



November 2020 Newsletter Volume 44, Number 11

The Static Line

Leroy Castle Memorial EAA Chapter 538 Phoenix, AZ

Website: <https://chapters.eaa.org/ea538>

Email: ea538board@gmail.com

Facebook: www.facebook.com/ea538



Monthly meeting are the second Tuesdays of every month starting 6:30 P.M. At 7856 North Glen Harbor Blvd.. Glendale.

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2020 CALENDAR

Nomination for Next Year's Officers.

In-Person & Zoom Internet Meeting
 November 10, 2020
 Speaker : Dr. Chuck Cinnian
 December 8, 2020 Christmas party.

2020 CHAPTER OFFICERS / DIRECTORS

- President – Darren Henley
 Email: p51bldr@yahoo.com
- Vice President – Katie Velvick
 Email: rv4chick@cox.net
- Treasurer – John Gregg
 Email: jgregg.jr@gmail.com
- Secretary – Alexander Bodak III
 Email: cpucoach@yahoo.com
- 1 year Director – Tom Velvick
 Email: tomvelvick@cox.net
- 2 year Director - Tad Daughters
 Email: tadenslt@lycos.com
- 3 year Director - Stuart Snow
 Email: stuartsn.ss@gmail.com
- Newsletter Editor – Alex Bodak
 Email: cpucoach@yahoo.com
- Webmaster – Carlos Hernandez
 Email: pazmany.ch@gmail.com

PRESIDENTS NOVEMBER REPORT

Welcome EAA 538 Chapter members, family and guests. November is upon us where again we select the next year' Board members and various officers. As of now we have several nominations accepted, a couple of nominations not yet accepted and a position yet to fill. This will be part of our chapter business after the upcoming guest speaker. This is very important for the continuation of our chapter and I look forward to your participation.

Our Chapter Hanger project is moving forward albeit not as quickly as I hoped. This is due to fully understanding our contractual agreements. EAA 538 Chapter Board of Directors will meet and discuss each of the elements of the lease with the City of Glendale. Once we fully understand our responsibilities, we will enter the lease agreement. The city must also accept our lease and the earliest this may happen will be at their January meeting. Once accepted by the city, we will then be given the authorization to proceed.

Next month, we will not have a meeting, but rather, will be our annual holiday dinner. This will be held at Dillon' BBQ in Glendale. Come with us and have a great meal along with our annual celebration.

As we look forward to next year, I am really excited about the Chapter' future. Once our hangar is complete, we will have all sorts of activities to look forward to. Soon we will begin our Young Eagles Flights, Pancake Breakfasts, fly-outs, fly-ins, airshows, workshops, and anything else we can think of. Our hangar will be available for members to build and finish their projects. As 2020 is coming to a close, let us look forward to a bright future in 2021.



EAA Chapter 538 October 13, 2020 Meeting Minutes

Meeting was called to order at 6:32 P.M. We had two guests that introduced themselves; Harold Anderson and Lucas Nahnsen. Our online Zoom guests were Dee Grim, John Warner, Roger W. Heather M. We presented the airplanes that Brian Baker took at AirVenture 2019.

New Business

Nominations were for Darren Henley President, Katie Velvick Vice President, Alexander Bodak Secretary, John Gregg for Treasurer, We need a nomination for director as Tom Velvick's 1 yr term is up. Darren notified the members that he will need help picking up free used desk chairs and a metal desk from his work place. He will notify us by email as to the date and time. A note Jack McKinney who is donating LeRoy Castles airplane to the chapter, is on vacation again so we can't pick it up. Tad Daughters finished the replacement of a wing and the annual inspection. However the right rear cylinder is running hotter than the rest. Young Eagles has been canceled for the rest of this year.

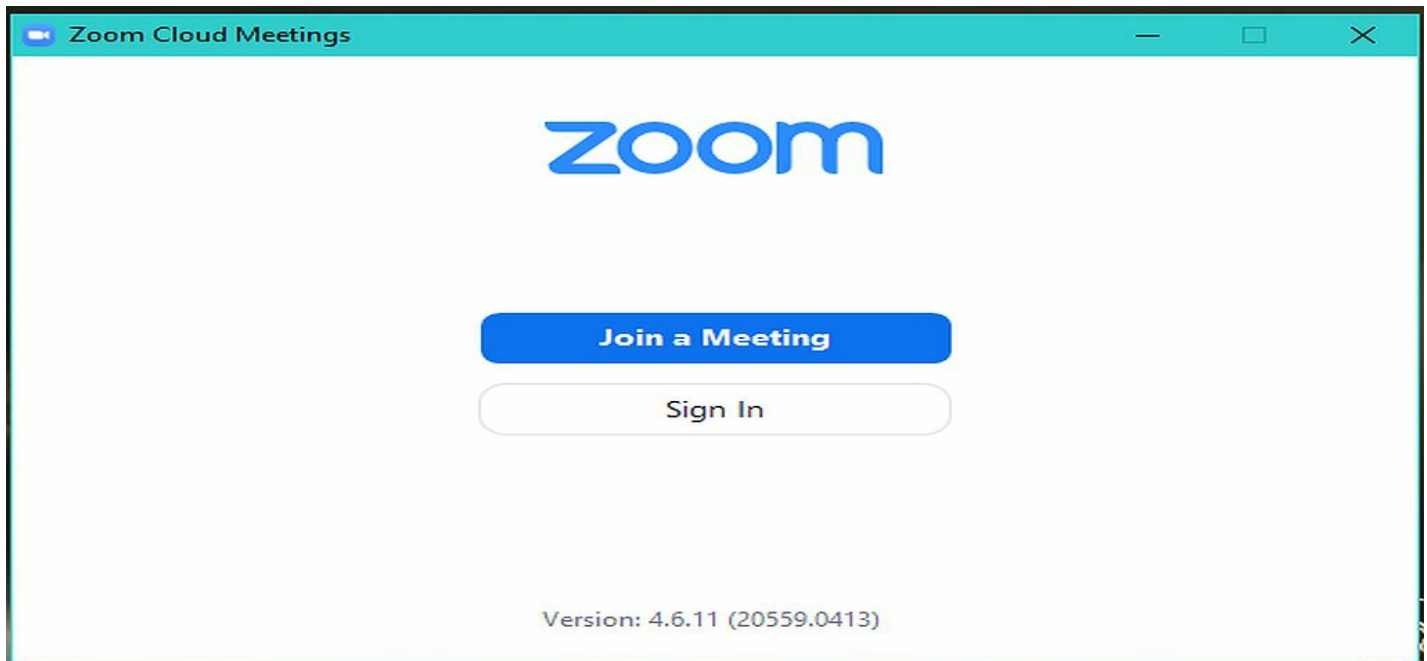
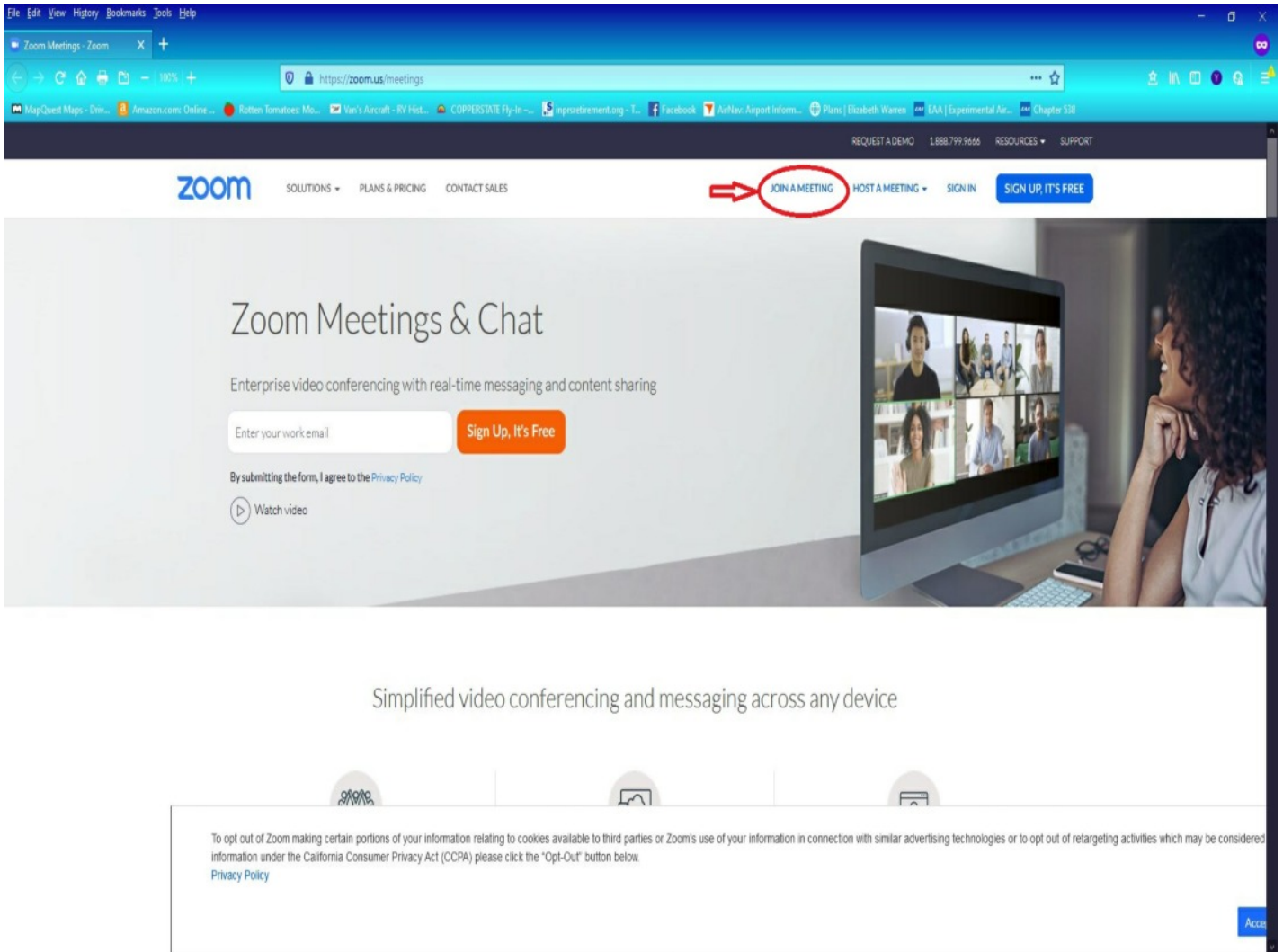
Hangar update. Carlos and the committee met with the Airport manager and ironed out placement of the hangar. This week they sent us a legal description of pad 16. They also sent the lease agreement.

Meeting adjourned at 7:45 P.M.

PS. To all of the people with advertisements in the newsletter. I will keep them in the newsletters until you tell me not to.. However, I would suggest also advertising your plane at places like Tradeplane, Barnstormers, Globalaire, AeroTrader, or Controller. They have thousands of visitors. My email list is around 150. Best of luck. Alex Bodak



GO TO THE ZOOM HOME PAGE [HTTPS://SUPPORT.ZOOM.US](https://support.zoom.us) AND SELECT JOIN A MEETING



INSTRUCTIONS ON HOW TO LOG INTO THE ZOOM***MEETING FOR TUESDAY NOVEMBER 12, 2020 AT 6:30 P.M.***

From: John Warner <johnawarnercpa@hotmail.com>

Sent: Wednesday, November 6, 2020 11:10 A.M.

To: Alexander Bodak <cpucoach@yahoo.com>

Subject: Re: Speaking for November 11th Monthly Meeting.

I have set up a monthly recurring Zoom meeting for Ch. 538, here are the details and link. We can use the same meeting link for the Board test meeting this weekend. Please share as appropriate.

First you must download the ZOOM client per the previous pages. Then copy and past the web address into your browser. Hit enter and away you go.

Join Zoom Meeting

<https://us02web.zoom.us/j/83784992440?pwd=UkhiYzZFaUJYb0RMRGVjc2N5TFNzUT09>

Meeting ID: 837 8499 2440

Password: 054015

One tap mobile

+16699009128,,83784992440#,,1#,054015# US (San Jose)

+12532158782,,83784992440#,,1#,054015# US (Tacoma)

Dial by your location

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

Meeting ID: 837 8499 2440

Password: 054015

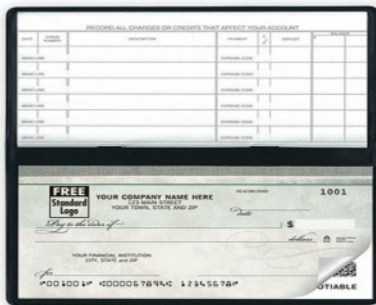
Find your local number: <https://us02web.zoom.us/j/kcHo81U9i3>

NEWS & EVENTS

- NOTICE NOTICE -

CHAPTER MEMBERSHIP REMINDER:

2020 DUES ARE NOW DUE! PLEASE BRING YOUR \$20 CASH/CHECK/PAYPAL. YOUR DUES RUN FROM JAN 1 TO DEC 31 OF THE YEAR. ALSO, DARREN'S \$100 HANGAR DONATION CHALLENGE !



LARRY POLHILLS FAIRCHILD



2020 NOVEMBER WALLPAPER CLICK PHOTO FOR NOVEMBER 2020 WALLPAPER



NOVEMBER 2020 SPORT AVIATION MAGAZINE

CLICK PHOTO FOR NOVEMBER 2020 SA MAGAZINE



CALLING ALL EAA CHAPTER 538 MEMBERS & VISITORS.

Along with my request for articles, pictures, info for this newsletter, 42 people out of the 60 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 Darrin 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. If you have already done it, once is enough. Thanks

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

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

– NOTICE NOTICE –

Chris Rute will loan his airplane scales for a donation to the chapter.

MEMBERS INFORMATION

John Gregg has 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, 538. 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. **Thanks John Gregg Jr.**

WEBINARS FOR NOVEMBER 2020

[URL: HTTP://WWW.EAAVIDEO.ORG/CATEGORY/VIDEOS/WEBINARS](http://www.eaavideo.org/category/videos/webinars)

EAA 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. 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. *Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit www.faa.gov for details.* EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. For their generous sponsorship of EAA Webinars.

11/3/20 7 p.m. CST

[Van's RV-14](#)

HOMEBUILDERS WEBINAR SERIES

Greg Hughes and Rob Heap

Van's Aircraft engineer Rob Heap and community director Greg Hughes will discuss the company's latest aircraft design, the RV-14. Van's recently released a powerplant upgrade for the RV-14, the Lycoming IO-390-EXP119. Rob and Greg will discuss the process the company and its partners went through in designing and developing the new installation package in order to provide the maximum possible performance out of the new engine option.

11/4/20 7 p.m. CST

[Your Engine's Lifeblood](#) **Qualifies for FAA WINGS and AMT credit.**

Mike Busch

There's a lot more to piston engine oil than you might think. The lubrication requirements of slow-turning direct-drive Continentals and Lycomings are quite modest, but aircraft engine oil needs to do lots more than lubricate. We also depend on it to clean, cool, seal, and protect against corrosion. It takes a complex package of additives to do all this. In this WEBINAR, Mike Busch offers a guided tour of the complexities of aircraft engine oil, and offers recommendations on selecting the best oil for your engine.

11/10/20 7 p.m. CST

[The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!](#)

Mike Heuer and Lorrie Penner

IAC historian Mike Heuer and IAC magazine editor Lorrie Penner will take you on a ride 50 years in the making. Find out how the IAC got its start, how it has evolved through today, and where they see themselves 50 years from now. Hear stories that you may have heard before and a few you may have never known.

11/11/20 7 p.m. CST

[True or Magnetic?](#) **Qualifies for FAA WINGS credit.**

Prof. H. Paul Shuch

Pilots are frequently confused by compass corrections. Is East always Least? Is West really best? Why are runway headings referenced as magnetic, but METAR and TAF winds reported as true? What's the difference between a course and a heading? When do you use which? Get your bearings with this WEBINAR, which qualifies for FAA WINGS credit.

EAA Webinars Continued

11/18/20 p.m. CST

Cockpit Power Management

Phil Lightstone

Journalist Phil Lightstone, will provide the facts about the technologies, cutting through the jargon, and three-letter acronyms to help you make an informed decision. Phil will also discuss the future of aircraft battery tech including Lithium batteries for the aircraft. What's in your flight bag? The amount of power-hungry portable devices seems to have multiplied like rabbits. An average pilot might have an iPhone, iPad, ADS-B IN receiver, transceiver, personal locating device, backup GPS, tablet cooling fan, flashlights, wearable oximeter, and the list goes on and on. With different USB connectors, how does a pilot keep these power-hungry devices charged during flight, so that they can rely upon them during an emergency, without melting down the aircraft's electrical system?

Aviation Webinars <https://www.eaa.org/eea/news-and-publications/eea-Webinars>

FOR SALE PAGE 1

**SHELVES FOR SALE -
BEST OFFER OR \$40 EACH. - 4 SECTIONS
CONTACT DARREN HENLEY AT EMAIL: P51BLDR@YAHOO.COM**



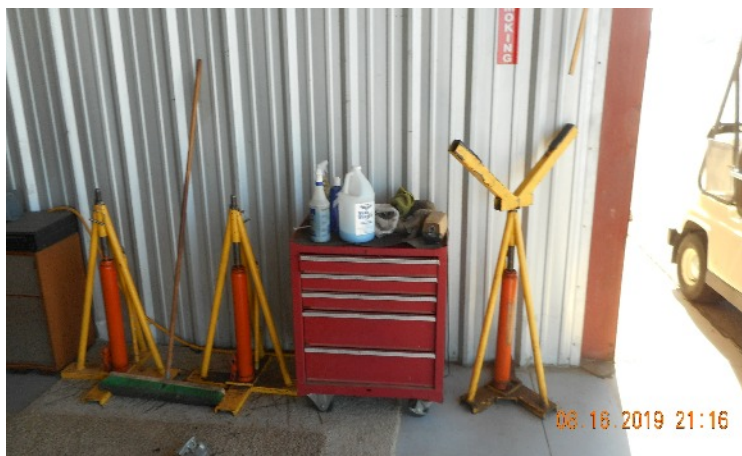
Tom Parten quit flying and has his 6 Cylinder Sonex (Tail wheel) here on Thunder Ridge Airpark AZ 28.

If you know anybody looking for a good deal contact Bertha Partin <bmpartin@gmail.com>

FOR SALE PAGE 2

FROM DEE GRIMM

NANCHANG CJ6A • \$140,000 • **FOR SALE** • N620DM, Very nice CJ6A, maintained by A&P owner; cockpits detailed; TTAF 5030 hrs; TSMOH on Vedeneyev M14P 272 hrs-bottom end overhauled by M14P; TTS NEW Whirlwind 400C-M14 carbon fiber prop 272 hrs; dual nav-comms with glide slope, GPS, ADS-B out; current IFR certification; many modifications; based Deer Valley Airport Phoenix; offer includes set of custom hydraulic jacks, modified trailer to move CJ6, metric tools, 2 current parachutes, 2 headsets, system and flight checkout included. Contact Dee Grimm • Owner - located Phoenix, AZ, United States • Telephone: cell/text 602-312-7307 • 602-996-1296



***** DISCLAIMER *****
 The performance specification database contains performance and dimensional data for a large variety of production and homebuilt aircraft. The values portrayed here are from manufacturers' data and are not representative of any particular aircraft being advertised.

NANCHANG CJ-6A

# of Engines: 1	Range: 425 mi 369 nmi 683 km
Engine Make: ZHOZHOU HUOSAI	Service Ceiling: 20,500 ft 6,248 m
Engine Model: HS-6A	Rate of Climb: 2,700.00 ft/min 13.72 m/s
Engine Power: 285 hp 212 kW	Wingspan: 33.50 ft 10.21 m
Recorded TBO: N/A	Length: 27.90 ft 8.50 m
Standard Fuel: 60.00 gal 227.12 L	Height: 10.80 ft 3.29 m
Max Fuel: 60.00 gal 227.12 L	Empty Weight: 2,414 lbs 1,094 kg
75% Cruise: 185 mph 160 kts 297 km/h 0 Mach	Gross Weight: 3,086 lbs 1,399 kg
Stall: N/A mph N/A kts N/A km/h	

	Normal	Over 50 Foot Obstacle	
Takeoff	N/A ft N/A m		N/A ft N/A m
Landing	N/A ft N/A m		N/A ft N/A m

PRICE:
\$140,000 USD

Get Immediate Financing
 For simple and secure financing, click here.

SALE STATUS: For Sale
YEAR: 1969
MAKE/MODEL: NANCHANG CJ-6A
REGISTRATION #: N620DM
SERIAL #: Not Listed
LOCATION: Phoenix DVT, AZ USA

PERFORMANCE SPECS

SAVE COMPARE

Dee Grimm
 (602) 312-7307

FOR SALE PAGE 3

1955 Cessna 310 Riley Rocket. IO 540 motors 290 hp.

Here's a video I made of the aircraft.

<https://www.youtube.com/watch?v=IOGsVa-g3uw&>

<https://www.youtube.com/watch?v=LhekFaCjU6k&t=1s>

The motors and props have 300 hours and the airframe has 3000 hours.

I would be interested in parting it out, or buying a lightly wrecked plane to put the motors into.



Specifications (1956 model 310) Data from 1956 Observers Book of Aircraft[74]

General characteristics

Crew: one Capacity: four passengers

Length: 27 ft 0 in (8.23 m) Wingspan: 35 ft 0 in (10.67 m)

Height: 10 ft 6 in (3.20 m) Wing area: 175 sq ft (16.3 m²) [75]

Empty weight: 2,850 lb (1,293 kg) Gross weight: 4,600 lb (2,087 kg)

Performance

Maximum speed: 220 mph (350 km/h, 190 kn) Cruise speed: 205 mph (330 km/h, 178 kn)

Range: 1,000 mi (1,600 km, 870 nmi) Service ceiling: 20,000 ft (6,100 m)

Rate of climb: 1,700 ft/min (8.6 m/s)

Contact Harold Anderson at haroldmranderson@gmail.com

Phone # 509-939-2171

Harold has decided to build a BD 4(s) and use the engines from his plane. He found a partially completed one in Florida. Does anybody know a DAR or Tech Rep he can use?

FOR SALE PAGE 4

INCOMPLETE THALMAN 4, WOOD, METAL, FIBERGLASS

CONTACT CURT CURTIS - EMAIL - CURTCURTIS@Q.COM

PRICE

= FREE



Ronald Barker [Log in](#) [New user?](#) [Sign up for free](#)
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Aircraft N53389 Data

[Browse by Manufacturer](#)

1 aircraft record found.

[1949 Thalman T - 4](#)

[Add another N53389](#)

N53389

1949 Thalman T - 4 C/N 4

[Discuss this aircraft in forum](#)

Have a photo of this aircraft? Share with others.
 Correct or submit additional aircraft data
 Comment on this aircraft
[Links to this page and other related pages](#)

Airframe Info

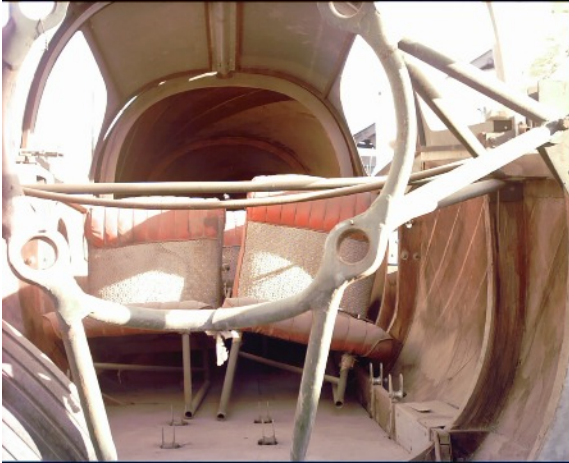
Manufacturer: Thalman
Model: T - 4 Search all Thalman T - 4
Year built: 1949
Construction Number (C/N): 4
Aircraft Type: Fixed wing single engine
Number of Seats: 2
Number of Engines: 1
Engine Type: Reciprocating
Engine Manufacturer and Model: Lycoming O-340 SERIES

Aircraft

Registration Number: N53389
Mode S (ICAO24) Code: A6BF24
Certification Class: Experimental
Last Action Taken: 1977-01-14
Current Status: Revoked

T-4 1953 = 4pChwM rg (manual); 135 hp Lycoming O-290; span: 40'0" load: 1050# v: 175/155/45 range: 700. All-wood geodetic construction. [N53389]. Later converted to T-tail with 170 hp O-340. Price FREE.

FOR SALE PAGE 5



Price FREE



ADDITIONAL ITEMS FOR SALE FROM CURT CURTIS

These shelves are listed on craigs list at \$60. They are free to a club member. Also a two pedestal desk and a metal work bench. the shelves 18 in. wide 3 sections for a total of 9 ft. long. contact CURT 602 809 4446. PRICE = FREE

I have some instruments and landing gear legs, plus wheels. I'm asking \$100 for each. but i need to send the message that they are for sale at any price. They need a home. Also I have some wheels and stuff.



FOR SALE PAGE 6

RV-6A S/N 60271 SPECS & DETAILS. Please contact **Ed Daror via email : 72ae@cox.net.**

Aircraft built by owner A&P/IA and Flight Tested and FAA certified as N72AE In November 2003 for Day, Night, VFR, IFR operations at 1800 Lbs. Gross Aircraft Weight for Normal and 1400 Lbs.

Aerobatics. Present Aircraft, Engine and Propeller Total Time in Service since new: 212 Hours.

ENGINE : Lycoming Factory new 0-360-A1A 180 H.P. with Slick Electronic Ignition.

PROPELLER: Hartzell Constant Speed factory new Model HC-C2YK-1BF / F766A-4.

AVIONICS: Garmin GNC 300XL GPS/COM and ILS Indicator and a function unit, Narco 12D+ Nav/ Com and an ILS Indicator, Narco AT 150 Transponder, Garmin GMA 240 Audio Panel/Intercom,

UAvionix ADS-B Out Bundle. All with separate antennas. EILT with remote Switch/indicator.

Autopilot: NAVAID Tru-Track coupled to GPS.

COMPASS: Vertical. FLAPS: Electrical. PITOT TUBE: Heated. Landing Lights: Dual. Wing Strobes: dual.

CARBURATOR: Temperature Gauge, THROTTLE, PROP, MIXTURE controls: Vernier type, Cabin

HEATER and ventilation controls, AEROBATIC HARNESS: Hooker 6 point on both seats, STEPS: on

both sides.

INSTRUMENTS: All with internal

controllable illumination. NOSE WHEEL:

Improved Bearings by Splats

recently installed. BRAKES: Cleveland

dual sides. AIRCRAFT CONTROLS: Stick

type with Mike buttons.

This aircraft has and is always hangered at

DVT in Phoenix, AZ. Engine is protected

with preservative. Aircraft is presently

Airworthy. ALL Van's Aircraft Service

Bulletins complied at last annual

CONDITION INSPECTION on May 12th,

2020. ADS- B needs to be rechecked in

flight with FAA- ATC procedure.



AIRPORT OF THE MONTH - SEDONA

Sedona /sɪˈdoʊnə/ is a city that straddles the county line between Coconino and Yavapai counties in the northern Verde Valley region of the U.S. state of Arizona. As of the 2010 census, its population was 10,031.[5] Sedona's main attraction is its array of red sandstone formations. The formations appear to glow in brilliant orange and red when illuminated by the rising or setting sun. The red rocks form a popular backdrop for many activities, ranging from spiritual pursuits to the hundreds of hiking and mountain biking trails. Sedona was named after Sedona Arabella Miller Schnebly (1877–1950), the wife of Theodore Carlton Schnebly, the city's first postmaster, who was celebrated for her hospitality and industriousness.[6] Her mother, Amanda Miller, claimed to have made the name up because "it sounded pretty." [7]

History

The first Anglo settler, John J. Thompson, moved to Oak Creek Canyon in 1876, an area well known for its peach and apple orchards. The early settlers were farmers and ranchers. In 1902, when the Sedona post office was established, there were 55 residents. In the mid-1950s, the first telephone directory listed 155 names. Some parts of the Sedona area were not electrified until the 1960s. Sedona began to develop as a tourist destination, vacation-home and retirement center in the 1950s. Most of the development seen today was constructed in the 1980s and 1990s. As of 2007, there are no large tracts of undeveloped land remaining.

Sedona Airport (IATA: **SDX**, ICAO: **KSEZ**, FAA LID: **SEZ**)



Sedona Airport from the south, showing its location atop a mesa

AIRPORT OF THE MONTH - SEDONA CONTINUED



Mesa Grill At The Sedona Airport Breakfast • Lunch • Dinner

Open Daily from 7:30am - 9pm
1185 Airport Rd, Sedona, AZ 86336
928-282-2400

Thanksgiving Special

CLICK ON PICTURE TO GO TO WEBCAM.

Sedona Airport (IATA: **SDX**, ICAO: **KSEZ**, FAA LID: **SEZ**) is a small non-towered airport located 2 miles (1.7 nmi; 3.2 km) southwest of the central business district of Sedona, a city in Yavapai County, Arizona, United States. The airport covers 220 acres (89 ha) and has one runway and one helipad. Although most U.S. airports use the same three-letter location identifier for the FAA and IATA, Sedona Airport is assigned **SEZ** by the FAA and **SDX** by the IATA[2] (which assigned **SEZ** to Seychelles International Airport in Mahé, Seychelles. The airport is located on top of a high mesa overlooking a major portion of the city; it is not uncommon for tourists or locals driving around downtown Sedona to see an approaching airplane fly overhead and then suddenly disappear into the mountains without ever appearing to land. The airport is also located very close to the Red Rocks of Sedona.



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Phoenx's Final Flight Sedona Red Rock News, April 2015
Sedona Airport More Than Just a Destination, Lifestyles of Sedona, Spring 2015

News

NOTICE OF OPEN BOARD POSITION

The Sedona-Oak Creek Airport Authority requests persons interested in being considered for a voluntary five year term as a member of the Board of Directors to please submit a resume by mail or email to Sedona-Oak Creek Airport Authority Attn: Nelson Durkee, Business Manager 255-Air.....

PUBLIC NOTICE

SEDONA-OAK CREEK AIRPORT AUTHORITY BOARD OF DIRECTORS PUBLIC NOTICE Notice is hereby given that a quorum of Board of Directors may be present for the following event: Airport Manager Interviews Sedona Airport Terminal Building June 12 - June 15, 2018 various Times

SEDONA FLY-IN VACATION

Make Sedona Your Vacation Headquarters Fly In - Rent a Car - Stay in Sedona - Travel throughout Northern AZ Sedona, Arizona is the perfect "headquarters" for your northern Arizona vacation. Fly in and park your aircraft with complete safety and confidence. Rent an auto for.....

THE HISTORY OF SEDONA AIRPORT

Flying High: The History of Sedona Airport by Dr. David Allen On October 31, 1956, E. L. Peterson, the Acting Secretary of Agriculture, deeded the 230 acres on top of the Mesa and the easement for the road right of way to Yavapai County as.....

Contact Us To Arrange Hosting Your Event At The Airport

SEDONA AIRPORT DAYS

 September 16, 2017 9 am to 3 pm join us for Sedona Airport Day on Saturday September 16 From 9 a.m. to 3 p.m. Sedona Airport would like to invite everyone to enjoy this free community event, and share in Sedona's love for aviation! Free parking.....

LEARN MORE

AIRPORT OF THE MONTH - SEDONA CONTINUED

[Airports](#)
[Nav aids](#)
[Airspace Fixes](#)
[Aviation Fuel](#)
[Hotels](#)
KSEZ Sedona Airport
 Sedona, Arizona, USA

GOING TO SEDONA?

[Reserve a Hotel Room](#)
FAA INFORMATION EFFECTIVE 08 OCTOBER 2020**Location**

FAA Identifier: SEZ

 Lat/Long: 34-50-54.9210N 111-47-18.4110W
 34-50.915350N 111-47.306850W
 34.8485892,-111.7884475
 (estimated)

Elevation: 4830.5 ft. / 1472.3 m (surveyed)

Variation: 13E (1985)

From city: 2 miles SW of SEDONA, AZ

Time zone: UTC -7 (year round; does not observe DST)

Zip code: 86336

Airport Operations

Airport use: Open to the public

Activation date: 05/1956

Control tower: no

ARTCC: ALBUQUERQUE CENTER

FSS: PRESCOTT FLIGHT SERVICE STATION

NOTAMs facility: SEZ (NOTAM-D service available)

Attendance: MAY-SEP 0700-1800, OCT-APR 0700-1700

Pattern altitude: TPA FOR PROPELLER ACFT 1173 AGL, JET ACFT 2173 AGL.

Wind indicator: lighted

Segmented circle: yes

Lights: ACTVT REIL RWY 03 & 21; MIRL RWY 03/21 - CTAF. PAPI RWY 03 & 21 OPER CONT.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

Airport Communications

CTAF/UNICOM: 123.0

WX AWOS-3PT: 118.525 (928-282-1993)

PHOENIX APPROACH: 126.375

PHOENIX DEPARTURE: 126.375

WX AWOS-3 at P52 (14 nm SW): 119.925 (928-634-0916)

WX ASOS at FLG (18 nm N): 125.8 (928-779-2439)

- COMMUNICATIONS PRVDD BY PRESCOTT RADIO ON FREQ 122.3 (MINGUS MOUNTAIN RCO).

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
FLG r183/18.8	FLAGSTAFF VOR/DME	113.85	14E
DRK r062/35.2	DRAKE VORTAC	114.10	14E

AIRPORT OF THE MONTH - SEDONA CONTINUED

Airport Services

Fuel available: 100LL JET-A
 FUELING OPERATIONS STOP 30 MINUTES PRIOR TO CLOSING.
 Parking: buoy, hangars and tie-downs
 Airframe service: MINOR
 Powerplant service: MINOR
 Bottled oxygen: NONE
 Bulk oxygen: NONE

Runway Information

Runway 3/21

Dimensions: 5132 x 100 ft. / 1564 x 30 m
 Surface: asphalt, in good condition
 Weight bearing capacity: Single wheel: 15.0
 Double wheel: 30.0
 Runway edge lights: medium intensity
 Operational restrictions: RWY 03 HAS AN UPHILL SLOPE.
RUNWAY 3
 Latitude: 34-50.620352N
 Longitude: 111-47.674313W
 Elevation: 4736.3 ft.
 Traffic pattern: left
 Runway heading: 032 magnetic, 045 true
 Markings: basic, in good condition
 Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)
 Runway end identifier lights: yes
 Touchdown point: yes, no lights
 Obstructions: none
 1 FT FENCE POST 125 FT FM THLD, 75 FT LEFT OF THE
 CENTERLINE, ILLUMINATED BY STROBE LIGHT SS-SR.

RUNWAY 21
 34-51.210343N
 111-46.939327W
 4830.3 ft.
 left
 212 magnetic, 225 true
 basic, in good condition
 4-light PAPI on left (3.50 degrees glide path)
 PAPI UNUSBL BYD 2.0 NM.
 yes
 yes, no lights
 8 ft. fence, 201 ft. from runway, 70 ft. left of centerline
 8 FT FENCE 100 TO 200 FT FM THLD, 90 TO 125 FT LEFT OF
 CENTERLINE ILLUMINATED BY 3 STROBE LIGHTS SS-SR.

Helipad H1

Dimensions: 50 x 50 ft. / 15 x 15 m
 Surface: concrete, in good condition
 Runway edge lights: FLD
 Latitude: 34-50.818500N
 Longitude: 111-47.549500W
 Elevation: 4757.0 ft.
 Traffic pattern: left left

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned
 Owner: YAVAPAI COUNTY
 1015 FAIR ST.
 PRESCOTT, AZ 86305
 Phone (928) 771-3200
 Manager: EDWARD A. ROSE
 235 AIR TERMINAL DRIVE
 SEDONA, AZ 86336
 Phone 928-282-4487
 EMERG CELL PH NUMBER 928-300-3304.

Airport Operational Statistics

<p>Aircraft based on the field: 60 Single engine airplanes: 52 Multi engine airplanes: 7 Gliders airplanes: 1</p>	<p>Aircraft operations: avg 96/day * 40% transient general aviation 31% air taxi 25% local general aviation 4% military * for 12-month period ending 23 April 2019</p>
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AIRPORT OF THE MONTH - SEDONA CONTINUED THINGS TO DO IN SEDONA

SEDONA ATTRACTIONS

The most popular and obvious Sedona attraction are the red rocks. Here are just a few things you can do on these red rocks: hike, practice yoga, take pictures, meditate, try to feel the energy of the vortex, have a picnic, go exploring, rock climb, mountain bike, nature observe and watch sunset. The red rocks of Sedona have hundreds of trails to explore, all with spectacular views in one way or another.

Below are other attractions in Sedona well-worth checking out. Keep your eyes and ears open for what's happening around town while you're here, but you can always count on cowboy cookouts happening, guided stargazing tours, shopping at the village and seeing Native American cultural art and architecture. Sedona attractions come in many forms. Whether its experiencing the energy of a vortex, observing a rare animal species or shopping for Southwestern art, there's a Sedona attraction that is sure to pique your interest.

Spotlight Favorites



Sedona UFO Tour Guided By Contacted Scientist: Open for Private, Family or Small Group Tours »



Sedona Sacred Rocks, A Metaphysical B&B »
A Metaphysical B&B



Out Of Africa Wildlife Park »



Private Sedona UFO & Vortex Tours »



Blazin' M Ranch

[Learn More](#)

CURRENTLY NOT TAKING RESERVATIONS UNTIL FURTHER NOTICE
Blazin' M Ranch features a BBQ chicken and ribs chuckwagon supper and a toe-tappin Western stage production by award-winning musicians. Guests may arrive before dinner to enjoy Old-Tyme photography, a museum, shoo ...
WHAT GUESTS LIKE ABOUT THIS PLACE »



Papillon Grand Canyon Helicopters

[Learn More](#)

World's Largest and Most Experienced Helicopter Sightseeing Company! Daily multilingual tours of Grand Canyon departing from Sedona, Scottsdale, Phoenix, Grand Canyon, Grand Canyon West and Las Vegas. Choose from a variety of Air Tours, River Rafting, Weddings including Grand Canyon hotels ...
WHAT GUESTS LIKE ABOUT THIS PLACE »

9.5



Four Seasons Guides

[Learn More](#)

Since 1999, offering guided hiking & backpacking tours in Grand Canyon, Sedona, and Utah. Choose from day tours to multi-day adventures. All-inclusive tours led by career professional guides with decades of backcountry experience.
WHAT GUESTS LIKE ABOUT THIS PLACE »



Private Sedona UFO & Vortex Tours

[Learn More](#)

UFO Tour Practicing Social Distancing and Using Clean Night vision Googles:
"Voted BEST 1 day experience in Sedona. Let me show you the true POWER of SEDONA! Sedona is not a city it is a consciousness. The Vortex energy here is the most powerful any where on the plane ...
WHAT GUESTS LIKE ABOUT THIS PLACE »

9.0

AIRPORT OF THE MONTH - SEDONA CONTINUED THINGS TO DO



Grand Canyon Railway

Visit the official website for Grand Canyon Railway. Book your reservation online for a train tour on one of five classes of service on our vintage train to the Grand Canyon. Or, select a vacation package that includes lodging at our own Grand Canyon Railway Hotel and in Grand Canyon Nation ...
WHAT GUESTS LIKE ABOUT THIS PLACE >>

Learn More



Predator Zip Lines

Experience the wind ripping through your hair on a thrill ride over nature's wildest predators. Enjoy the adventure of a lifetime on a world-class zip line over Out of Africa Wildlife Park in Camp Verde Arizona! We are conveniently located less than 20 miles from Sedona, in the heart of ...
WHAT GUESTS LIKE ABOUT THIS PLACE >>

Learn More



Sedona UFO Tour Guided By Contacted Scientist: Open for Private, Family or Small Group Tours

UFO Tour Practicing Social Distancing and Using Clean Night vision Goggles: At sundown, all participants caravan 3 miles to a parking area with a dark sky. 3rd gen night vision goggles are distributed to see what can't be seen with the naked eye. Satellites, airplanes a ...
WHAT GUESTS LIKE ABOUT THIS PLACE >>

Learn More



Wildland Trekking

Go on an epic journey in Sedona or to the Grand Canyon! Services include 1 to 8 day hiking adventures, tasty backcountry cuisine, and quality gear served up by America's most experienced and knowledgeable Grand Canyon guides. 25+ years experience in adventure travel.
WHAT GUESTS LIKE ABOUT THIS PLACE >>

Learn More



Tlaquepaque Arts & Crafts Village

Your unforgettable Sedona experience must include spending time at internationally renowned Tlaquepaque (pronounced Tla-keh-pah-keh), Sedona Arizona's Arts & Crafts Village. Tlaquepaque treats visitors to an exceptional collection of Sedona art galleries and shops bordered by four outstand ...
WHAT GUESTS LIKE ABOUT THIS PLACE >>

Learn More



Red Rock Balloons

Come fly the Red Rocks! Take an "Aerial Nature Walk" which is a truly magical feeling of soaring gently with the wind. Sedona's natural wonders and wildlife sightings will delight you. After your sunrise flight, relax at a traditional champagne picnic with a continental breakfast. Free vid ...
WHAT GUESTS LIKE ABOUT THIS PLACE >>

Learn More



Maverick Airlines Fly To The Grand Canyon

Fly to the Grand Canyon and enjoy our air or land tours through one of the Seven Wonders of the World. Maverick Airlines offers you an exclusive check-in terminal with VIP customer service. Maverick's aircraft will fly you to the Grand Canyon National Park where you will experience one of ...
WHAT GUESTS LIKE ABOUT THIS PLACE >>

Learn More



A Day In The West

Sedona's oldest continually owned family tour business (since 1949) offers a wide variety of tours, including: Jeep tours, horseback rides with BBQ cookouts, winery/jeep combination tours, and much more. In Sedona we are known as the fun and friendly tour company, and we've got a reputatio ...
WHAT GUESTS LIKE ABOUT THIS PLACE >>

Learn More

HANGAR FLYING - Timely stories, conversation, and inspirational insights that share The Spirit of Aviation.



A Non-Builder's Guide to Buying a Homebuilt



OCTOBER 29, 2020



BY EAA

IN [HOMEBUILDING](#).



By Budd Davisson, EAA 22483

This piece originally ran in the September 2020 issue of [EAA Sport Aviation](#) magazine.

EAA has unintentionally made deciding which airplane to buy much more complicated. It used to be that the purchase of an airplane for the average non-homebuilder pilot was simple – airplanes of the Piper-Cessna-Beech persuasion dominated. However, courtesy of EAA, there is another player in the what-airplane-do-I-buy game: the experimental amateur-built aircraft, or E-AB (read that as “homebuilt”). While it’s not known exactly how many E-ABs are flying, just the fact that there are more than 11,000 RVs alone flying says that experimental aircraft are now much more than what some general aviation pilots used to see as those “toy airplanes that someone built in their garage.” When it comes time for anyone in aviation to buy an airplane, E-ABs are contenders. And there are good reasons for that.

Within the amateur-built category, there are airplanes that, while still at cruise power, can outrun type-certified general aviation turbine aircraft. How about 335 mph at 24,000 feet (Lancair IV-P)? Or how about a little two-place aircraft that uses 4 gallons of fuel per hour, exudes lots of character, hearkens back to the early days of aviation, and yet, on its best day, most of the cars below are running away from it (Pietenpol). The range of types available is incredible, and they are constantly popping up for sale on *Trade-A-Plane*, *Barnstormers.com*, or airport bulletin boards. Some at very tempting prices. However, there are two words in the category title that make buying those airplanes decidedly different than buying Wichita spam cans. Those words are “experimental” and “amateur.”

Those words don’t mean better or worse. They just mean different. If you’re coming from a general aviation background where all of the aircraft are type-certified, some aspects of the amateur-built breed must be understood before either deciding on the design to be bought or writing a check. Essentially, you are part of a new category of airplane owners, those who are thinking about becoming the second owner of an amateur-built aircraft. Let’s call them non-builder owners. NBOs for short.

First, Define the Mission

Whether buying an E-AB or the newest Wichita product, the first step is always to define what it is you want to do with the airplane. This usually comes down to two basic choices: cross-country treks or Sunday morning breakfast runs. The next decision to be made is whether you'll be logging those hours alone or you'll want to include friends and family. In other words, will the airplane be one-, two-, or four-place? The ability to satisfy those exact needs is where the E-AB category shines because all three configurations are readily available.

The seating decision often centers on the role the family will play in the flying to be done. While FAA research shows that four-place airplanes, type-certified or otherwise, are seldom flown with all four seats occupied, an argument could be made that it makes some sense to buy the airplane that scratches the fun flying itch and rent pure utility, when it's needed. However, airplanes for every purpose can be found under the E-AB banner.



Fitting the Airplane to the Pilot, and Fitting That Combination to the Airport

A defining characteristic of many of the E-AB aircraft is that they are generally a little smaller than normal type-certified airplanes – but not all. Some are actually the same size or bigger – an RV-10 cockpit, for instance, is significantly bigger than almost any general aviation (GA) single-engine aircraft. Regardless, the pilot has to give some consideration to how size might limit his or her choices, a factor that seldom figures into flying type-certified aircraft. The pilot also has to evaluate the airplane in terms of the airport where it will be based.

- **Height and Leg Length.** Almost universally, E-AB aircraft, regardless of type or purpose, will accommodate a 6-foot pilot. However, as the height goes past that, say to 6 feet, 3 inches, the aircraft available decrease in numbers. Sometimes it's the leg length that is the problem, not height. The effect of the inseam length becomes critical as it goes past 34 inches because where the knee occurs in that length can make it difficult-to-impossible to get the pilot's knees under the instrument panel. So, if you're close to that height, try the airplane out before writing a check.
- **Weight.** Depending on the airplane, the CG envelope may become a limiting factor, especially for pilots in the 230 pound and up category in tandem airplanes or those that carry the fuel in the nose due to the CG shifting aft during fuel burn.
- **Runway Surface, Length, and Width.** Some E-AB aircraft are not suitable for use on unimproved, grass, or rough runways because of the small size of their tires, their landing gear configuration, or their touchdown speeds. Runway length will be a factor for some

of the faster aircraft, which makes clear approaches critical. Runway width becomes a problem for some taildraggers when it gets to be less than 35-40 feet because of the lack of visibility.

- **Geographic Location and Airport Altitude.** Temperature and altitude can work against some E-AB aircraft because density altitude greatly degrades their performance and increases their groundspeed on touchdown. A 2,500-foot runway located in Flagstaff, Arizona, in the summer (7,100 feet MSL), for instance, is much shorter than the same runway in Metropolitan, New Jersey (200 feet MSL), on the same day.

Insurance Considerations

The insurance market for experimental airplanes is continually changing. Some companies get out of the market while many others change their requirements. This is most noticeable in high-performance aircraft and in some of the taildraggers. In some high-performance aircraft, like the Lancair IV, the insurance companies are requiring specific training and a signoff by designated examiners. In some taildraggers, notably the higher-performance ones like the Pitts, some are raising the overall total tailwheel time requirement from 50 hours to 100-plus hours, and the training time required ranges from five to 25 hours of CFI time in type. Also, student pilots wanting to get into E-ABs may find themselves uninsurable. So, check with your insurance provider. If the airplane has a type club, there's a high probability it has already worked out some sort of insurance arrangement unique to its airplane.

Kitbuilt and Scratchbuilt: The Differences When Buying

Although kitbuilt E-ABs greatly outnumber scratchbuilt ones, there

are still lots of the latter being offered for sale because they've been built for many decades. The differences between the two can be enormous in some cases, not so much in others.

The biggest difference in all E-AB aircraft, kitbuilt or not, and type-certified aircraft is that there is no FAA established quality control system watching over the building process. There is, however, an FAA final inspection before the aircraft is flown, which will weed out those with serious deficiencies. So, homebuilt aircraft can vary wildly in quality from airplane to airplane. It should be noted that within the kitbuilt aircraft, especially the quick-build kits, they have closed in on the quality control of type-certified aircraft manufacturing. However, this only extends to the parts and subcomponents. Although, almost all kit manufacturers produce their parts following type-certified standards to one degree or another, they have no control over how well the individual builder will assemble the parts, install the engine and electrical systems, rig it for flight, etc.

Scratchbuilt aircraft have a much higher degree of builder involvement in every single part, regardless of how small that part may be, so the craftsmanship can vary wildly from airplane to airplane within the same type. There is no across the board standard, however, that says a kit airplane is always better than a scratchbuilt or that a type-certified airplane is better than all homebuilts. In E-ABs, it all comes down to the builders, the craftsmanship and technical understanding they bring to the project, and their willingness to seek help when needed. By the way, it's quite common for an E-AB to exhibit far better craftsmanship than a type-certified airplane, but that's not guaranteed. A close inspection before buying is an absolute necessity. And remember, because the airplane wasn't built from a kit, replacement parts may not be available.



Build Quality: Doing the Inspection

Doing what we all call the prebuy inspection for a normal type-certified GA airplane isn't actually an official inspection. For that reason, the mechanic or individual doing the inspection must know the airplane really well because some E-AB designs involve aspects typical A&P or A&P/IA mechanics seldom see. An example of that would be a Long-EZ. A builder of the same type being purchased would be ideal for doing the exam. Regardless, the buyer and the mechanic/inspector should develop a carefully written list of things to be verified. This is an area where a type club, assuming there is one for the aircraft in question, can help. Club members can suggest qualified examiners and help draw up a prebuy checklist that brings the important points of that particular type to the fore. The local FBO mechanic is not likely going to know all of those important points on all E-ABs and possibly not even on something as mechanically straight forward as an RV.

On scratchbuilt aircraft, where every component is hand made by the builder, the scrutiny is going to extend to things a normal mechanic may or may not be sensitive to. This includes items like looking for clinched rivets, bad welds, hardware store bolts, automotive hoses, etc. Also, they should be alerted to watch for any basic modifications to the design that the original designer had nothing to do with (giant engines, lengthened fuselages, different sizes of control surfaces, shortened or lengthened wings, etc.). For this reason, it's never a great idea to buy an E-AB that is significantly modified from the original design. For most, there's no way of knowing how well engineered those modifications are. For every modification seen, there may be others you can't see.

By the way, where low flight time on an airframe is usually considered to be a good thing, this is not necessarily true for E-ABs. Problems in experimental aircraft most often surface in the first 50-100 hours. So, 500 hours on an E-AB is a good thing. That means it's a reliable, good-flying airplane or it wouldn't have accrued that much flight time. That kind of flight time is an unspoken recommendation, although the more time it has accrued in a reasonable time, say three years, means more than the same amount of time built up over decades.

Age Is a Very Real Thing

It's hard to believe but, as a formal organization, EAA is 67 years old this year (founded 1953). Crazy! Homebuilt designs were being built right from the beginning. For instance, the Pietenpol and the Baby Ace date to the late 1920s, the Midget Mustang first flew in 1948, the Stits Playboy first flew in 1952, and the still-popular Wittman Tailwind began flying a year later. Even a more modern aircraft like the Thorp T-18 is 57 years old, and unbelievably, the first Van's RV is 49 years old. During the last 67 years, tens of thousands of aircraft, both scratchbuilt and kitbuilt, have been put into the air. So, it's not unusual to see 40-year-old E-ABs listed for sale, many of which have

just been discovered sitting in a barn or a forgotten hangar corner. Beware the ancient design with relatively low time. An old airplane with low time means there will be gaps in its logbook where it wasn't flown for years. The old adage "The only thing harder on an airplane than flying it is *not* flying it" is absolutely true. This is especially true of the engines and doubly true of Lycomings. They just don't like to sit around. They get bored, and their cam starts rusting.

The assumption is you're looking for an airplane to fly and not work on. That being the case, try to focus on airplanes that have either been rebuilt recently (if old) or were built in the last 10 years or so and kept active.

Equipment Differences

Don't let an abundance, or a lack of, sophisticated cockpit instrumentation figure into your evaluation of the basic quality of the airframe. The same thing goes for paint. Fancy paint can blind a buyer to a multitude of airframe anomalies. At the same time, assuming two similar airframes are being evaluated and they are both good, but one has better paint and/or instrument panel, obviously go for that one. The processes of filling a panel and applying paint are both expensive. That doesn't, however, make the more exotic of the two a better airplane as long as, in its current state, it will serve your purpose.

Learning to Fly It: Type Clubs, etc.

Flight training in E-ABs has been a sport aviation problem for decades. And it's likely to be a problem for most E-AB purchasers, almost regardless of their flight background. While the current crop

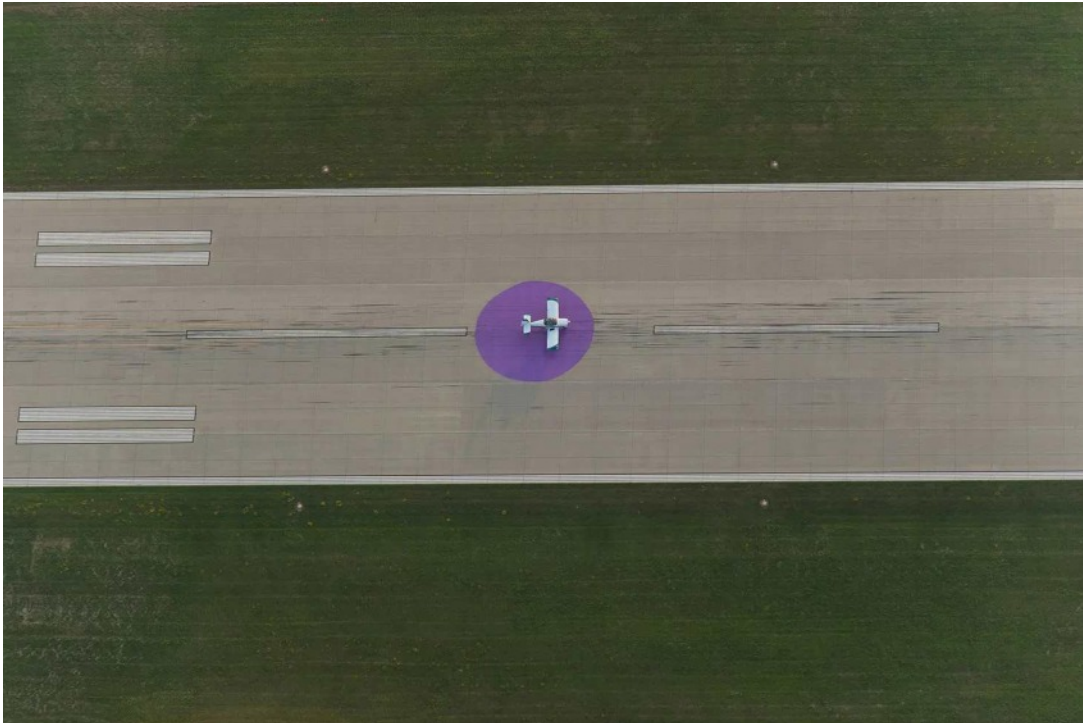
of kitbuilt aircraft, such as the RV series, are incredibly straightforward to fly, they are still different enough from normal GA airplanes that a Cessna or Cherokee pilot should not just jump into them without at least a little training. Of course, this discussion includes an awful lot of unknowns in terms of the pilot's background and what he or she has been flying. For that reason, it's nearly impossible to make finite statements about how much training will be needed to make a given pilot comfortable in a given airplane. The real difficulty, however, is finding the right kind of flight training for the type involved.

Flight training availability for mainstream airplanes, like RVs, is extremely easy to find. There are lots of RV instructors out there with a Letter of Deviation Authority that lets them charge both for their time and for their airplane. Van's Aircraft and most kit manufacturers can put you in touch with instructors who specialize in their airplane. However, pilots can still get flight training in their own homebuilt airplane from an instructor familiar with the type, and the instructor can charge you for his or her time.

When you are considering less popular airplanes that are smaller in number, hopefully there's a type club for the type. It is rare that a type club doesn't have a handle on who can properly train its members! Also, instructors are more willing to train in your slightly used airplane, rather than a brand new one just out of its test phases because, in this case, they know the airplane has already flown several hours and they won't be doing test flights.

Some E-AB aircraft don't have a specific type club. For instance, the ever-popular Pitts Special falls into that category. However, when an airplane has a population as large as that of the Pitts or the Skybolt, a flight training community has spontaneously formed around them. That won't be true for something like a Stits Playboy or a Bowers Fly Baby, which, being single-place airplanes, deprive the new owner of the luxury of receiving dual in them. However, for most "orphan"

airplanes, there are some type-certified training aircraft available that approximate their handling characteristics. In this case, a Citabria would suffice.



Mechanical Support: Experimental vs. Type- Certified

For type-certified aircraft, the FAA has developed a concise list of mechanical tasks owners can do on their aircraft, which includes things like changing the oil. This is not the case for experimental aircraft. The experimental category offers much wider latitude as to what owners can do to their aircraft. However, just because an owner can legally do the work doesn't mean that individual should do it. New owners should clearly understand their experience limitations and know when to get an A&P involved. This is especially true when it comes to doing the annual condition inspection, which

has to be done by an A&P who doesn't have to be an IA.

Again, the type clubs are critical for finding qualified mechanics who understand the airplane and can properly address its unique needs. It is well worth forming a relationship with the appropriate type club because, among other things, when you have problems a long way from home, the type club, in combination with local EAA chapters, could offer a solution to your mechanical problems.

Paperwork Gotchas

Early in any negotiations for buying any flying E-AB, examine the logs and pay special attention to verifying whether the various paperwork milestones for E-AB FAA certification have been properly signed off.

Also, in browsing through the logbooks, you'll get a few hints as to the builder's attitude toward building. If they are meticulously neat and detailed, chances are that the builder's craftsmanship and attention to detail in the airframe will be the same. Of course, this isn't guaranteed, but there is a linkage more often than not.

When reviewing the logs, pay special attention to specific items. The same goes for other required paperwork.

- Is the Phase I flight testing period properly signed off?
- Are all condition inspections signed off properly? Often, they are mistakenly logged as "annuals." And is a new one due?
- Is the approved airworthiness certificate in the airplane?
- Is the aircraft registration current and accurate?
- Is a copy of its operating limitations on board?

- Check to make sure the N-number it is wearing is actually issued to this airplane.

In Summary

The purchase of any airplane follows the same basic path beginning with establishing its legal status via the logbooks and doing a title search to verify it is lien-free and actually owned by the person selling it. The type club or kit manufacturer is contacted for inspection tips unique to this design and suggestions for flight training solicited. Then the log is studied for proper signoffs that are unique to E-AB registration. The aircraft is inspected/examined, and if a two-place, hopefully the buyer gets a ride in the airplane before exchanging funds. The bill of sale is signed, the insurance carrier is notified, and the airplane is ready to go home, ideally being ferried by a pilot familiar with the type. The best-case scenario is the ferry pilot is also the check-out instructor and the new owner accompanies the ferry pilot on the flight home. If not, the new owner arranges for flight training and, after a few hours of dual-given, the owner and new airplane live happily ever after. Q.E.D.

Budd Davisson, EAA 22483, is an aeronautical engineer, has flown more than 300 different types, and has published four books and more than 4,000 articles. He is also a flight instructor primarily in Pitts/tailwheel aircraft. Visit him on www.AirBum.com.

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EAA



PREVIOUS:
< Checkride Milestone — Lily Busenbark



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membership@eaa.org

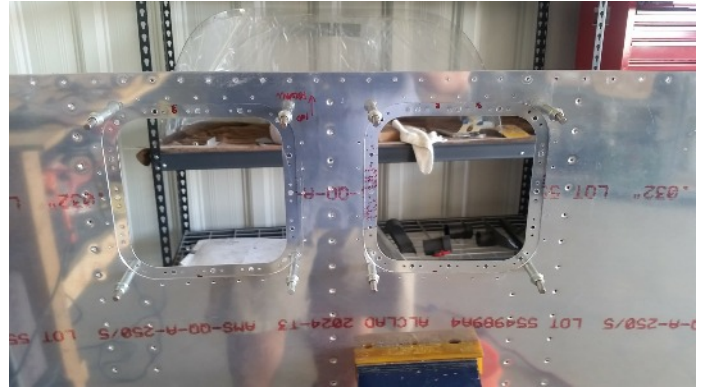
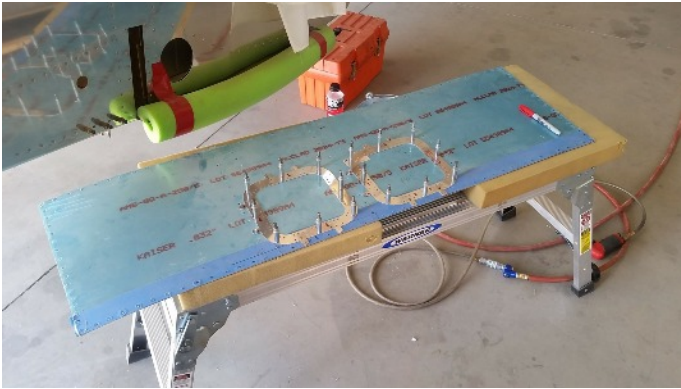
Website: EAA.org

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homebuilt EAA AirVenture Oshkosh 2018
Oshkosh wwii homebuilding B-17 Van's
RV Volunteer Spotlight nasa vintage airplane
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Aviation Ultralight Stories of Oshkosh
restoration Ray Aviation Scholarship Young
Eagles Aluminum Overcast EAA Air
Academy EAA AirVenture Oshkosh
2019 warbirds The Green Dot pilot

CARLOS HERNANDEZ MAKES SOME PROGRESS ON HIS RV-7

With the help of fellow EAA Chapter 538 member Tom Velvick, I have been making good progress on my RV 7. These past few weekends I have completed riveting the bottom wing skins on both wings, started and completed my Flyleds nav/strobe lights and fit them to the wing tips and this past weekend Tom and I stabbed on the wings for the first time! A lot of little things to get done but I'm happy how I'm progressing.



FRED KIRKLAND FLYS KITFOX

I finished my Kitfox Five and flew it for the first time on Saturday, 10/24/2020 from Glendale Municipal where it's tied down in the covered tie down area.



NOTICE NOTICE NOTICE NOTICE NOTICE

Starting In December or January, I will be putting our membership online with EAA .Chapter Roster Management Goal: Make it easier for you to run your chapter.

As a chapter officer, you need to know who is a current member and if your membership is stable, declining, or growing. Your overall paid membership number is the number one indicator of your chapter’s health. Without this information readily available, you are flying blind.

EAA’s Chapter Roster Management website was specifically designed to provide you with an easy way to track your membership and share that info with other chapter leaders.

Benefits of this application:

One source of "truth" as to who is a member and it is Free to chapters!

Accessible by those who need it, when they need it

Get to know your members/Add photos of your members

Help your new members get to know you with a sharable roster

Provides which of your members are current EAA members

Know which of your members have completed EAA’s Youth Protection Policy

The program has a place for pictures of members so an office can print a picture/name list.

Update your Information and a picture by sending it to either John Gregg or Alexander Bodak. Thanks.

The screenshot displays the 'Required Fields' section of the EAA Member Search and Maintenance website. At the top, there are navigation buttons for 'Home', 'Member Search', and 'Change Password'. Below this is the 'EAA Member Search (Advanced Search)' section, which includes a search form with fields for 'First/Nickname', 'Last Name', 'Record Status' (set to 'Active'), 'Member Type', and 'Current Status'. There are also buttons for 'Search', 'Reset', 'Results To Excel', 'Results To Word', and 'Add a new Person!'. A summary box on the right shows 'Current Members: Expired Members: New Members:'. Below the search section is the 'EAA Member Maintenance' section, which has 'Add This Person' and 'Close' buttons. The main form contains numerous fields: 'First Name' (Required), 'Last Name' (Required), 'Nickname', 'Spouse/Other', 'Gender' (Select), 'EAA #', 'EAA Expiration' (Select), 'Member Type' (Required), 'Status' (Active), 'Web Admin Access' (Required), 'Address 1', 'Address 2', 'City', 'State' (Select), 'Zip Code', 'Country' (Select), 'Birth Date', 'Joined' (11/30/2019), 'Expire Date' (Required), 'Other Info', 'Home Phone', 'Cell Phone', 'Email', 'License/Ratings/Skills', 'Aircraft Owned', 'Aircraft Project', 'Aircraft Built', 'Participation' (IMC, VMC), 'Young Eagles' (Pilot, Volunteer), 'Youth Protection', 'Background Check', and 'Eagle Flight' (Pilot, Volunteer).

THANK YOU**THANK YOU****THANK YOU****THANK YOU****THE FOLLOWING IS A LIST OF PEOPLE WHO HAVE GENEROUSLY DONATED TO THE HANGAR FUND. WILL YOU JOIN THEM?**

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**SEND US SOME MONEY AND
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ALSO!**

Check the Website at <https://chapters.eaa.org/ea538/hangar-fundraiser> for more information and updates.

IF I MISSED ANYBODY, YOU WILL APPEAR IN NEXT MONTH'S NEWSLETTER. AGAIN THANKS FOR GETTING US CLOSER TO OUR GOAL OF OUR OWN HANGAR/HOME..

EAA CHAPTER 538 **FUNDRAISER**

Donate now to help the chapter build a new home. Do you like to participate in Young Eagles Flights? How about pancake breakfast fundraiser's? Fly-in or fly-outs. Maybe you wish to move your project out of your garage into a bigger space. Do you like EAA workshops? Your contribution will help toward building a hangar facility that will be the new meeting place plus a home base for all of our activities. EAA Chapter 538 is a 501(c)3 nonprofit organization. Use the receipt below along with your donation.

Name _____
Address _____
City _____ State ____ Zip Code _____
Donation Amount _____

Print this page, fill it out and send it to

John Gregg Jr.
5688 W. Abraham Lane
Glendale, AZ 85308