June 2020 Newsletter Volume 44, Number 06

The Static Line

Leroy Castle Memorial EAA Chapter 538 Phoenix, AZ
Website: https://chapters.eaa.org/eaa538
Email: eaa538board@gmail.com
Facebook: www.facebook.com/eaa538

Monthly meeting are the second Tuesdays of every month starting 6:30 P.M. at Deer Valley airport restaurant.

IN THIS ISSUE

2020 CALENDAR

Monthly Meetings (MM)
June 9, 2020
In-Person & Zoom Internet Meeting
Speaker:
Dave Woods, Lighthorse Huey Donation.
July 14, 2020
August 11, 2020
September 8, 2020
October 13, 2020
November 10, 2020
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: jigregg.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: tadcnslt@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

EAA CHAPTER 538 JUNE PRESIDENT'S REPORT

I pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

The first version was presented in 1892. The pledge has been amended over the years until it became the final version in 1954. On July 4, 1776, the 13 colonies declared its independence from Great Britain. The Revolutionary war began a year prior and lasted over 8 years until 1983 when the Treaty of Paris was signed where Great Britain formally recognized the United States of America.

We traditionally celebrate our Independence Day with family gatherings, barbeques, travel and ultimately ending with the fireworks. Enjoy the time with your family and create new and everlasting memories.
On the aviation side of things, both Sun 'n Fun and AirVenture have been canceled. There will be no significant activities until fall. I would like to think of this year as being a great re-set. A chance to make even better plans for the future. The next Airshow event would be the Buckeye Air Fair. I expect the Luke Airshow and the Davis Monthan Airshow to return next year as well.

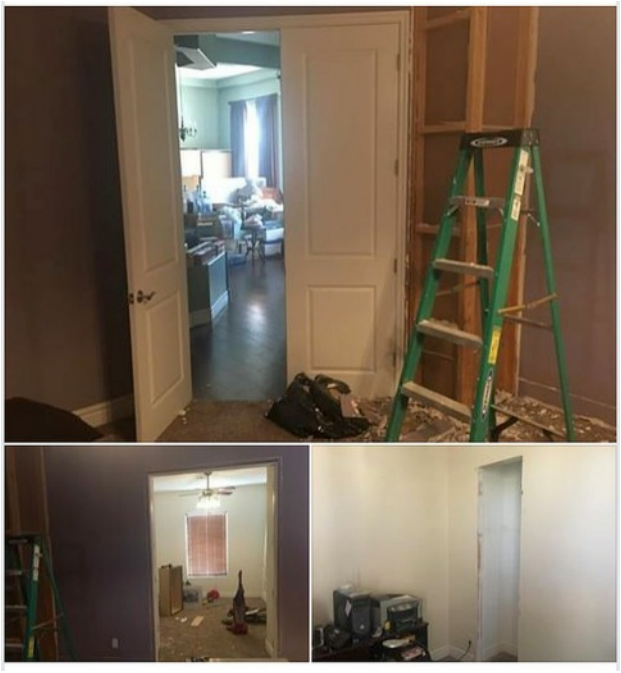
There is good news as Carlos Hernandez recently moved his RV project to a hangar at Goodyear Airport. Now it is there, Carlos has the space to assemble all of the big pieces into a complete airplane. He is already providing us with project updates, so congratulations to Carlos.

John Gregg just completed and received his Private Pilot Certificate. He can tell us about his adventure on obtaining it. Congratulations John.

As for me, no further work to my plane as I am fully engaged with a home remodel project. I am remodeling my home office, master bedroom, and guest bedroom. The office is complete and have just completed hanging the drywall on the guest bedroom. I expect to have the guest bedroom done in another month, then I will complete the touch-ups in the master bedroom and main hallway. This is part of my great organization project.

I am thankful to Larry Polhill and his generous gift of lending us a meeting place at 7856 N Glen Harbor Blvd, Glendale. Again, thank you Larry.

I am looking forward to meeting again in person again.
Darren Henley
President



SECRETARY'S MAY 2020 MONTHLY MEETING MINUTES

EAA Chapter 538 May 2020 Meeting Minutes

The Zoom meeting started at 6:34 P.M. On screen where John Warner, Darren Henley, Stuart Snow, John Greg, Alex Bodak, Larry Polhill, Ted Lunacek, Tad Daughters, Carlos Hernandez, and David Evans.

If anybody had trouble with Zoom, email John Warner, since he is our sponsor. Darren requested that I and John create a LeRoy Castle, Chapter 538 letterhead. It was sent to him. Thanks Carlos for sharing what you had used in the past. Darren was to send a letter to the current owner of the Sttis Playmate the Roy made and flew before going West.

We thanks to Larry Polhill's generously loaning us his warehouse/meeting room. It is at 7856 North Glen Harbor Blvd. As a result we are going to try an in-person meeting for Tuesday June 9, starting at 6:30 P.M. We will be checking forehead temperature at the door. If you are feeling the least bit sick PLEASE stay home. We will REQUEST that attendee WEAR a MASK. We will be social distancing the 6 feet, also. You can join the meeting via ZOOM. See the Newsletter for web-address, code, and password.

Carlos talked about what was in the new Website. It is an improvement over the old one. If you have build progress pictures, or completion photo's please send them to BOTH Carlos, and Alex.

Meeting adjourned at 7:25 P.M.

Check to see if your Youth Protection Training and Background Check is up-to-date before the fall Young Eagles events!

From John Gregg

I am very excited, as on May 22nd, I passed my check ride and now I have my Private Pilot certificate! Loads of thanks initially to Ron DeCandia and later to Jim Moss. I am extremely grateful to them and will never forget what they have done for me! Over the past five months, Jim spent an extraordinary amount of time mentoring me in all facets of the oral as well as practical requirements - and toward the end, Jim was also a thorough taskmaster - he wanted me on the numbers! It was very apparent that both Ron and Jim wanted me to do well and I am grateful, because the check ride wasn't nearly as tough as the lessons (at times) ha! If anyone is in need of the absolute best of career instructors - not just someone collecting hours for the commercial flying business, and if Jim or Ron are available, I heartily recommend both of them. Finally, I chose Bill Scott as my DPE. He was recommended to me, and he is a very experienced and seasoned examiner. I also would like to recommend Bill if anyone needs a DPE. Here are a few photos.

Chapter 538

Treasurer Report Income and Expenses - five months: Jan. 1, 2020 through May 31, 2020

Prior Balance:	$ 30,814.41
Income:	
Amazon Smile:	22.25
Other Deposits:	2,661.00
PayPal Deposits:	357.12
Expenses:	
Corp Comm.	10.00
Acct. Balance:	$ 34,844.78

Finally, my wife and I are currently in Green Bay and I will not be able to attend this month's meeting.

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 HANGAR DONATION CHALLENGE !

LARRY POLHILLS FAIRCHILD

2019 JUNE WALLPAPER

CLICK PHOTO FOR JUNE 2019 WALLPAPER

AIRVENTURE 2020 IS OFFICIALLY CANCELED

JUNE 2019 SPORT AVIATION MAGAZINE

CLICK PHOTO FOR JUNE 2019 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 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. 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. 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 JUNE 2020

URL: HTTP://WWW.EAAVIDEO.ORG/CATEGORY/VIDEOS/WEBINARS

We've announced our June and July webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

Register Now ››

Upcoming webinars include the following topics and presenters:

June Webinars

Predictive Maintenance
Wednesday, June 3 at 7 p.m. CDT
Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*
Register Now ››

Pass Your Checkride
Wednesday, June 10 at 7 p.m. CDT
Presenter: Larry Bothe | *Qualifies for FAA WINGS credit.*
Register Now ››

Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship
Tuesday, June 16 at 7 p.m. CDT
Presenters: Mike Lents and Aaron McCartan
Register Now ››

The Doolittle Raid Story
Wednesday, June 17 at 7 p.m. CDT
Presenter: Chris Henry
Register Now ››

Your Airworthiness Inspection — Be Ready
Wednesday, June 24 at 7 p.m. CDT
Presenter: Joe Norris | *Qualifies for FAA WINGS and AMT credit.*
Register Now ››

FOR SALE PAGE 1

SHELVES FOR SALE -
BEST OFFER OR $40 EACH. - 4 SECTIONS
CONTACT DARREN HENLEY AT

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 Jack Norris

1. Tucano-Replica

The 2nd Arizona Tucano Replica kit is now located at the Geronimo Experimental Build Center in Marana Arizona. The build center is owned and operated by Greg Hobbs.
Greg is the current Exhibition Chairman for the COPPERSTATE Fly-In.

The Tucano Replica is a 3/4 scale design modeled after the Embraer Tucano military trainer and light air-to-ground attack support aircraft used by many of the world' militaries.

It is a great flying airplane and can be purchased as a kit, S-LSA or completed experimental with a variety of factory assist options. I've now flown 12+ hours in a 912 version with a supercharge (140 hp)and really enjoyed getting back into a complex aircraft…of course the engine out scenarios had me doing a lot more thinking about drag/glide ratios with the flying bricks extended and precious little airspace left to maneuver. The bubble canopy and Texas heat definitely helped me lose a couple of pounds.

The average delivery time for an S-LSA is 4 months. A retractable gear model with a 915is Rotax and constant speed prop will take about 6 months. You can still enjoy Oshkosh
pricing. $125,000 for a VFR basic panel (EFIS). A 915is version will be $135,000 + your choice of avionics. Give me a call at 703-307-6775 for AZ Aeroservices.

Captions for Tucano Pictures A. Greg Hobbs checking out the Tucano-Replica nose for the Jabiru 3300A powered kit to be built. B. N202DN at COPPERSTATE. This is the plane Jack Norris has been doing his transition training in.

2. Savannah S.

AZ Aeroservices is becoming a dealer for I.C.P NA. At the outset, we will be selling the Savannah S. The Savannah S can be purchased as an S-LSA for $74,950 with a basic VFR suite and a Rotax 912ULS power-plant. It exhibits excellent light sport STOL capabilities. I fly an Aerotrek A240 and the flight characteristics are very similar, although the very low speed characteristics of the Savannah are even better. The Savannah is a mere 16 pounds heavier and boasts a little wider cabin, easier entry (center stick & larger door), superb visibility forward, above and sides. The baggage area can be reached in flight without having to maneuver through the steel tubes on the Aerotrek. At $20K less than an Aerotrek, the all aluminum Rotax powered Savannah is one of the best values for your dollar in the light sport arena.

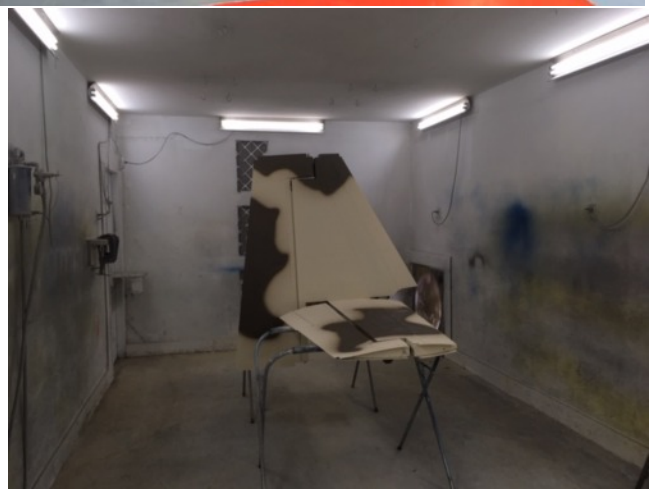
If you would like pricing on an aircraft (Experimental or Light Sport), give me a call/text at 703-307-6775 or send an email to azaerosvc@gmail.com.

FOR SALE PAGE 3

Savannah S. to left and Tucano below

Marc Halcomb completed his lightening.

Jack Norris continues work on his Lightening. Painting of the Turcano below left.



FOR SALE PAGE 4

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

	Normal	Over 50 Foot Obstacle
Takeoff	N/A ft I N/A m	N/A ft I N/A m
Landing	N/A ft I N/A m	N/A ft I 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 5

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=lOGsVa-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

FOR SALE PAGE 6

INCOMPLETE THALMAN 4, WOOD, METAL, FIBERGLASS

CONTACT CURT CURTIS - EMAIL =.CURTCURTIS@Q.COM

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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

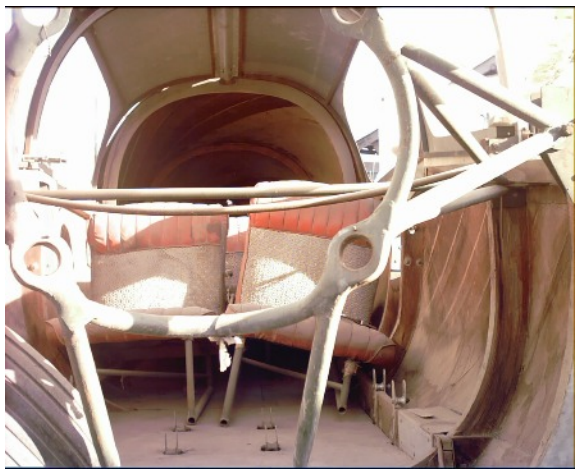
Manufacturer:	Thalman
Model:	T - 4 Search all Thalman T - 4
Year built:	1949
Construction Number (C/N):	4
Aircraft Type:	Fixed wing single engine
Number of Seats:	2
Number of Engines:	1
Engine Type:	Reciprocating
Engine Manufacturer and Model:	Lycoming 0-340 SERIES

Aircraft

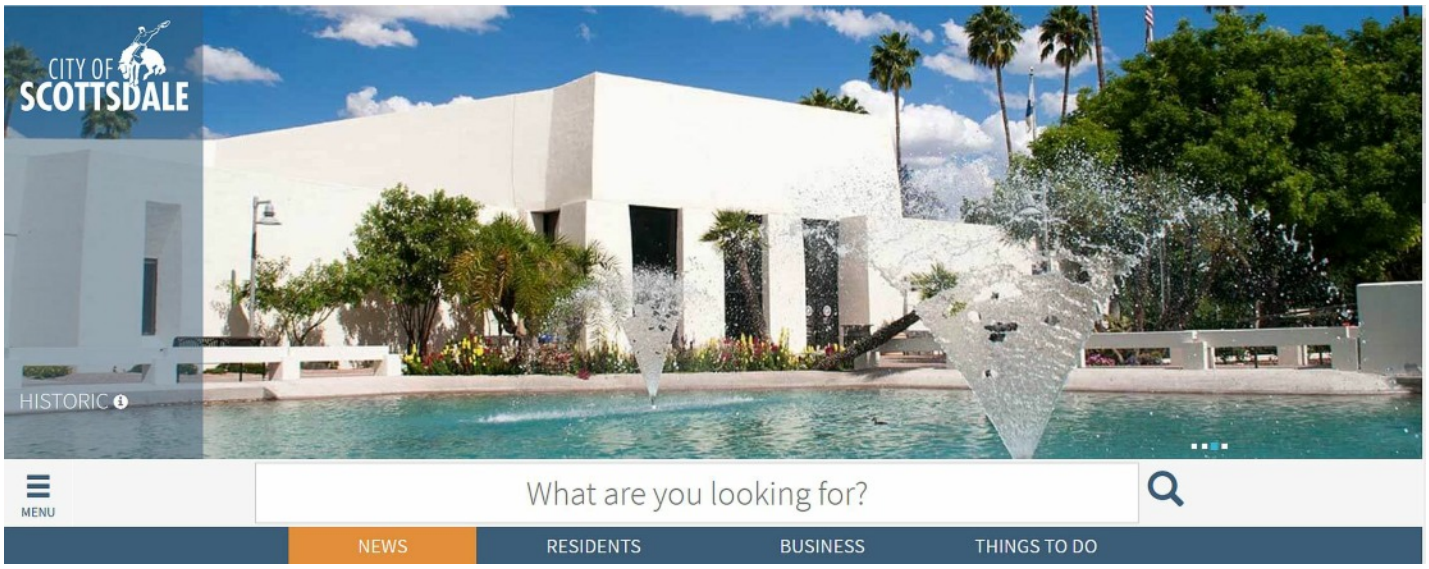
Registration Number:	N53389
Mode S (ICAO24) Code:	A6BF24
Certification Class:	Experimental
Last Action Taken:	1977-01-14
Current Status:	Revoked

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.

FOR SALE PAGE 7



AIRPORT OF THE MONTH - SCOTTSDALE AIRPORT



MENU

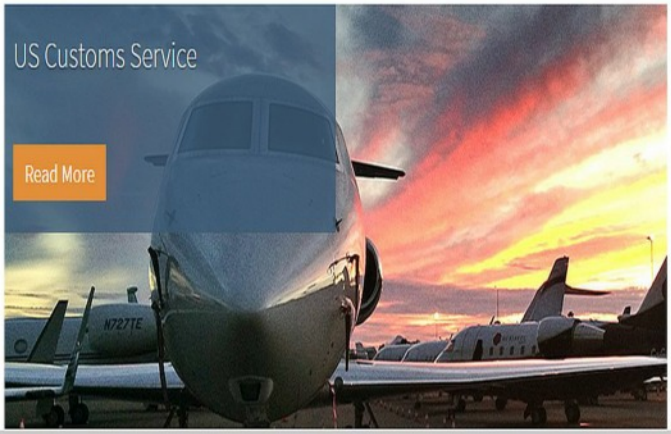
What are you looking for?

About Airport | Pilot Information | Business & Community | Noise

The aviation department offices have reopened. Office hours are from 8 a.m. to 5 p.m. Enhanced precautions are in place to keep everyone safe and healthy. Staff is also still available by phone at Admin - 480-312-2321 or Operations (24 hrs) - 480-312-8478.

City's COVID-19 resources and information

AIRPORT INFORMATION



Contact Information

SCOTTSDALE AIRPORT
SDL

Scottsdale Airport - Administrative Offices
15000 N. Airport Drive, suite 100
Scottsdale, AZ 85260
P: 480-312-2321
F: 480-312-8480

AIRPORT OF THE MONTH - SCOTTSDALE AIRPORT CONTINUED

General Information

Scottsdale Airport is a general aviation reliever facility with no commercial commuter or airline service and is home to many of the Valley's corporate aircraft.

Located nine miles north of Scottsdale's downtown area and in close proximity to a wide range of world-class resorts, hotels, restaurants, and golf courses (visit Experience Scottsdale). Scottsdale Airport is an ideal choice for vacationers and business travelers. With an average median temperature of 70 degrees and an average of 360 VFR days a year, Scottsdale provides the country's best year-around flying conditions.

Scottsdale Airport is one of the premier corporate jet facilities in the state. In 1995, the Arizona Department of Transportation presented Scottsdale with the Arizona Airport of the Year award. In addition, one of the Fixed Base Operators located at Scottsdale Airport has been rated among the top 50 by "Professional Pilots Magazine" every year since 1993.

U.S. Customs service is available daily from 9 a.m. to 7 p.m. allows visitors from all over the world to come to Scottsdale, provided they have the proper visas.

Scottsdale Airport and its surrounding Airpark is a major economic asset for the City of Scottsdale. Centrally located in Scottsdale's only industrial-zoned area, the Airport and Airpark are primary sources of employment. The Airpark area serves as a base for over 85 major companies and is home to nearly 3,233 small and medium-sized businesses with over 59,000 employees.

Airport History

Scottsdale Airport began in June 22, 1942, as Thunderbird Field II, a basic training facility for World War II Army Air Corps pilots. Since its inception, Thunderbird II graduated more than 5,500 students, a total three times greater than the entire total contemplated by the Air Forces' original expansion program. In addition, Thunderbird II pilots flew nearly 26,500,000 miles, more than 3,000 times around the world at the equator. Two years, three months and 24 days later it was deactivated.

While in operation, Thunderbird II underwent a transformation that took it from a small piece of isolated desert to a primary training school. This transformation is attributable to visionary Air Force officers such as General H.H. Arnold and Lieutenant General B.K. Yount, and the civilian contract school operated by Leyland Hayward and John Connelly and supervised by Army Air Force personnel, who played a key role in creating a program that would help build the world's most powerful aerial striking force.

One of three Southwest Airways' training schools in the Valley, Thunderbird II's first class of cadets, arriving before the field was pronounced ready for occupancy, had to be trained at Thunderbird I in Glendale. Not until July 22, could all personnel, consisting then of 28 flight instructors, move to the Thunderbird II location in Scottsdale.

AIRPORT OF THE MONTH - SCOTTSDALE AIRPORT CONTINUED

Throughout World War II, Thunderbird II devoted its every facility to the training of more and more cadets. As war clouds thickened over Europe, the quota of men to be trained increased with virtually every class. In November 1943, the peak was reached; 615 cadets who flew an average of two hours a day, making 1,845 separate takeoffs and landings. In a period of ten weeks, students received a total of 65 hours of flight training and 109 hours of ground school. In spite of the intensified training, the field gained a widespread reputation for thoroughness of instruction and high caliber graduates.

An increase in the number of students brought about a similar gain in the number of persons employed, until in January, 1944, Thunderbird II's payroll boasted 508 employees, with a total monthly salary expenditure of $115,247. Gradually the tempo slowed as World War II came to an end. So well did civilian contractors complete their initial assignment, that by August 4, 1944, only 40 of the original 64 primary schools were still in operation. At the closing of Thunderbird II, only 15 remained opened to complete the task of primary training. Thunderbird II's mission was accomplished—a great Air Force was built in far less time than anyone ever dreamed possible.

After the war, Arizona State Teachers College (now Arizona State University in Tempe, Arizona), acquired the airport in order to implement its own aviation program. Distance from the college campus and cost of operating an aviation program soon convinced the college to abandon its plans.

The Arizona Conference of Seventh Day Adventists purchased the Airport in 1953 and established Thunderbird Academy. Former barracks became dormitories. Hangars were adapted to house a wood products industry and a vocation education center offering training in mechanics, woodworking and welding. The airfield itself became a training field for missionary pilots. In 1963, in order to finance renovation of its physical facilities, the academy commissioned the first combined-use design of a clean industrial park surrounding an airport.

The city of Scottsdale acquired the airfield portion of the academy's property in 1966 and has continued to own and operate it since that time. The first fixed base operator was selected in April 1967, and the first business jets landed at Scottsdale Airport in August 1967. The first airpark tenant, Casa Precision, broke ground for its first building unit in August 1968. By December 1969, 127 aircraft and 20 helicopters were based at Scottsdale Airport (SDL).

In 2017, there were around 400 aircraft based at Scottsdale Airport, from single engine recreational planes to numerous corporate jets. Approximately 168,000 takeoffs and landings occurred, making Scottsdale one of the premier general aviation airports with a single-runway airport in the country, and one of the busiest corporate jet facilities in the state.

In 2018, a new Aviation Business Center was built featuring a Stearman, historic aircraft similar to those flown during WWII at the airport, which is the centerpiece of the Thunderbird Field II Veterans Memorial.

Scottsdale Airpark, the 2,600 acre commercial area which surrounds the Airport, has become a national model for airport-based business parks. This model has been achieved through the efforts of numerous city of Scottsdale civic and community leaders. Several important factors have contributed to the success of the Scottsdale Airport/Airpark—it is headquarters for over 25 national/regional corporations; home to more than 2,500 small to medium-sized businesses; workplace of more than 48,000 employees; and has easy airport

AIRPORT OF THE MONTH - SCOTTSDALE AIRPORT CONTINUED

access and seven miles of taxiway access. The workforce within its boundaries has tripled in the past decade, making it the third largest employment center in the Greater Phoenix region.

One of the most significant aspects of Scottsdale Airport is the major economic stimulus that it provides to the city of Scottsdale and north Valley region. A 2014 economic benefit study indicated that aviation activity at the airport and in the airpark created $536 million in total economic benefits for the region. Aviation activity supported 3,462 jobs and added $25 million to local and state revenues.

The city of Scottsdale is known throughout the country as a community where quality of life and economic progress are synonymous. The outstanding facilities of the Airport and life and the amenities of the Scottsdale area have attracted a large number of businesses that desire to locate on or near the Airport. These same facilities and amenities draw general aviation and corporate business travelers from all over the country to visit Scottsdale for business and recreational purposes. As Scottsdale develops into one of the major markets of the Southwest, Scottsdale Airport plays a key role in linking the Scottsdale economy to the Southeast and the nation.

KSDL SCOTTSDALE AIRPORT
SCOTTSDALE, ARIZONA, USAKSDL SCOTTSDALE AIRPORT
SCOTTSDALE, ARIZONA, USA

AIRPORT OF THE MONTH - SCOTTSDALE AIRPORT CONTINUED

KSDL Scottsdale Airport Scottsdale, Arizona, USA
FAA INFORMATION EFFECTIVE 21 MAY 2020
FAA Identifier: SDL
Lat/Long: 33-37-22.4000N 111-54-37.9000W
33-37.373333N 111-54.631667W
33.6228889,-111.9105278
(estimated)
Elevation: 1510.1 ft. / 460.3 m (surveyed)
Variation: 12E (1990)
From city: 9 miles N of SCOTTSDALE, AZ
Time zone: UTC -7 (year round; does not observe DST)
Zip code: 85260
Airport Operations
Airport use: Open to the public
Activation date: 03/1943
Control tower: yes
ARTCC: ALBUQUERQUE CENTER
FSS: PRESCOTT FLIGHT SERVICE STATION
NOTAMs facility: SDL (NOTAM-D service available)
Attendance: CONTINUOUS
Pattern altitude: TPA PROP 990 FT; JET 1490 FT; HELICOPTER 490 FT AGL.
Wind indicator: lighted
Segmented circle: yes
Lights: WHEN ATCT CLSD ACTVT REIL RWY 03 & 21; PAPI RWY 03 & 21; MIRL RWY 03/21 - CTAF.
Beacon: white-green (lighted land airport)
Operates sunset to sunrise.

Landing fee: no, TRANSIENT FEE FOR ACFT 12,500 LBS OR GREATER (BASED ON MAX CERTIFICATED RAMP WEIGHT). TRANSIENT OVERNIGHT PARKING FEE.

International operations: U.S. CUSTOMS USER FEE ARPT. U.S. CUSTOMS SERVICES

AVAILABLE 1600 TO 0200Z DAILY.

Airport Communications

CTAF: 119.9

ATIS: 118.6

WX ASOS: PHONE 480-483-3049

AIRPORT OF THE MONTH - SCOTTSDALE AIRPORT CONTINUED

SCOTTSDALE GROUND: 121.6 [0600-2100]
SCOTTSDALE TOWER: 119.9 [0600-2100]
PHOENIX APPROACH: 120.7
PHOENIX DEPARTURE: 120.7
CLEARANCE DELIVERY: 124.8
BLYTHE STAR: 124.1
DSERT STAR: 120.7
HEL OPS: 125.5
JCOBS STAR: 120.7
WX ASOS at DVT (9 nm NW): 126.5 (623-587-7764)
WX AWOS-1 at 18AZ (12 nm N): 125.625 (480-488-7882)
WX ASOS at PHX (12 nm SW): PHONE 602-231-8557
WX ASOS at FFZ (13 nm SE): PHONE 480-641-4111

EMERG FREQ 121.5 NOT AVBL AT ATCT.
COMMUNICATIONS PRVDD BY PRESCOTT RADIO ON FREQ 122.2 (PHOENIX RCO).
ASOS BROADCASTS ON ATIS FREQ 118.6 WHEN TOWER CLSD.

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
PXRr003/11.8	PHOENIX VORTAC	115.60	12E
IWAr313/23.2	WILLIE VORTAC	113.30	13E

NDB name	Hdg/Dist	Freq	Var	ID
CHANDLER	334/22.0	407	12E	CHD

Airport Services
Fuel available: 100LL JET-A1+
Parking: hangars and tiedowns
Airframe service: MAJOR
Powerplant service: MAJOR
Bottled oxygen: HIGH/LOW
Bulk oxygen: HIGH/LOW
Runway Information
Runway 3/21
Dimensions: 8249 x 100 ft. / 2514 x 30 m
RWY 03/21 200 FOOT BLAST PAD BOTH ENDS.

AIRPORT OF THE MONTH - SCOTTSDALE AIRPORT CONTINUED

Surface: asphalt, in good condition

Weight bearing capacity:

Single wheel: 45.0

Double wheel: 75.0, ACFT WITH CERTIFICATED MAX TKOF WGT 75,001 TO 100,000 LBS RQR PRIOR PERMISSION IF OPERATING ABOVE 75,000 LBS, CALL ARPT OPS 480-312-8478.

Runway edge lights: medium intensity

RUNWAY 3 RUNWAY 21

Latitude: 33-36.883528N 33-37.861970N

Longitude: 111-55.196413W 111-54.067320W

Elevation: 1444.2 ft. 1510.1 ft.

Traffic pattern: left right

Runway heading: 032 magnetic, 044 true 212 magnetic, 224 true

Displaced threshold: 740 ft. 400 ft.

Declared distances: TORA:8249 TODA:8249 ASDA:7849 LDA:7110 TORA:8249 TODA:8249 ASDA:8069 LDA:7669

Markings: nonprecision, in good condition nonprecision, in good condition

Visual slope indicator: 2-light PAPI on left (4.00 degrees glide path) 2-light PAPI on left (4.00 degrees glide path)

Runway end identifier lights: yes yes

Touchdown point: yes, no lights yes, no lights

Obstructions: 65 ft. tree, 2081 ft. from runway, 380 ft. right of centerline, 28:1 slope to clear

APCH SLOPE 50:1 AT DSPLCD THLD. 25 ft. hill, 850 ft. from runway, 375 ft. right of centerline, 26:1 slope to clear

APCH SLOPE 39:1 AT DSPLCD THLD.

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: CITY OF SCOTTSDALE

3939 CIVIC CENTER PLAZA

SCOTTSDALE, AZ 85251

Phone 480-312-2321

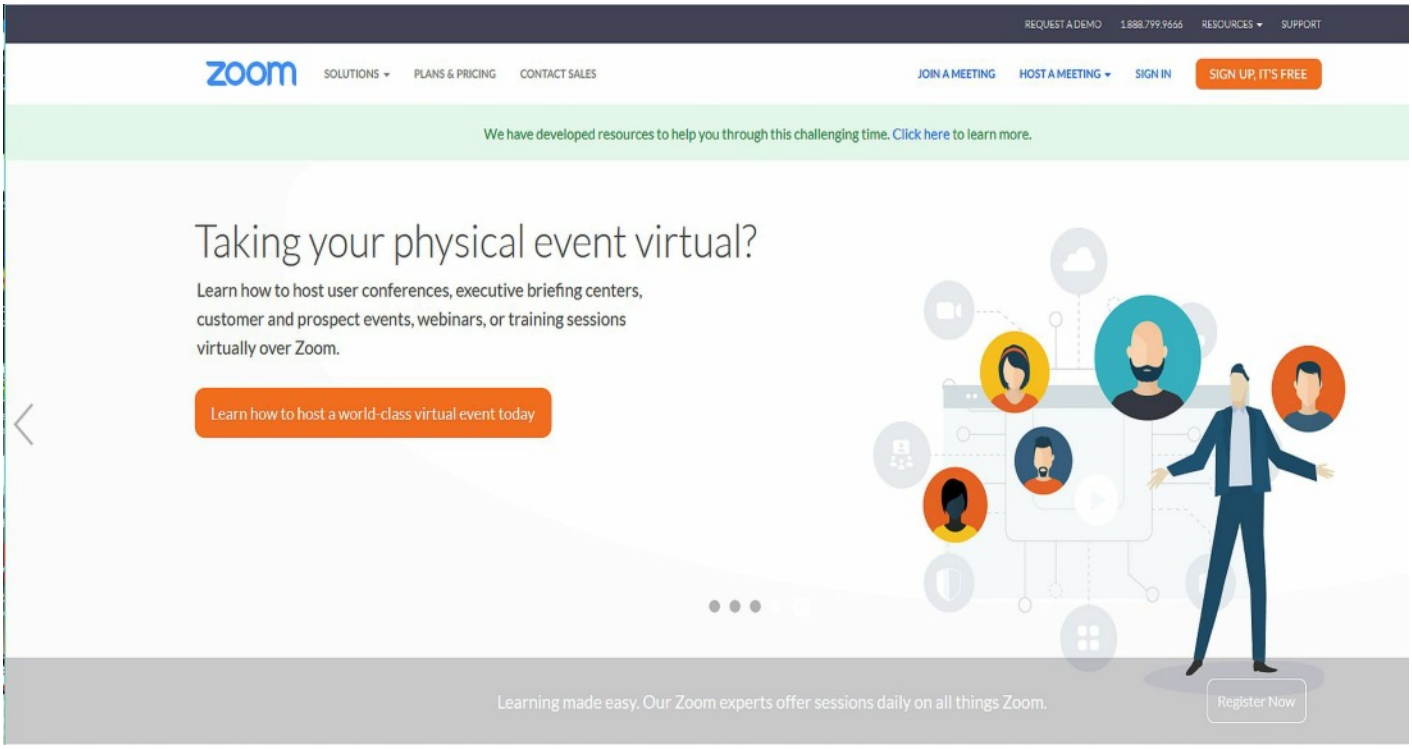
Manager: GARY MASCARO

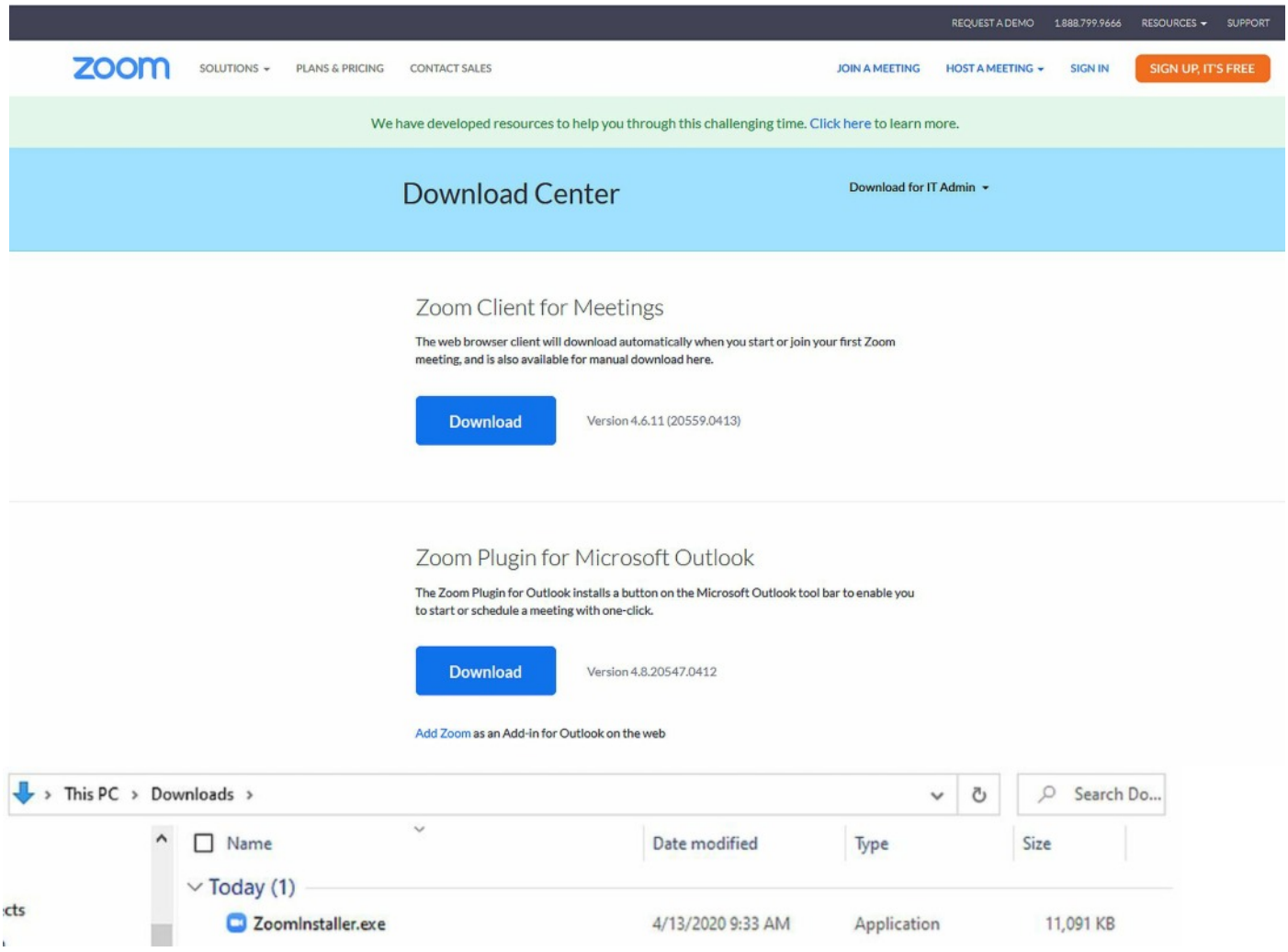
15000 N AIRPORT DR, SUITE 100

SCOTTSDALE, AZ 85260

Phone 480-312-2321

DOWNLOAD AND INSTALLING ZOOM





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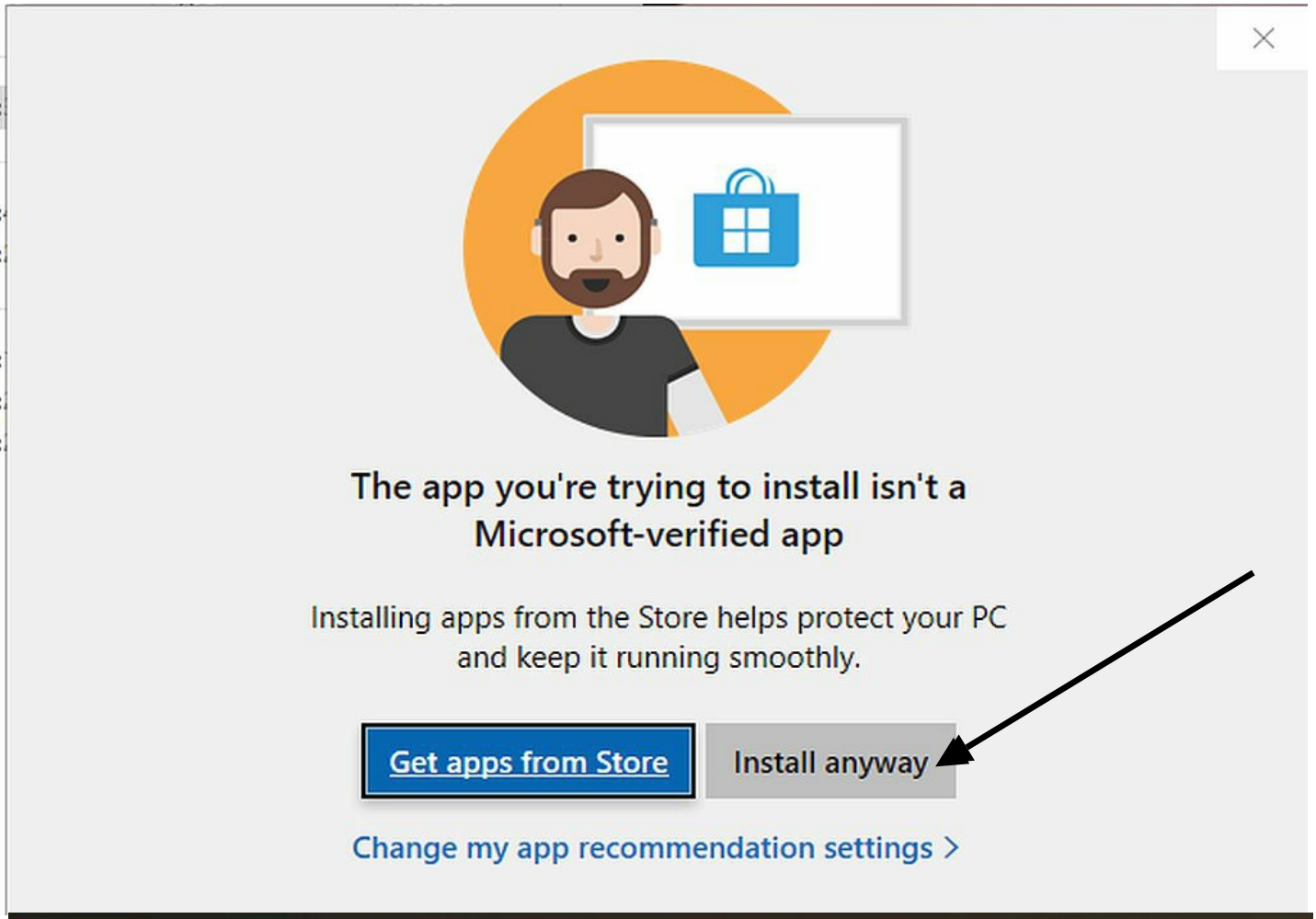

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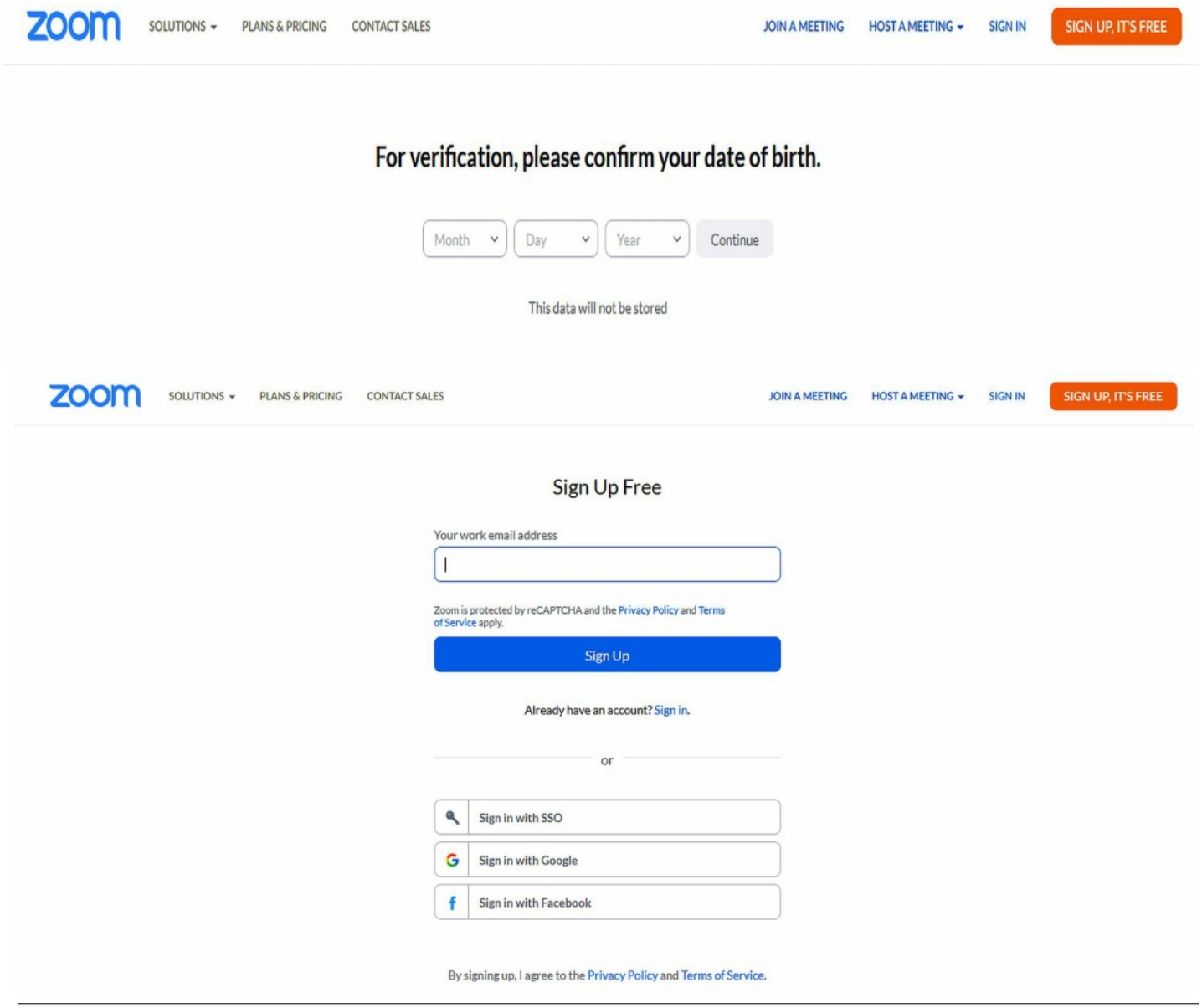
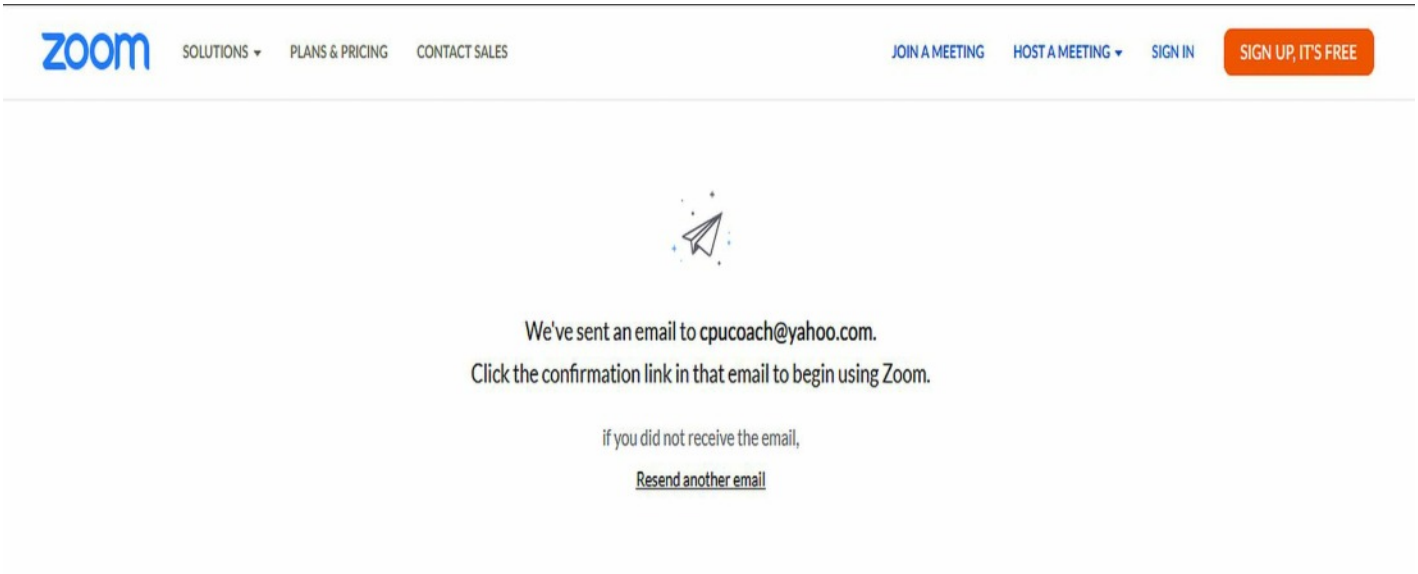




INSTRUCTIONS ON HOW TO LOG INTO THE ZOOM MEETING FOR TUESDAY JUNE 12, 2020 AT 6:30 P.M.

From: John Warner <johnawarnercpa@hotmail.com>

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

To: Alexander Bodak <cpucoach@yahoo.com>

Subject: Re: Speaking for June 09th 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/u/kcHo81U9i3

JACK NORRIS WORKS ON A SUPERCHARGER FOR HIS AIRCRAFTS ENGINES..

The below pictures are of the Supercharger project for the Jabiru 3300A. It is a joint effort between three individuals at the Geronimo Experimental Build Center in Marana, AZ.

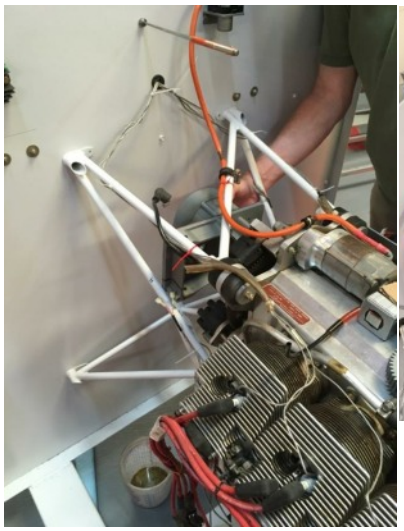
The initial testing will be with an recovered Gen2 3300A. The project is designed for folks who are interested in upgrading their Gen3 or Gen4 engines. The target range for HP generation is 150HP. The calculations indicate 180HP can be generated with more boost. We are keeping the boost between 5 to 6 psi. The goal is to continue to maintain 150HP up to 10K and 120HP (Jabiru 3000 rpm output) up to 15K. To prevent over boosting, we are using a race car product out of SW Virginia (hot rod country) called Smooth Boost. You can set the pressure where the unit dumps the excess compression to maintain below 6psi.

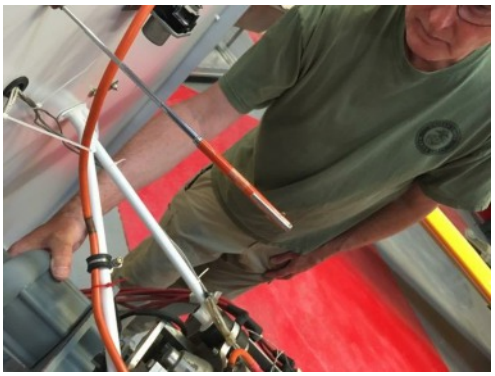
The supercharger will be a Rotrex that is identical to what is being used to increase HP in the 912ULS sold by Flying Legend (135HP from a 912ULS). You will see in the pictures the 3D printed model for fitting. The housing will require a little re-design to provide workroom around the right (looking forward)engine mount strut. The housing contains a gear box which is driven from the engine with a pair of pulleys between the flywheel and the gear box. This arrangement affords a two stage step up to get to 12000rpm on the mechanical compressor from the 3000rpm on the engine.

We built the engine stand from steel plate and angle irons. We will also use the stand to assist in cowling fitting for re-design. We re-purposed a used Lightening instrument panel to house an EIS 6000 engine monitor provided by GRT Avionics as one of our sponsors. Our other sponsor is Arion Lightning providing us a used Bing 64. We are testing three intake arrangements. The OEM Bing from a Jabiru 3300A, a used throttle body from a Sonex Jabiru installation and a new throttle body with additional features from Rotec (the Aussie company that also makes Jabiru engine accessories and a radial engine.

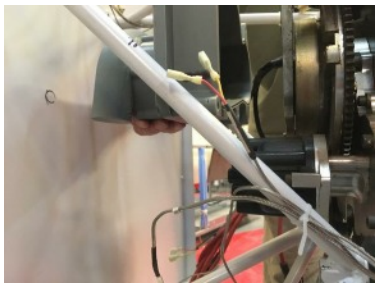
The first aircraft installation will be an Arion Lightning owned by Marc Halcomb. Marc built his Lightning a little heavy and he wants to go FASTER. The second install will be either my Lightning project or a Tucano Replica. The engine area of the Lightning will require a little re-design. A NACA duct mated to a new design air filter will replace the firewall mounted unit to give us plenty of working space behind the supercharger. It will mirror image the left side with the oil cooler. The supercharger also requires an oil cooler, albeit a little smaller than the engine unit.

We are targeting a working prototype unit this summer.

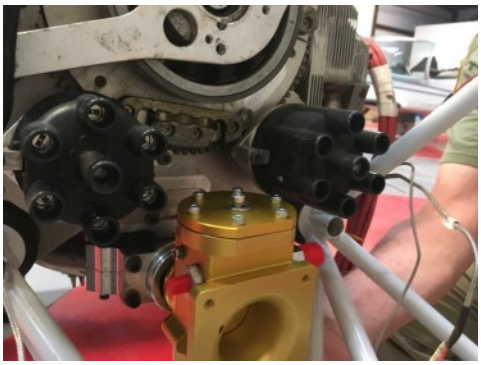
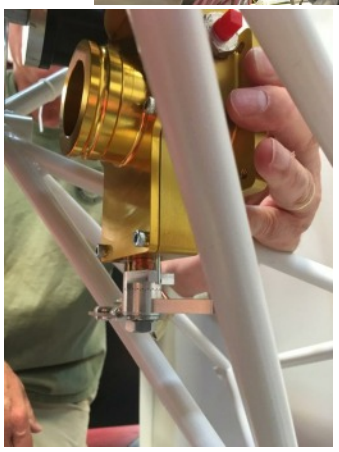


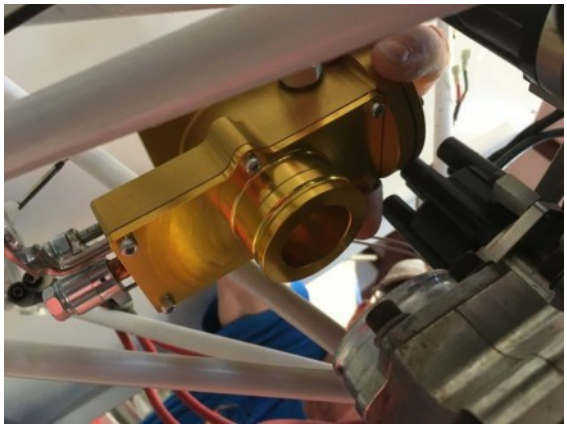
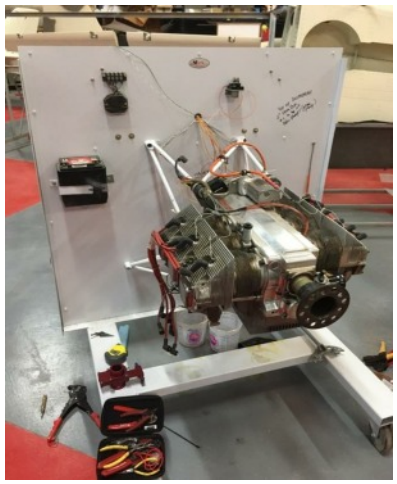


JACK NORRIS WORKS ON A SUPERCHARGER FOR HIS AIRCRAFTS ENGINES..









ERIC MOORE LEARNS AIRCRAFT FABRIC COVERING

This is the first installment of my Pitts Recovering project.

I've been flying my Pitts hard since January 2019. When I purchased it, the fabric covering the airplane was original, but was in good shape. However, the last 150 hours of almost exclusively hard aerobatics have started to take their toll on some parts of the airframe. Fortunately the wings and fuselage are ok but the paint on the horizontal stabilizer near the strut brace attach point at the leading edge is cracking and has started to delaminate from the fabric, additionally, the finish on the landing gear legs has exhibited the same cracking and has peeled off in some spots down to the fabric. The cracking on the gear finish is common to Pitts that see a lot of knife edge flight. They both would have to be recovered.

I initially contacted Julie White in Eloy but after reviewing the quote and lead time I decided it would be more cost effective and quicker to learn how to do it myself. The last experience I had covering an airplane was when I was little, and I helped my dad pass the rib lacing needled back and forth through the wings of his Starduster. Being a handy type of guy, I started making some calls for help. Graciously, Jack Pollock, based at DVT offered to mentor me and provide some guidance as I set out this project.

I decided that I would start the work on my airplane at the conclusion of the 2020 contest season, which for me would be after the Tequila Cup in November. Since it is so hot in Phoenix most of the time, doing the project in the fall would be best with acceptable temperatures for working in the hangar and for the various covering materials used. That would give a few months to practice and acquire all the materials I needed to be able to execute the project with a minimum of down to my airplane. Taking Jack' advice, I decided to use the Polyfiber system. Having thoroughly read the (highly detailed, informative and entertaining) manual I came away believing that I made the right the choice. Jack had an un-airworthy Christen Eagle horizontal stabilizer that he gave me so that I could practice on before I started working on my own airplane. This would be the piece that I could learn on and make all the mistakes before I started on my own airplane. I will share my experience and photos learning the polyfiber process on this practice part below:
Gluing the fabric to the structure.

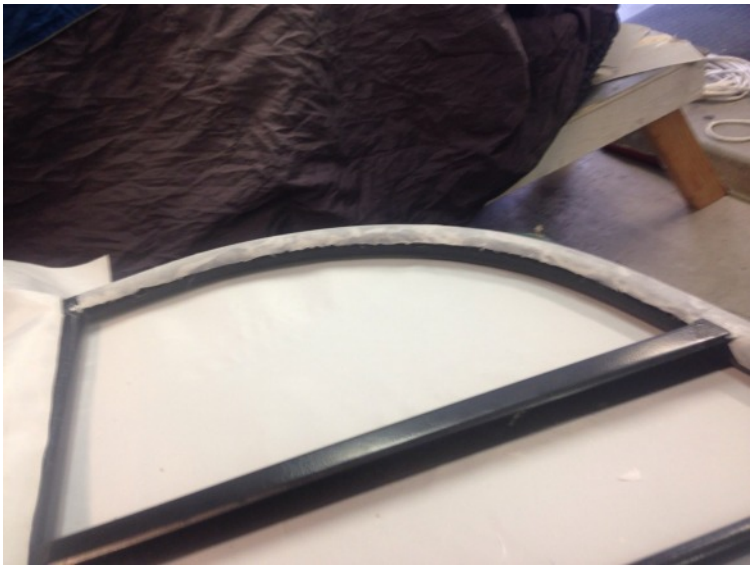
First, making sure the structure is clean of glue, rust, residual material from prior finish it is primed and degreased. I used the envelope method to drape the fabric over the straight trailing edge making a small slit for the elevator hinge. I used polytak cement to attach the fabric to the structure and used an iron set at 225 deg F to heat form the fabric around the tubing and tip radius.

Bare horizontal Stabilizer at right.

ERIC MOORE LEARNS AIRCRAFT FABRIC COVERING CONTINUED

Laying out the fabric

Making relief cuts for the ribs and bracing



ERIC MOORE LEARNS AIRCRAFT FABRIC COVERING CONTINUED

Heat Shrinking the fabric With the fabric glued to the structure it was time to heat shrink it. Heat shrinking is done in two steps, first at 225 deg and then at 350 deg. It is important to calibrate your iron using a thermometer. The iron is also used to smooth out any glue bumps or drips/runs. At this stage imperfections are ok. The iron will get all the flaws out at later stages. All heat shrunk

My technique needs some work. But this will be cleaned up later in the process and won' even be seen.

First coat of PolyBush. Once the fabric has been heat shrunk an initial coat of polybrush is applied. This coat seals the fabric and forms the base that the tapes will be applied to. The benefit of the polyfiber system is that all the covering materials are designed to work together, they are all vinyl, and can be undone by using MEK or polyfiber reducer. Its very easy to undo a piece of work and redo it, making mistakes easy to remedy.

ERIC MOORE LEARNS AIRCRAFT FABRIC COVERING CONTINUED

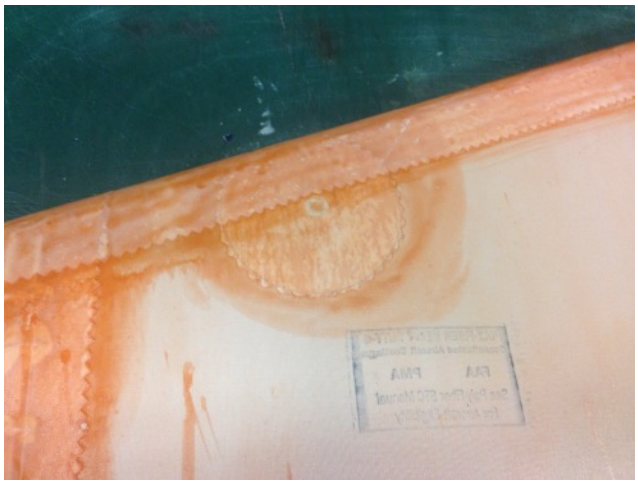
First coat of poly brush

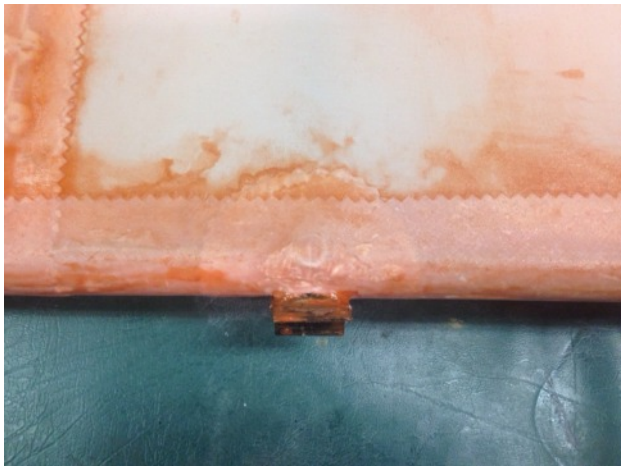
Rib lacing Rib lacing . Once coated, reinforcing tapes are applied and the fabric is laced to the ribs using a hidden seine knot. The videos on the polyfiber website are especially useful for learning how to rib lace. I laid out and pre punched the holes before lacing.

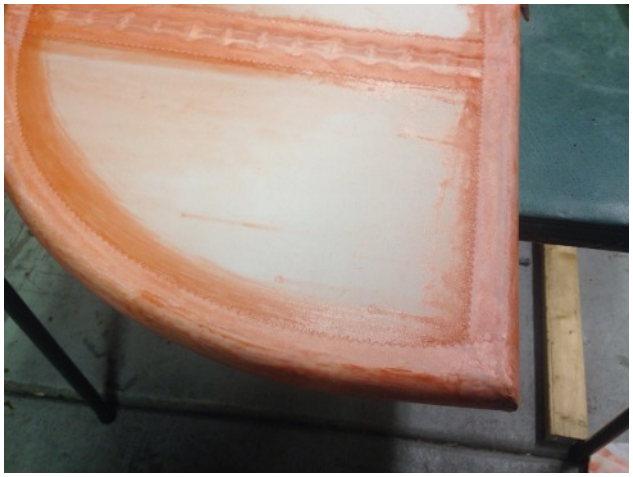
Applying the tapes. Once the ribs are laced, the chord wise tapes are applied. It' important to seal the reinforcing tapes with 4 coats of polybrush before applying the pinked tapes.

ERIC MOORE LEARNS AIRCRAFT FABRIC COVERING CONTINUED

With the chord wise tapes applied, the span wise tapes were next. Straight tape for the trailing edge and bias tape for the leading edge. Reinforcing patches for hinges and bosses are added at this stage.







You can see from the pictures that I was a little heavy with the polybrush and a little sloppy. I was learning what it took to get good adhesion. Any excess can be removed with reducer.

This installment ends here. In the coming month I will cover heat smoothing the finish and removing imperfections, the first spray coats of polybrush and the first coats of polyspray. Thanks to Jack and to having a practice piece, I am no longer intimidated by covering my own aircraft. I wouldn' say its easy, but its not hard. All it takes is patience. Mistakes are easy to fix. I am glad I gave it a try and I am learning a new skill. I am looking forward to finishing my practice part and then doing it for real on my airplane.

Dave Evins sent another travel picture. I flew to Gila Bend May 20th to get pictures of the Milky Way. I'm still working on the pictures look better.