



# FOR THE MAY MEETING

• **NOTICE!** The May meeting will be at the Commemorative Air Force (CAF) Officer's Club Room at Falcon Field on Tuesday 5/28/2019 at 7:00 PM. Use the entrance on the south side of the building as before. 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 Don Croyle to renew your commitment to Chapter 228 this month.

• For our May meeting we will have a presentation by an A&P Instructor to inform us on what the requirements are, and how to go about getting your Airframe And Powerplant (A&P) license.

# MAY 2019

## CHAPTER OFFICERS

All phone numbers are area code 480 unless noted.

President	Trent Heidtke	602-295-8546
Vice President	Gary Hertzler	897-8167
Treasurer	Don Croyle	442-0808
Secretary	Mike Cycon	838-6353
News Letter Editor	Jim Timm	839-9187
Web Master	Mike Cycon	838-6353
Membership	Don Croyle	442-0808
YE Coordinator	Bill Worger	993-5959
Socials	Gary Hertzler	897-8167
Flight Advisor	Andy Elliott	985-2239
Tech. Counselors	Gary Hertzler	897-8167
	Bob Greco	602-478-4403

<b>DIRECTORS</b>	Gary Christensen	225-9454
	Gordon Craig	329-7672
	Todd Bristol	755-4200

## CALENDAR

DATE	EVENT
Tues. 5/28/19 @ 7:00 pm	Chapter Meeting CAF Club Room
Tuesday 6/11/19 @ 6:30 pm	Directors Meeting Warbirds Hangar
Tues. 6/25/19 @ 7:00 pm	Chapter Meeting CAF Club Room
Thursday Coffee @ 8:00 am	Warbirds Hangar @ 8:00 am

## CHAPTER SOCIAL ACTIVITIES

In addition to the Thursday morning coffee at 8:00 in the Warbirds Hangar, a Chapter 228 monthly social with dinner at Vito's Italian restaurant happens on the 2nd Saturday of the month. To make reservations for dinner at Vito's, please advise Gary Hertzler by the Thursday before if you are planning on attending. Dinner time is at 4:00 pm.

### EAA Chapter 228 Falcons Membership Meeting Minutes Summary

April 23, 2019

The April meeting of the Falcons was held at the CAF hangar at Falcon Field, Mesa, AZ.

President Trent Heidtke brought the meeting to order at 7:00 PM. There were 42 members and guests in attendance.

Trent opened the meeting with a shout out for those who helped man the Chapter table at the Falcon Field open house on March 23<sup>rd</sup>. We had several kids sign up for YE rides.

A motion was made to accept the March minutes as published. The motion passed.

Trent reiterated the call for a volunteer for a socials director. Philip Buckalew's new job requires much traveling so he had to step down. Duties include the Thursday morning coffee set up and the monthly Vito's dinner.

Lynne from the Falcon Field Administration announced approval of a major construction project on the field. Total cost will be in the \$30 to \$40 million range. They are interviewing potential tenants to finalize the configuration of the new hangars and office space.

Next was the drawing for the 50/50 raffle. The winner received \$47. A second drawing was held for some painting equipment donated by Bob Smith. Congratulation to the lucky winner.

Todd B. gave a short update on forming a flying club. Todd is confident that there is enough interest to move forward with the club and is getting things

organized in that direction. There are waiting lists for the other flying clubs in the valley and Todd will draw on that list if needed.

Trent asked for guests/new members to introduce themselves.

Lee just got his student pilot permit and is ready to start lessons.

Eric is Lee's dad and is the Deputy Flight Safety for CAE.

Scott is a student at EVIT and came to check out our Chapter.

Austin heard about our chapter on Craig's List. He moved here from Colorado. He started flying when he was 15 and is close to getting his PPL.

Jessie is an Air Force vet. She was crew chief on the B-1B. She plans to use her veteran benefits to be able to start her own business and involve more women in aviation.

Jeff also heard about us on Craig's List. He has always been interested in aviation and is active in the CAP squadron 305 at Falcon Field.

Chip came all the way up from Oracle to check us out. He may be interested in a build project. He has been through ground school 3 times. He has 30 years experience designing military avionics.

Cliff is a student pilot and should be finished in about 7 more hours.

Dave is an EAA member and now that he is retired, wants to participate more in our Chapter.

Vick also has 40 years designing instruments for military avionics. He loves tail draggers!

Welcome to all our guests/new members!

Treasurer Don C. said the current balance is \$4,813.64. Don will be soon placing orders for

chapter logo shirts and hats. If you have ordered one, thank you for your patience.

Trent asked builders present tonight to give an update on their project. Keith says the sanding and filling on his Velocity is almost done leading up to the final primer coat. Lewis is working on the right wing rear spar of his RV-8. Gene has had an engine run on his Pacer and is now addressing the leaks. Mike C. reported that Alex and Kim have installed the landing light and wing tip nav and strobe lights on their RV-7. They are still working on the fuel tanks and expect to be ready for the fuselage kit arriving the first week of June. Trent says he is finally satisfied with his engine controller and is heading to Chicago on Friday to get training in the only other flying Prescott Pusher.

Trent reminded everyone of the Thursday coffee (0800-0900) in the Warbirds hangar and the dinner social on the second Saturday of the month at Vito's.

Trent listed the monthly flying activities and referred everyone to the Arizona Pilots Assoc. website to find this info.

Jim Timm started off by saying that there were no airspace issues to report. He did comment that GA accidents has dropped significantly since December.

Todd B. reported there was only one accident. A 172 struck a runway sign at Scottsdale and had to land with a damaged gear. There were no injuries but the plane had substantial damage. The lesson here is GO AROUND if you are not on a stabilized approach.

Andy Elliott presented the Safety Briefing on Hot Weather Operations. Topics covered were:

- Aircraft performance.
- Engine limitations
- Density altitude
- Inversion
- Survival

With the high summer temperatures looming, be prepared for longer take off runs. Be mindful that your POH for certificated aircraft is only valid for a brand new engine. You may have to double TO distances in hot weather. Remember that during take off, the true temperature is not the ambient air temperature but the temperature of the runway.

Density altitude at some of our more northern airports can easily exceed the service ceiling of some aircraft. In the valley, you may encounter a temperature inversion. The temperature will actually rise as you climb out. Watch your cylinder head temperatures! Use a lower power setting and higher climb speed than normal if necessary.

Be prepared for an emergency. Don't forget to take water. Andy recommends at least one gallon per person. Get a personal PLB or spot tracker and carry it on you body. There are many areas that don't have cell coverage. If you do have to make a forced landing, stay near your plane. Search and rescue are looking for your plane, not you.

Bill W. reported that some of the kids from the Open House got a YE ride. The next event is on June 8<sup>th</sup> and is the EVIT summer camp. If you want a YE or eagle (over 18) packet for individual rides, contact Bill.

Tonight's program speaker is chapter member Gary Christensen speaking about Engine Data Capture and Analysis.

Many of us have installed engine monitors and most of the newer ones can record engine parameters for post flight evaluation. Some of the older monitors can be upgraded to record data for play back. The captured data can be useful for diagnosing engine performance or engine issues such as high and or uneven CHT's, oil temperature issues, fuel flow issues or optimizing range.

Data collection can be overwhelming at first. The captured file is usually a string of headers (data labels) followed by numerical values at some fixed time interval e.g., 1 sec to 10 minutes apart. Clearly, the shorter the time span, the larger the data file but a more accurate picture of the parameters you are measuring.

One way to interpret the data is to put it in a spread sheet such as excel. This will turn the meaningless string of data into an orderly set of rows and columns. You can look down each column to see how a parameter is changing with time. A much better way, however, is to graph the data. This can be difficult if you are not proficient with excel.

As an alternative, Gary suggests going to [www.savvyanalysis.com](http://www.savvyanalysis.com). You can create and

account and upload your data files to the savvy site for free. Gary likes to upload data from each flight which might be anywhere from 30 minutes to several hours. When you open the savvy file, your data will be already plotted. The default is CHT's and EGT's versus time. You can add a second parameters to each graph and you can expand any portion of the plot for closer examination.

Gary also recommends Mike Bush's book on aircraft engines.

Thank you Gary for a very interesting presentation.

The meeting adjourned at 8:40 PM.

Respectively submitted  
Michael Cycon, Secretary

## **PICACHO ARNG HELIPORT**

The Picacho ARNG Heliport, north west of Pinal Airpark, and Picacho Peak, is a very active controlled military heliport with a control tower operating on a frequency of 126.2 MHZ. They have been encountering a large number of intrusions into the controlled airspace , and are asking pilots to contact the tower on 126.2 if you fly below 4,100 MSL within four (4) NM of the airport.

## **COTTONWOOD AIRPORT NEEDS HELP**

The existence of Cottonwood airport is fighting the efforts of a small vocal number of citizens concerned about "airplane noise" and some of the Cottonwood Council members who are concerned about airport operating costs, who want to close the airport. The Mayor, Vice-Mayor, and others want to keep it open. If anyone has any political influence up there that could help keep the airport open, please contact either the Mayor or Vice-Mayor. We can't afford to lose another airport !

## **CHAPTER 228 WEBSITE**

Check out the new chapter website [228.eachapter.org](http://228.eachapter.org) and please give us your thoughts.

## **EAA FLIGHT TEST MANUAL**

The long-awaited EAA Flight Test Manual (FTM) is ready to ship, and the EAA is now [accepting orders](#); the member price is \$17.95 and \$22.95 for nonmembers.

The EAA Flight Test Manual is a new, comprehensive program for test flying your new 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 GO FOR BREAKFAST:**

The fly in breakfast at Coolidge Municipal Airport (P08), on the first Saturday of the month has stopped for the summer, and will restart on October.

The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday of the month has also stopped operation until October.

On the third Saturday, the fly in breakfast at Benson (E95) at Southwest Aviation is still on a quarterly basis. Check APA calendar for dates. (There are still special fuel prices for breakfast attendees.)

The Grapevine Airstrip (88AZ) next to Roosevelt Lake is open to fly into any time, but the BBQ lunch which was hosted by APA is on hold for the summer, and is planned to restart in October.

The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the climate controlled Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday. On the last Saturday of the month they will continue thru the summer to have a "Fly in Breakfast Special" available on the menu; the price for adults is \$8 and kids \$5.

## 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 2XL.

Cost \$25 for the grey and \$15 for the white.



## PHOTO OF POLO SHIRTS AVAILABLE



## 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.

## TOOLS FOR SALE

An RV-8 builder is selling his sheet metal tools used to build his RV-8. All tools half price. Too many to list. Contact John by email: [john@jvick.net](mailto:john@jvick.net).

**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](mailto:a.s.elliott@cox.net) Discounts for EAA members

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

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Call Andy Elliott (N601GE) - 480.695.9568

## FOR SALE

2 place Sonex - Tri Gear. Amateur Built LSA.  
Jabiru 2200 engine. 610 hours Total Time on  
Engine and Airframe. Aero V fuel system, Dual  
Controls VHF 360 Comm. radio/intercom, Xponder,  
GPS.

149 mph TAS @ 8,000' Density Altitude.  
Plus Lots of Spare Parts Included.

Based at Falcon Field, Mesa, AZ.  
\$20,000 O.B.O.

Contact: 775-315-7102



## TAIL KIT FOR SALE

RV-12 Tail Kit with custom work table  
Some work completed  
Compatible with new RV12iS model  
Contact Dave McNeill ([d1m34077@gmail.com](mailto:d1m34077@gmail.com)) for  
more information.