



October 2018 Newsletter Volume 42, Number 10

# 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 Valley airport restaurant.

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## 2018 Calendar of Events

<b>October</b>	<b>09</b>	<b>MM (Monthly Meeting)</b>
Speaker	Bill Kalt	AZ aviation history
<b>November</b>	<b>13</b>	<b>MM</b>
Speaker	Steven Langford	Rotorway Helicopters
<b>December</b>	<b>11</b>	<b>Holiday Party</b>

## 2019 Calendar

January 8, 2019  
Speaker Richard Simile Mooney Aircraft  
February 12, 2019  
March 12, 2019  
April 9, 2019  
May 14, 2019  
June 11, 2019  
July 9, 2019  
August 13, 2019  
Sept 10, 2019  
Oct 8, 2019

## ***PRESIDENT'S & SECRETARY'S REPORTS***

There is no Presidents report this month.

The secretary's report is brief and from the newsletter editor memory of major items.

September 11, 2019

The meeting started with self introduction of guests. It was follow with a few announcements requesting volunteers for the officers nominating committee and help Darrin Henley sheet rock his shed. Then we watched the EAA chapter video. It recapped AirVenture. The Hints for home builders was about how to do control cable turnbuckles.

We had a moment of silence for the passing of fellow aviators Ted Rich and Elaine Carpenter.

The meeting adjourned at 8:20 PM.

A few pictures of the Terrafusia roadable airplane.



## 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](mailto: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 NOTICE

*November is election of new officers. I have volunteered to be on the committee. We need a few more good people to serve on the Nominating Committee. We need to meet before or after Tues. meeting because we will vote next month. Do you have any interest in being on the committee or have somebody in mind to serve as one of the officers or directors, Please send me an email at:*

[cpucoach@yahoo.com](mailto:cpucoach@yahoo.com)

### OCTOBER 2018 WALLPAPER

CLICK PHOTO FOR OCTOBER 2018 WALLPAPER



### OCTOBER 2018 SPORT AVIATION MAGAZINE

CLICK PHOTO FOR OCTOBER 2018 SA MAGAZINE



### “We Concluded That the Thing Was Anxious to Fly”: Into Arizona Thin Air

A stiff wind rakes Augustus Bonney’s cheek as he surveys the broad vista afforded him on Camelback Mountain’s eastern flank near Phoenix, Arizona one glorious December 1908 day. Along with his partner, Enos Engstrom, Augustus designs a simple glider and carts its components up the distinctive mountain. The two Phoenix, Arizona residents’ invention employs a “vertical fixed-vane in the rear to hold its head to the wind and a horizontal moveable rudder in front to guide it up and down during flight,” explains Augustus. A lever connected with wires operates its “moveable rudder.”

The bold duo begins assembling their skycraft after climbing up the mountain. “It takes considerable time to put together a machine of this kind—[to] fasten all the guy wires and adjust each one properly,” says Bonney. “Our task was made harder by a strong gusty wind, which would catch the machine and nearly lift us off our feet at times. We concluded that the thing was anxious to fly.” Just as their assembly work culminates, the wind flips direction, forcing Bonney and Engstrom to lug their apparatus for about a quarter mile to the other side of the hill. Setting the glider’s nose into the wind, the two realize that below them lies a jungle of Cholla cactus, so common on Arizona’s desert slopes. “We had to get to work with our axes and cut a wide path down the hillside,” recalls Augustus.

Cactus-removal work complete, the wind dies, further delaying an epic moment in Arizona flight. At last, when the breeze rises again, Engstrom climbs into his place among a matrix of wires and shouts, “I am ready to fly!” His partner Bonney describes the early Arizona aerial effort, saying, “He drew the machine up under his armpits while I grasped the rods which support the tail vane, and together we ran down the hill against the wind. When we had run a few yards, the machine [not motorized] was in the air.” Augustus explains, “Enos was quite a distance from the ground, but he kept on walking [in the air] a mile a minute.” Agitated, Enos yells “Pull me down! Pull me down!” Engstrom at first sets the front rudder at “much too steep an angle” and his arm covers the control lever, blocking it from steering and balancing the plane, but after a short while the plane shoots upward at about a 45-degree angle. Then it “hovered an instant and slid backward. I caught hold of the tail just in time to prevent it from being smashed. He crawled out uninjured and urged me to try it.” Bonney replies, “I thought that you wanted to be the first to make flights in Arizona!” Engstrom answers, “You go ahead. It’s your turn. I flew, now I want to see you fly. Why don’t you go? You’re afraid!”

Spurred to action, Bonney takes his place in the contemporary contraption, while his partner grabs hold of the tail and the race downhill to airborne glory begins anew. “I felt much the same as I did the first time I launched out into deep water before I knew how to swim,” he recounts. After considerable distance running with the plane, he turns up its front rudder. “Instantly my feet failed to hit anything [but Enos says that I kept right on walking] and looking down I saw the ground six to eight feet below me.” When Augustus returns to earth, he looks back toward Enos standing up the hill and realizes, “I had flown several rods and did not know it until after I landed.” Bonney details his early impressions: “Being suspended apparently from nothing, and seeing the ground far below gives one a sensation of insecurity the first time it is experienced. After a few flights the operator gains perfect confidence in his wings, and it is then immaterial to him whether he is flying five or fifty feet from the ground.” Bonney also describes flight’s significant advantage over other transportation: “With every other way of traveling there is a certain amount of noise, jolting, jarring, and vibrating. This is what tires the traveler. Flying is different because the air is perfectly elastic.”

Reflecting further, Augustus adds, “Judging from the struggle we had with the wind when we carried the flyer around the hill, we were agreeably surprised to find how easily the [control] lever worked.” This did not prove problem-free, however; “We moved the lever quickly, first one way and then the other, but always too far, and were unable to maintain a very level course.” When shifting his weight to the left and right on his final flight, reports Bonney, “The machine followed the movement, making a graceful curve and landed parallel to the hill across the wind.” The pair stakes their glider to the ground after several aerial voyages and heads for home. Returning to photograph their craft a few days later, the men discover that someone has stripped the cloth from its wings. Disgruntled, Engstrom and Bonney take photos of the machine in disrepair and carry its remains back to the city. When told of the thief’s transgression, Engstrom’s father opines, “He saved your lives.”

Thanks to Bill Kalt.



# 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.**

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## UPCOMING EAA WEBINARS

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

<https://www.eaa.org/en/eaav/aviation-education-and-resources/aviation-videos-and-aviation-photos/eaav-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)
10/3/18	8 p.m. CDT	<b>Turbocharging Systems</b> <b>Qualifies for FAA Wings and AMT credit.</b>	Mike Busch
<i>The job of a turbocharging system is to fool the engine into thinking it's at sea level even when you're flying at flight level 180. Mike Busch explains how turbosystems work and explores their pros and cons. Then, he describes what happens when turbochargers fail in flight, and why pilots frequently turn what should be a minor mechanical issue into a serious, even life-threatening emergency by doing precisely the wrong thing. Qualifies for FAA Wings and AMT credit.</i>			
10/10/18	7 p.m. CDT	<b>EAA Flying Clubs — Growing Participation in Aviation</b>	David Leiting, Chapter Outreach Specialist
<i>EAA has recently launched an initiative to support the formation of flying clubs by the members of EAA's chapter network. David Leiting from the EAA chapter office will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!</i>			
10/17/18	7 p.m. CDT	<b>Preparing for an IFR Winter Cross-Country</b> <b>Qualifies for FAA Wings credit.</b>	Gary Baker
<i>Gary Baker will discuss preflight planning for a winter IFR cross-country flight across the Great Lakes region. He will also discuss in-flight decision-making while attempting to stay clear of icing in an aircraft not equipped for flight in icing conditions. Gary is an RV-6 builder, commercial pilot, and member of the EAA Homebuilt Aircraft Council.</i>			
10/23/18	7 p.m. CDT	<b>How to Prepare for an Unknown Aerobatic Sequence</b>	Jim Bourke
<i>In aerobatic competition there are five categories; Primary, Sportsman, Intermediate, Advanced, and Unlimited. In the higher difficulty categories — such as Intermediate, Advanced, and Unlimited — competitors fly a published Known sequence; a freestyle they have created to suit their airplane and skills; and a third sequence, which is called the Unknown. Jim Bourke from the IAC will discuss the preparation needed for a pilot to adjust their practice in order to fly a sequence that they have never flown before.</i>			
10/30/18	7 p.m. CDT	<b>Flying to the Bahamas</b> <b>Qualifies for FAA Wings credit.</b>	Mike Zidziunas
<i>If flying to a beautiful and exotic destination is on your bucket list, this presentation is for you. Bahamas Flying Ambassador Mike Zidziunas answers common questions about the requirements, and discusses the risks and rewards of flying to the Bahamas. He will also help you choose the locations that best suit your needs.</i>			

## **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: "EAA 538" is used. Once on the Amazon Smile site, you will order as usual.

**John Gregg Jr.**

Tom Velvick's RV-6



## **CALLING ALL EAA CHAPTER 538 MEMBERS.**

**Along with my request for articles, pictures, info for this newsletter, twenty-seven (27) 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.**



**For those who have not made it out to Darren Henley's, here is what some of the members have been doing.**





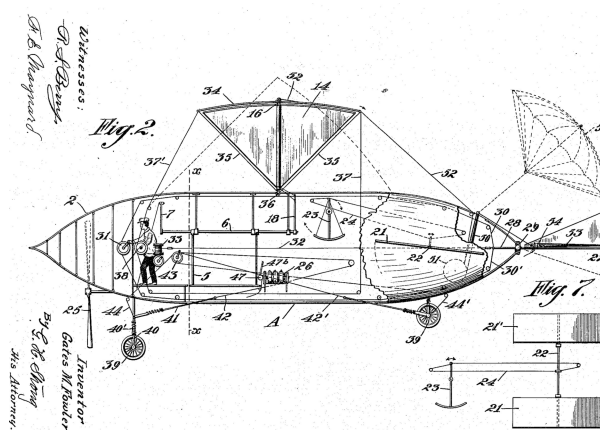
**PICTURES AND INFORMATION FROM BILL KALT.**

- 1) America's initial European-style, large-scale flying meet attracted "Aviator of the World," Glenn H. Curtiss and Phoenix inventor Gates M. Fowler among others. Valley aviation leaders soon made Curtiss their own proposal for staging Arizona's first flights less than one month later.
- 2) Phoenix inventor Gates M. Fowler patented his unique aerial creation in 1909. His steadfast efforts to master the flying art stand with pride alongside more renowned aviators in Arizona history.
- 3) Charles K. Hamilton set the one-mile world speed record at Fresno, California just before making his historic Phoenix flights in February 1910. Hamilton will fly three times in the Territory during 1910, opening her high desert skies. Dubbed the "Crazy Man of the Air," he survived more than 60 crashes and countless injuries during an amazing aerial career.

Picture 1.



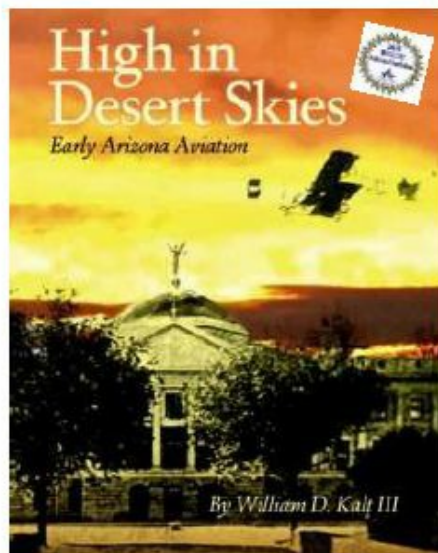
Picture 2



Picture 3



**Bill's  
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"If you have a fascination for early aviation, this book is definitely for you... Kalt gives us insight into the people driving and participating in this

grand adventure. This aspect makes the book valuable for its insight into the everyday aspects of aviation during this period, whether it be Arizona, or some other part of the United States. This reviewer positively recommends this work for anyone interested in the development of early aviation and between the wars."

Hayden Hamilton, American Aviation Historical Society





Some pictures from our members. Thanks to David Evens for the two above.



Jack Norris has his engine mounted in his new Lightning. Tad Daughters gets plane back from annual ,

***A FEW RESOURCES FOR THE AIRCRAFT HOMEBUILDER:***

1. <https://www.eaa.org/en/eaaviation-communities-and-interests/homebuilt-aircraft-and-homebuilt-aircraft-kits/training-resources-to-help-you-build-an-airplane/ea-hints-for-homebuilders>
2. <http://www.expercrafter.com/>
3. <https://vansaircraftbuilders.com/default.aspx>
4. [http://smittysrv.com/rv\\_resources.asp](http://smittysrv.com/rv_resources.asp)
5. <http://www.zenithair.net/builders-page/>



## **INFORMATION ABOUT COPPERSTATE FLY-IN**

# **COPPERSTATE FLY-IN & EDUCATION EXPO**

## **BUCKEYE AIRPORT, AZ (KBXK)**

### **FEBRUARY 8 - 10, 2019**

**46<sup>th</sup>  
ANNUAL**

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