



FOR THE AUGUST MEETING

- The August meeting will be at the CAF Hangar at 7:00 PM on Tuesday 8/23/16. Enter through the south door. 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 Mike Cycon to renew your commitment to Chapter 228 this month.
- For this months meeting we will be having a "Data Dump" from AirVenture attendees, telling what they saw that was new and interesting, and perhaps Andy can tell of his assistance from a midwest EAA Chapter. An example of EAA members helping an EAA member in need.

AUGUST 2016

CHAPTER OFFICERS

All phone numbers are area code 480 unless noted.

President	Steve Martin	857-3976
Vice President	Gary Hertzler	897-8167
Treasurer	Mike Cycon	838-6353
Secretary	Open	
News Letter Editor	Jim Timm	839-9187
Web Master	Mike Cycon	838-6353
Membership	Brian Briggerman	837-6510
YE Coordinator	Andy Elliott	985-2239
Socials	Brian Briggerman	837-6510
Flight Advisor	Andy Elliott	985-2239
Tech. Counselors	Gary Hertzler	897-8167
	Bob Greco	602-478-4403

DIRECTORS

Gary Christensen	897-8901
Gordon Craig	329-7672
Trent Heidtke	602-295-8546

CALENDAR

DATE	EVENT
Tues. 8/23/16 @ 7:00PM	Chapter Meeting @ 7:00 PM
Tues. 9/13/16 @ 6:30 PM	Board Meeting @ 6:30 PM
Tues. 9/27/16 @ 7:00 PM	Chapter Meeting @ 7:00 PM
Thursday Coffee On Summer Hold	Warbirds Hangar On Summer Hold

We still need someone to step up to the task and help out the chapter by taking on the position of secretary. Please give this some serious consideration and help your chapter!

The Chapter 228 socials with dinner at Vito's Italian restaurant are on hold for the summer. The socials which were held on the 2nd Saturday evening of the month will be resuming in October.

EAA Chapter 228 Falcons
Membership Meeting Minutes Summary

June 28, 2016

The June 2016 meeting of the Falcons was held at the Commemorative Air Force hangar at Falcon field, Mesa, AZ.

The meeting was brought to order by President Steve Martin at 7:05 PM.

There were 21 members and guests in attendance.

Steve asked for guests/new members to introduce themselves.

- Frank Dempsey, brother of member Tom Dempsey. Frank is into boating

The May 2016 meeting minutes were accepted as published in the Newsletter. Steve asked Brian Briggerman for a status on the socials over the summer. Brian will be away for several months and the coffee/dinner socials will be shut down until he returns.

Jim Timm reported that there is a company trying to get a space port within the Class C airspace of Tucson. The company plans to launch high altitude balloons and using a remotely controlled parachute to steer them back for landing. If approved, this will have a large impact on both GA and commercial flights.

Jim cautioned everyone that there is a lot of construction going on all around the state. Check NOTAMS at your destination to avoid surprises. Gateway construction, for example, is causing frequent ILS outages.

There were two accidents this month. A Beech Sundowner had to make a forced landing near Prescott. No injuries, but a lot of damage to the plane. The other accident was a helicopter that crashed near Alamo Lake. Two fatalities in this accident.

Mike Cycon reported the balance on May 31st was \$2669.65. Steve said it would be interesting to see a chart of monthly balance over time. Are we gaining, holding or decreasing?

Steve discussed the new logo and plans to get hats and shirts with the logo. The EAA has chapter gear, hats, polos and tees, for sale. A chapter logo can be embroidered on hats, not sure about polo shirts. Both Gary H. and Jim T. have used other companies and will get Steve the contact info. We may go to the EAA source for hats.

Andy Elliott was not available tonight so Steve gave the YE update and Safety Briefing. The June YE event with the Mesa Public Schools was a big success. With 10 planes we flew 23 kids, one at a time, in about 2 hours. Despite Andy's efforts to brief the tower on the YE event, the tower supervisor didn't pass the information on the guys on duty and there were 3 controllers who never worked a YE rally. This slowed things down a bit, but smoothed out later in the morning. Thanks to all who participated in the event.

This month's Safety Briefing was on Fuel Mismanagement. We average about 3 fuel related incidents a month. The three fuel problems are: Fuel Starvation, Fuel Exhaustion, and Fuel Compatibility. With Fuel Starvation, for one reason or another, the fuel is not getting to the engine. This could be a fuel line blockage or a valve in the wrong position. Fuel Exhaustion is simply no fuel left. Fuel compatibility is using the wrong fuel for your aircraft. Fueling a reciprocating engine with jet fuel is an example.

Steve related Andy's personal experience with Fuel Exhaustion. On a recent flight, Andy believed he had 13.5 gallons of fuel based on the fuel totalizer (his gauges were known to be inaccurate). During the approach to the FFZ, heavy traffic resulted in a

delay in entering the pattern and eventually a change from 22L to 22R. While crossing over the the airport, the engine quit. Andy announced he had to land immediately on 4R. He executed a hurried approach to 4R causing the CAF's B-17, on final for 22L, to go around.

The lesson learned from this is to not trust a single fuel measurement device. If the gauges say one thing and the fuel totalizer says different, believe the worse case is possible! Also, give yourself a reserve. While 13.5 gallons might get you home, do you have a reserve for delays?

Steve asked the group to share their own stories. Steve had a Fuel Starvation incident when he changed the fuel lines but used a hose that was unknowingly not fuel compatible. The hose kinked, cutting off fuel flow and he had to make an off airport landing. Gary H. had a similar issue with a fuel vent hose. The hose had an inside liner and when pushed into a barbed fitting, the liner collapsed and blocked the tube. Luckily, Gary discovered this when he did a fuel system test, but only when the fuel caps were in place. The lesson here, is test your system in the same configuration as you will fly. Gene M. related how a friend had an incident on first flight after an annual because a mechanic made a change to the fuel control valving.

Gary C. had near death experience when he was with the Air National Guard flying in a KC-135 out of Sky Harbor. A rear fuel tank, which is not suppose to have more than 200 lbs of fuel, got loaded with 8,000 lbs. How this happened was a series of mistakes. Due to a chain of events during take-off that should have caused an abort, the plane got off the ground despite the heavy tail fuel load. Had the pilot aborted, they probably would have crashed!

The EAA Chapter video was shown. Charlie Becker talked about getting everyone to come to Oshkosh this year. New this year is Chapter camping. He also said that private homes are a great alternative to motels, with both rooms and whole houses available for rent. Because this year is celebrating the 30th anniversary of the RV-6 and 50th for the

Mustang II, they are hoping to get record number of home built aircraft this year.

The feature presentation of the video was about the Give Flight Program where EAA is giving a Zenith wing kit to 5 lucky chapters worldwide. Chapter 84 in Everett, WA, was one of the lucky winners. They chose the 750. A small group of builders are committed to the build and have invested in the remainder of the kits. Working a minimum of 5 hours each week, some 20 or 30 per week, they have made great progress. Naturally, funding the project was the hardest part. Although they started out making a monthly contribution to the build fund, larger outlays were needed to buy the various kits/engine.

The video concluded with a demonstration of threading an aluminum rod. The tip here is to use lots of cutting fluid and back out the cutter a ¼ turn after each full revolution to break off the chips formed.

The meeting adjourned at 8:35 PM.

Respectively submitted
Michael Cycon, Acting Secretary

NEW CHAPTER 228 WEBSITE

NOTE! We have now transitioned to our new website, and the location is; 228.eeachapter.org
Check it out and let us know what you think.

NEWS LETTER REQUEST

We would very much like to have a monthly submission from a chapter member on some notable flying event that has recently happened or that may be coming up or a new or “different” building project that is under way.

228 CHAPTER APPAREL

We should have some samples of EAA Chapter apparel available to determine what your interest may be before we place any orders. We would like to have a suitable selection on hand and available for the upcoming CopperState Fly In.

A NOTE OF WARNING

The Williams Gateway Airport (IWA) General Aviation Terminal has started, effective July 1, 2016, charging a parking fee of \$30 at the terminal. The fee will be waived if you purchase 20 or more gallons of Avgas. Therefore, if you stop to use the facilities, attend a safety seminar or for any other reason, be prepared to pay a parking fee. It would appear that they are wanting to discourage smaller general aviation aircraft from using the Gateway Airport.

THIRD CLASS MEDICALS

After a considerable fight, the third class medical reform bill has become law as of July 15, 2016. The FAA now has one year to issue or revise regulations for pilots to follow to operate under the third class medical reform rules. So, for the next year, everyone will have to continue operating under the present class three medical rules.

PLACES TO FLY FOR BREAKFAST

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

The second Saturday of the month, Ryan Field (RYN) fly in breakfast is available at the restaurant next door.

The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday has ceased operation for the summer and will restart next October.

The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation.

(There are special fuel prices for breakfast attendees.)

Also on the third Saturday, The monthly fly in to Grapevine Airstrip, next to Roosevelt Lake, has

ceased operation for the summer and will resume on the third Saturday of September.

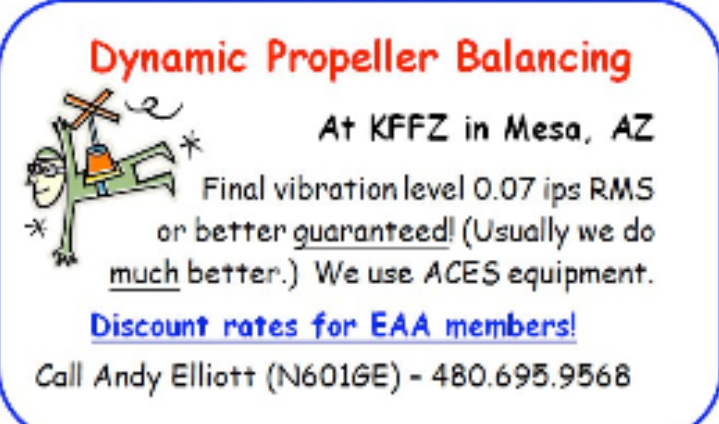
The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday. On the last Saturday of the month they have a "Fly in Breakfast Special" available on the menu.

NEWSLETTER WANT ADS

If you have anything aviation related you would like to sell, buy, or trade, or aviation service to offer, submit the necessary information 2 weeks before the monthly meeting (Please submit via e-mail to; jtimm@amug.org) and it will be placed in the WANT ADDS 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.



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



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

FOR SALE

We had an individual speak to the chapter on behalf of a friend that is very ill and needs to sell his KR-2 project. The engine is a modified VW. The fuselage is started. If you are interested, contact George Christiansen. (Cel) 720-982-3754

or 602-679-2695

The project is being offered at \$26,000



FOR SALE

2 place Sonex - Tri Gear. Amateur Built LSA. Annual Condition Inspection October 2016 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.

Based at Falcon Field, Mesa, AZ.

\$29,500

Contact: 480-964-9236



Exceptional 1979 PA-28-201T Turbo Dakota For Sale

4366 TTAE

Engine 1082 SFOH by Teledyne Continental Motors

Prop 121 SOH

Based at Falcon Field

See website for details: N29407.weebly.com

Contact Chris Tucker at DakotaFlyer@cox.net

