



August 2018 Newsletter Volume 42, Number 08

The Static Line

Leroy Castle Memorial EAA Chapter 538 Phoenix, AZ

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Monthly meetings are the second Tuesdays of every month starting 6:30 P.M. at Deer

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2018 CHAPTER OFFICERS / DIRECTORS

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2018 Calendar of Events

| | | | |
|------------------|--|-----------|----------------------|
| August | 14 | MM | |
| | Speaker Tina Buskirk FFAST | | |
| September | 11 | MM | |
| | Speaker Richard Simile Mooney Aircraft | | |
| October | 09 | MM | |
| | Speaker Ryan Reeves Buckeye Airport Mgr | | |
| November | 13 | MM | |
| | Speaker Steven Langford Rotorway Helicopters | | |
| December | 11 | | Holiday Party |

SECRETARY REPORTS

Meeting Place:

- Deer Valley Airport Restaurant. Time: 6:30 to 8:30 P.M.

Welcome Guests:

- Mike Booher: retired mechanical engineer, CFI and Habitat for Humanity builder.
- Harold Anderson: Dispatcher for Ameriflight, Phoenix Sky Harbor.

Name Tag Check:

- Several members put \$1.00 into building fund box.

Officers in Attendance:

- President: Carlos Hernandez was in attendance.
- Vice President: Stuart Snow was in attendance.
- Secretary / Treasurer: John Gregg was on Vacation.
- Directors: Cheri McGunagle, Tom Velvick and Dave Biddle were in attendance.
- Tech Counselors: Roger Whittier, Ed Daror and Ron DeCandia were not in attendance.
- Young Eagles: Cheri McGunagle was in attendance.

Program:

- Carlos announced that our meeting speaker had just bought a house and was not available for his presentation.
- EAA Chapter video: AirVenture, the new Blue Barn, Stan Lee of DC comics donation of the comic book, upcoming character Aviore and the Eagle Vista boot camp for crop dusters. New to AirVenture is that for each of the seven days, a chapter will host a pancake breakfast, paid for by EAA, but all donations go to the hosting chapter. In order to host, the chapter needs minimum of ten volunteers. Hints for home builder's demonstration - How to use a bicycle chain & two C clamps to make a tool to adjust turnbuckles for control cables.
- Tom Velvick presented his RV-6 paint job and reassembly progress.

Announcements / New Business:

- Cheri McGunagle proudly announced that this year's Copperstate Fly-in and various EAA chapters were able to send five people to the Flight Academy at Oshkosh. Young Eagle flights are scheduled for November 17, December 1 and January 26.
- Carlos requested: anyone going to AirVenture – please fill out an application for chance to win a TIG welder.
- John Gregg soloed on 5-19-18.
- Newsletter discussion: send info and pictures to Alex: cpucoach@yahoo.com
- Brief discussion about the change with Copperstate Fly-In not being held in October, but combining it with the Buckeye Air Fair and hosting it in February 2019 for three days.
- Possibility of a pancake breakfast for the Nov 17, 2018 Young Eagles but will need people to pass an online test to obtain a food handlers card.
- EAA Chapter 1044 in Overgaard, AZ is having a pancake breakfast on July 14th from 7 until 11 AM.

Old Business:

- Carlos gave an update on the camping space that the chapter rented at AirVenture. The 20 ft by 30 ft space is available starting July 14 and ending Sunday July 29th. It is located close to Lindberg & Knapp.

Adjourned.

NEWS & EVENTS**ASK ATC**

Do you have an ATC question but can't reach one? You're in Luck. Our own member, Steven Stenstrom works ATC for the FAA at Sky Harbor Intl Airport. He set-up an email for that. It is:

eea538atc@gmail.com He is also happy to arrange a tour of the Phoenix Sky Harbor Control tower. Please email him on which month you can come for a tour.

NOTICE FOR RENT

Hangar Space available at GEU. 43 x 43 square to share with RV6A, Equipped with drill press, compressor, grinder, tools, shelving, workbenches in place. It has Excellent lighting. Epoxy floor. Bathroom, 100' water hose and utility sink inside. Access (back door) without needing to pass through airport gate. Remote control electric bi-fold door with Lexan upper panels for daylight. \$200 per month –

Contact Dave Biddle 602 321 4150.

AUGUST 2018 WALLPAPER

CLICK PHOTO FOR AUGUST 2018 WALLPAPER

**AUGUST 2018 SPORT AVIATION MAGAZINE**

CLICK PHOTO FOR AUGUST 2018 SA MAGAZINE



AIRVENTURE PICTURES



Breakfast by EAA Chapters



Unicorns Rule.



Cornroast



Rained out Airshow



Tom & Katies Tent.

STUART SNOW STOPS AT BROADHEAD ON HIS WAY TO AIRVENTURE.





We occasionally had aircraft fly singly over the Academy, but a flight of F-105s was a rare treat, and the Cadet Wing was excited with anticipation.

Dutifully, we cadets lined up in our squadrons. My unit — 7th Squadron — formed up directly in front of the F-105, just 50 feet from the generals and dignitaries. The Cadet Wing commander called us to attention. After the roll call report, the ceremony started.

Both Lt. Gen. Moorman and Mr. Strait came forward and spoke. But we weren't really listening. We were all craning our necks to see the Thuds.

The master of ceremonies then told us that the flight was being led by Lt. Col. Jim "Black Matt" Matthews, a veteran of hundreds of combat missions in the F-105.

By now, we had spotted the flight of four F-105s in a holding pattern off to the east. Then we saw them turn toward the cadet area and take up a diamond formation. Several miles south of the cadet area, we could hear them as they turned north and proceeded to fly directly over Mitchell Hall, the Air Gardens and Vandenberg Hall.

It was awesome. The F-105 is a beast of an aircraft. Designed for low-altitude, high-speed operations, the aircraft streaked by at over 500 miles per hour. The whistling sound that they made is both indescribable and unforgettable.

We loved it, and even though we were in formation, many cadets yelled, whistled or in some way voiced their approval.

Then we watched as the formation turned out to the east. We expected them

It is just one of those events that people can never forget.

It happened on May 31, 1968, the first day of graduation week for the Class of 1968.

The Vietnam War was at its peak, and the United States Air Force Academy had many of its graduates in combat there. To honor the Academy, the Air Force sent a decommissioned F-105 "Thunderchief," a.k.a. "Thud," to be placed on permanent display on a corner of the grassy area next to the Terrazzo.

To dedicate the aircraft, the Cadet Wing Heritage Committee scheduled a ceremony for the noon meal formation. The aircraft was in place. A podium was set up next to the aircraft, and chairs were lined up for the attending dignitaries. The superintendent, Lt. Gen. Thomas Moorman, would speak, as would Mr. Donald Strait, general manager of the Republic Aviation division of Fairchild-Hiller Corp., the builder of the F-105. Sitting with them was the commandant, Brig. Gen. Robin Olds, and numerous staff and visiting personnel.

Following their remarks, four Thuds from McConnell AFB, Kansas, would perform a fly-by.

50 YEARS AGO:

A Day to Remember
— The F-105 Fly-by
at USAFA

By Darrel Whitcomb '69



Momentarily, we were stunned. Then some cadets began to cheer and clap. But that was interrupted by the ominous sound of glass breaking as the sonic shock wave swept over the cadet area.

to disappear as they headed home to their base in Kansas. But instead, they turned south and began to separate into four individual aircraft. Then it occurred to us — they were going to come back over and make individual passes. If anything could be better, that was it.

The four F-105s turned back to the west, and then I could clearly see the lead aircraft as he turned north. This time though, I could not hear him. But I did notice that the air around the aircraft looked strange. I did not realize what that meant. But a cadet in the next rank obviously did. He was an aeronautical engineering major and just muttered “Oh my God” as he covered his ears.

The lead aircraft silently streaked by and appeared to just barely clear the buildings. I couldn't believe it. Then the air around us just moved and we all heard and felt the “KABOOOOOM” as the shock wave swept over us. At that point, I realized what had happened. The F-105 had exceeded the speed of sound just before passing over the cadet area. In doing so, it had

produced a strong shock wave.

Momentarily, we were stunned. Then some cadets began to cheer and clap. But that was interrupted by the ominous sound of glass breaking as the sonic shock wave swept over the cadet area. “Ka-pow! Ka-pow! Ka-pow!” we heard as windows popped in Vandenberg Hall. Chuck Boyer was standing next to me. He just happened to be looking at Vandenberg Hall as the jet passed and remembered:

“Along the whole length of Vandenberg, every window I could see on the top two floors

popped forward. Then, the loose glass sequentially fragmented and slid





replace
it all.

Total repairs
were estimated
at more than
\$50,000. The flight
lead, Lt. Col. Matthews,
was grounded, and the aircraft

were inspected for equipment
defects. A board of inquiry deter-
mined that many were to blame for
the incident. It stated that the aircraft
involved had no defects, but Air Force
Academy staff procedures for coordinat-
ing fly-bys were poor, and Matthews
had broken numerous flight regulations.
But a few weeks later, he was returned to
flight status. The war consumed F-105
pilots very quickly, and he was needed to
train replacements.

and
told us
not to go
in. The south
wall of the dining
hall was all glass.

The shock wave from
the F-105 had completely
shattered all of it and had then
blasted the dangerous shards into
the dining hall. Everything — the
floor, tables, plates, glasses and food —
was covered with broken glass. We were
not having lunch. Quickly, we formed
a barrier so that other cadets could not
enter as the cadet commanders passed the
word to the other squadrons to halt and
return to their rooms.

Repair crews quickly responded and,
with an emergency supply of plywood,
quickly covered the south wall so that the
June Week Athletic Awards banquet, fea-
turing Jesse Owens as our guest speaker,
could be held that evening.

One cadet, John Disosway, provided
another unique remembrance of this
event. His father, Gen. Gabriel Disosway,
was the commander of Tactical Air Com-
mand, which “owned” those F-105s and
was also at the ceremony. He and Gen.
Moorman were West Point classmates
and lifetime friends. John was in the front
seat of the staff car as the two generals
departed the Terrazzo. John recalled that
Moorman regaled Gen. Disosway with
a one-sided diatribe about the mess that
had been created. When he was done,
Gen. Disosway replied with a slight grin,
“Tommy, as I recall, you requested that
fly-by!”

Later, we received the reports that 15
people had been cut by the flying glass.
Most were superficial, but one officer suf-
fered a deep cut and was hospitalized for
several weeks. Overall, 300 windows or
individual panes had shattered, 130 in the
dining hall alone. It took several weeks to

down-
ward.

It was like
watching a hun-
dred bulldozers push
a single line of ice over
a cliff ... and the glass shat-
tering on the Terrazzo sounded
like 10,000 champagne glasses
being smashed.”

The other three aircraft flew over.
They were higher and could all be heard.
They did not repeat the mistake of the
flight leader.


Some cadets broke out of the forma-
tion and ran back into Vandenberg Hall.
The Cadet Wing commander quickly
called the wing to attention and directed
our squadron commanders to march us
into the dining hall for lunch. As we did
so, we could see that Lt. Gen. Moorman
was just purple with rage. Brig. Gen. Olds
was apoplectic. Several of their assistants
were on the phone calling for ambulances
and other emergency support. Only then
did we realize that some people had been
hurt by the flying glass, and some vehicles
parked below the building had been
damaged. There was quite a bit of chatter
among the cadets.

Our squadron was one of the first to
reach the dining hall. As we approached,
personnel from inside came running out

The incident drew some national
attention. It was covered by major
newspapers and the TV news. Most of it
was negative in tone. In truth, nothing
could justify such a flagrant violation of
the rules of flying. But that demonstra-
tion of raw power deeply impressed many
of us young cadets. And at a time when
our nation was at war and many of us
expected to see duty in that conflict, it
clearly reminded us of why we were there
at the Academy. We were training to be
warriors, just like Jim Matthews.

A week later, the Cadet Wing received
a letter written by a Fairchild-Hiller plant
manager who had accompanied Mr.
Strait. The writer penned:

“I cannot defend nor do I intend to
attempt any defense of the officer who
made this miscalculation and caused
extensive damage to the Academy. I do
hope, however, that the Air Force will
duly recognize the merits of this particular
demonstration. The cadet Corps (sic)
could not help but feel an overwhelming
pride in their particular arm of service.
The worth of such a demonstration
cannot be measured in terms of dollars.”

I tend to think that most of us young
cadets of the classes of 1968, '69, '70
and '71 who witnessed that event would
agree with the message. Many of us went
on to serve in the war. And 31 of us who
watched those Thuds died in that conflict.
Their names are chiseled on the Vietnam
Wall, intermixed with 121 other USAFA
graduates and 58,000 countrymen. It was
truly a day to remember, even though 50
years have passed since then. 

ANNOUNCEMENTS

Reminder: Yearly dues are from January 1, until December 31 of each year. Yearly dues are \$20.00 per year. Please make check out to EAA Chapter 538.

UPCOMING EAA WEBINARS

For a list of past webinars that you can download, Click on the web link below:

<https://www.eaa.org/en/ea/aviation-education-and-resources/aviation-videos-and-aviation-photos/ea-webinars>

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) |
|---------|------------|---|----------------|
| 8/15/18 | 7 p.m. CDT | 164 Years of Glider Homebuilding and Future Glider Amateur-Building | Murry Rozansky |

Murry Rozansky from the Soaring Society of America discusses the dedicated glider homebuilders who made and flew their experimental craft in the 19th century, which lead to the Wright brothers' powered flight success in 1903. He will also explore the potential for homebuilders to continue the development of efficient and economical (mostly motorless) flight into the 21st century.

| | | | |
|---------|------------|--|---------------|
| 8/22/18 | 7 p.m. CDT | Plan, Fly and Log With iFlightPlanner Qualifies for FAA Wings credit. | Andy Matthews |
|---------|------------|--|---------------|

Electronic flight bag (EFB), iFlightPlanner's, co-founder, Andy Matthews, reviews the usage, intuitive flight planning features and two-way sync capabilities of iFlightPlanner.com and iFlightPlanner for iPad. This webinar will cover digital charts and high resolution weather imagery, certified weather briefs, integrated weight and balance calculations, and ICAO flight plan filing. In addition, Andy will discuss how EAA members can receive a great discount on this powerful integrated EFB.

| | | | |
|---------|------------|---|------------|
| 8/28/18 | 7 p.m. CDT | Your First Aerobatic Plane Qualifies for FAA Wings credit. | Jim Bourke |
|---------|------------|---|------------|

Jim Bourke from the International Aerobatic Club will discuss considerations in choosing the right aerobatic plane for you. His presentation will include answers to this common question: What is a good aerobatic aircraft to step into that won't be too limiting or boring too quickly, but also not too overwhelming to start in? Qualifies for FAA Wings credit.

MEMBERS PICTURES & INFORMATION

I have us registered for amazon smile. <https://smile.amazon.com/>

When you log into the Amazon Smile site, you must select the charity you are supporting. You will see this area in the black upper band - middle of the screen. Note: Currently, Guide Star, the company that Amazon uses to verify qualified charities only utilizes the first line of our name: "EXPERIMENTAL AIRCRAFT ASSOCIATION" "LEROY CASTLE CHAPTER 538" is not used. Once on the Amazon Smile site, you will notice that there are many with the title "EXPERIMENTAL AIRCRAFT ASSOCIATION" You must choose the one located in "Glendale AZ" **John Gregg Jr.**

Carlos Hung Some Wings

“You’re building a plane in the garage?”

Yup, sure am.

“Where are you going to put it all?”

Some here, some there.



CALLING ALL EAA CHAPTER 538 MEMBERS.

Along with my request for articles, pictures, info for this newsletter, twenty-three people out of the 50 or so members have done the ten questions at survey monkey about our chapter and how we can improve it above the great job that Carlos and the rest of the officers/board member are doing. Please take six (6) minutes out of your day to help us make our chapter even better. You can copy and paste it into a web browser and go. You can hold CTRL and click on the link below.

<https://www.surveymonkey.com/r/9NYJZBV>

If you have any ideas for speakers for the chapter meetings please forward them to us.

AIRVENTURE SUMMARY



EAA AirVenture Oshkosh 2018 Facts and Figures

A 'perfect' event may be unattainable, but AirVenture 2018 came about as close as one could imagine. The combination of outstanding programs, aircraft variety, a robust economy, and good weather combined to complement the efforts of our staff and 5,000 volunteers throughout the grounds.



Virtual Cockpit Tours

Climb into the airplanes in our museum virtually to see what it is like to be in the pilot's seat!

[Read More](#)



AirVenture 2018 Photos

See Oshkosh through the lens of talented, dedicated photographers.

[Read More](#)



AirVenture News

Stay up to date on the latest news and happenings surrounding EAA AirVenture Oshkosh. Read about confirmed attractions and other features taking place during the big event!

[Read More](#)



EAA Webcams & Streaming

Get a glimpse of all the action on the grounds (and in the air) right on your device through the AirVenture webcams.

[Read More](#)



One Week Wonder Flies!

Exactly one week after construction began on the Van's Aircraft RV-12iS kit that served as EAA AirVenture Oshkosh 2018's One Week Wonder, the finished product took flight on Monday evening, July 30.

[Read More](#)



EAA Chapters - Your Local Connection

EAA's local chapters are about people, bringing together individuals interested in learning more about aviation and sharing their own knowledge.

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AirVenture 2018 Videos

Feel the excitement of Oshkosh come alive through hours of videos. Daily updates, personality features, product launches, and so much more!

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