



June 2024 Newsletter Volume 48, Number 06

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 Tuesday of every month starting 6:30 P.M.
At 7856 North Glen Harbor Blvd.. Glendale.**

IN THIS ISSUE

Calendar of Events & Index	Pg. 01
Officers & Directors	Pg. 01
Presidents Report	Pg. 02
Secretary Monthly Minutes	Pg. 03
Treasurer Monthly Report	Pg. 04
Notice, Sport Aviation, Wallpaper	Pg. 05
For Sale	Pg. 06
For Sale Continues to	Pg. 09
Upcoming events -schedules	Pg. 10
Polacca Regional airport	Pg. 11
Airport cont. To	Pg. 15
Hangar Progress pictures	Pg, 16
Member build and Progress	Pg. 17
Member build continued	Pg. 19
Young Eagles Flights	Pg. 20
Young Eagles Continued	Pg. 22
EAA Learn to Fly Week	Pg. 22
EAA AirVenture Preview	Pg. 23
EAA AirVenture Preview Contin.	Pg. 24
Thank You to Donors for hangar	Pg. 25
New Member form	Pg. 26
Renewal Member form	Pg. 27
Hangar Donation page	Pg. 28

2024 Chapter Officers / Directors

President – Darren Henley
Email: p51bldr@yahoo.com

Vice President – Tad Daughters
Email: tadcnslt@lycos.com

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 - Cheri McGunagle
Email: cherimcgu@gmail.com

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

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

Webmaster/Hangar – Carlos Hernandez
Email: pazmany.ch@gmail.com



2024 CALENDAR

- June 11, 2024
- July 11, 2024
- August 13, 2024
- Sept 10, 2024

PRESIDENTS JUNE MONTHLY REPORT

AirVenture 2024 – 41 days and counting...

Come one, come all to the greatest aviation event in the world. The dates are July 22 thru July 28. Buy your tickets while discounts are still available. The first EAA Fly-in was held in 1953 at what is now called Timmerman Field with fewer than 150 registered visitors and a handful of aircraft. Over the years it has outgrown several locations finally to have a permanent home at Oshkosh, Wisconsin. Following the founder of EAA, Paul Poberezny, his son Tom Poberezny became the chairman of the event in 1977 and was instrumental in its continued growth to become the major event that we know today. Oshkosh is also the home of the Experimental Aircraft Association. The event holds nearly 1000 forums and workshops along with many vendors and innovators in modern aviation. Attendance is over 600,000 during the 6 day event with many arriving early to get the best parking and camping spots. Approximately 10,000 aircraft come to the event with nearly 3000 show planes. During the week, Wittman Field becomes the busiest airport in the world. Be sure to review the special Notam for arrival and departure procedures. There are many display aircraft that include many current military aircraft, warbirds, civil aircraft, and of course home-built aircraft. This place is on my bucket list and I am sure that it is on yours. For those of you who are traveling this year, take photos and videos to document your trip. I ask that you prepare a presentation to show the chapter. Whether it is merely a slide show or a PowerPoint presentation, the rest of the chapter members would live to see it. I plan to go when I finish my project, I will go there as well. As I look at the work to be done, I keep telling myself, soon

We just completed a Young Eagles event last weekend. I would like to thank all the volunteers that came out. We only had four aircraft sign up and three showed up. Thankfully the group was small and we were able to accommodate everyone. Due to the small turn-out, there was plenty of ramp space and the need for marshaling the aircraft was significantly less. Our next Young Eagles event will be this fall. This should be plenty of time to get your aircraft ready. We look forward to seeing you then. The hangar continues to move forward. We are getting the fire suppression system installed and the greater portion of the work will be done by the July meeting. We need to frame up the bathrooms in order to have the plumbing and electrical installed in those. We are looking for donations of steel 2x4s and top/bottom plate (channels) to help with this. We have about a third of the materials to complete the framing. We are having plates welded to the hangar in order to install and hang the bi-fold door. David Samons has generously donated his time to perform the welding. We have to wait for his availability but the work is gradually getting done. This project has taken much longer than we had planned but the completion is getting much lower on the horizon. We still need your financial support for this project. Any donations that you can make will be greatly appreciated. As for my yard work; I dug up a stump, dug a 4x4 hole for a future tree, dug a trench, installed irrigation line, planted a tree, and now grooming and landscaping after all this work. Summer is now here. Time to move indoors and work on my project. I hope to have good progress by this fall.

I won't be at this meeting. Tad will be the VPIC. See everyone soon.

EAA538 SECRETARY'S MEETING MINUTES FOR MAY 14, 2024

Meeting was called to order at 6:31 P.M. Darren asked the visitors to introduce themselves and why they were here.

Ian Arnold gave a talk on the Worst Aircraft ever built. He gave interesting details about Christmas Aircraft in 1909. It was then Redbird Aircraft, and then Duram and cantilever aircraft Company finally the Continental aircraft company. It failed every single flight after producing a prototype. Mr. Christmas was a true con artist. Selling his designs to the Army and becoming rich in the process. The Army never got any airplanes from them.

Next, We showed the May Chapter Video. Then took a break at 7:20 P.M.

Darren resumed the meeting at 7:40 P.M. He then gave an update on the hangar progress. He noted that the next project was to erect the metal 2 by 4 walls etc for the restrooms and tool crib. He noted that we will need additional materials to complete them. Then comes the need for drywall, fixtures, lights etc to complete them. Whenever the bi-fold door is finished being welded, we will need to rent either a big crane or two large telehandlers. Once it is bolted to the hangar, It still needs installation installation and outer sheeting installed.

Carlos Hernandez noted that thanks to all of the volunteers constructing the hangar the chapter has save more than \$132,000.

June 8th is the last Young Eagles flight until the fall cooler weather comes back. Cheri needs ground crew, and pilots. She wants to get all of our cook-tops, library, BBQ, and other items into the new hangar.

Anybody going to Oshkosh please take many pictures and send to Alex Bodak for inclusion into the August newsletter.

Tad will need additional volunteers when we get to the hanging etc of the door.

John Gave his Treasurer report.

The meeting adjourned at 8:15 P.M.

TREASURER'S JUNE REPORT

EAA Chapter 538

Treasurer's Report

Monday, June 10, 2024

PNC Savings -6896 Bal.	\$10,464.27
<hr/>	
PNC Checking - 1117 Bal.	\$43,145.26
PayPal Bal.	\$584.25
Total Cash on Hand	\$54,193.78

Vendors Paid / Expenses - Paid May & Thru Jun 10

5-3-24	AZ Corporation Commission	\$10.00
<hr/>		
5-3-24	Allied Containers Payoff	\$263.86
5-12-24	B&B etching name tags	\$85.33

NEWS & EVENTS

- NOTICE NOTICE -

**CHAPTER MEMBERSHIP
REMINDER:**

**2024 DUES ARE NOW DUE!
PLEASE BRING YOUR \$20
CASH/CHECK/PAYPAL. FOR
YOUR DUES. THEY RUN
FROM JAN 1 TO DEC 31
OF THE YEAR. ALSO,
DARREN'S \$100 HANGAR
DONATION CHALLENGE !**

RECORD ALL CHARGES OR CREDITS THAT AFFECT YOUR ACCOUNT

DATE	CHECK NUMBER	DESCRIPTION	PAYMENT	DEPOSIT	BALANCE
MEMO LINE			EXPENSE CODE:		
MEMO LINE			EXPENSE CODE:		
MEMO LINE			EXPENSE CODE:		
MEMO LINE			EXPENSE CODE:		
MEMO LINE			EXPENSE CODE:		
MEMO LINE			EXPENSE CODE:		

FREE Standard Logo YOUR COMPANY NAME HERE
123 MAIN STREET
YOUR TOWN, STATE AND ZIP

00-8789-0000 1001

Pay to the order of \$ _____

YOUR FINANCIAL INSTITUTION
CITY, STATE AND ZIP

⑆00100⑆ ⑆000067894⑆ ⑆2345678⑆

OTIABLE

2024 JUNE WALLPAPER



2024 JUNE SPORT AVIATION MAGAZINE.



FOR SALE PAGE 1

For Sale Bradley Aerobat Kit. Right picture completed example, Company Info - no longer selling kits.



FOR SALE PROJECT: STOL KING



FOR SALE PAGE 2

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 June 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 O-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. ELT 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 June 12th, 2021. ADS- B needs to be rechecked in flight with FAA- ATC procedure.



I do have a 20 year collection of the EAA's Sport Aviation Magazines with the inherent wealth of information in them. All at a price of picking them up from my home. Please, kindly spread the word to membership and they can get in contact with me via my wife's email nova11@cox.net . (My own email 72ae@cox.net in the same account, is very capricious any more, but luckily. it still favors you with functioning in your communications with me. Others are trying to email me, like ASAG and the FAA are not so lucky, i find them arriving in the SPAM section, at best, but mostly not at all...) Cox has no answers, so after 26 years of my loyalty I am looking for another provider. Thank you very much for your kind help, Ed Daror

FOR SALE PAGE 3

AIRCRAFT BIRCH PLYWOOD AND MORE FOR SALE

No shipping (typical 4x4 sheet ships for over \$200 from California).

Example Pricing:

.4 mm 4x3.5 sheet \$70. (Catalog pricing is \$73 plus \$270 shipping)

.8 mm 5x5 sheet \$50. Catalog for 33% less plywood is \$40 plus shipping (only currently sold in 4x4 sheets) 5 sheets available

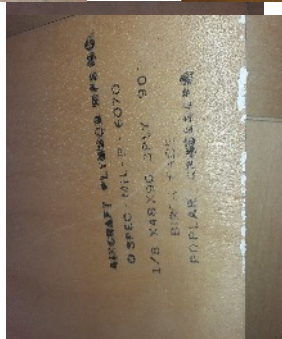
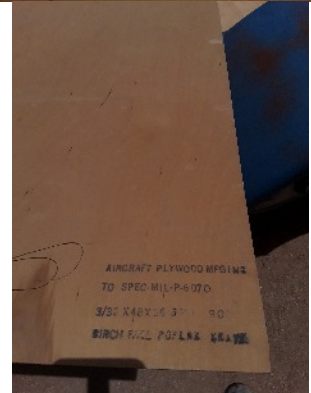
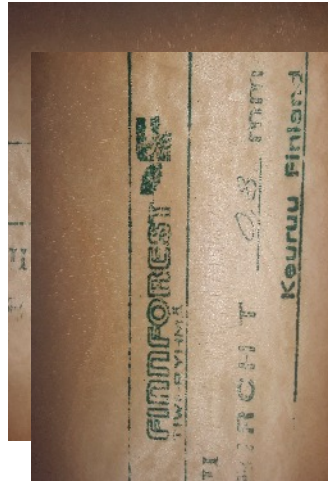
1.5 mm 5x5 sheet \$65. Compare catalog plus shipping for 16 square feet vs 25 sq ft.

3.0 mm 5x5 sheet (2 available) \$100. Compare to catalog 4x4 sheets

More material available in 4x8 sheets. 4x8 sheets of plexiglass. Great investments for future projects. Sound proofing material in original roll. Fiberglass rolls. Bring your micrometer to get what you need. Let's talk.

Would consider offers plus a generous donation to EAA Chapter 538 for all of the above.

Bob Hurni (602) 327-3290



FOR SALE PAGE 4

LIST OF WEBSITES FOR SELLING YOUR AIRPLANE.

- 01. <https://www.trade-a-plane.com/>
- 02. <https://www.aerotrader.com/sell-aircraft>
- 03. <https://www.hangar67.com/seller>
- 04. <https://www.barnstormers.com/>
- 05. <https://www.winglist.aero/>
- 06. <https://avpay.aero/sell-aircraft-jet-plane-helicopter/>
- 07. <https://www.globalair.com/aircraft-for-sale>
- 08. <https://www.controller.com/listinginput>
- 09. <https://www.aso.com/>
- 10. <https://www.aviation-marketplace.com/>
- 11. <https://www.ridgeaire.com/>
- 12. <https://findaircraft.com/findaircraft/>
- 13. <https://www.aircraftdealer.com/>



Lawrence Chris
 From:lrencechrist11@gmail.com
 Cc:cpucoach@yahoo.com
 Sat, Apr 27 at 2:35 A.M.

Both items work as expected. The sidewinder would easily move the fully loaded 252 with extended tanks . Headset was used as backup only. Items will ship from 72023. PayPal or Zelle Thanks !!

Sidewinder \$1200.00 + shipping
 Zulu 3 Headset \$500 + shipping



AIRPORT OF THE MONTH

12/12/2023	Eagle Airpark Airport	A09	163
1/9/2024	Clifton-Morenci	KCFT	183
2/13/2024	Colorado City	KAZC	
3/14/2024	St. John's airport	KSJN	181
4/12/2024	Safford Regional airport	KSAD	161
5/14/2024	Kayenta	MVM	249
6/11/2024	Polacca	PXL	193
7/9/2024	Window Rock airport	KRQE	
8/13/2024	Chinie	E91	239
9/10/2024	Flying J Ranch Airpark, Pima, AZ A	E37	149
10/8/2024	Phoenix Sky Harbor Intl	KPHX	18

SPEAKER OF THE MONTH

01/09/2024	Carlos Hernandez	Finishing Phase 1 with RV 7
02/13/2024	Mitch Counce	Flying Experiences and RV-9A
03/12/2024	David Courtney	Flying the Grand Canyon
04/09/2024	Alex Bodak	Buckeye Airfair Pictures in a PowerPoint.
05/14/2024	Ian Arnold	The worst plane ever built
06/11/2024	Richard Simile	Decision making using NASA rules
07/09/2024	Msgt Gorge Risinger	Information on the Civil Air Patrol
08/13/2024	Ivan Manoogian	FAA SDL FSDO FAAST Safety Program
09/10/2024	Dennis Newton	Flying drones for Power Station
10/08/2024	Brian Baker	Aircraft Photography
11/12/2024	Ernie Hilborn	Freedom's Wings AZ
12/10/2024	No Speaker –	Christmas Party

AIRPORT OF THE MONTH - POLACCA, AZ

Polacca, Arizona

4 languages ▼

Article [Talk](#)

[Read](#) [Edit](#) [View history](#) [Tools](#) ▼

From Wikipedia, the free encyclopedia

Coordinates: 35°50′12″N 110°22′53″W﻿ / ﻿﻿ / ﻿

Polacca is an [unincorporated community](#) in [Navajo County](#), of northeastern [Arizona](#), United States. It is [Hopi-Tewa](#) community on the [Hopi Reservation](#).

Demographics [edit]

10.4% of people over 25 in Polacca have a bachelor's degree or an advanced degree, significantly less than the national average of 21.8%. The per capita income in Polacca in 2010 was \$10,331, which is low income relative to Arizona and the nation. This equates to an annual income of \$41,324 for a family of four. Polacca also has one of the higher rates of people living in poverty in the nation, with 39.8% of its population below the federal poverty line.^[2]

Economy [edit]

The town of Polacca does not have a sales tax and there is only one convenience store. There are no hotels, restaurants, gas stations, or department stores in Polacca. Many of the residents are employed by one of six major employers. Many of the residents not employed locally are artists who rely on tourists, local galleries, art shows, and internet sales.

Education [edit]

Local schools:

- Polacca Head Start
- First Mesa Elementary School
- Hopi Jr/Sr High School
- Northland Pioneer College

Employment [edit]

Local employers:

- Bureau of Indian Affairs
- Hopi Jr/Sr High School
- KUYI Radio
- The Hopi Tribe
- The Village of Sichomovi
- The Village of Tewa
- IIS Health and Human Services

Polacca, Arizona

Unincorporated community



Polacca, Arizona

Show map of Arizona
 Show map of the United States
 Show all

Coordinates: 35°50′12″N 110°22′53″W﻿ / ﻿﻿ / ﻿

Country	United States
State	Arizona
County	Navajo
Tribal reservation	Hopi Reservation
Elevation	5,810 ft (1,770 m)
Time zone	UTC-7 (Mountain (MST))
ZIP code	86042
Area code	928
GNIS feature ID	9616 ^[1]

AIRPORT OF THE MONTH - POLACCA AIRPORT

Polacca Airport

4 languages

Article Talk

Read Edit View history Tools

From Wikipedia, the free encyclopedia

Coordinates: 35°47′30″N 110°25′24″W﻿ / ﻿35.79167°N 110.42333°W﻿ / 35.79167; -110.42333

Polacca Airport (IATA: **PXL**^[2], FAA LID: **P10**) is a public use airport in Navajo County, Arizona, United States.^[1] The airport is owned by the Hopi Tribe.^[1] It is located 3.5 miles (3.0 nmi; 5.6 km) southwest of the central business district of Polacca,^[1] an unincorporated community on the Hopi Reservation.

This airport is included in the National Plan of Integrated Airport Systems for 2011–2015, which categorized it as a *general aviation* facility.^[3]

Facilities and aircraft

Polacca Airport covers an area of 50 acres (20 ha) at an elevation of 5,573 feet (1,699 m) above mean sea level. It has one runway designated 4/22 with an asphalt surface measuring 4,200 by 50 feet (1,280 x 15 m).^[1]

For the 12-month period ending April 17, 2010, the airport had 200 general aviation aircraft operations, an average of 16 per month.^[1] Anyone can utilize the airport for business or personal purposes. Today, most customers are from the U.S. Health and Human Services' Indian Health Service.

Charles Loloma, a famous Hopi artist, often parked his private plane at the airport.

See also

- List of airports in Arizona

References

- ↑ *abcdef* FAA Airport Form 5010 for P10 PDF. Federal Aviation Administration. Effective November 15, 2012.
- ↑ "IATA Airport Code Search (PXL: Polacca)". International Air Transport Association. Retrieved August 9, 2013.
- ↑ "2011–2015 NPIAS Report, Appendix A" PDF (PDF, 2.03 MB). *National Plan of Integrated Airport Systems*. Federal Aviation Administration. October 4, 2010.

External links

- Polacca Airport (P10) at Arizona DOT airport directory
- Aerial image as of June 1997 from USGS *The National Map*
- Resources for this airport:
 - FAA airport information for P10
 - AirNav airport information for P10
 - ASN accident history for PXL
 - FlightAware airport information and live flight tracker
 - SkyVector aeronautical chart for P10

Categories: Airports in Navajo County, Arizona | Native American airports | Hopi Tribe of Arizona

Polacca Airport

IATA: **PXL** · ICAO: *none* · FAA LID: **P10**

Summary

Airport type Public

Owner The Hopi Tribe

Serves Polacca, Arizona

Elevation AMSL 5,573 ft / 1,699 m

Coordinates 35°47′30″N 110°25′24″W﻿ / ﻿35.79167°N 110.42333°W﻿ / 35.79167; -110.42333

Map



Show map of Arizona

Show map of the United States

Show all

Runways

Direction	Length		Surface
	ft	m	
4/22	4,200	1,280	Asphalt

Statistics (2010)

Aircraft operations 200

Source: Federal Aviation Administration^[1]



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

Aerial photo

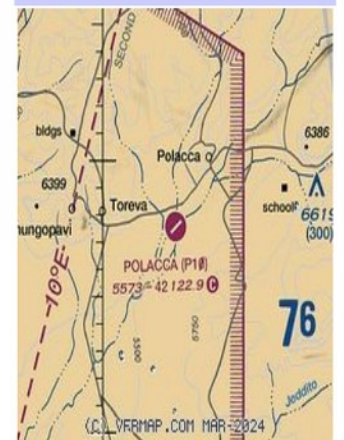
WARNING: Photo may not be current or correct



Photo by Iden Mersereau
Photo taken 05-Nov-2020
looking southwest.

Do you have a better or more recent aerial photo of Polacca Airport that you would like to share? If so, please [send us your photo](#).

Sectional chart



AIRPORT OF THE MONTH - POLACCA REGIONAL AIRPORT AIRNAV

AIRNAV.COM

Airports

Nav aids

Airspace Fixes

Aviation Fuel

Hotels

iPhone App

My AirNav

P10 Polacca Airport
Polacca, Arizona, USA

GOING TO POLACCA?

[Reserve a Hotel Room](#)

FAA INFORMATION EFFECTIVE 16 MAY 2024

Location

FAA Identifier: P10

Lat/Long: 35-47-29.8000N 110-25-24.2000W

35-47.496667N 110-25.403333W

35.7916111,-110.4233889

(estimated)

Elevation: 5573 ft. / 1699 m (estimated)

Variation: 13E (1985)

From city: 3 miles SW of POLACCA, AZ

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

Zip code: 86043

Airport Operations

Airport use: Open to the public

Activation date: 07/1948

Control tower: no

ARTCC: DENVER CENTER

FSS: PRESCOTT FLIGHT SERVICE STATION

NOTAMs facility: PRC (NOTAM-D service available)

Attendance: UNATNDD

Pattern altitude: 6398 ft. MSL

Wind indicator: no

Segmented circle: no

Airport Communications

CTAF: 122.9

Airport Services

Airframe service: NONE

Powerplant service: NONE

Bottled oxygen: NONE

Bulk oxygen: NONE

AIRPORT OF THE MONTH - POLACCA REGIONAL AIRPORT

AIRNAV CONTINUED

Runway Information

Runway 4/22

Dimensions: 4200 x 50 ft. / 1280 x 15 m

Surface: asphalt, in poor condition

RWY HAS NUMEROUS LARGE CRACKS, HOLES, ROUGH SURFACE, PATCHES & LOOSE ROCK, 8 IN TO 10 IN. HIGH GRASS AND WEEDS IN CRACKS.

Runway edge markings: RWY 22 CNTRLN MARKINGS ONLY-EXTREMELY FADED.

RUNWAY 4

Latitude: 35-47.300167N

Longitude: 110-25.753500W

Elevation: 5562.0 ft.

Traffic pattern: left

Markings: NSTD, in poor condition

Runway end identifier lights: no

Obstructions: 4 ft. brush, 201 ft. from runway, 1:1 slope to clear

+4 FT FENCE 100 FT FM EOR 0 FT B; +4 FT FENCE 0 FT FM THLD 100 FT LEFT OF CNTRLN.

RUNWAY 22

Latitude: 35-47.691500N

Longitude: 110-25.052333W

Elevation: 5573.0 ft.

Traffic pattern: left

Markings: NSTD, in poor condition

Runway end identifier lights: no

Obstructions: 5 ft. brush, 201 ft. from runway, 1:1 slope to clear

+4 FT FENCE 100 FT FM EOR 0 FT B; +5 FT BRUSH 50 FT-200 FT FM THLD, ACROSS APPROACH.

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: THE HOPI TRIBE

PO BOX 123

KYKOTSMOVI, AZ 86039

Phone 928-734-3000

Manager: FRED SHUPLA

HOPI AGENCY PO BOX 123, PO BOX 158

KYKOTSMOVI, AZ 86039

Phone (928) 734-3243

Airport Operational Statistics

Aircraft operations: 20/year *

100% transient general aviation

* for 12-month period ending 06 May 2022

Additional Remarks

- ROAD CROSSING RWY.
- WASH IN RWY SAFETY ZONE.
- THIS AIRPORT UNDERLIES A MILITARY OPERATIONS AREA (MOA). PILOTS NEED TO BE AWARE OF ALL RESTRICTIONS AND CHECK FOR ANY NOTAMS IN ADVANCE OF FLYING THRU THE MOA.
- RWY 04/22, 1-5 FT BRUSH 45 FT FM CNTRLN BOTH SIDES FULL LENGTH OF RWY.
- ROCKS PILED, IN CIRCLE, AROUND WIND INDICATOR.
- SOLAR POWERED BLUE PERIMETER LIGHTS AT CORNERS OF PARKING RAMP.
- FOR CD CTC DENVER ARTCC AT 303-651-4257.

Instrument Procedures

There are no published instrument procedures at P10.

Some nearby airports with instrument procedures:

[KINW](#) - Winslow-Lindbergh Regional Airport (48 nm S)

[KRQE](#) - Window Rock Airport (67 nm E)

[KFLG](#) - Flagstaff Pulliam Airport (72 nm SW)

[KGUP](#) - Gallup Municipal Airport (81 nm E)

[KTYL](#) - Taylor Airport (82 nm S)

AIRPORT OF THE MONTH - POLACCA REGIONAL AIRPORT CONTINUED THINGS TO DO

1. Mesa's around Polacca
2. Walpi village
3. Hopi Cultural Center
4. Sumi:nungwa Hopi Festival



A dance group from Zuni Pueblo, New Mexico prepares to dance at a prior event. (Photos/CHD Productions)

PICTURES FROM THE HANGAR BUILD JUNE



MEMBER BUILDS, PICTURES, AND ACTIVITIES**PAUL FISHER – RV 121S – N610PF**

2 months activity since I did not get a report in last month. I filled the oil system. Rotax has a procedure of per-oiling that involves pressurizing the oil tank, then rotating the prop until the instrumentation registers oil pressure. It took a bit to connect the air compressor to the oil tank vent, but with the spark plugs removed the actual procedure was quite easy. The next day however there was oil on the floor under the cowling. I quick check found that I had not tightened the oil cooler connections when I did the radiator SB. Not happy that I missed the connections - but happy that the problem was easy to fix.

I was able to get a hanger at KGEU for the summer – so time to move the thing. The vertical stabilizer was too high to allow the fuselage to be rolled directly out of the garage, so I disconnected the door from the opener and clamped it up higher than the opening. It was easy, with the help of a neighbor to push the tail down enough to clear the door frame. (first picture) I got a towing company with a tilting flatbed truck to move it. We could only get one wing under the fuselage, because of the COMM antenna, so it actually took a second truck to get the fuselage and both wings to the airport. The truck drivers were intrigued enough with the whole process that they helped me mount the wings when we got there.

"Mounting" the wings didn't include getting the pins in place. first I had to trim the wing skins to the fuselage shape. Then there was a lot of filing on the spar ends to get the pin holes in far enough for the pin to engage, but not so far that the wings had any play in them. I was able to do all this solo with sawhorses under the wings. with one end on a saw horse and the spar halfway into the fuselage, you could work between the wing root and the fuselage.

In addition to filing the front and rear spars, I also needed to shim the wings up and down to get the holes for the pins to line up. The nose of the pin is tapered (45 degree) but it is too steep pull the wings into alignment. you need to be really close to get the pins in. I'm not sure that you really could remove these wings routinely both because of the alignment needed to insert the pins and because you need to re-test the AOA plumbing every time. That involves moving the AOA input on the ADAHRS to the pilot input and pumping the AOA up to verify no leaks. Then you put the plumbing back. I had fits with leaks on both the AOA and the Static system. Turns out that it is critical to cut the tubing perpendicular to the fitting, otherwise the tube will latch, but it will still leak. I also had issues with brake fluid connections - fortunately not the cylinders on the rudder pedals, so no mess in the cockpit. Second picture shows one pin in.

MEMBER BUILDS, PICTURES, AND ACTIVITIES CONTINUED

Once the wings were on - back to the production test. I picked up the Flaperon tests that had been skipped, Flushed fuel through the fuel filters, then ran the engine. The idle RPM was 1300; Should be 1600. Checked the prop pitch - found it a little flatter (higher speed) than it was originally set. so I ran it again - found WOT static rpm 5200 (s/b about 4950) confirming the flatter pitch. Vans Air force has folks that are happy with that setting - so I'll fly it before I decide to adjust the pitch. I also adjusted the idle stop to 1600. Good thing I tied the tail down for these runs. Both times it jumped the chocks, and the brakes have not yet been run-in. 3rd picture.

I also got a a new radio. I was missing audio on one ear of the copilot headset. I was able to short that pin on the jack and have the radio self test detect the short, so the wires were connected. Garmin sent a new radio and the problem persisted!! A discussion with Garmin support resulted in my realizing that by shorting the pin on the jack, I had not tested the connection between the plug and the jack, which was where the problem was.(I only spent 45 years as the Electrical Engineer - why would I be expected to figure that out?) The fix to the jack was a lot quicker than the fix to my pride!

Next was weighing the aircraft – I drained all the fuel I could through the sump fitting (then noticed the procedure would also have allowed me to disconnect the fuel in the engine compartment and pump it out, a lot quicker process), put the interior and all covers back on, pulled the protecting paper off the canopy took the battery charger wiring off, and put the cowl back on. I borrowed a set of scales that had just been calibrated and tried to get the aircraft on the load pads.

Not so easy. The hanger had a winch, so I was trying to pull from the tail to get it up on the cells. The winch would pull the tail low, before the wheels started to move. First the wheels just moved the cells (they were about 2 inch high). So I put a 3/4 inch piece of lumber followed by a 1 1/2 inch piece to make a ramp. That got the mains up to the cell. but once they got on the cell, they would continue to roll back and off the cell as the tail came up. So I put a chock on the back of the cell and grabbed the tail just as the mains got over the lip on the front of the tail. Success!! I was able to keep the mains on the cells. Since the nose wheel was elevated by the tail being pulled low, it was a simple matter to position the load cell under it before slacking the line to put the nose down. Then remove the chocks and winch line, level by deflating the nose wheel and record the numbers. I also had to measure the position of the axles with respect to the LE of the wing for calculation. Bottom line – 770 pounds and a CG that is at the forward limit with 2 205 pound people and no fuel or baggage. (both of the latter will move the CG rearward) No ballast needed.

I'm not going to be at the meeting this week as I am flying to Boise ID to get the required (by insurance) 5 hours of RV-12 transition training. all I need to do is calibrate the compass and fuel gauge. Hopefully I will have the AW cert by July.

MEMBER BUILDS, PICTURES, AND ACTIVITIES CONTINUED



YOUNG EAGLES FLIGHTS FOR 06/08/2024



YOUNG EAGLES FLIGHTS FOR 06/08/2024



YOUNG EAGLES FLIGHTS FOR 06/08/2024**EAA Learn to Fly Week inspires future pilots on June 13-18**

Five days of free webinars capped off with Flying Start events held across the U.S.

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (April 4, 2024) — Aspiring pilots can kickstart their aviation journey as [EAA Learn to Fly Week](#) returns on June 13-18. The six-day event enters its second year with expanded Webinars offerings, and new topics to explore. Learn to Fly Week is supported by Sporty's.

“Learning to fly can seem like a daunting task at first,” said David Leiting, EAA Eagles Program Manager, “but EAA’s Learn to Fly Week will help the dream remain larger than any hurdles.”

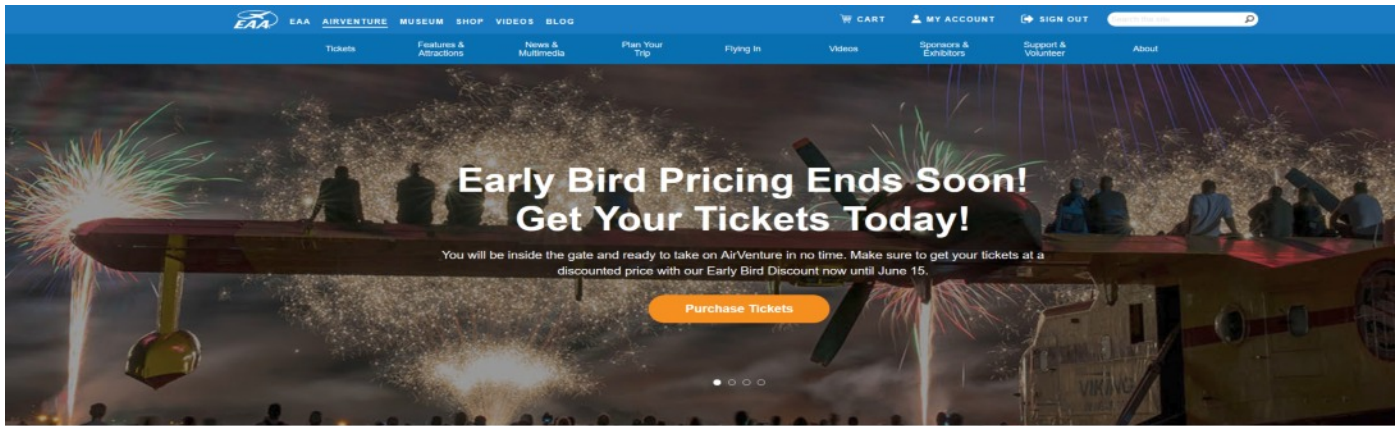
Learn to Fly Week begins with 15 webinars scheduled over the first five days, June 13-17. EAA staff members and industry experts will be hosting each Webinar. New topics for 2024 include getting started with helicopters, aircraft options for flight training, and training with FAA-approved flight simulators. All webinars are free to attend, but online pre-registration is required.

The week concludes on Saturday, June 18, with EAA Flying Start programs held at numerous chapters throughout the country. At those locations, prospective pilots can connect with the local aviation community, discover flight training opportunities available in their area, and take a free introductory Eagle Flight as part of EAA’s program for adults that connects them with aviation resources.

More details about Learn to Fly Week, including registration links for webinars, can be found at EAA.org/LTFWeek.



COMING TO AIRVENTURE 2024



Your Official Countdown to AirVenture 2024
July 22 – July 28, 2024

Countdown is sponsored by:



B-29 Doc Joins AirVenture 2024 Performer List

B-29 Doc, one of only two B-29 bombers still airworthy and flying today, will be among the performers at EAA AirVenture Oshkosh 2024.

[Read More](#)



Legendary Designer Burt Rutan Returning to EAA AirVenture Oshkosh in 2024

Burt Rutan will return to EAA AirVenture Oshkosh in 2024 with appearances and forums coinciding with the 50th anniversary of his VariEze canard aircraft design

[Read More](#)

EAA AirVenture Oshkosh | News & Multimedia | News



Vintage Wings of Canada's "Victory Flight" to Soar at AirVenture 2024

Three iconic World War II-era warbirds will represent Canadian wartime aviation at EAA AirVenture Oshkosh 2024

[Read More](#)



Honeywell Supporting Express Arrival Program at EAA AirVenture Oshkosh 2024

Honeywell is supporting the increasingly popular Express Arrival program for EAA AirVenture Oshkosh, helping EAA members and their guests with pre-purchased admission move through the admission gates faster.

[Read More](#)



B-29 Doc Joins AirVenture 2024 Performer List

B-29 Doc, one of only two B-29 bombers still airworthy and flying today, will be among the performers at EAA AirVenture Oshkosh 2024.

[Read More](#)

START PLANNING FOR NEXT YEARS AIRVENTURE

SEE YOU IN 2024

 **AIRVENTURE**
OSHKOSH
2024

JULY 22-28

Bookmark **EAA.org/AirVenture**
for AirVenture 2024 updates



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? SEND US SOME MONEY AND YOUR NAME WILL BE HERE ALSO! * MEANS MULTIPLE DONATIONS.

- | | |
|----------------------------------|--------------------------|
| 1. Aaron Andrew | 40. John Robinson |
| 2. Benjamin Armstrong | 41. Mark Robinson |
| 3. AZ Aeroservices - Jack Norris | 42. Cheri McGunagle |
| 4. Anna Berry | 43. Mark Johnson |
| 5. John Bishop | 44. Michael Hauser |
| 6. Alexander Bodak * | 45. Scott Davis |
| 7. Tad Daughters ** | 46. Paul & Debbie Fisher |
| 8. John Gregg Jr. | 47. Larry Polhill |
| 9. Darren Henley * | 48. Curt Wheeler |
| 10. Carlos Hernandez | 49. Mark Pearson |
| 11. Michael Karazewski | 50. Don Nee * |
| 12. Mary Kelly | 51. Mark Johnson |
| 13. Jamie Marie | 52. .Elena Evans |
| 14. Micah Martin | 53. Alex Hardt |
| 15. Lori Massuer | 54. John Maleitzke |
| 16. Jim Moss | 55. Dee Grimm |
| 17. Mark Pansing | 56. Joe Statt |
| 18. Frank Rivera | 57. John Barbrick |
| 19. John Roffey | 58. Lonny McClung |
| 20. Chris Rute | 59. Bob Hurni * |
| 21. Stuart Snow | 60. John Warner |
| 22. Sharon Burke * | 61. Doug Brune |
| 23. Steve Thompson | 62. . Fawn Dorman |
| 24. Katie Velvick | 63. Willard Waddle |
| 25. Tom Velvick | 64. Dave Timberlake |
| 26. John Warner | 65. Doug Hanrahan |
| 27. Dawn Young | 66. Anonymous \$5,000. |
| 28. Chuck Kline | 67. Larry Jansic |
| 29. Roy Hendrickson | |
| 30. Steve Thompson | |
| 31. Mark Pansing | |
| 32. Jack Norris | |
| 33. Fred Kirkland | |
| 34. Cheri McGunagle | |
| 35. Roger Ward | |
| 36. George Parkins | |
| 37. Michael Hauser | |
| 38. Richard Schmidt | |
| 39. David Courtney * | |

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

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..

Print, Fill in, Write your check, and sent it to John Gregg.

2024
E.A.A. Leroy Castle Chapter 538
Membership Renewal Form

Name: _____ Spouse's Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ (circle one) Home Cell Email Address: _____
National EAA Number: _____ Expires: _____
Approximate Month & Year joined Chapter 538: _____
Note: EAA requires you be a member of National EAA in order to be a member of Chapter 538.

RATINGS HELD:
Student Pilot _____ Sport Pilot _____ Recreational Pilot _____ Private Pilot _____ Commercial Pilot _____
ATP _____ A&P _____ IA _____ CFI _____ CFII _____ Other Ratings: _____
Aircraft, Project or Hobbies: _____

DO NOT SHARE STATEMENT: We will ONLY SHARE THIS INFORMATION WITH OTHER CHAPTER MEMBERS,
unless you tell us otherwise: DO NOT share this information _____
Signature

PROXY STATEMENT: I hereby appoint _____ of EAA Chapter 538 as my true and lawful
agent and proxy with full power of substitution to represent me, in my absence, at any Chapter meeting on all matters
coming before the meeting. Note: If you do not wish to appoint a proxy, mark "N/A", do not sign and you will not
relinquish your vote.
Signature Date

INSTRUCTIONS: Return the completed / updated form and \$20 annual dues to Treasurer:
John Gregg Jr.
5688 W. Abraham Ln. (Make checks payable to EAA Chapter 538)
Glendale, AZ 85308
Questions. Cell: 623-340-0383 Email: jgregg.ir@gmail.com

Print, Fill in, Write your check, and sent it to John Gregg.

**2024
E.A.A. Chapter 538
New Membership Form**

Name: _____ Spouse's Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Email Address: _____
 National EAA Number: _____ Expires: _____

Note: EAA requires you be a member of National EAA in order to be a member of Chapter 538.
 Note: Dues are not pro-rated. Dues are due January 1st of each year.

RATINGS HELD:
 Student Pilot _____ Sport Pilot _____ Recreational Pilot _____ Private Pilot _____ Commercial Pilot _____
 ATP _____ A&P _____ IA _____ CFI _____ CFII _____ Other Ratings: _____
 Aircraft, Project or Hobbies: _____

DO NOT SHARE STATEMENT: We will ONLY SHARE THIS INFORMATION WITH OTHER CHAPTER MEMBERS, unless you tell us otherwise: **DO NOT** share this information _____
 Signature

PROXY STATEMENT: I hereby appoint _____ of EAA Chapter 538 as my true and lawful agent and proxy with full power of substitution to represent me, in my absence, at any Chapter meeting on all matters coming before the meeting. Note: If you do not wish to appoint a proxy, mark "N/A", do not sign and you will not relinquish your vote.

 Signature Date

INSTRUCTIONS: Return the **completed / updated** form and **\$20** annual dues to Treasurer:
 John Gregg Jr.
 5688 W. Abraham Ln. **(Make checks payable to EAA Chapter 538)**
 Glendale, AZ 85308
 Questions: Cell: 623-340-0383 Email: jigregg.jr@gmail.com

NAME TAG ORDER:

Style #1			Style #2	
NAME EAA CHAPTER 538 PHOENIX, AZ			NAME EAA CHAPTER 538, PHX,AZ LINE 3	
First Name	Last Name	Style #1	Style #2	If Choose Style #2 – Line 3 to Read

Note: Chapter pays for your first name tag as part of your initial year dues. Replacements name tags are \$8.00 ea.
 File: 2024 New Membership Form

EXPERIMENTAL AIRCRAFT ASSOCIATION LEROY CASTLE CHAPTER 538 PHOENIX, ARIZONA

The Leroy Castle EAA Chapter 538 is a 501(c)(3) non-profit organization (EIN 86-1017778). We are counting on support from our community and folks like you to help us!

Your donation is very much appreciated!

This is your receipt* for your donation in the amount of:

\$100 \$250 \$500 \$1000 \$5000

Other: _____

Donation Date: _____

Make donation check payable to: EAA Chapter 538

Mail checks to: 36409 N 17th Ave. Phoenix, AZ 85086

**Thank You for supporting EAA Chapter 538
and the future of aviation!**

**Please retain this receipt for tax purposes and consult your accountant regarding charitable tax deduction related questions.*

chapters.eaa.org/ea538