



January 2019 Newsletter Volume 43, Number 01
The Static Line

Leroy Castle Memorial EAA Chapter 538 Phoenix, AZ
Website: www.538.eaachapter.org
Email: ea538board@gmail.com
Facebook: www.facebook.com/ea538



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

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2019 CALENDAR

- January 8, 2019
Speaker Richard Simile Mooney Aircraft
- January 19, 2019 - Young Eagles
- February 12, 2019
- March 12, 2019
- March 30, 2019 - Young Eagles
- April 9, 2019
- May 14, 2019
- June 1, 2019 - Young Eagles
- June 11, 2019
- July 9, 2019
- August 13, 2019
- September 10, 2019
- October 8, 2019
- November 12, 2019
- December 10, 2019

2019 CHAPTER OFFICERS / DIRECTORS

President – Carlos Hernandez
Email: pazmany.ch@gmail.com
Ph: (623) 810-5675

Vice President – Darren Henley
Email: p51bldr@yahoo.com

Treasurer – John Gregg
Email: jgregg.jr@gmail.com

Secretary – Alexander Bodak III
Email: cpucoach@yahoo.com

1 year Director – Dave Biddle
Email: dbiddle3@cox.net

2 year Director – Tom Velvick
Email: tomvelvick@cox.net

3 year Director - Katie Velvick
Email: rv4chick@cox.net

Newsletter Editor – Alex Bodak
Email: cpucoach@yahoo.com

Webmaster – Alex Bodak
Email: ea538board@gmail.com

PRESIDENT'S REPORT



January 2019

Happy New Year everyone and welcome to 2019! I do hope you all had quality time with family, friends and flying over the holidays.

December was our annual Holiday party at Dillion's. Close to 40 in attendance for the festivities. One of our best attended Holiday parties yet! Thank you all for coming! Door prizes were given including gift certificates, two 2019 chapter memberships and \$100 to Aircraft Spruce. The ACS was courtesy of Tom and Katie Velvick. Thank you Tom and Katie for supporting EAA Chapter 538! Cheri and I also presented our 2018 Service Awards to our Chapter Volunteers and Officers. Thank you for all that you guys do for the chapter!

If you were not there or unaware that EAA Chapter 538 held its annual Chapter elections last November then I'd like to reintroduce again and welcome the 2019 newly elected and re-elected board members.

President	– Carlos Hernandez
Vice President	– Darren Henley
Secretary	– Alex Bodak
Treasurer	– John Gregg
1 year Director	– Dave Biddle
2 year Director	– Tom Velvick
3 year Director	– Katie Velvick
Webmaster and Newsletter Editor	– Alex Bodak

Thank you everyone who accepted their position. As always, your participation is truly appreciated. I look forward to working with you again this year!

As we do our best to provide the chapter a good variety of presentations and topics we ask for your input and participation. We are filling in our monthly meeting schedule of presenters and have activities planned for this coming year such as, Young Eagles Events, builder project visits, chapter projects, and more. To assist in our planning, I'm asking everyone to send in your ideas for meetings topics, speakers, projects, fly-outs and social activities for this year. ***If there is anything of interest you'd like to have as a presentation, I invite you to submit your request.*** The chapter meeting your input guided presentations. So start brainstorming and send them to us and we'll do our best to have your topic covered in one of the monthly meeting. I'd also like to mention if you have any stories, pictures and/or anything for sale/trade that you contact our Newsletter Editor Alex Bodak so we can include them with the next available publication. His email is cpucoach@yahoo.com.

January 2019 Presentation:

The January featured guest speaker scheduled is Richard Simile of Mooney Aircraft.

PRESIDENTS REPORT CONTINUED

Young Eagles Rally:

Chapter 538 will kick off 2019 with a Young Eagle Event at Glendale Municipal Airport on Saturday January 19, 2019. This event will support the dependents of our currently deployed AZ National Guard members. We normally have approximately 70 kids to fly at this event. I'm sure this year won't be any different. All volunteers are welcome and we hope you will be able to participate. A ground crew and pilot volunteer sheet will be passed around at the meeting to sign up.

Chapter membership reminder:

2019 Dues are now due!

Please bring your \$20 cash/check/pay pal for your 2019 membership renewal.

I look forward to seeing YOU on Tuesday January 8, 2019 at 6:30 P.M. at the Deer Valley Airport Restaurant. Come early if you are hungry, and enjoy the "Eat and Greet" social starting at 6:00 P.M. before the meeting. Please plan to attend, and bring a friend!

Thank you for being a part of our Chapter 538!

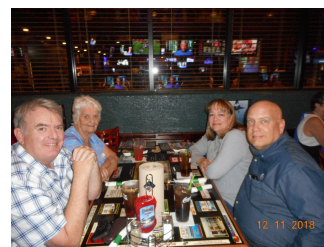
Carlos Hernandez

www.eaa538board@gmail.com
www.538.eaachapter.org
www.facebook.com/eaa538



SECRETARY'S REPORT

There is no secretary's report due to the Christmas party. Thanks to all who came out as shown below.



NEWS & EVENTS

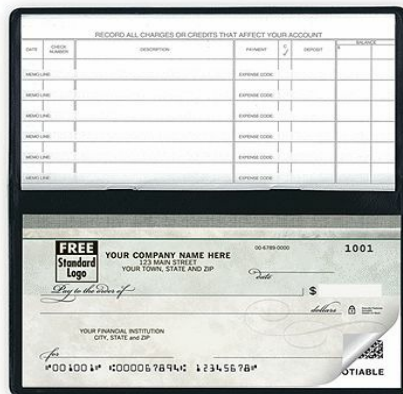
ASK ATC

Do you have an ATC question but can't reach one? You're in Luck. Our own member, Steven Stenstrom works ATC for the FAA at Sky Harbor Intl Airport. He set-up an email for that. It is: eea538atc@gmail.com He is also happy to arrange a tour of the Phoenix Sky Harbor Control tower. Please email him on which month you can come for a tour.

- NOTICE NOTICE -

CHAPTER MEMBERSHIP REMINDER:

**2019 DUES ARE NOW DUE!
 PLEASE BRING YOUR \$20
 CASH/CHECK/PAYPAL FOR
 YOUR 2019 MEMBERSHIP
 RENEWAL.**



**2019 JANUARY WALLPAPER
 CLICK PHOTO FOR JANUARY 2019 WALLPAPER**



JANUARY 2019 SPORT AVIATION MAGAZINE

**CLICK PHOTO FOR JANUARY 2019 SA
 MAGAZINE**



FIRST FLIGHT IN MY PITTS S1S BY ERIC MOORE

Since October I have been flying with Bud Davison in his S2A working towards completing my check out. It took longer than usual since Bud was fitting me in between his other students that had booked blocks of time months in advance. Slowly but surely, I became competent in the S2A, with each hop Bud said I was improving. We flew almost every day in December with the goal of finishing up before the new year. I flew December 30th and felt ready, Bud said I should be good to go the day after next, New Year's Day. New Year's Eve dawned overcast and rainy. Our hop was scrubbed, dejected, I sulked about the house, as my anticipation was getting the best of me and my patience was getting thin. That night Bud texted me, "Want to start the New Year right?" I knew what that meant. 0900 I was at SDL New Year's Day for what I hoped, would be my last hop in the S2A. Another hour of practice, left hand patterns, right hand patters, short and long approaches.

Shutting down the airplane in front of the hangar, Bud said to me from the rear seat, "You have two options, hope the conditions stay the same and go fly your airplane right now, or wait until tomorrow". There was only one option. Bud endorsed my log book and off I went to DVT. Today was the day.

The first solo in a new airplane is a big deal to any pilot, whether it's a student pilot's very first solo or a veteran crossing another type off the list. Soloing a single seat aircraft like the Pitts S1S is a bit intimidating due to not having an exact analogue to train in or having a second seat for an instructor. However, I was confident that Bud had adequately prepared me for the task at hand. He did his best to explain what I could expect to be different between the S2A and the S1S. He used the expression "The S2A handles like a dump truck compared to the S1" and "the S1 is much lighter to control on the ground and will respond poorly to large [rudder] inputs" and finally, "Your first launch in a 180 S1 will be like getting fired out of a cannon". Well, let me add this: There is no adequate way to describe the differences. While all of those are true, you cannot appreciate the magnitude of the differences until you bring the power up the first time.

Once at DVT, I was calm, but a bit tense in anticipation. I hadn't even taxied my airplane since it arrived on December 3rd. I did however spend a lot of time getting the right height from the seat and back cushions, so I could see as well as possible out of the blind aircraft as well as cockpit familiarization, learning where everything was and where to look. Preflight complete I hoped in and got comfortable.

I started up and let the oil pressure and oil temp come up before I started to taxi. I taxied around for about 15 minutes getting the feel of the tail wheel and how sensitive it was. It took me a little while to work out where to keep my feet on the rudder pedals. Just keeping the balls of my feet on the rudder bar and my heels down on the tray worked best as that kept me from getting on the brakes. All it took was little, light inputs to taxi. Feeling comfortable I taxied passed Anitta who was at my hangar, gave the thumbs up, (so she could get into position to film my first launch of course) called ground and taxied to the run-up area.

Run up complete, pre-take off check list complete. Its go time. I lined up 25R, loaded both rudder pedals and eased the throttle forward. Pushing slightly forward into the building pressure on the stick while watching the sides of the runway and using just tiny, tiny inputs to keep it strait, the airplane left the ground before I knew it just a little tail low. I immediately noticed 2 things 1) holy cow this thing is ungodly loud as my ANR head set was immediately overwhelmed 2) the aircraft had much less P factor and was easier to keep strait during takeoff than the S2A, requiring much smaller and lighter inputs on the rudder.

I momentarily lowered the nose to build airspeed, but that was unnecessary. I had planned to climb at best rate plus 5 mph (90 mph) but this resulted in a near 60 degree nose attitude. I settled at 110 mph and near 2000 fpm. I turned north west over the practice area and leveled out at 5000', 2400 RPM and trimmed for hands off. Initially overcome by the excitement and how normal the takeoff was, I set about to complete my test card of maneuvers to comfortable with aircraft's handling characteristics. I noticed how light the stick forces were. It was only necessary to think about doing something and the aircraft responded. Equally light were the rudder forces which felt like I needed only to flex my toes on the rudder bar to affect the input I wanted. I started with 30 degree turns to the left and right. Followed by some Dutch rolls to feel out what it took to stay coordinated. I moved to slow flight to determine what power setting to fly the pattern at and then moved into a series of stalls. The Pitts has such benign characteristics. It only does exactly what you tell it to. Stalls were a non-issue. The different airfoils between the top and bottom wing means that there is only a slight buffet, followed by a clean break as one wing quits flying

FIRST FLIGHT IN MY PITTS SIS BY ERIC MOORE - CONTINUED

before the other. Once it breaks, full power and minimum loss of altitude. Once I was more comfortable with the aircraft I did a series of 60 degree banked 180's about a road, followed by climbing and descending turns – convenient as the cabane struts are 60 degrees to the fuselage, so you just put those on the horizon and pull. Fun stuff. I spent about 40 minutes in practice getting a feel for the aircraft before I turned back to DVT. Now it was time for getting this thing on the ground. I planned to do a series of “bang and goes” to get the feel for the aircraft on approach and landing. A bang and go is simply getting into flare and ground effect and going around as soon as the gear touches. I entered a tight right base to 25R as I got stabilized at 90 mph. Turning to final I could see I was way high. A little right aileron and left rudder to slip and the decent rate is amazing. I let the airspeed creep up a little too much, coming out of the slip I rounded out to 3-point attitude and held it as the airspeed decayed. I did a poor job of holding it off and got a pretty big bounce. Throttle forward and we were off. Ok, the aircraft is completely predictable, and I felt like I knew what I was doing. Power off, I noticed that it does not descend as fast as the 2 place, however, drop the nose and the airspeed increases quickly, once on short final it is not advisable to try to get the airspeed down, as once you start that deceleration you plunk it down hard. Better to just flare and float while the speed comes down. I fly a few more bang and goes and my approaches got more consistent. 90 mph seems like a good number on final. I ask the tower for the option as I am ready to put this thing on the ground. I am number 1 to the runway, power off abeam the numbers, I roll right onto final, a little fast but ok. I round out a little high, do a poor job of holding I t off and get a bounce, followed by a bigger sideways bounce. Firewall the throttle and I'm out of there. I really messed that one up. I didn't get flustered by that, I expected to get a few bounces as I was feeling out the aircraft. Next approach is on the money, 90 mph short final, round out and as it settles I finesse the stick back as the aircraft comes down in 3-point attitude. A little hop, stick back and we were on. Once rolling it only took little inputs to track strait. It's not the handful most (non) Pitts pilots make it out to be, But I knew that, having honed my feet and eyes in the S2A with Bud yelling at me the whole time.

I had planned on taxiing back and flying a few more patterns, but by then I had been sitting in the Pitts for 1.3 hours and getting near my mental limit. Plus, I had flown the S2A earlier that morning. As I taxied to my hangar I slide the canopy back felling like a fighter pilot and started to laugh. It was relief to have the first solo in the books and I was happy that I accomplished something I thought I would never be able to do. I had done it and those first flight jitters were over.



WEBINARS FOR JANUARY 2019

EAA Webinars Schedule

We've announced our [January and February 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:

January Webinars

Just Inspect It, Please

Wednesday, January 2 at 8 p.m. CST

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

Less Than Ideal: Short Field, Soft Field, and Obstacle Operations

Wednesday, January 9 at 7 p.m. CST

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

An IMC Icing Accident - Why?

Wednesday, January 16 at 7 p.m. CST

Presenter: Andy Miller | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Introducing the EAA Flight Test Manual

Wednesday, January 23 at 7 p.m. CST

Presenter: Tom Charpentier, Vic Syracuse | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

History of the B-17 Memphis Belle

Wednesday, January 30 at 7 p.m. CST

Presenter: Chris Henry

[Register Now >>](#)

DARREN'S PROGRESS ON HIS SHED.

I brought back two pickup and trailer loads of shop tools, materials, supplies and stuff. I had no choice but to bring them into the shop before I was ready. I had to work around or move the stuff in order to complete the workshop. While there is some detail work to do, such as trim and molding, I am building shelves for storage. Next I will begin to build cabinets to complement various workbenches to store tools and supplies. I am beginning to think that the work will never be finished.

By the end of January, I plan to move my P51 project out of the hangar. I must first build a transport rig for the wing and assembly table. Both are to be moved as a unit so it is quite heavy. I will put wheel underneath to roll it on an off my trailer. There will be additional cross bracing to ensure the legs are structurally sound. Once I have it at the workshop, I must turn it on it's side in order to get it through the door. Then, I have to clean out the rest of the hangar.

VP Darren Henley



MEMBERS PICTURES & INFORMATION

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

When you log into the Amazon Smile site, you must select the charity you are supporting. You will see this area in the black upper band - middle of the screen. Note: Currently, Guide Star, the company that Amazon uses to verify qualified charities only utilizes the first line of our name: "EAA 538" is used. Once on the Amazon Smile site, you will order as usual. **John Gregg Jr.**

BRUCE COBO'S ZENITH CH750

I received my airworthiness certificate Nov. 8, 2018 after 7 1/2 of plans building my CH750 Zenith. It is hangared at KBXK. It features the Honda based Viking 110HP engine with ground adjustable Whirlwind Prop. First flight still to come!
Bruce Cobo



AIRPORT OF THE MONTH - VALLE

Valle Airport in Williams Arizona

Name: Valle Airport

Address: 555 Arizona 64, Williams, Arizona, 86046

Phone: 928-635-5280

Fax: 928-635-5298

Valle, Arizona

From Wikipedia, the free encyclopedia

Location of Valle in Coconino County, Arizona.

Location in the United States

Coordinates: 35°39′13″N 112°08′19″W﻿ / ﻿Coordinates: 35°39′13″N 112°08′19″W

Area[1]

- Total 243.89 sq mi (631.66 km²)
- Land 243.89 sq mi (631.66 km²)
- Water 0.00 sq mi (0.00 km²)

Elevation5,993 ft (1,827 m)

Population (2000)[1]

- Total 2,380
- Estimate (2016)[2] N/A

Time zone UTC-7 (MST)

FIPS code 04-78855

Valle is a census-designated place in Coconino County, Arizona, United States. As of the 2010 US Census the population of Valle was 832. It lies at an altitude of 5,994 feet (1,827 m), at the junction of U.S. Route 180 and State Route 64. Its attractions include the Valle Airport (40G), the Planes of Fame Air Museum, and Flintstone's Bedrock City amusement park. Drivers often stop at the town on their way to the Grand Canyon from either Williams or Flagstaff, as it is approximately at the halfway point. Valle maintains no website. It has two main gas stations, several gift shops, and a small post office.

FAA INFORMATION EFFECTIVE 08 NOVEMBER 2018

Location FAA Identifier: 40G

Lat/Long: 35-39-02.3250N / 112-08-52.9950W

35-39.038750N / 112-08.883250W

35.6506458 / -112.1480542

(estimated)

Elevation: 5999 ft. / 1828.5 m (surveyed)

Variation: 13E (1995)

From city: 25 miles S of GRAND CANYON, AZ

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

Zip code: 86046

AIRPORT OF THE MONTH - VALLE CONTINUED

Airport Operations

Airport use: Open to the public

Activation date: 12/1992

Control tower: no

ARTCC: LOS ANGELES CENTER

FSS: PRESCOTT FLIGHT SERVICE STATION

NOTAMs facility: PRC (NOTAM-D service available)

Attendance: 0700-1730

UNATNDD CHRISTMAS.

Wind indicator: yes

Segmented circle: yes

Lights: ACTVT PVASI RWY 01 & 19; MIRL RWY 01/19 - CTAF. ENTIRE LGT SYSTEM OTS INDEFINITELY.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

Airport Communications

CTAF/UNICOM: 122.8

WX ASOS: PHONE 928-638-0672

WX AWOS-3 at GCN (18 nm N): PHONE 928-638-0672

APCH/DEP SERVICE PRVDD BY LOS ANGELES ARTCC ON FREQS 124.85/319.2 (SELIGMAN RCAG).

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
GCNr165/18.6	GRAND CANYON VOR/DME	113.10	15E
FLGr309/38.1	FLAGSTAFF VOR/DME	113.85	14E

Airport Services

Fuel available: 100LL JET-A

Parking: hangars and tiedowns

Runway Information

Runway 1/19

Dimensions: 4199 x 45 ft. / 1280 x 14 m

Surface: asphalt, in good condition

Runway edge lights: medium intensity

RUNWAY 1 RUNWAY 19

Latitude: 35-38.711000N 35-39.356833N

Longitude: 112-09.038000W 112-08.733000W

Elevation: 5998.5 ft. 5988.6 ft.

Traffic pattern: left left

Runway heading: 008 magnetic, 021 true 188 magnetic, 201 true

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

Visual slope indicator: pulsating/steady burning VASI on left

NTSD PVASI - SINGLE BOX UNIT ON LEFT SIDE OF RY. - OUT OF SERVICE INDEFINITELY.
pulsating/steady burning VASI on left

AIRPORT OF THE MONTH - VALLE CONTINUED

NTSD PVASI - SINGLE BOX UNIT ON LEFT SIDE OF RY.- OUT OF SERVICE INDEFINITELY.

Runway end identifier lights: no no
Touchdown point: yes, no lights yes, no lights
Airport Ownership and Management from official FAA records

Ownership: Privately-owned
Owner: GRAND CANYON VALLE CORP

555 S. STATE RT. 64
VALLE, AZ 86046

Phone 928-635-5280
FAX # 928-635-5298.

Manager: NORM GOBEIL
555 S. STATE RT. 64
VALLE-WILLIAMS, AZ 86046

Phone 928-635-5280

EMERGENCY CELL # 928-380-0698, NORM GOBEIL OR 928-814-5860, LARRY GUSTATSON.

Airport Operational Statistics

Aircraft based on the field: 8

Single engine airplanes: 6

Multi engine airplanes: 1

Helicopters: 1

Aircraft operations: avg 130/week *

74% transient general aviation

22% local general aviation

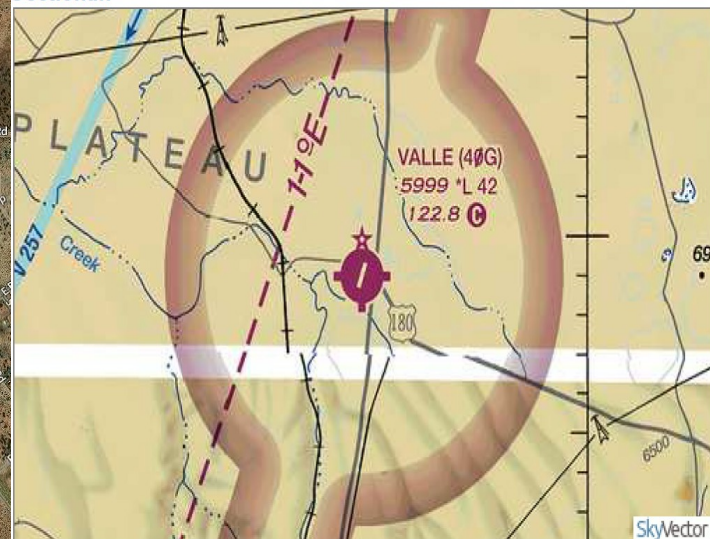
4% military

<1% air taxi

* for 12-month period ending 19 April 2016



Sectional:



CALLING ALL EAA CHAPTER 538 MEMBERS & VISITORS.

Along with my request for articles, pictures, info for this newsletter, Thirty (30) people out of the 50 or so members have done the ten questions at survey monkey about our chapter and how we can improve it above the great job that Carlos and the rest of the officers/board member are doing. Please take six (6) minutes out of your day to help us make our chapter even better. You can copy and paste it into a web browser and go. You can hold CTRL and click on the link below.

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

If you have any ideas for speakers for the chapter meetings please forward them to us. I am starting 2019 speakers and have the January speaker so far.

Have you noticed the new feature. *Arizona Airport of the Month.*



More Resources for builders.

27. <https://www.airspacemag.com/flight-today/build-this-airplane-for-10-grand-14539245/>
28. <https://fisherflying.com/pricing/kit-content/>
29. <http://synergyair.com/builder-classes/>
30. <https://bearhawkaircraft.com/bearhawk-kits/>
31. <http://qualitysportplanes.weebly.com/builder-assistance.html>
32. <https://www.youtube.com/watch?v=5n2GYKwOQsE>
33. <https://generalaviationnews.com/2007/07/20/super-fast-builder-assistance-for-rv-owners-john-nys-averages-less-than-three-months-each/>
34. <http://www.summitaircraft.com/builder-assist-services>
35. <http://www.velocityaircraft.com/newsV5/halfrule.html>
36. <http://aircraftproducts.wicksaircraft.com/category/aircraft-kits>
37. <http://www.homebuilthelp.com/default.htm>
38. <https://www.experimentalaircraft.info/articles/aviation-library.php>
39. <https://www.pilot-planes.com/kit-planes.html>

COPPERSTATE FLY-IN & EDUCATION EXPO BUCKEYE AIRPORT, AZ (KBXK) FEBRUARY 8 - 10, 2019

46th
ANNUAL

In Partner with **BUCKEYE AIR FAIR**

Buckeye Air Fair is only Feb. 9th & 10th

- Many Types of Aircraft on display
- Aviation Educational Workshops
- Forums & Seminars
- Airshows
- Aircraft Rides available
- Aviation Related Exhibits & Vendors
- Learn how You could be a Pilot
- Food and Camping Available
- **FREE ADMISSION**



Sign up Today for our Newsletter and visit our websites for event details

**WWW.COPPERSTATE.ORG
& WWW.BUCKEYEAIRFAIR.COM**

MORE INFORMATION ABOUT COPPERSTATE FLY-IN

Would you participate in this years Copperstate fly In?

Here is a big change to our program for you to ponder. Admission is FREE. It's in Buckeye February 8-10, 2019, Friday thru Sunday. Besides the expected fly-in of aircraft everyday and the exhibitors, vendors, workshops, seminars and forums are back. Many of other things that are added is a more contiguous and expandable event area. (everything is together in a big rectangular area, not broken into four separate areas, like last year.) And being outside of the Mode C of Phoenix plus a designated air show box, a lot of events are brought back. Mid-day Air shows on Saturday and Sunday with air show practice time Friday afternoon.

The ultralight airstrip, camping, camp fire, "social group" is back. Aircraft Judging and Awards is expanded. The Banquet is still on Saturday night. The "aviation garage sale-swap mart" is back. Outdoor vendor/exhibitors will be set up next to their airplanes and many will be available for the demo rides. Inside vendor/exhibitors of course will also be there. And lots of food booths to sample (is 20+ enough for you to pick from?) Camping and RV site will be open earlier in the week and thru the event.

AND

Our Partnership with the City and Airport of Buckeye has included the Buckeye Air Fair with the Copperstate Fly-In and Aviation Education Exposition. That means that there is a larger area of Science, Technology, (Sci-Tech), Science, Technology, Engineering, Arts, Math (STEM-STEAM) (I think the "A" is also Aviation, Aerospace, Airplanes), and a kids zone to entertain the kids (of all ages). This should give a full day of events for the whole family to fly or drive in.

So the event no only encompasses the pilots and aircraft, but is to encourage and develop the socialization and education, career opportunities of aviation. With a dose of something for the whole family. How big this year? Expanded the Vehicle parking for 8,000+ (ran out of room last year). Additional aircraft parking for 400+. (Buckeye has devoted a lot of effort to make sure a good parking area is available on the old runway areas.).

Look at the www.Copperstate.org website as the event gets closer, things will update. The Buckeye Air Fair is linked to our site also.

So the point I'm getting to is your participation is important for our future. I mean yours, ours, future generations of youth in science, business, and aviation. Will you attend? As a pilot or with your family? And a big ask is, would you volunteer?

"Copperstate fly- in and education expo is a community nonprofit 501(C)3 charitable organization supported only by donations and volunteers." "The Mission of the COPPERSTATE Fly-In, hereinafter called the Corporation is, to promote the development of youth aviation interest and pursuit of aviation careers, general aviation education and aviation education scholarships as a first priority by sponsorship of an annual fly-in event, along with participation in other aviation related activities." (From the Copperstate By Laws).

Thanks in Advance,
Rod T, Copperstate Volunteer

≈≈≈ EVERYONE WELCOME ≈≈≈
FLY or DRIVE to AGUILA, AZ
EAA CHAPTER 883
AWESOME AIRPLANE
≈≈≈ FLY-IN ≈≈≈
&
AMAZING AUTOMOBILE
• • • EXTRAVAGANZA • • •
B R E A K F A S T

8:00 AM Saturday January 12th 2019

EAGLE ROOST AIRPARK • 27AZ

CTAF 122.9 • RW 17 L – RW 35 R • ELEVATION 2300 • TPA 3000

23 miles West of Wickenburg • South on Eagle Eye Rd. • 1 mile to Eagle Roost Airpark

COME ON OUT AND JOIN THE FUN!!
SEE ANTIQUE, CLASSIC, COLLECTABLE & MUSCLE SHOW CARS
& BEAUTIFUL AIRPLANES FROM VINTAGE TO MODERN!!



CO-SPONSORED BY EAGLE ROOST MANAGEMENT
DONATIONS BENEFIT AGUILA YOUTH SPORTS PROGRAM

FORD TRIMOTOR TOUR FOR 2019



[Click on the picture below to go to the website for booking a flight.](#)

Ford Tri-Motor Tour

Recall the energy, passion, and excitement of the Roaring '20s by flying aboard the Ford Tri-Motor. Known as the first luxury airliner, the Ford Tri-Motor redefined world travel and marked the beginning of commercial flight. Our tour stops are hosted by volunteers who are passionate about sharing the Ford Tri-Motor's stories.

We invite families to visit and learn all about our aircraft and our organization. Viewing the aircraft is free, so be sure to bring your camera along.

Revenues from the Ford Tri-Motor tour help cover maintenance and operations costs for the aircraft and aid our ambition to keep the "Tin Goose" flying for many years to come.

Questions? Call 877-952-5395.

Supported By:



Ford Tri-Motor Pricing

\$72 Adult (advance)
\$77 Adult (walk-up)
\$52 Children 17 & Under
\$77 All AirVenture Passengers

Upcoming Ford Flights

January 10 - January 13, 2019 | Truth or Consequences, NM United States

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