



MARCH 2025

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FOR THE MARCH MEETING

- **NOTICE!** The March 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 March meeting we will have an EAA video, and a VMC/IMC scenario to discuss.
- Andy will again have a very informative safety briefing.

CALENDAR

DATE	EVENT
Tues.3/25/2025 @ 7:00 pm	In Person Meeting
Tues. 4/8/2025 @6:30	Board Meeting In Person
Tuesday 4/22/2024	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 being reconsidered to restart. 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

Aviation Safety was better for a change. This past month in that there were 21 deviations, and there were only 2 Brashers issued. It appears that there are still 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 Arizona Pilot's Association Newsletter for the details.

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 **Runway 5 Cafe**. They are open for business from Tuesday thru Saturday 7:00 am to 2:00 pm, 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.

FOLLOWING ITEMS FOR SALE

4 Tubes of AeroShell #5 \$50
14 Gallons of Phillips Cross Country Oil \$30/gal.
Some 25-60 Oil \$30/gal.
1 Aircraft wing skin riveting/dimpling tool. \$150
One small aluminum band saw \$50
One mobile 5 ton hydraulic hoist. \$250
Assorted trays of aircraft fasteners. \$15 - \$50
100% wool carpet floor mat material.
Non Toxic if burned.

Call: Dave McNeill 480-286-2859

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WING STROBES

Whelen Wingtip Strobe And Nav. Lights

The Whelen Strobe, and Grimes Nav. Lights were removed from a Light Sport Airplane, and were seldom used.

The wingtip strobe alternately provides 4 flashes on a wingtip at a time when turned on. Strobe, and lights operate on 12VDC.

Included are the 3 Nav. Light bulbs (Wings & Tail), Strobe control box, all shielded wires, and connectors, 2 Light socket bases, 2 strobe and Nav. lite back shells, 2 Nav. lite only back shells, and some hardware, and a strobe instruction/ installation hand book.

See Photo: COST: Make An Offer

Jim Timm: 602-616-9291 or 480-839-9187



FOR SALE

MJ5 Sirocco

This is a 1988 wood aircraft. The spar needs repair, and is 95% completed. Pictures of the work are available. Aircraft has always been hangared. Has ADS-B In & Out, Garmin 330 Transponder, standard VFR instruments, Cleveland wheels and brakes, ELT, Collins radio, navigation lights and strobes, everything works. No engine. Located KFFZ, Mesa, AZ.

Call me and I'll explain repair needed, damage was from a hard landing, and not an accident.

\$2,000

Call Larry at (602) 316-1064.



EAA Chapter 228 Falcons
Membership Meeting Minutes Summary
February 25, 2025

The February meeting of the Falcons was an in person meeting at the CAU hangar. President Don Croyle brought the meeting to order at 7:03 PM. There were 34 members/guests present.

Don had a few announcements. AirVenture 2025 is 145 days from now. The next YE rally will be on March 1st and the Cactus Fly-in at Casa Grande will be on March 8th. Member Sherry N. reminded everyone that Chapter 5 is selling raffle tickets (\$100 each) for a chance to win an all expense paid trip to the 2025 Paris Airshow for 4 people. There will be only one drawing and ticket sales are open to the public. This fabulous prize was donated to Chapter 5 and the ticket sales proceeds will support Chapter 5 flight scholarships and aviation summer camps. See www.eaa5.org for more details. The drawing is on May 3.

The January meeting minutes were approved as published in the February Newsletter.

Don asked for visitors to introduce themselves.

Landon B.-is a student pilot with the Aviation Explorers. He came to check us out. He is planning a career in aviation either as an airline pilot or A&P.

Heman M.- is interested in an aviation career. He is considering going the military aviation route (Air National Guard) and hopes to get his PPL by the end of this year. He would like to get either an Eagle flight or fly with someone for breakfast.

Next Jessica gave us an update on Falcon Field activities. On Marh 3, 4R/22L will be closed for about 45 minutes so crews can inspect areas that need maintenance. The CAF will be repaving the ramp area by their hangar (“the neck”). The on-line driver training course is being tested by city employees. When it is ready, you will get an email notice. They hope to have everyone complete the course by the end of the year. The next cockpit close up event is on March 1st from 8-10 AM. Jessica will be at the Celebrate Mesa event on April 12th from 10 AM to 2 PM.

Thank you Jessica.

Treasurer Dave Bankhead reports that our balance is \$11,286.42. He also told everyone that we are no longer using the PO Box. All mail will go to his home address (see the Chapter meeting email from Mike Cycon).

Don asked for builder updates. Eric (RV-10) reports he has finished riveting wing bottom skins and has started some of the wing wiring.

Don reviewed the upcoming events previously mentioned (Cactus Fly In, etc). There is a Grapevine Getaway on March 14-16 and the Page 50th annual festival is on March 15th.

Don asked Steve H. for a YE update. Steve discussed the process for doing one-off YE flights. If you are interested, Steve has the forms, certificates and log books. The next YE rally will be on March 1st. Steve needs a few more pilots as 2 pilots are still waiting for the EAA background checks. Goal is to fly about 30 kids and no more than 3 per pilot.

Andy's safety briefing tonight addressed the question: Is flying less safe now?

The answer is perception versus reality. The news media's goal is to get more viewers. They do this by scaring the public. If there is an aviation accident with fatalities or important people involved, it is going to get lots of coverage. They usually don't report on GA accidents unless one of the above factors applies (e.g. the Lear jet crash at Scottsdale).

Pilot experience is on the average lower than it has been. All of the senior pilots are retiring and the airlines are getting new pilots with much less PIC time. The same is true of the ATC system. Older experienced controllers are being replaced with less experienced people. The FAA requires from 1200 to 1500 hours to get an ATP rating. Many foreign airlines have much lower standards.

The reality is, according to Aviation Safety Network, the monthly average number of accidents and fatalities in the last 3 months is less than the monthly average in the previous year. The recent crash near Washington's Reagan Airport was the result of several factors:

- The helio was using a different frequency than the commuter jet
- The tower staffing was lower than usual but above the minimum required
- The helio was on a training mission using NVG's
- The landing aircraft had a last minute runway change
- The helio did not have ADS-B in

Accidents are the result of many individual factors coming together in the right sequence (swiss cheese theory of all the holes lining up).

What can we do to reduce accidents? The older we get, the more we should fly to keep our skills up. Go out and practice slow flight, stalls, emergency landings. Avoid Normalization of Deviation.

Thank you Andy.

Tonight our guest speaker is Dr. Eric Shreder talking about Basic Med and 3rd class medicals. Dr. Shreder is a senior AME and an active pilot based at Falcon. First off, Dr. Shreder says if you have a potential medical issue it is highly recommended that you go to your AME for a consult before you submit the MED EXPRESS form. Once submitted, the process has started and he cannot pull it back and you may close the door to Basic Med.

In some cases, if the pilot with a condition that will need a special issuance from the FAA, he may recommend a 1st class application even if you only need a 3rd class. The reason is the FAA will process five 1st class applications for each 3rd class. So it may be faster to go 1st class.

There are grey areas within the Basic Med ruling (14 CFR 68) and the FAA has been interpreting some things that could work against you. A Pacemaker is one example. The FAA is concerned about "coronary artery disease requiring intervention". A Pacemaker addresses an electrical issue. If there is no coronary artery disease, he might be able to approve you without having to go the Special Issuance route. One thing to consider is that the FAA wants the Pace Maker battery replaced at 7 % life but insurance companies want you to wait until 5% life. So you may have to cover the cost without insurance. Likewise when the FAA requires a nuclear

stress test, your insurance may only cover a regular stress test.

Basic Med has to be signed off by a licensed physician (MD or DO). You can't get it signed off by a PA or Nurse Practitioner. Insurance companies can also dictate that you have a medical exam every year even though Basic Med only requires one every 4 years (plus the on-line medical quiz every two years).

The FAA is slowly giving AME's more authority to issue for some medical conditions. Prostate cancer is one example. There has never been a pilot incapacitation the result of prostate cancer even if it has spread.

Head injuries should be taken very seriously. They can affect your cognitive abilities. Do not fly if you have had a serious head injury, especially if you lost consciousness, until you have had a thorough medical evaluation and have been cleared to fly.

Thank you Dr. Shreder

In closing, Don reminded everyone to fly safely and keep learning via webinars and other training platforms. The next chapter meeting will be on March 25, 2025. The meeting adjourned at 8:55 PM.

Respectfully submitted
Michael Cycon, Secretary