



# THE STATIC LINE

September 2017 Newsletter Volume 41, Number 09



Leroy Castle Memorial EAA Chapter 538 Phoenix, Arizona  
Website: [www.538.eaachapter.org](http://www.538.eaachapter.org) Email: [ea538board@gmail.com](mailto:ea538board@gmail.com)  
Facebook: [www.facebook.com/ea538](http://www.facebook.com/ea538)

Monthly meeting at Deer valley airport restaurant The second Tuesday of every month at 7 PM.

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## Calendar of Events

Sept 12 <sup>th</sup> , 2017	Chapter Monthly Meeting
Oct 10 <sup>th</sup> , 2017	Chapter Monthly Meeting
Oct 27-28 <sup>th</sup> , 2017	Copperstate
Oct 27-28 <sup>th</sup> , 2017	"All In" Poker Run
Nov 14 <sup>th</sup> , 2017	Chapter Monthly Meeting
Dec 12 <sup>th</sup> , 2017	Chapter Holiday Party

## EAA Chapter 538 President's Report

### September 2017

Hello Chapter 538 members!

Last month was our "after Oshkosh" meeting and I want to thank Tom Velvick for his presentation of his and Katie's Airventure 2017 trip. He recently completed his RV-6A and with just over enough flight hours to take him into Phase II of flight (carry passengers) they made Oshkosh the -6's first real cross country flight. Congrats again Tom and Katie! Another thank you goes to member Joel Haglund. He also attended Airventure 2017 in his F-1 Rocket. Although not their first trip to Oshkosh he did pick up the latest in ADS-B unit called the Scout by Foreflight while he was there. Joel stated it works as advertised on his return trip! Thanks again for the show at tell Joel!

Chapter VP Stuart Snow has arranged this month's meeting presentation. We welcome Fred Gibbs, APA Safety Director/FAASTeam Lead Rep, who will be giving his presentation of BasicMed i.l.o. 3rd class medical. The presentation is listed on the FAA safety website and can be found [at the end of this report](#). This presentation does qualify for the Wings Program credit so please pre-register so that you can receive credit for attending.

## Presidents Report continued.

Also in attendance will be Copperstate Fly-In President and Manager Stephen Bass. He will give a brief synopsis of this year's Copperstate Fly-in event and will be asking for volunteers to help man the Fly-in. More details from Mr. Bass at the meeting.

### Membership Notice:

I have been approached by the restaurants management these last few occasions that we are exceeding our allotted time. The restaurant closes their doors at 8 pm. Their employees are in closing / cleaning mode from 8-9 pm and let us continue and ask that we be out the door no later than 9 pm. This is when their staff is also leaving the premises. We have pushed right up to that time and yes exceeded that more often than not. So as not to upset anyone further and/or lose our current meeting location we need to decide at this meeting whether we want to end our meeting at 8:30 rather than 9 pm from now on or begin our meetings a half hour earlier and go from 6:30 to 8:30 pm instead of the current 7-9 pm time. I personally prefer the latter which allows us to keep the full 2 hour meeting. I'll ask for membership vote at the meeting. Be advised this month's meeting will be scheduled to end by 8:30 pm.

I look forward to seeing YOU on Tuesday September 12, 2017 for our monthly meeting from 7:00 – 8:30 pm in the Deer Valley Airport Restaurant. Come early if you are hungry and enjoy the Social Hour starting at 6:00 pm. Please plan to attend, and don't forget to bring a friend!

Thank you for being a part of EAA Chapter 538!

Carlos Hernandez

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## Secretaries Report August 8, 2017

### Meeting Place:

Deer Valley Airport Restaurant. Time: 7 – 9 PM.

### Welcome Guests:

- Keith Harbaugh attended his first meeting. He is interested in ultralights and does not have any certificates yet.

### Name Tag Check:

#### Officers in Attendance:

- President: Carlos Hernandez.
- Vice President: Stuart Snow.
- Secretary / Treasurer: John Gregg reported that all required reports have been filed. There is \$6,941.00 in account. No outstanding issues.
- Directors: Directors were not in attendance.
- Tech Counselor report: None
- Young Eagles report: On vacation.

#### Announcements:

- Carlos presented Micah Martin with a customized plaque and Tri-Motor pilot-signed picture for his support of the Ford Tri-Motor event this past spring.
- **Program:**
- Tom Velvick held a photo presentation and narrated his and Katie's experiences with flying their new RV-6A to, and camping out at OSH.
- Joel Hagland discussed his experiences with flying his F-1 Rocket to, and camping out at OSH.
- **Break:** 20 minutes.
- **New Business:**
- Stuart Snow discussed having FAAST Team Representative Fred Gibbs give a presentation on Basic Med. at the September meeting. There will be WINGS credit.
- A fall potluck at Dave Biddles's hangar was discussed.
- Steve Stenstrom, controller at PHX offered air traffic control suggestions and Chapter member assistance via a new email account that he has set up: [EAA538ATC@gmail.com](mailto:EAA538ATC@gmail.com).
- Carlos suggested publishing ATC questions in our Newsletter: "Ask Your Controller".
- **Continued Business:**
- Carlos reported that we were not chosen to receive the EAA TIG welder.
- Copperstate: Continued discussion of poker run during Copperstate, Friday and Saturday, \$10.00 per hand. 2 ea. 50/50 raffles, one for Friday and one for Saturday.

Chris Rute suggested a tent on the ramp with couches, and perhaps share the 50/50 raffle with Copperstate to thank them for our booth.

Carlos said there will be no shirts or food sold from Chapter 538.

### Adjourn

## List of Chapter Officers.

### Chapter Officer / Director Contact Info

The 2017 Board Members are:

<b>President – Carlos Hernandez</b>	<b>email: <a href="mailto:pazmany.ch@gmail.com">pazmany.ch@gmail.com</a></b>	<b>PH: (623) 810-5675</b>
<b>Vice President – Stuart Snow</b>	<b>email: <a href="mailto:Staurtsn.ss@gmail.com">Staurtsn.ss@gmail.com</a></b>	<b>Ph: (480) 406-8838</b>
<b>Treasurer and Secretary – John Gregg</b>	<b>email: <a href="mailto:jgregg.jr@gmail.com">jgregg.jr@gmail.com</a></b>	<b>Ph: (623) 340-0383</b>
<b>1 year Director – Jack Norris</b>	<b>email: <a href="mailto:n1170u@hotmail.com">n1170u@hotmail.com</a></b>	<b>Ph:(703) 307-6775</b>
<b>2 year Director – Cheri McGunagle</b>	<b>email: <a href="mailto:Cherimcgu@aol.com">Cherimcgu@aol.com</a></b>	<b>Ph: (602) 920-0906</b>
<b>3 year Director – Dave Biddle</b>	<b>email: <a href="mailto:dbiddle3@cox.net">dbiddle3@cox.net</a></b>	<b>Ph: (480) 219-7437</b>
<b>Newsletter Editor – Alex Bodak</b>	<b>email: <a href="mailto:cpucoach@yahoo.com">cpucoach@yahoo.com</a></b>	<b>Ph:(219) 308-3934</b>
<b>Webmaster</b>	<b>email: <a href="mailto:ea538b9ard@gmail.com">ea538b9ard@gmail.com</a></b>	

## *Members - Spotlight*

### **Chuck Peterson**

#### **Better Late than Never!**

For our 50th Wedding Anniversary, my wife and I took a motorhome trip to Alaska. While there, we did three flyout trips landing on a glacier at Denali, taking a float plane to bear watch and fish, etc. The stunning views and the surprise of what you might see around the next corner or over the next hill gave me the the bug to fly. So like many, I started in a 172. Fourteen hours later, I hit the Pause button for three months.

During that time I talked to a number of friends and acquaintances that have Van's Aviation RVs of various models. I took a couple of trial flights and decided an RV-9A would fit the bill of a fast cruiser without a huge price tag. And being Experimental, it would allow me to do a lot of maintenance and upgrades myself. So, at the ripe old age of 72, I bought a completed one in February this year with my wife's blessing .

It's hard to imagine with maybe hundreds of CFIs in Phoenix that there are only a few that do Experimental aircraft. After asking several Chapter folks and others they suggested,

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It's hard to imagine with maybe hundreds of CFIs in Phoenix that there are only a few that do Experimental aircraft. After asking several Chapter folks and others they suggested, I found one. After a boatload (or is it plane full?) of practice on short-field landings (hit a spot within 200'), emergency descents and other maneuvers that most seasoned pilots haven't done in decades, I got the instructor signoff to take the Private Pilot Practical Test, aka a checkride. After much practicing of maneuvers and studying everything I'd covered in the Written Test for the Oral exam that goes with the Practical, the checkride day came and I passed.

I took a lot of flak about "training" in an RV. But my instructor said it had the most predictable stall characteristics he'd ever seen. Did it take me more hours to master than a "trainer"? Maybe (or not). But when I passed the checkride, all my experience was in the plane I owned and there was no "transition."

My wife and I celebrated the accomplishment with a trip to the Mesa Grill at Sedona for breakfast a few days later. The changing views you see flying into there are miles ahead of the pictures you see.

**A Mile of Road will take you Nowhere,  
A Mile of Runway will Take You ANYWHERE!**

**SEPTEMBER 2017 WALLPAPER**

September 2017 Wallpaper can be found at:

<https://www.eaa.org/en/eea/aviation-education-and-resources/airplane-desktop-wallpaper>



**Members - Spotlight**

**Dave Evans**

**Flight to See the Solar Eclipse**

Sunday the day before the solar eclipse of Monday August 21, 2017, I flew to Payette Idaho to camp out at the airport. I flew 2 to 2½ hour legs for leg stretching and gas before stopping at Payette Idaho after about 6½ flying time. On a side note, I will set up camp about fifty feet away from anyone next time. The guy in next tent to me needs to visit a sleep center because he snored so loud and with different melodic sound properties. After the eclipse was finished I flew on the Camus Washington to visit with family for a few days.

The first link shows some pictures flying over the Grand Canyon with just a few more to Washington.

<https://goo.gl/photos/ED4Yc8Zovhs4tTJ9A>

After spending time with family, it was time to return to Phoenix Thursday the 24th. There was a high layer of clouds but low enough I had to fly along the Columbia River Gorge to Hood River to turn south. There was a TFR that extended to the middle of the Gorge at one point near Cascade Locks.

I don't remember where the smoke started to obscure the ground, I'm guessing about halfway to Bend Oregon. The smoke layer soon became the horizon. Getting close to Bend OR, I could hear planes and

helicopters doing touch and goes at Bend Airport. I could see straight down through the thick smoke, but that was all. I guessing the smoke was about 2000 feet thick before popping out at about a 1000 feet above the ground to land.

When I took off from Bend, I kept climbing and climbing. I climbed for about 45 minutes to 55 minutes to over 12,000 feet. I must have flown through a smoke plume which I did not see before landing at Bend Oregon, probably because everything was so gray. After flying out the other side, I descended to around 9500 feet which was a few thousand above the smoke layer below. It was the weirdest feeling flying above the smoke because it felt like I was in a horrible yaw, almost spinning like a top. I think it was because the smoke was moving fast enough causing the sensation of yawing.

Most of the way from south of Washington to south of Winnemucca NV, was fighting headwinds and turbulence which slowly changed to crosswinds the farther south I went. Once crossing the mountain south of Mesquite, flying over the west end of the Grand Canyon it was more comfortable flying. There was only one big rain cell directly in my flight path which was southwest of Seligman AZ to just north of Bagdad AZ.

On the trip home I made four stops due to headwinds and just plain tired and fidgety from not getting enough sleep while camping and visiting family. Time on the Hobbs meter was 9.6 hours to Washington and 10.0 hours on the RTB.

The pictures of the Grand Canyon is on the far western part of the Canyon which I haven't seen before, especially from the air.

<https://goo.gl/photos/D8dSKt1GDqxaMutK8>

Hindsight has me wishing I would have taken more pictures such as the smoke layer but I was

# Members - Spotlight

## Dave Evans Continued

tired plus it was little bumpy and taking pictures of a smoke layer doesn't display that well.

Flight north was KDVT, 1L8 Hurricane, KLWL Wells NV, S87 Payette ID, 1W1 Camus WA.

Flight south was 1W1 Camus WA, KBDN Bend OR, KWMC Winnemucca NV, 05U Eureka NV, 67L Mesquite NV, KDVT.

## Dave Evans pictures



## Chuck Peterson pictures.



# ***Members - Spotlight***

## **Dave Evans pictures Continued:**



**Miscellaneous pictures of planes.**

**Aerotrak 220**



**Terrafugia Transition**



**Vans RV-10**

