



February 2020 Newsletter Volume 44, Number 02

# The Static Line

Leroy Castle Memorial EAA Chapter 538 Phoenix, AZ

Website: [www.538.eaachapter.org](http://www.538.eaachapter.org)

Email: [ea538board@gmail.com](mailto:ea538board@gmail.com)

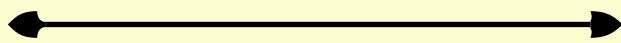
Facebook: [www.facebook.com/ea538](http://www.facebook.com/ea538)



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

## IN THIS ISSUE

Calendar of Events & Index	pg. 1
Officers & Directors	pg. 1
Presidents Report	pg. 2
Secretary's Report	pg. 3
Notices, Sport Aviation, Wallpaper	pg. 4
More Notices	pg. 5
Webinars for February 2019	pg. 6
Continued to	pg. 9
For Sale	pg. 11
Continued to	pg. 14
Airport of the Month	pg. 15
Kingman Airport to	pg. 22
AirVenture 2020	pg. 23
Continued to	pg. 25
CopperState Fly-in/Buckeye AirFair	pg. 26
Continued to	pg. 30
Tuskegee Airman Photos	pg. 30



## 2019 CALENDAR

- Monthly Meetings (MM)
- February 11, 2020  
Speaker Brian Schobet AZPilots
- March 10, 2020  
Speaker Jack Norris, Turcano
- April 14, 2020  
Brian Baker, Airventure 2019
- May 12, 2020
- June 8, 2020  
Dave Woods, Lighthouse Huey Donation.
- July 14, 2020
- August 11, 2020

## 2020 Chapter Officers / Directors

President – Darren Henley  
Email: [p51bldr@yahoo.com](mailto:p51bldr@yahoo.com)

Vice President – Katie Velvick  
Email: [rv4chick@cox.net](mailto:rv4chick@cox.net)

Treasurer – John Gregg  
Email: [jgregg.jr@gmail.com](mailto:jgregg.jr@gmail.com)

Secretary – Alexander Bodak III  
Email: [cpucoach@yahoo.com](mailto:cpucoach@yahoo.com)

1 year Director – Tom Velvick  
Email: [tomvelvick@cox.net](mailto:tomvelvick@cox.net)

2 year Director - Tad Daughters  
Email: [tadcnslt@lycos.com](mailto:tadcnslt@lycos.com)

3 year Director - Stuart Snow  
Email: [stuartsn.ss@gmail.com](mailto:stuartsn.ss@gmail.com)

Newsletter Editor – Alex Bodak  
Email: [cpucoach@yahoo.com](mailto:cpucoach@yahoo.com)

Webmaster – Alex Bodak  
Email: [ea538board@gmail.com](mailto:ea538board@gmail.com)

## ***PRESIDENT'S REPORT***

Wow, January was a busy month. We had two Young Eagles events and Copper State/Buckeye Air Fair (Actually that is in February).

The first Young Eagles event was on the 11<sup>th</sup> of January. This was a make up event to give 25 JROTC Cadets an opportunity to fly. We had to postpone this group from last November as we had a large number of young persons come fly that day but we had a limited number of aircraft.

We put out the call to other chapters to assist with pilots and aircraft and had a very successful event. The second Young Eagles Event was on the 25<sup>th</sup> of January where we had 13 scheduled aircraft and 70 expected attendees. These were children of military members assigned to Luke AFB. This was a very large and complex operation that resulted in 66 new Young Eagles. I would like to thank all participants for their dedication to support the event and their commitment to safety.

A particular issue was that the Luke AF TRACON was not operating this day therefore there was no radar separation services available. Jim Moss has stated that we will not have a Young Eagles event unless there are radar services available for that weekend. This will require additional coordination to ensure that we can continue to conduct a safe event.

We have another Young Eagles event planned for March. As we get closer, I will ensure that everyone is informed of the date. This will be the last Young Eagles event until the fall when it begins to cool down again. Also ahead is our traditional Spring Pot Luck and I will give additional details as we get closer. Spring is also a great time to have a pancake breakfast as a chapter fund raiser. Last years event was very successful and I would like to continue the new tradition that Carlos has worked so hard to begin. To do this, we will need about 8 to 10 volunteers. Also we need to select the best weekend for this event and begin the necessary coordination.

I would like to ask that anyone who has a aircraft project or an aviation adventure to please make a presentation of 10 to 15 minutes. I am sure that many of us would like to hear about what you are doing. AirVenture will soon be here and this would be a great time to go and make a trip report. Is anyone planning to utilize the camping area again this year. We should begin to coordinate now in order to have a chapter camping spot.

Lastly, I would like to invite everyone to make themselves available for a hangar or project visit. If there are enough persons available at Deer Valley Airport or Glendale Airport, we can schedule a day to tour your hangar or project. I plan to host a Composites/Fiberglass workshop to demonstrate what I call the "Poor Man's Pre-Impregnated method of working with fiberglass. This workshop will also include the vacuum bagging process. I hope to be ready to conduct this workshop by this fall. This will be all for this month. Look to the newsletter for this month's presentation.

Darren Henley

Email: [p51bldr@yahoo.com](mailto:p51bldr@yahoo.com)

**SECRETARY'S REPORT FOR FEBRUARY.****EAA Chapter 538 Monthly Meeting Minutes for January 14, 2020**

- A. Meeting was called to order at 6:32 P.M. with 23 members and 4 visitors..
- B. Our visitors were Dave Lynch, Gabrielle Villano, Millar Bayane, and Rusoy Graves. If I have misspelled anybody's name please email me. Thanks
- C. Darrel Saunders was our speaker. He entertained us with photos, movies, and stories about his back-country Idaho flying trip from Sept of 2019. His neighbor flew with him. As before he relied on books from Sparky Imeson detailing critical information about the 19 airstrips that they flew into. He gave praise to the many people who helped them at various stops.
- D. Cheri M, the Young Eagles coordinator, reminded everyone that the chapter has two Young Eagles events this month. One completed on the 11 of Jan for 17 ROTC students. She thanked the 7 pilots who gave rides. The second is on 25<sup>th</sup> of Jan with 67 AZ Air National Guard dependents. She requested more pilots. Jim Moss gave a quick overview of the pilot requirements from EAA and the chapter. If you want more details go to the Chapter Website.
- E. Curt Wheeler gave a detailed report on the status and condition of the SNS-8 Hyperlight that was donated to the chapter. He noted that it came with two engines not the originals per FAA, and parts were missing but that they were commonly available hardware items.
- F. The IMC club in Chandler donated their wings credits to Copperstate.
- G. Copperstate will be held from Feb 6<sup>th</sup> to Feb 9<sup>th</sup> at the Buckeye Municipal Airport. Two requests were made on Friday Feb 7 with the Sci -Tech school field trip. One for pilots to give brief 5 minute talks about aviation careers or their airplanes. Second, need a volunteer to run a paper airplane activity.

The meeting adjourned at 8:15 P.M.

Alexander Bodak III

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

Cell: 219-308-3934

As Newsletter editor and speaker Chair, I am always in need of project pictures, articles, Airplane safety information, builder hints, and people to come speak. I would recommend the EAA Chapter Video as a good place for EAA events and builder hints. My thanks for the 48 members who have taken the chapter survey.

Web address is: <https://www.eaa.org/Videos/Chapters>

**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: [ea538atc@gmail.com](mailto:ea538atc@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:**

**2020 DUES ARE NOW DUE! PLEASE BRING YOUR \$20 CASH/CHECK/PAYPAL YOUR DUES RUN FROM JAN 1 TO DEC 31 OF THE YEAR.**



**2019 FEBRUARY WALLPAPER  
CLICK PHOTO FOR FEBRUARY 2019  
WALLPAPER**



**FEBRUARY 2019 SPORT AVIATION MAGAZINE**

**CLICK PHOTO FOR FEBRUARY 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.

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

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

***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 FEBRUARY 2020 PAGE 1

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

### Webinars

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion.

EAA Webinars sponsored by



#### System Requirements for Attendees

You can easily attend a session from anywhere, anytime using a compatible computer or mobile device! To get the most out of GoToWebinar, you can download and install the full-feature desktop software on your Windows and Mac computer.

See [Download GoToWebinar](#) for your download options. You can also [check your system's compatibility automatically](#).

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit [www.faa.gov](http://www.faa.gov) for details.

[View Webinar Video Archives](#)

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

**Registration is required, and space is limited.**

Date	Time	Title	Presenter(s)
1/29/20	7 p.m. CST	<a href="#">Compression Testing Aircraft Engines and Maximizing Cylinder Life</a> <b>Qualifies for FAA WINGS and AMT credit.</b>	Bill Ross

*Bill Ross from Superior Air Parts will explore many of the myths and legends surrounding the aircraft engine compression test and explain exactly what the numbers mean. He will discuss compression testing techniques, borescope usage, and airworthiness determinations. You'll learn it's okay to question your maintenance provider findings.*

**WEBINARS FOR FEBRUARY 2020 PAGE 2****[URL: HTTP://WWW.EAAVIDEO.ORG/CATEGORY/VIDEOS/WEBINARS](http://www.eaavideo.org/category/videos/webinars)**

2/5/20      7 p.m. CST      [Bolted Joints in Tension](#)      Mike Busch  
**Qualifies for FAA WINGS and AMT credit.**

*Threaded fasteners (bolts, screws, and studs) loaded in tension are used to hold cylinders onto crankcases, connecting rods onto crankshafts, and Bonanza wings onto the fuselage. Such bolted joints are so ubiquitous that we take them for granted, but we shouldn't. Owners and mechanics often don't appreciate just how crucial it is for these fasteners to be tightened properly, and why. Maintenance expert Mike Busch explains why "preload" of these fasteners is all-important, and why using a torque wrench may not be the best way to achieve it.*

2/11/20      7 p.m. CST      [Tips & Tricks for Recording In-Flight Videos](#)      Martin Pauly

*In this webinar, Martin Pauly shares some of the lessons he has learned over the years of recording his flights and turning them into videos for his aviation YouTube channel. He will cover a variety of related topics, such as the camera and audio equipment, what causes propeller artifacts and how to eliminate them, recording sound from the radio and intercom, and the use of music in videos.*

2/12/20      7 p.m. CST      [Removing Winter Rust and Spin Avoidance](#)      Gordon Penner  
**Qualifies for FAA WINGS credit.**

*Looking forward to a great flying season? Join IAC member Gordon Penner as he gives some tips to get current and knock off the rust from your flying skills that may have developed over the winter. Gordon is a master CFI-Aerobatics, specializing in emergency maneuvers training (EMT), aerobatics, tailwheel, and gliders. He will also vividly describe techniques for spin avoidance during this FAA WINGS qualifying webinar.*

2/13/20      7 p.m. CST      [Become a Better Chapter Leader – Presidents/Vice Presidents](#)      Charlie Becker

*Chapters Director Charlie Becker provides insights on the necessary tasks associated with the president and vice-president positions, as well as tips on chapter management and critical due dates for chapter-related events.*

**WEBINARS FOR FEBRUARY 2020 PAGE 3**

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

2/18/20      7 p.m. CST      [EAA Flying Start: A Great Way to Grow Your Chapter](#)      Serena Kamps

*Join EAA Chapters' staff as we discuss how to host a successful Flying Start event and recent improvements made to the program. Start planning now to be one of the chapters hosting a Flying Start event on International Learn to Fly Day on May 16 or any time this year. Flying Start is an opportunity to introduce new participants to aviation and get them involved in their local EAA chapter.*

2/19/20      7 p.m. CST      [Vans RV Maintenance Common Questions](#)      Vic Syracuse  
**Qualifies for FAA WINGS and AMT credit.**

*Building on the December 11 webinar titled Van's RV Maintenance Gotchas, RV builder and DAR Vic Syracuse provides a follow-up presentation. In this one, he highlights and clarifies common questions, discusses new maintenance issues not covered in the previous webinar, and of course includes a question-and-answer period after the presentation.*

2/25/20      7 p.m. CST      [Chapter Chat: Tax Exempt Basics](#)      Patti Arthur

*This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and charitable status.*

2/26/20      7 p.m. CST      [Bang for the Buck: Affordable Aircraft Building](#)      Tim Hoversten

*Tim Hoversten, technical aviation specialist at EAA HQ, shares information about designs you can build without a kit, which can lead to significant savings. Put the savings in your pocket, or use for added upgrades to make your dream airplane even better; building from plans can be the best bang for the buck!*

2/27/20      7 p.m. CST      [Become a Better Chapter Leader – Secretary/Treasurer](#)      John Egan

*Chapters Manager John Egan provides insights on the necessary tasks associated with the secretary and treasurer positions, as well as tips on chapter management and critical due dates for chapter-related events.*





## Want to build an airplane? We'll show you how!

Phoenix, AZ | February 15-16, 2020

Hosted at Chandler Gilbert Community College – Williams Campus

**Last call!** Are you ready to build or restore an airplane? If so, our EAA SportAir Workshop hosted at the CGCC – Williams Campus – Aviation Technology Center is the place for you! Save time and money by learning proper techniques right from the start, taught by experienced, accomplished professionals. Better yet, enroll with a buddy and learn together! (Share this email with an interested friend!)

### Last Chance To Secure Your Seat!



#### Composite Construction – Only 8 seats left!

This intensive workshop discusses tools and materials used, workshop setup and safety. Lots of hands on practice building sandwich panels, hot-wire techniques, mold-less composite parts, bonding and molding your own composite parts. [Enroll Now >>](#)



#### Sheet Metal – Only 4 seats left!

Learn all aspects of sheet metal work with lecture and lots of hands on practice using the special tools and techniques used to build a sheet metal aircraft. Two detailed projects are built during the workshop simulate what you will need to know to start, and successfully complete your Vans RV, Sonex, Zenith or other sheet metal aircraft kit. [Enroll Now >>](#)



#### Fabric Covering – Only 8 seats left!

Cover a wing section from start to finish. We'll go over surface prep, installing the fabric, coatings, rib stitching, finish, and painting and detail repair techniques. [Enroll Now >>](#)



#### Electrical Systems & Avionics

At the end of the course you will be thoroughly knowledgeable on aircraft electrical systems and have the confidence to build and install a system in your aircraft. [Add Name to Waitlist >>](#)

**FOR SALE PAGE**

*I have a new ray Allen grip all wired and ready to go. I got it when I built my rocket but decided to use something else. I can be reached at my cell phone. 602 228 9397. Joel Haglund*



**SHELVES FOR SALE -  
BEST OFFER OR \$40 EACH. - 4 SECTIONS**



Tom Parten quit flying and has his 180 hp LongEz for sale and a 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's 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 powerplant. 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](mailto:azaerosvc@gmail.com).

**FOR SALE PAGE 3**



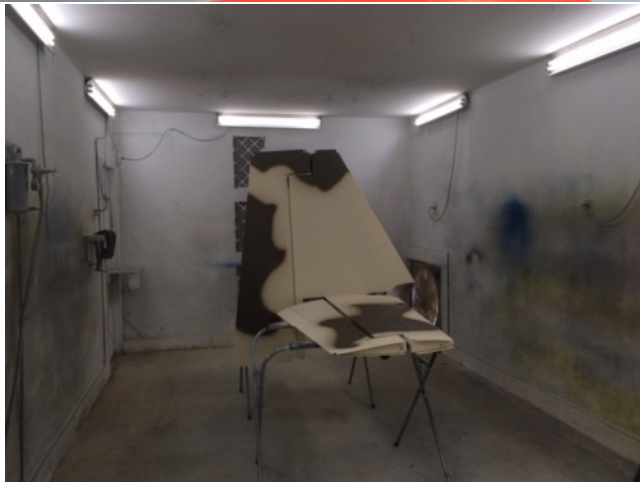
Savannah S. to left and Tucano below



Marc Halcomb completed his lightening.



Jack Norris continues work on his Lightning.  
Painting of the Tucano 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 Vedenev 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



06.18.2019 21:16

\*\*\*\*\* 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**

<b># of Engines:</b> 1	<b>Range:</b> 425 mi   369 nmi   683 km
<b>Engine Make:</b> ZHOUSHOU HUOSAI	<b>Service Ceiling:</b> 20,500 ft   6,248 m
<b>Engine Model:</b> HS-6A	<b>Rate of Climb:</b> 2,700.00 ft/min   13.72 m/s
<b>Engine Power:</b> 285 hp   212 kW	<b>Wingspan:</b> 33.50 ft   10.21 m
<b>Recorded TBO:</b> N/A	<b>Length:</b> 27.90 ft   8.50 m
<b>Standard Fuel:</b> 60.00 gal   22712 L	<b>Height:</b> 10.80 ft   3.29 m
<b>Max Fuel:</b> 60.00 gal   22712 L	<b>Empty Weight:</b> 2,414 lbs   1,094 kg
<b>75% Cruise:</b> 185 mph   160 kts   297 km/h   0 Mach	<b>Gross Weight:</b> 3,086 lbs   1,399 kg
<b>Stall:</b> N/A mph   N/A kts   N/A km/h	

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

PRICE:  
**\$140,000 USD**

**Get Immediate Financing**  
 For simple and secure financing, [click here.](#)

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

**PERFORMANCE SPECS**

SAVE  COMPARE

**Dee Grimm**  
 (602) 312-7307

**FOR SALE PAGE 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=IOGsVa-g3uw&>

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

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

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



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

**General characteristics**

Crew: one      Capacity: four passengers

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

Height: 10 ft 6 in (3.20 m)      Wing area: 175 sq ft (16.3 m<sup>2</sup>) [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](mailto:haroldmranderson@gmail.com)

# AIRPORT OF THE MONTH - KINGMAN AIRPORT

Contact Us   Employment   Bids   City News   Calendar   eNotification   Rumors

Welcome to **KINGMAN** ARIZONA

How can we help you today?

GOVERNMENT   RESIDENTS   BUSINESS   VISITORS   HOW DO I...

EMPLOYMENT   PAY YOUR WATER BILL   ECONOMIC DEVELOPMENT   PARKS & RECREATION   AIRPORT   COMMUNITY VIDEOS

News

Facebook

Twitter

**ARIZONA**  
 GRAND CANYON STATE  
 ExploreMoreAZ.com



## Neon Added on Kingman Arch

The Kingman Arch got an upgrade of neon!... [Read More](#)

**AIRPORT OF THE MONTH - KINGMAN AIRPORT CONTINUED**

**Kingman**

City

City of Kingman

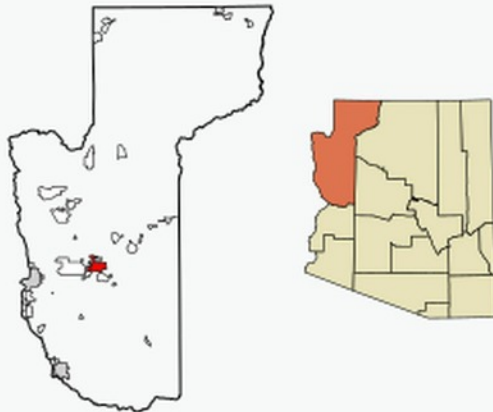


Mohave County Courthouse in Kingman



Seal

Motto(s): "The Heart of Historic Route 66"



Location of Kingman in Mohave County, Arizona.



U.S. Census Map

Coordinates: 35°12'30"N 114°1'33"W

**Kingman Airport**  
(former Kingman Army Airfield)



USGS aerial image

IATA: IGM - ICAO: KIGM - FAA LID: IGM - WMO: 72370

**Summary**

<b>Airport type</b>	Public
<b>Owner</b>	City of Kingman
<b>Serves</b>	Kingman, Arizona
<b>Location</b>	Mohave County, Arizona
<b>Elevation AMSL</b>	3,449 ft / 1,051 m
<b>Coordinates</b>	35°15'34"N 113°56'17"W
<b>Website</b>	<a href="http://KingmanAirportAuthority.com">KingmanAirportAuthority.com</a>

**Map**



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



## AIRPORT OF THE MONTH - KINGMAN AIRPORT CONTINUED

### History [[edit](#)]

Lt. Edward Fitzgerald Beale, a U.S. Navy officer in the service of the U.S. Army Corps of Topographical Engineers, was ordered by the U.S. War Department to build a federal wagon road across the 35th Parallel. His secondary orders were to test the feasibility of the use of camels as pack animals in the southwestern desert. Beale traveled through the present day Kingman in 1857 surveying the road and in 1859 to build the road. Beale's Wagon Road became part of Highway 66 and Interstate Highway 40. Remnants of the wagon road can still be seen in White Cliffs Canyon in Kingman.

Kingman, Arizona, was founded in 1882, when Arizona was still Arizona Territory. Situated in the Hualapai Valley between the Cerbat and Hualapai mountain ranges, Kingman is known for its very modest beginnings as a simple railroad siding near Beale's Springs in the Middleton Section along the newly constructed route of the Atlantic and Pacific Railroad. The city of Kingman was named for Lewis Kingman, who surveyed along the Atlantic and Pacific Railroad's right-of-way between Needles, Calif., and Albuquerque, N.M. Lewis Kingman supervised the building of the railroad from Winslow, Ariz. to Beale's Springs, which is near the present location of the town of Kingman.

The Mohave County seat originally was located in Mohave City from 1864 to 1867. The portion of Arizona Territory west of the Colorado River was transferred to Nevada in 1865 after Nevada's statehood, and became part of Lincoln County, Nevada later Clark County, Nevada. The remaining territory of Pah-Ute County became part of Mohave County. Its seat was moved to Hardyville (which is now within Bullhead City) in 1867. The county seat transferred to the mining town of Cerbat in 1873, then to Mineral Park near Chloride in 1877. In 1887, the county seat was moved to Kingman after some period of time without a permanent county seat, the instruments and records of Mohave County government were taken clandestinely from Chloride and moved to Kingman in the middle of the night during this final transfer of the county seat.

During World War II, Kingman was the site of a U.S. Army Air Force (USAAF) airfield. The Kingman Army Airfield was founded at the beginning of WW II as an aerial gunnery training base. It became one of the USAAF's largest, training some 35,000 soldiers and airmen. The airfield and Kingman played a significant role in this important era of America's history. Following the war, the Kingman Airfield served as one of the largest and best-known reclamation sites for obsolete military aircraft.

Postwar, Kingman experienced growth as several major employers moved into the vicinity. In 1953 Kingman was used to detain those men accused of practicing polygamy in the Short Creek raid,<sup>[7]</sup> which was at the time one of the largest arrests in American history.<sup>[8]</sup> In 1955, Ford Motor Company established a proving ground (now one of the Chrysler Proving Grounds) in nearby Yucca, Arizona at the former Yucca Army Airfield. Several major new neighborhoods in Kingman were developed to house the skilled workers and professionals employed at the proving ground, as Kingman was the only sizable, developed town within a convenient distance. Likewise, the development of the Duval copper mine near adjacent Chloride, Arizona, and construction of the Mohave Generating Station in nearby Laughlin, Nevada, in 1971 contributed to Kingman's population growth. The location of a General Cable plant at what was to become the Kingman Airport Industrial Park provided a steady employment base as well.

## Kingman Airport (Arizona)

From Wikipedia, the free encyclopedia



This article's **lead section may not adequately summarize its contents**. Relevant discussion may be found on the [talk page](#). To comply with Wikipedia's lead section guidelines, please modify the lead to [provide an accessible overview](#) of the article's key points in such a way that it can stand on its own as a concise version of the article. *(September 2014)*

**Kingman Airport** (IATA: **IGM**<sup>[2]</sup>, ICAO: **KIGM**, FAA LID: **IGM**) is a city-owned, public-use airport located 9 miles (7.8 nmi; 14 km) northeast of the central business district of Kingman, a city in Mohave County, Arizona, United States.<sup>[1]</sup>

As per the Federal Aviation Administration, this airport had 897 passenger boardings (enplanements) in calendar year 2010,<sup>[3]</sup> 878 in 2011, and 924 in 2012.<sup>[4]</sup> The National Plan of Integrated Airport Systems for 2013–2017 categorized it as a *general aviation* facility (the *commercial service* category requires at least 2,500 enplanements per year).<sup>[5]</sup>

#### Contents [hide]

- History
  - 1.1 Wartime Aircraft Gunnery School
  - 1.2 World War II aircraft disposal
  - 1.3 Kingman Airport and Industrial Park
- Environmental contamination
- Facilities and aircraft
- Airline and destination
- See also
- References
- Literature
- External links

### History [[edit](#)]



This section **does not cite any sources**. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed.

*Find sources:* "Kingman Airport" Arizona – news · newspapers · books · scholar · JSTOR (September 2014) *(Learn how and when to remove this template message)*

The Kingman Airport was built as a World War II United States Army Air Forces training field. Between 1942 and 1945 the U.S. Army Air Forces acquired about 4,145 acres in Mohave County outside of Kingman, Arizona and established the Kingman Army Airfield and Kingman Aerial Gunnery School training facilities in 1942.

## AIRPORT OF THE MONTH - KINGMAN AIRPORT CONTINUED

### Kingman Airport and Industrial Park [ edit ]

With the disposal of the military aircraft completed, Kingman AAF was returned to civilian use in 1949.

All but a few of the original Kingman Army Airfield buildings have been removed. The property was formerly used as a support facility for aircraft training and has been redeveloped into a civil airport and industrial park. Today, large numbers of civilian airliners are stored there and remarketed or recycled into spare parts and into their base metals.

The **Kingman Army Airfield Historical Society** was also established, creating a museum to preserve the field's history with artifacts, photos, and displays. It also includes recognition of all conflicts in which Americans have served.

The airport has a significant aircraft bone-yard. Of the aircraft stored there, several belonged to DHL and Delta Air Lines.

### Environmental contamination [ edit ]

Soldiers trained by shooting clay pigeons made with coal tar pitch, which contained polycyclic aromatic hydrocarbon (PAHs).<sup>[6]</sup> Debris from these targets and lead from the projectiles remained in the area until 2014. A 2010 site inspection of the former gun training range of about 75 acres showed "soil samples [...] contained PAHs concentrations 1,000 times higher than permitted under 2007 Arizona residential risk-based screening levels and 10,000 times higher than the updated 2012 U.S. Environmental Protection Agency residential risk-based screening levels".<sup>[6]</sup> Lead from the projectiles could travel nearly 900 feet. From 2013 until July 2014, the top two feet of soil and landscaping on 55 residential lots were removed and replaced.<sup>[7]</sup> Starting October 2014 through October 2016, 284 residential properties will be soil tested.

### Facilities and aircraft [ edit ]

Kingman Airport covers an area of 4,200 acres (1,700 ha) at an elevation of 3,449 feet (1,051 m) above mean sea level. It has two runways with asphalt surfaces: 3/21 is 6,827 by 150 feet (2,081 x 46 m); 17/35 is 6,725 by 75 feet (2,050 x 23 m).<sup>[1]</sup>

For the 12-month period ending April 30, 2011, the airport had 44,137 aircraft operations, an average of 120 per day: 95% general aviation, 4% scheduled commercial, 1% air taxi, and <1% military. At that time there were 185 aircraft based at this airport: 51% single-engine, 23% multi-engine, 23% jet, 1% helicopter, 1% ultralight, and 1% glider.<sup>[1]</sup>



Acres of cargo airliners in storage, awaiting their fate at Kingman, 2013.

## Kingman AAF Boneyard and Kingman Airport (IGM) in Arizona

Kingman Army Air Field Historical Society and Museum



### Kingman Army Air Field ... History of the Early Days

The **Army Air Force Flexible Gunnery School, Kingman, Arizona** was built at the start of World War II as an aerial gunnery training base, located on approximately 4,145 acres in Mohave County next to U.S. Route 66. Arizona was an ideal location due to its sparse low population and miles of wide open spaces.

It offered its first classes in January of 1943, and was renamed **Kingman Army Air Field (KAAF)** later that year with the primary mission of training gunners for the B-17 Flying Fortress.

The air field became one of the Army Air Corps' largest, training 35,000 individuals. Its facilities included housing for 3,200 enlisted men, 3,070 cadets and 430 officers. "Bugs Bunny" became the base's official mascot (see photo of sign above) because of the large number of rabbits that inhabited in the area. The base newspaper was known as the "Cactus". With the end of the war, additional training bases were not needed, and Kingman was ordered to close.



Entrance at Kingman Army Air Field during World War II (photo by Kingman Army Air Field Museum)

### Kingman Army Air Field After World War II

Within a year of the signing of peace treaties, about 34,000 airplanes had been moved to 30 locations within the U.S. The War Assets Administration (WAA) and the **Reconstruction Finance Corporation (RFC)** handled the disposal of these aircraft.

The RFC established depots around the country to store and sell surplus aircraft. By the summer of 1945, at least 30 sales-storage depots and 23 sales centers were in operation. In November 1945, it was estimated a total of 117,210 aircraft would be transferred as surplus.

One of the locations chosen was Kingman, with its huge open spaces, good weather for aircraft storage, and three runways, one of which was 6,800 feet in length.

The RFC quickly established **Storage Depot No. 41** at Kingman, and by October of 1945 planes were being flown in, parked, and processed. Planes were typically parked by type. As many as 150 airplanes a day were soon flying into Kingman, and the total aircraft inventory by the end of 1945 reached about 4,700.

It is estimated that a total of about 5,500 airplanes were flown to Kingman in 1945 and 1946 for sale and disposal.



**AIRPORT OF THE MONTH - KINGMAN AIRPORT CONTINUED**

AIRNAV.COM

Airports

Nav aids

Airspace Fixes

Aviation Fuel

Hotels

AIRBOSS

iPhone App

My AirNav

**KIGM** Kingman Airport  
Kingman, Arizona, USA

GOING TO KINGMAN?

[Reserve a Hotel Room](#)**Hertz.**[Reserve Online](#)**FAA INFORMATION EFFECTIVE 30 JANUARY 2020****Location**

FAA Identifier: IGM

Lat/Long: 35-15-34.1000N 113-56-17.0000W

35-15.568333N 113-56.283333W

35.2594722,-113.9380556

(estimated)

Elevation: 3448.8 ft. / 1051.2 m (surveyed)

Variation: 12E (2010)

From city: 8 miles NE of KINGMAN, AZ

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

Zip code: 86401

**Airport Operations**

Airport use: Open to the public

Activation date: 09/1943

Control tower: no

ARTCC: LOS ANGELES CENTER

FSS: PRESCOTT FLIGHT SERVICE STATION

NOTAMs facility: IGM (NOTAM-D service available)

Attendance: MON-FRI 0800-1700

Pattern altitude: 4248.8 ft. MSL

Wind indicator: lighted

Segmented circle: yes

Lights: ACTVT REIL RWY 03 &amp; 21; PAPI RWY 03 &amp; 21; MIRL RWY 03/21 &amp; 17/35; TWY LGTS - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

Fire and rescue: ARFF index A

**Airport Communications**

CTAF/UNICOM: 122.8

WX ASOS: 119.275 (928-692-8104)

- COMMUNICATIONS PRVDD BY PRESCOTT RADIO ON FREQ 122.1R (KINGMAN RCO).
- APCH/DEP SVC PRVDD BY LOS ANGELES ARTCC (ZLC) ON 124.85/319.2 (SELIGMAN RCAG).

## AIRPORT OF THE MONTH - KINGMAN AIRPORT CONTINUED

[Loc](#) | [Ops](#) | [Kwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)



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

### Aerial photo

WARNING: Photo may not be current or correct



Photo by Vicki Eifert  
 Photo taken 22-Aug-2016  
 looking southwest.

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

### Sectional chart



### Airport distance calculator

From [KGEU](#)- Glendale Municipal Airport  
 To KIGM- Kingman Airport

**132.0 nautical miles NW**  
 Initial true course: 322

#### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">IGM</a> at field	KINGMAN VOR/DME	108.80	15E
<a href="#">PGS</a> r206/29.2	PEACH SPRINGS VOR/DME	112.00	15E
<a href="#">EED</a> r027/39.6	NEEDLES VORTAC	115.20	15E

#### Airport Services

Fuel available: 100LL JET-A  
 Parking: tie-downs  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bottled oxygen: NONE  
 Bulk oxygen: NONE

#### Runway Information

##### Runway 3/21

Dimensions: 6827 x 150 ft. / 2081 x 46 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: PCN 20 / F/D/X/T  
 Single wheel: 45.0  
 Double wheel: 85.0  
 Double tandem: 125.0  
 Dual double tandem: 265.0  
 Runway edge lights: medium intensity  
**RUNWAY 3**  
 Latitude: 35-15.089108N  
 Longitude: 113-56.886197W  
 Elevation: 3411.4 ft.  
 Traffic pattern: left  
 Runway heading: 033 magnetic, 045 true  
 Declared distances: TORA:6827 TODA:6827 ASDA:6827 LDA:6827  
 Markings: nonprecision, in good condition  
 Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)  
 Runway end identifier lights: yes  
 Touchdown point: yes, no lights

**RUNWAY 21**  
 35-15.884577N  
 113-55.916015W  
 3394.5 ft.  
 left  
 213 magnetic, 225 true  
 TORA:6827 TODA:6827 ASDA:6827 LDA:6827  
 nonprecision, in good condition  
 4-light PAPI on left (3.00 degrees glide path)  
 yes  
 yes, no lights

# AIRPORT OF THE MONTH - KINGMAN AIRPORT CONTINUED

## Top Attractions in Kingman

Sort by: Traveler Favorites ?



MUSEUMS

### 1. Historic Route 66 Museum

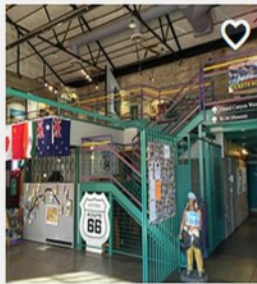
719 reviews



FOOD & DRINK

### 2. Desert Diamond Distillery

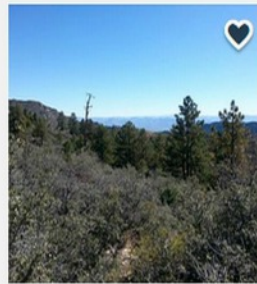
299 reviews



TRAVELER RESOURCES

### 3. Kingman Visitor Center

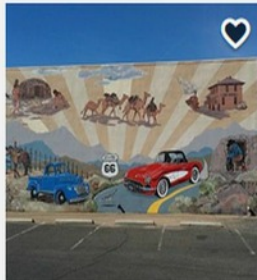
181 reviews



NATURE & PARKS

### 4. Hualapai Mountain Park

74 reviews

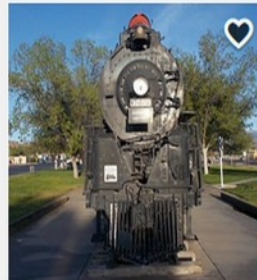


MUSEUMS

### 5. Mohave Museum of History and Arts

162 reviews

See 1 Experience



NATURE & PARKS

### 6. Metcalf Park

98 reviews

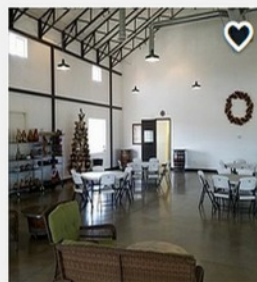


MUSEUMS

### 7. Kingman Railroad Museum

73 reviews

See 2 Experiences



FOOD & DRINK

### 8. Stetson Winery

48 reviews

See 1 Experience



SIGHTS & LANDMARKS

### 9. Giganticus Headicus

31 reviews



MUSEUMS

### 10. Bonelli house

48 reviews

## AIRPORT OF THE MONTH - KINGMAN AIRPORT CONTINUED

Depot 41 at  
Kingman

The contractor for aircraft scrapping at Kingman was the **Wunderlich Contracting Company** of Jefferson City, Missouri, who received an 18-month contract from the federal government for \$2.78 million to reduce 5,400 aircraft to aluminum ingots.

Active duty military personnel typically flew the aircraft into Kingman, and civilian employees would handle parking and classification. To accommodate the large numbers of employees, tent cities were erected on site. In subsequent months, brand new aircraft directly from assembly lines were even disposed of at Kingman. Fuel was drained from the aircraft and sold. Aircraft engines were then removed and placed in rows on the desert floor.



Consolidated B-24 Liberator "Missouri Miss" meets the guillotine at Kingman Army Air Field and Storage Depot 41

By the time the planes reached Kingman, most of the ordnance (predominantly .50 cal machine guns and Norden Bombsights) had already been removed at other temporary storage depots. However, a few planes did arrive with some machine guns and a few Norden Bombsights, which were temporarily and securely stored. The guns were retrieved by the government, but the Nordens were 'demilled' using a sledgehammer.

Interior items of the aircraft such as radios, oxygen equipment, handguns, manuals, life rafts, fire extinguishers and instruments were removed.

The main aircraft airframe was then sliced into major pieces using a guillotine. Some hand cutting of smaller parts was also done.

The final step was placing parts into the smelter, or furnace, for melting. Three furnaces were operated at Kingman for melting about 70% of an airplane's metal components into ingots. The furnaces were run 24 hours a day, and could consume up to 35 aircraft a day.

The Wunderlich contract at Kingman was successful, and resulted in the recovery of significant resources:

The Wunderlich contract at Kingman was successful, and resulted in the recovery of significant resources:

- 46 millions pounds of aluminum
- 6 million pounds of aluminum from engines
- 5 million pounds of aluminum propellers
- 21 million pounds of steel
- 1.6 million gallons of aviation fuel
- 256,000 gallons of oil

A total of 85 reconnaissance aircraft, 615 fighters, 54 light bombers, 266 medium bombers and 4,463 heavy bombers were disposed of. These 5,483 aircraft scrapped by Wunderlich at Kingman generated \$7.5 million in gross income.

By July of 1948, less than three years since the end of WWII hostilities, the job was done. A huge part of the American airpower fleet had been reduced to ingots. Storage Depot 41 and Kingman was returned to the county as a municipal airport.

See the photo essay below on this page with photos of the scrapping and smelting process used at Kingman

### Types of Aircraft Sent to Kingman Air Field After World War II

Among the aircraft types and quantities shipped to Kingman Air Field for storage or smelting were the following:

- A-26
- B-17 Flying Fortress
- B-24 Liberator
- B-25 Mitchell
- B-26
- P-38
- P-40 Warhawk
- P-47 Thunderbolt
- P-63
- and others



B-32 Dominators awaiting the furnaces at Kingman AAF in Arizona after World War II

In addition, 38 of the military's 118 Consolidated (Convair) B-32 "Dominator" heavy bombers were flown to Kingman, many directly from the assembly line in Fort Worth. Some TB-32 trainers were also sent to Kingman.

# 2020 AIRVENTURE - START PLANNING NOW.

## AirVenture Opening Page.



### Tickets

Join us for the World's Greatest Aviation Celebration from July 20-26. Purchase your admissions, camping...

[Read More](#)



### AirVenture to Highlight U.S. Air Force Special Operations

The aircraft and personnel of the U.S. Air Force Special Operations Command will be among the highlighted programs at AirVenture.

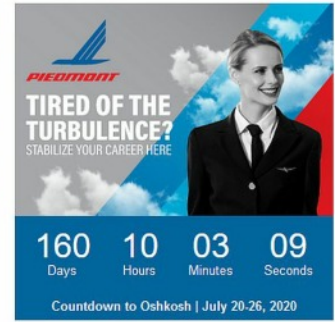
[Read More](#)



### EAA Offers Free Youth AirVenture Admission

Young people age 18 and under will be admitted free to AirVenture 2020 with financial support from The Boeing Company.

[Read More](#)



## EAA AirVenture Oshkosh Schedule

### FILTER RESULTS:

(all events are displayed when no filters are checked)

#### Date

- Sunday, July 19
- Monday, July 20
- Tuesday, July 21
- Wednesday, July 22
- Thursday, July 23
- Friday, July 24
- Saturday, July 25
- Sunday, July 26

#### Featured Locations

- Aviation Gateway Park
- Blue Barn
- Boeing Plaza
- AirVenture Welcome Center
- EAA Pilot Proficiency Center
- FAA Aviation Safety Center
- Airbus Fly-In Theater
- Homebuilders Hangar
- Homebuilts in Review
- IAC Headquarters
- International Federal Pavilion in Hangar D
- Rose Plaza Interview Circle
- Seaplane Base
- Skyscape Theater - EAA Aviation Museum
- Theater in the Woods
- Ultralight Runway
- Vintage Red Barn
- Warbird Alley

Event and Presenter Search

Search

Sort by: [Date/Time](#) [Location \(A to Z\)](#)

There are no events matching your filtering criteria.

## 2020 AIRVENTURE - START PLANNING NOW CONTINUED.

### Buy Your EAA AirVenture Oshkosh Tickets

Purchase your EAA AirVenture Oshkosh admissions, camping, parking, flight experiences, and merchandise in advance.

**It's fast and easy!** With a few simple steps, you'll be inside the gates in no time and ready to take in AirVenture. You'll simply select weekly or daily tickets, enter the number of tickets you'll need for each category, pay by credit card using our secure online system, print your bar-coded ticket(s), present your ticket at any entry point to receive your AirVenture wristband, and breeze through the lines. If you purchased tickets at the preferred EAA member rate, please be prepared to provide proof of membership when you have your e-ticket scanned at the gate.

AirVenture 2020 dates: Monday, July 20-Sunday, July 26. You may purchase a daily ticket for any of the seven days, or a weekly pass, which includes all seven days.

Note: If your EAA membership is not current, please [click here to renew](#), and allow 48 hours for processing before purchasing your tickets at member rates.

Early bird discounted pricing ends June 15, 2020.

**NEW THIS YEAR! Free youth admission ages 18 and under has been generously supported in part by:**



### Weekly Pass (Includes 7/20-7/26)

Adult EAA Member\*: ~~\$127~~ **\$122**

Guest of EAA Member\*: ~~\$127~~ **\$122**

Youth: FREE (Wristband required for youth 6-18)

[Buy Weekly Tickets](#)

### Daily Tickets

Adult EAA Member\*: ~~\$37~~ **\$35**

Guest of EAA Member\*: ~~\$37~~ **\$35**

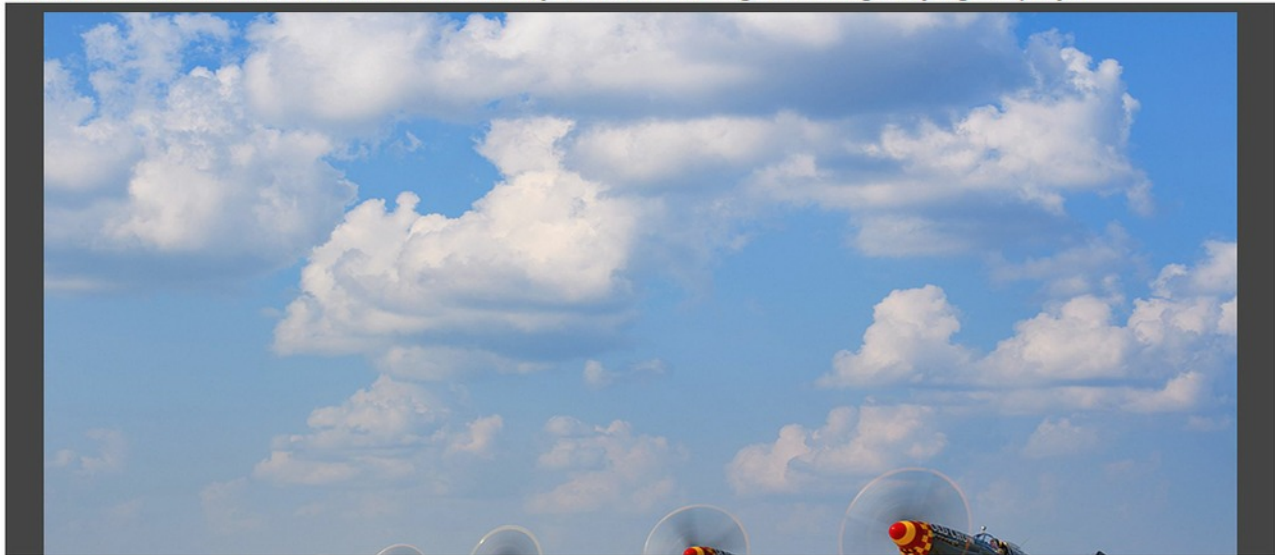
Adult Nonmember\*: ~~\$54~~ **\$49**

Veterans/Active Military (purchase as nonmember): ~~\$37~~ **\$35** - available online only

Youth: FREE (Wristband required for youth 6-18)

EAA | News & Publications | News | AirVenture 2020 Will Honor 75th Anniversary of WWII Ending With Huge Flying Displays

### AirVenture 2020 Will Honor 75th Anniversary of WWII Ending With Huge Flying Displays



**December 19, 2019** - EAA AirVenture Oshkosh 2020 will feature expanded warbird flying activities, as the annual EAA fly-in convention commemorates the 75th anniversary of the end of World War II.

EAA AirVenture will tell the many aviation stories of the Greatest Generation and the worldwide conflict during its renowned afternoon air shows. It will feature flying displays and groups that are favorites for EAA audiences. Highlighting the weeklong commemoration will be major air show flying activities on Wednesday, July 22, and Friday and Saturday, July 24-25.

"Marking the 75th anniversary of the end of World War II and telling all the aviation stories involved is a mammoth task," said Rick Larsen, EAA's vice president of programs, publications, and marketing, who coordinates AirVenture features and attractions. "Our goal is to create the go-to event that properly commemorates the aviation story of World War II, from the Eagle Squadrons and American Volunteer Groups through the final Allied victories in 1945."

Specific aircraft and flying demonstrations are still being finalized for EAA AirVenture 2020, but will feature aircraft from both the European and Pacific Theaters. Additional highlights will tell the stories of remarkable heroism and pioneering technology that changed the course of the war. Further details on individual highlights and aircraft will be announced as they are finalized.



# 2020 AIRVENTURE - START PLANNING NOW CONTINUED.

EAA | Chapters | Chapters at AirVenture | Chapters Pancake Breakfast Fund Raising at AirVenture

Chapters
Find a Chapter
Start a Chapter
Chapter Resources
Chapter Leadership Training
Chapter Events
Young Eagles Volunteers
Eagle Flights Volunteers
Chapter Awards
Chapters at AirVenture

## Chapters Pancake Breakfast Fund Raising at AirVenture

### Chapters Pancake Breakfast Fund Raising at AirVenture

EAA Chapters have the opportunity to use the Camp Scholler Chapters Pavilion for their very own chapter pancake breakfast fundraiser. The pavilion is located in the Camp Scholler Campground, directly south of the Fly Market on the west side of Paul Wood's.

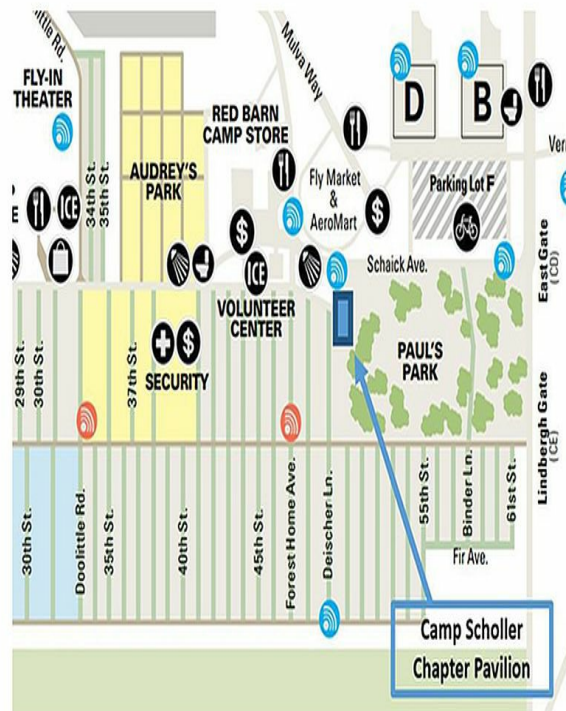
Chapters will have the opportunity to host a pancake style breakfast where EAA will provide all the supplies and makings to manage a fund raising event. Simply sign up to apply for an opportunity to reserve a morning during the week of AirVenture. All proceeds from the event will go back to the hosting chapter.



**EAA will handle requests as a lottery system, where all chapters have an equal chance of being selected. Please note, chapters must have a minimum of ten volunteers at the pavilion from 6am – 12pm on the morning of their breakfast.**

**For information on registering to host a breakfast at AirVenture, please check back in April 2020.**

For more information, contact EAA's Chapter Department at [chapters@eaa.org](mailto:chapters@eaa.org).



**COPPERSTATE FLY-IN/BUCKEYE AIRFAIRE**

**FEBURARY 6. TO FEBURARY 9. AT BUCKEYE AIRPORT**

**PICTURES.**



Pictures thanks to Ronald StJohn



**COPPERSTATE FLY-IN/BUCKEYE AIRFAIRE**

**FEBURARY 6- TO FEBURARY 9- AT BUCKEYE AIRPORT**

**PICTURES CONTINUES.**



**COPPERSTATE FLY-IN/BUGKEYE AIRFAIRE**

**FEBURARY 6- TO FEBURARY 9- AT BUGKEYE AIRPORT**

**PICTURES CONTINUES.**



**COPPERSTATE FLY-IN/BUCKEYE AIRFAIRE**

**FEBURARY 6<sup>th</sup> TO FEBURARY 9<sup>th</sup> AT BUCKEYE AIRPORT**

**PICTURES CONTINUES.**



**COPPERSTATE FLY-IN/BUCKEYE AIRFAIRE**

**FEBURARY 6- TO FEBURARY 9- AT BUCKEYE AIRPORT**

**PICTURES CONTINUES.**



Remaining Tusgee Airman Still Alive First Picture is here in AZ Left to right of Bill, Ian, and Bob.



Third Thursday in March is Tusgee Airman Commemoration Day ONLY in Arizona

**Day commemorates Tusgee Airmen**

*By Senior Airman Grace Lee, 56th Fighter Wing Public Affairs / Published October 03, 2013*



**PHOTO DETAILS / DOWNLOAD HI-RES 1 of 1**

Six of the original Tusgee Airman, their spouses and the Archer-Ragsdale Arizona Chapter Tusgee Airmen members pose for a picture during the Tusgee Airman legislation celebration Sept. 26 at the Arizona State Capitol building. Gov. Jan Brewer signed the new law establishing an annual Tusgee Airmen Commemoration Day in Arizona. The bill designates the fourth Thursday of March to recognize the men and women who formed the first black military in the Army Air Forces. (U.S. Air Force photo/Airman 1st Class Deavante Williams)