



December 2017 Newsletter Volume 41, Number 12

THE STATIC LINE

Leroy Castle Memorial EAA Chapter 538 Phoenix, AZ

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Monthly meeting are the second Tuesday of every month starting 6:30 PM at Deer Valley airport restaurant .

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2017 CHAPTER OFFICERS / DIRECTORS

President – Carlos Hernandez
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Vice President – Stuart Snow
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Treasurer and Secretary – John Gregg
 email: jgregg.jr@gmail.com

1 year Director – Cheri McGunagle
 email: cherimcgu@aol.com

2 year Director – Dave Biddle
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3 year Director – Tom Velvick
 email: tomvelvick@cox.net

Newsletter Editor – Alex Bodak
 email: cpucoach@yahoo.com

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CALENDAR OF EVENTS

Dec. 12th, 2017
 Holiday Party - Dillons BBQ
 20585 N 59th Ave. Glendale, AZ 85308

EAA CHAPTER 538 PRESIDENT REPORT

December 2017

Hello Chapter 538 members!

Here we are in the month of December. Chapter meeting #12 of this year and all too soon it seems. This year has absolutely flown by (pun intended). We have had good outings this year. One notable is the visit of the EAA Ford Tri-motor Tour this past March. Another is our last young eagles event at Stellar Airpark just last weekend which was the chapters first and successful pancake breakfast. We've had members present their flying adventures from Moab in a Trike to a new 25 hr total time RV6A making the flight from Arizona to Oshkosh, WI for Airventure.

To ALL EAA Chapter 538 members and visiting guests I thank you for being a part of this Chapter. I know there are areas that we can improve on. We will do our best to do so. We will try to fill our meetings this next year with more outside activities for chapter members to participate in. Some examples are more member project / hangar visits and more technical presentations for the membership. We're also looking into setting up a Chapter HQ camp for Oshkosh 2018.

I want to thank all my volunteers that have given time and energy to assist in making this chapter better. From the Young Eagle Pilots and ground crews to our elected officials doing the "dirty" work, paperwork that is, to keep the chapter in the black. I truly and sincerely appreciate all your efforts over this past year.

I am pleased to be re-elected as President for 2018. Thank you for your confidence in me. I am equally pleased to have returning our re-elected Officers and Directors.

Vice President - Stuart Snow

Secretary and Treasurer - John Gregg

1 Year Director - Cheri McGunagle

2 Year Director - Dave Biddle

3 Year Director - Tom Velvick

Newsletter editor and webmaster - Alex Bodak.

Although this year is coming to an end there is a fresh new year ahead of us. Opportunities are in the works and I am looking forward to what we can do with this coming year.

Membership Reminder Notice:

This month we WILL NOT be meeting at the Deer Valley Restaurant. Instead we will be having our annual Holiday Party at Dillon's BBQ at 59th Ave just north of Loop 101 in Glendale on Tuesday the 12th. Dillon's address is 20585 N 59th Ave, Glendale, AZ 85308. It starts at 6 PM. I invite you to come for dinner and spirits with us. There will be some door prizes as well.

Looking forward to seeing you at Dillon's! Merry Christmas and a very Happy New Year to you all! Thank you for being a part of EAA Chapter 538!

Carlos Hernandez

SECRETARY-TREASURER'S REPORT

Meeting Place:

- Deer Valley Airport Restaurant.
- Time: 6:30– 8:30 PM.

Welcome Guests:

- Philip Meyer, Kendrick Jackson, Durricka Jackson, Jaden Smith, Tamirton Jackson and George Parkins
- Name Tag Check:
- Twenty-one members were present. Several members put \$1.00 into building fund box.
- Officers in Attendance:
- President: Carlos Hernandez.
- Vice President: Stuart Snow.
- Secretary / Treasurer: John Gregg.
- Directors: Cheri McGunagle and Dave Biddle. Jack Norris was not in attendance.
- Tech Counselors: Roger Whittier, Ed Daror and Ron DeCandia were not in attendance.
- Young Eagles: Cheri McGunagle.

Announcements:

- Dee Grimm discussed details of Copperstate Fly-In, Admissions were down about 700 walk-ins. There was good aircraft attendance and the event ran smoothly with no major issues.
- Chuck Kline commented that the presence of a military helicopter would have been a good draw for Copperstate.
- Sky Harbor Airport controller, Steve Stenstrom said he can do a tower tour on November 30th. Will include discussion of the PHX TRACON.
- Interested members should contact Steve at EAA538ATC@gmail.com.

Program:

- EAA Director of Chapters, Charlie Becker discussion. Presentation of EAA Chapter video, Basler Turbo Conversions converts DC-3 aircraft to turbine power with complete airframe rebuilds.

Break:

- Ten minutes.

New Business:

- 2018 Officer elections.
- Carlos Hernandez re-elected President.
- Stuart Snow re-elected vice-president.
- John Gregg re-elected Secretary/Treasurer
- Cheri McGunagle elected 1 Year Director.
- Dave Biddle elected 2 Year Director.
- Tom Velvick elected 3 Year Director.
- Alex Bodak elected Webmaster and Newsletter Editor.
- Carlos discussed upcoming Stellar Young Eagles event, scheduled for Dec. 2th. Volunteers needed for cooking breakfast.

Continued Business:

- Carlos discussed Young Eagles event at KGEU on Nov. 18th. Pot luck following at Dave Biddle's hangar at noon.
- Carlos presented review of Copperstate Fly-In and thanked all the volunteers.
- Carlos gave summary of Poker Run held during Copperstate and said winning hand was three Seven's.
- Carlos noted upcoming Dec. 12th Christmas party at Dillons Arrowhead.

Adjourn

MEMBERS PROJECTS

Visit to FAA Control Tower at Sky Harbor Airport Nov. 30, 2017

Thanks to member Chuck Peterson for this report.

For the Tower visit, only Dave Biddle, myself, and a friend I invited showed up. This was my first TRACON visit, so everything was new.

We met just East of the Terminal 3 parking garage and passed through their security. Looking up at the 326 foot tall tower is impressive! It's one



of the tallest in North America. Steve first took us up the elevator to a darkened room where the approach and departure controllers work. Steve explained how the coverage was organized. Every question we asked was answered in as much depth as we wanted, plus we had some

interaction with the controllers during quiet moments. Steve gave us each headsets so we could hear the complete communications with each aircraft. It was impressive that the controllers could be informal with us while explaining the process and snap to being very professional with the traffic. They have contact with other towers in the area, DVT, SDL, IWA etc. with a touch of a screen along with current ATIS information.

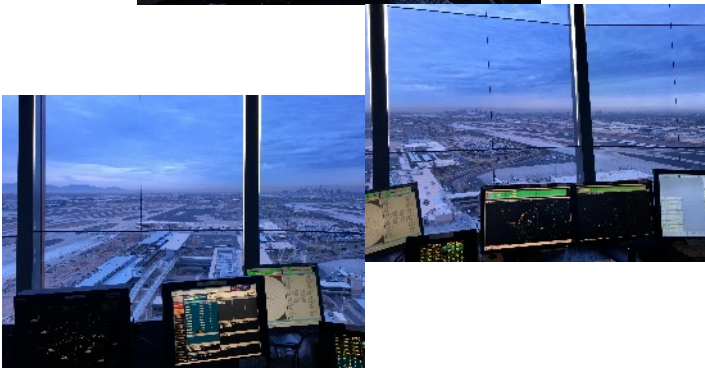
I was very impressed that all the equipment was very modern and well organized, miles of CAT-5 cable. There was a separate area partitioned off which was initially to be used to incorporate the Tucson Approach. However, due to politics that didn't happen, so the area has now been cordoned off for training. The area is definitely a test for your night vision, the controllers requested the lighting to be at a very low level as it was agreed it works best for them overall.

Next we took the elevator to the 19th floor, which houses tower operations. Looking out the 360 degree windows is probably the best view in town. They have clearance delivery, ground and tower. They have an automated system for the flight plans, all touch screen, instead of paper trips they used to use. There is also a system that displays the position of each aircraft on the runways and taxiways, their identifying information and the extended approach for each of the 2 south runways (7 and 25 L&R) and the north runway (8 and 26). The extension of the runways aids in ensuring the traffic is first, lined up to land on a runway and second, on the correct runway. Also visible were the Runway Status Lights designed to minimize runway incursion events. Embedded in the pavement of runways and taxiways are lights which automatically turn red when traffic is taking off which require aircraft to hold short of the runway before entering or crossing the active, even if directed by ATC. If the lights go off clearance is still required by ATC. They are automated, thus require no operator input. The only tower control is an on or off switch. We also looked at those dreaded red, white & green light guns for NORDDO aircraft.



MEMBERS - SPOTLIGHT

Visit to Sky Harbor Airport Control Tower Continued



Ask ATC

Steven Stenstrom who works for the FAA as a controller for Sky Harbor International Airport has set up an email account so that you can ask him questions. It is: eea538atc@gmail.com

DECEMBER 2017 WALLPAPER

December 2017 Wallpaper can be found by clicking photo:



December 2017

Sport Aviation Magazine

December 2017 SA can be found by clicking photo:



NOVEMBER 18, 2017 YOUNG EAGLES FLIGHTS GLENDALE AIRPORT



Jack Norris December 5 at 8:57 PM

**INFORMATION SAFETY NOTICE:
912 Series Fuel return Line**



*Incorporation of the mandatory fuel return line of
ROTAX Engine Type 912 (Series)*

The purpose of this Information Safety Notice is to inform ROTAX operators and owners about the mandatory fuel return line that is required to be incorporated into the aircraft's fuel system design.

As per the ROTAX installation manual, a Mandatory “restricted” fuel return line is to be incorporated within the aircraft's fuel system. The purpose of the fuel return line is to bleed off any vapors that may form within the fuel system that could cause vapor lock, resulting in a possible loss of engine power. Please reference the latest ROTAX installation manual and check with the manufacturer of the aircraft to verify that a fuel return line has been incorporated within the design of the aircraft's fuel system. The latest Rotax Installation Manual can be found at www.FlyRotax.com OR www.RotaxOwner.com

What is this Information Safety Notice about and how does it affect me?

Field reports have indicated a potential for fuel system vapor lock leading to loss of engine power or stoppage due to one or more of the following variables:

- Fuel system design
- Engine cowling design
- Fuel quality
- Seasonal adjustment on fuel
- High ambient temperatures

Owners and operators need to consider all of the above and understand how they may contribute to fuel system vapor format,

Fuel System Design

Fuel system design is one factor in managing the formation of vapor in the fuel system due to heat soak. Fuel system components in close proximity to engine heat sources should be adequately protected from heat soak. Fuel line routing, heat shielding, fire sleeve etc. all influence fuel system temperatures.

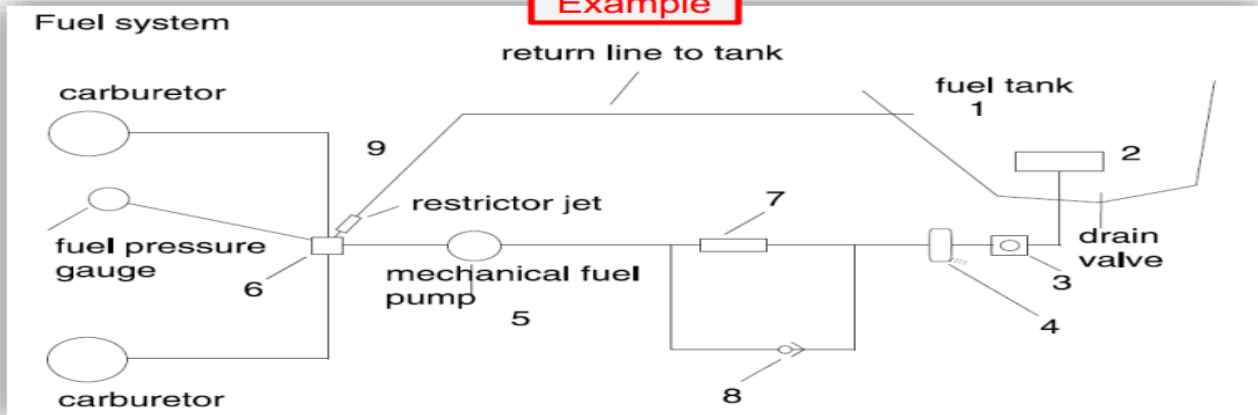
Engine Cowling Design

Engine cowling design is another factor which can greatly influence heat soak on engine fuel system components. Tightly cowled engines can run much hotter under-cowl temps than more open cowl designs during certain conditions such as taxiing and climb.

Owners and operators need to understand their aircraft's temperature limitations and respect them. Rotax defines maximum engine component operational temperatures in the respective engine installation manual.

Return line Via the return line (5) surplus fuel flows back to the fuel tank and suction side of fuel system.
NOTE: The return line prevents malfunctions caused by the formation of vapor lock.

Example



SAFETY NOTICE: 912 Series Fuel Return Line Continued

Example



Fire Shield Sleeve

Offers thermal and physical protection

- Silicone layer can be cleaned and protects against abrasion
- Helps to prevent vapor lock, protects wires from melting
- Reduces and dissipates heat

Example

Modifications made to the top engine cowl in order to provide adequate airflow over heat sensitive components.



ANNOUNCEMENTS

Meeting Dates for 2018.

Second Tuesday of each month at Deer Valley Airport Restaurant. Social starts at 6:00 PM. Meetings are from 6:30 to 8:30 PM

January	09, 2018
February	13, 2018
March	13, 2018
April	10, 2018
May	08, 2018
June	12, 2018
July	10, 2018
August	14, 2018
September	11, 2018
October	09, 2018
November	13, 2018
December	11, 2018

Young Eagle Flights 2018

January 27, 2018
March 24, 2018
April 21, 2018

REMINDER

Yearly dues are from January 1 until December 31 of the year. Dues are \$20 per year. Make checks out to EAA538 Chapter.

MERRY CHRISTMAS. FROM CHERI MCGUNAGLE

Just getting to my emails, If not too late, a big, huge thanks you to the 538 guys who prepped and served breakfast on 12/2 at Stellar. The griddles were "smokin" and the food was super. We were very busy, flying 96 kids and the 4 students from Embry-Riddle. Thanks is a small word for the wonderful work done that day. You pilots went above and beyond for the Young Eagles.

WEBINARS

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion.

System Requirements for Attendees

You can easily attend a session from anywhere, anytime using a compatible computer or mobile device! To get the most out of GoToWebinar, you can download and install the full-feature desktop software on your Windows and Mac computer.

See [Download GoToWebinar](#) for your download options. You can also [check your system's compatibility automatically](#).

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Visit www.faa.gov for details.

View Webinar Video Archives

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

Registration is required, and space is limited.

Date Time Title Presenter(s)

12/13/17 7 p.m. CST [3-D Scanning and SOLIDWORKS Modeling Qualifies for FAA AMT credit.](#)
Stefan Hokuf

While 3-D scanning of aircraft parts has not reached the level of the "eplicator" from Star Trek, you might be shocked to see how far this technology has come! This webinar will cover how 3-D scanning is being used in aircraft repair and restoration of aircraft; the reverse engineering process from 3-D scan to post-production to model creation in SOLIDWORKS to sourcing fabrication; Certified, PMA and owner-produced parts (FAR 21.303); buying a scanner versus sourcing scanning services; and how to get what you paid for in scanning and post-production.

12/20/17 7 p.m. CST [The Experimental Experience: Building, Flying, and Maintaining](#)
Dick Socash

Whether you are already flying, currently building, seriously considering, or just curious about building an experimental airplane, RV-7A builder Dick Socash answers many of the questions that come up. Including a collection of ideas, experiences, and considerations relating to building, flying, and maintaining an experimental airplane that come under the category of good things to know.