



# APRIL 2024

## CHAPTER OFFICERS AND STAFF

All phone numbers are area code 480 unless noted.

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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 APRIL MEETING

- **NOTICE!** The April 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 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 April meeting we will have the presentation of the FAA Master Pilot Award to Tim Yoder
- We will also have the usual safety briefing by Andy.

## CALENDAR

DATE	EVENT
Tues.4/23/2024 @ 7:00 pm	In Person Meeting
Tues. 5/14/2024	Board Meeting Webinare
Tuesday 5/28/2024	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 have drastically increased and there were 31 this past month. The deviations were committed by Student thru ATP certificate holders. 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 is 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.

The Falcon Field EAA Warbirds Squadron would normally have a Fly-In Breakfast on the third Saturday of the month, but because of the storm damage, the breakfasts have been canceled until further notice.

Grapevine is open full time, and the third Saturday camping and cookouts have resumed. 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.

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## 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

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## 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  
March 26, 2024

The March 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 38 members/guests present.

Don announced that Mike Ellis may be relocating and will not be able to do the Young Eagles. We need a volunteer to take over this duty. The board has discussed with the Falcon admin the possibility of Ch 228 getting on the hangar wait list. They said we could do that but the hangar needs to be in one person's name and have an aircraft tail number connected to the hangar. The named person must have at least a 20% ownership of the plane. The monthly hangar rent would be paid from membership dues. Dave Bankhead has volunteered to use his name and aircraft for the waitlist. Don asked for a motion to approve the \$250 non refundable deposit to get on the list. The motion was made and approved.

We are implementing a new sign in sheet tonight so we know who is attending meetings. Chapter 538 (Glendale) is having YE event on April 6<sup>th</sup>. Let them know if you can fly or help out on the ground. Don't forget to check out the new website for valley chapters: [valleyeaa.org](http://valleyeaa.org).

Don asked for a motion to approve the February 2024 meeting minutes as published in the March 2024 Newsletter. The motion was made and approved.

Don asked any new members or visitors to introduce themselves.

Lucas- is a high school student who wants to become a pilot. He and his mom are visiting local EAA chapters close to Scottsdale.

Sara S.-is training at KFFZ and is ready to take her CFI check ride. She would like to own a plane some day and may consider building.

Russel T-wants to own a plane. He also wants to get more involved in YE.

Bryton B.- bought a Sonex and is looking for an A&P to do a condition inspection.

Louis- has just completed an RV-12 at KFFZ and is ready to make his first flight. He is also involved in the Chandler chapter.

Bob G.- is a retired controller, a CFI and manages a 6 person flying club at KFFZ. He has decided to join Ch 228.

Next Don introduced Jessica from Falcon Field admin to give us an update on Falcon news. Construction work from 9 PM to 6 AM will require all lights to be shut off. Check NOTAMS for the latest status. Storm recovery is making good progress with 98% percent of the damaged hangars repaired. Repair of the WWII hangars should be done in early April and the rest of the hangars by the end of April. The airport has decided to go ahead with the installation of cane bolts on all hangar doors. The new Falcon Field web site is on line ([falconfieldairport.com](http://falconfieldairport.com)). Check it out.

The cockpit close up had a special Easter event for kids. The next event is on April 6<sup>th</sup> and will feature a Cub Crafter X Cub. They still need planes to display at future meetings so let Jessica know if you want to put your plane up for viewing.

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

Thank you Jessica.

Our Treasurer Dave B. reports that the chapter has \$10,196.76. We also have \$1130 in YE credits. Dave gave a shout out to Albert Anderson for getting his CFII rating.

Don had a short update on Gabby and Eric's RV-10. They are continuing to work on the center fuselage section.

The AZ passport program encourages you to visit other airports beyond the local area. Check it out on the APA website.

Here are some of the fly out events:

4/6 -Glendale YE event (pilots needed)

4/13- Day trip to Lake Havasu

4/19-21- Grapevine camping

Check the APA website for more info. We took a 5 minute break.

Don resumed with a review of airspace and accidents. There were no airspace issues this month. There were 10 accidents/incidents: two loss of control, two nose gear collapse, one engine failure during take off and a blown tire on landing at Prescott. The only accident with injury was a twin engine trike crash at Gila Bend with one fatality and one serious injury.

There were 26 deviations from mid February to mid March, ten of which resulted in a Brasher. See the APA Newsletter for details.

Tonight's safety brief by Andy Elliott was on Pilotage. We have all gotten so use to GPS we have lost the skill of flying from A to B by using ground references. Andy gave two examples of navigating without GPS but first some suggestions. Pilotage is best done with a paper chart and requires a bit of preflight planning. Since you need to be low to spot ground landmarks (1000 to 2500 feet agl), fly with your lights/strobes ON. Night flying is easier in rural areas because the lights in large city areas mask some of the ground references such as highways.

Andy gave two examples of pilotage. The first was a night flight from KFFZ to Gila Bend (E63). Know how to activate the airport lights before you depart from KFFZ.

Fly from KFFZ to KCHD. Continue south until the highway/train tracks just south of Ak Chin. Follow the highway to E63. Be aware of the Gila Bend AF Aux field. Give them a call on 127.75 to see if they are active. If they don't answer, they are probably inactive.

The second example was a day flight from KFFZ to Eloy (E60). After taking off, follow the canal on the east side of KFFZ until Rittenhouse. Then fly south (170 deg) to the town of Coolidge. Continue South looking to your left for Coolidge Airport (P08). Then look to your right to pick up Eloy. You should be on the extended center line of Eloy. Adjust your flight path to avoid sky divers by staying on the north west side of the airport.

Thank you Andy.

Instead of a regular guest speaker, Joe Goetz did a couple of IMC examples. The first scenario involved a new IFR rated pilot who takes another CFII on a short

flight in his 172. The weather is VFR but they file an IFR flight plan and the newly rated pilot goes under the hood after take off to get some practice.

The airport they are going to has two runways: 35 and 26. They plan to land on 35 and did a couple of holding turns for practice. After that and when they are close they cancel IFR and announce their position and intent to land on 35. Another airplane announces it is going to take off on 26 but the transmission is scratchy. They are not sure the departing aircraft heard them. What would you do? After some discussion the group decided they would make a right turn to avoid a possible conflict with the aircraft departing on 26.

The second scenario was as follows: You are a new CFII and are part owner in a Mooney 231. You fly in the right seat with an instrument student in the left seat and file an IFR flight plan to Boeing Field. As you approach your destination, you enter a cumulus cloud. You add pitot heat, but the aircraft becomes difficult to handle in pitch. As you emerge from the cloud your windshield is completely iced up and you have ice on the wings. You can maintain minimum flying airspeed with power. The scenario offers four choices:

1. Cancel IFR and tell ATC you plan to descend to allow the ice to melt
2. Request vectors for ILS Rwy 13R at Boeing Field (longest runway)
3. Tell ATC you will land straight ahead at the closest airport (Rwy 35 downwind)
4. Tell ATC you are entering a downwind for RWY 17 at the closest airport

For this scenario, they provide the best answer from an experienced instructor.

The first choice is eliminated. You have an emergency so you don't want to cancel IFR. Also, there is no guarantee you can get the ice melted. Choices 3 and 4 require landing on a short runway but you need the longest runway option, which is Boeing Field. Make very shallow turns as stall speed will be higher due the added weight of the ice and higher drag.

Thank you Joe.

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

Respectfully submitted  
Michael Cycon, Secretary