim said he would be willing to help anyone who wants to create their own bio. Just contact him or his Dad to get started.

Tim's first experience flying was at age 12 when he flew in a Lockheed Constellation. Perhaps that was where he got the flying bug. After college, Tim owned an Aircoupe and over the next 30 years flew in a variety of planes. He decided that a homebuilt kit plane offered better performance and health issues made him explore the Light Sport category. He built a KISS which he

finished in November of 1998 and also got his repairman's certificate.

Craig then presented Tim with a copy of his FAA records, the Master Pilot pin and Master Pilot Certificate and plaque. Congratulations Tim!

We took a short break for photos, and to enjoy some cake.



Tim Receives his Award



Tim's Family

Jessica from Falcon Field admin was unable to be here tonight so Don gave a short summary of Falcon Field projects. Check NOTAMS for the latest status of construction projects and check out the new Falcon Field web site for the latest news.

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

Thank you Don.

Our Treasurer Dave B. reports that the chapter has \$10,373.98. We also have \$1130 in YE credits. The Board has approved using the YE credits for a youth sized headset and some booster cushions.

Don asked for any builders to give us an update. Eric recently went to Van's and picked up replacement laser cut parts for his RV-10. Larry J. is building an RV-12 iS and has completed the empennage and tail cone. He reports that his next kit is shipping ahead of schedule, so it appears Van's is recovering. Steve H. just completed a Sling Tsi in the factory builder assist program. He plans to bring the plane to Arizona after Phase 1 testing.

Don reminded everyone about the Thursday coffee and Gary H. said the Vito's dinner social is on hold until more people want it to resume.

The AZ passport program encourages you to visit other airports beyond the local area. Trent H. reports that the program is doing very well. Seven pilots have completed all of the airports, museums and restaurants to win the leather jacket prize. They are also working with Grand Canyon University to update the app and eliminate any current issues. Check it out on the APA website.

Here are some of the fly out events:

- 4/27 -Casa Grande breakfast
- 5/4- Holbrook fly out
- 5/24- Grand Canyon

Check the APA website for more info.

Joe Goetz spoke about an upcoming event which is open to Ch 228 and other local valley chapters. The event is a poker run to be held on May 18th. Pilots will fly to 5 local airports and document with a photo. Upon completion, they will collect 5 playing cards in a sealed

envelope. There is an optional \$25 entry fee which makes you eligible to win a handheld transceiver radio if you have the best poker hand. Look for more details in an email before the event.

Mike C. reminded everyone that next month is the SWA maintenance hangar tour. We will meet at the CAU for pizza at 6 and carpool over to Sky Harbor no later than 7 for a tour starting at 7:30 PM. There is a sign up sheet going around for this.

Don did a review of airspace and accidents. There were no airspace issues this month. Only 4 accidents/incidents: over ran the runway at Sky Harbor, a ground loop after landing, an aircraft hit the tail of another while taxiing, and a power parachute lost control killing the pilot at Ak Chin. There were no injuries in the other accidents.

Jim Timm reported that deviations continue to be an issue. Eleven of the 31 deviations were runway incursions. See the APA Newsletter for details.

Andy Elliott was not present so there was no safety briefing.

Dave B. did two VMC questions submitted by EAA members. The first question is: When should you lean? Dave said that many CFI's and even the FAA examiners, are telling pilots not to lean until above 3000 feet AGL. This is wrong! Leaning should be based on density altitude. Lycoming states that if the takeoff DA is 5,000 feet or higher, you should lean a fixed pitch prop to obtain a maximum RPM at full throttle before TO. On a variable or constant speed prop, set the prop at low pitch and lean at full throttle until the engine is rough, then enrich until smooth. Dave recommends a shallow climb out (Vy or above) to mitigate cooling issues at high DA take offs. (Note: KFFZ can reach a DA of 5000 ft on a summer day).

The next question is: When arriving at a non towered airport with a normal left hand traffic pattern, can a pilot choose to make right hand traffic instead? The FAR regs say NO. You must use a left hand traffic pattern unless the airport has an approved device showing right hand pattern. However, Dave points to AC 96B as your get out of jail free card. The AC states that the PIC can make a right hand pattern if the situation warrants it. Don stated that parachuting ops or terrain could be the

situation where the PIC chooses to make right instead of left turns.

The next meeting will be on April 23, 2024. The meeting adjourned at 8:50 PM.

Respectfully submitted
Michael Cycon, Secretary