April 2020 Newsletter Volume 44, Number 03

The Static Line

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

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

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2019 CALENDAR

Monthly Meetings (MM)
April 14, 2020 meeting Canceled
Brian Baker, Airventure 2019
May 12, 2020
Speaker Charlie Spinelli VariViggen
June 8, 2020
Dave Woods, Lighthorse Huey Donation.
July 14, 2020
August 11, 2020
September 8, 2020

2020 Chapter Officers / Directors

President – Darren Henley
Email: p51bldr@yahoo.com

Vice President – Katie Velvick
Email: rv4chick@cox.net

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

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

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

2 year Director - Tad Daughters
Email: tadcnslt@lycos.com

3 year Director - Stuart Snow
Email: stuartsn.ss@gmail.com

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

Webmaster – Alex Bodak
Email: eaa538board@gmail.com

EAA CHAPTER 538 APRIL PRESIDENT'S REPORT

Hello again EAA Chapter 538 members, family and friends. I hope everyone is remaining safe and healthy as we all move forward through these troubling times.

This last month has been without precedent. The CoVID-19 virus has disrupted the lives of everyone in the nation so our issues are by no means unique. EAA National Organization has decided to cancel the Sun-n-Fun Airshow at Lakeland, Florida for this year and is considering canceling the AirVenture Airshow in Oshkosh, Wisconsin. The decision will be made if CoVID-19 epidemic continues much longer. I am optimistic that we have reached the peak of this event and we are now on the backside and new cases will begin to drop. However, at present, the Governor of Arizona has placed a moratorium on large gatherings and have closed many business within the state. Our meeting place at the Deer Valley Airport Restaurant is one of the business affected by this decision. Based up initial conversation with the owners of the restaurant, they were expecting to close permanently and have let all of their employees go. That was before any word of small business support programs provided by the federal government so there may be a reversal of that decision. Only time will tell but the worst case scenario involve us finding a new meeting place.

This upcoming meeting this Tuesday will be canceled. We are evaluating alternate meeting methods. One of the ideas we are considering is conducting a virtual meeting using "Zoom". Zoom is a virtual meeting software that is free to most users, but has some limitations in terms of attendees and time limits. The subscription based service has more robust capabilities but only the meeting host needs to have this capability. We will research this and have to conduct some "dry runs" before having a formal meeting. I am requesting this from all members in anticipation that we have lost our meeting place permanently. Does anyone have information about a room that can be used as a meeting place? It doesn't have to be at a restaurant, although that would be nice. If this room can be available at minimal (no) cost would be preferred. If you can make initial contact and then let me know of the results. My email is p51bldr@yahoo.com.

I forgot to mention other cancellations. The Young Eagles Event at Glendale and our traditional pot luck dinner afterwards have also been canceled.

Now for some good news! Kudos to Carlos Hernandez, who just recently acquired a hangar down at the Goodyear Airport. Now he has the room to put the big pieces together and make a whole airplane. Congratulations, Carlos.

SECRETARY'S REPORT FOR MARCH 10, 2020

EAA Chapter 538 Monthly Meeting Minutes

A. Meeting was called to order at 6:33 P.M. with 18 members. There were no visitors.

B. Jack Norris was the speaker for this month. He presented a PowerPoint presentation on ICP Srl. **ICP SLR** is an Italian wiring harness, automotive brake wear indicator and aircraft manufacturer founded by Tancredi Razzano in 1980 and originally based in Piovà Massaia. The company relocated to Castelnuovo Don Bosco in Piedmont on 10 September 2009. ICP specializes in the design and manufacture of kit aircraft for amateur construction. He introduced their new two (2) cylinder aircraft engine which has been in service since 2014. It is the standard engine in the Tucano Savannah. It's target market is the same as Rotax 912's.

C. Officers gave reports on their areas.

D. Old Business: John Gregg read the changes to our by-laws because of the change to Non-Profit status. Alex Bodak moved to accept, and John Warner seconded to accept the changes. A unanimous vote in favor was given.

E. Carlos Hernandez highlighted some changes between the old and new chapter website which went into effect April 1, 2020. The new website address is: https://chapters.eaa.org/eaa538.

F. The next Young Eagle's (YE) flights are April 25th,. The April 25 YE is followed by a pot luck at Dave Biddle's hangar. Which due to the pandemic has been canceled.

G. Tim Clark committed to using one of the two required campsites at AirVenture. Tim talked about how wonderful it was to go to AirVenture. John Warner gave an update on installing MGL radios and controllers in his plane. John also gave a quick list of Events from a Calendar on of his phone.

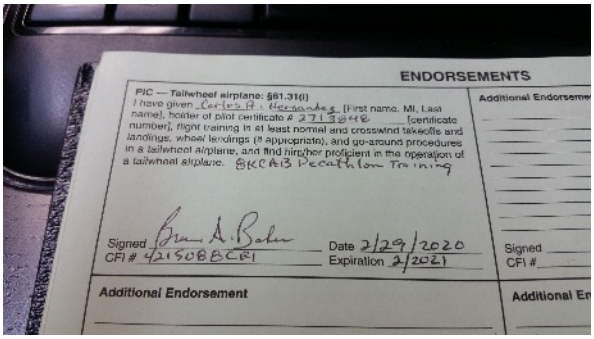
The meeting adjourned at 8:10 P.M.

Alexander Bodak III
EMAIL: cpucoach@yahoo.com
Cell: 219-308-3934

Web address is: https://www.eaa.org/Videos/Chapters
Web address for Events is: http://www.socialflight.com/index.php#reg

NEWS & EVENTS

Congratulations to Carlos Hernandez for getting certified for tail dragger aircraft.



– NOTICE NOTICE –

CHAPTER MEMBERSHIP REMINDER:

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

2019 APRIL WALLPAPER

CLICK PHOTO FOR APRIL 2019 WALLPAPER

APRIL 2019 SPORT AVIATION MAGAZINE

CLICK PHOTO FOR APRIL 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 APRIL 2020

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

April Webinars

Cylinder Work: Risky Business
Wednesday, April 1 at 7 p.m. CDT
Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*
Register Now ››

Airspace 101
Tuesday, April 7 at 7 p.m. CDT
Presenter: Radek Wyrzykowski | *Qualifies for FAA WINGS credit.*
Register Now ››

You Just Got Your Pilot Certificate — Now What?
Wednesday, April 8 at 7 p.m. CDT
Presenters: Jim Bourke and Marianne Fox | *Qualifies for FAA WINGS credit.*
Register Now ››

Flying Start — New Online Registration
Tuesday, April 14 at 7 p.m. CDT
Presenters: Serena Kamps and Don White
Register Now ››

Healthy Pilot Technology
Wednesday, April 15 at 7 p.m. CDT
Presenter: Phil Lightstone | *Qualifies for FAA WINGS credit.*
Register Now ››

Coaches and Camps for Aerobatic Competition
Tuesday, April 21 at 7 p.m. CDT
Presenter: Johnny Ostmeyer | *Qualifies for FAA WINGS credit.*
Register Now ››

Flying Clubs — Growing Participation in Aviation
Wednesday, April 22 at 12 p.m. CDT
Presenter: David Leiting
Register Now ››

Five Weather Planning Tips to Get Ready for Summertime Flying
Wednesday, April 22 at 7 p.m. CDT
Presenter: Scott Dennstaedt | *Qualifies for FAA WINGS credit.*
Register Now ››

Fly the Easy Way
Tuesday, April 28 at 7 p.m. CDT
Presenter: Larry Bothe | *Qualifies for FAA WINGS credit.*
Register Now ››

Float Flying: Freedom to Explore
Wednesday, April 29 at 7 p.m. CDT
Presenter: Amy Gesch | *Qualifies for FAA WINGS credit.*
Register Now ››

FOR SALE PAGE 1

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 6 Cylinder Sonex (Tail wheel) here on Thunder Ridge Airpark AZ 28. If you know anybody looking for a good deal contact Bertha Partin <bmpartin@gmail.com>

FOR SALE PAGE 2

From Jack Norris

1. Tucano-Replica

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

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

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

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

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

2. Savannah S.

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

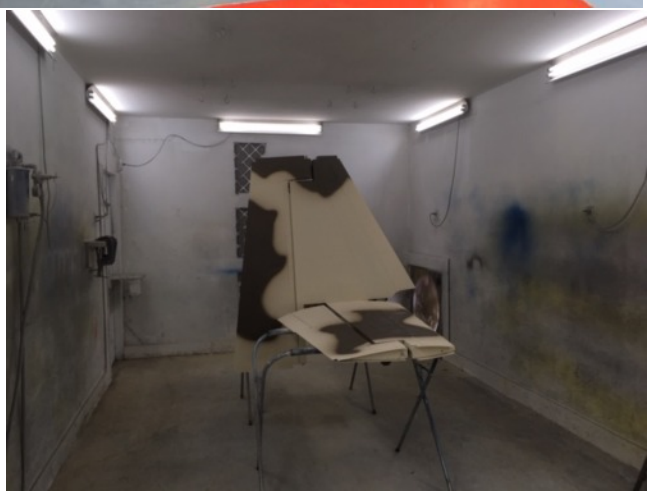
If you would like pricing on an aircraft (Experimental or Light Sport), give me a call/text at 703-307-6775 or send an email to azaerosvc@gmail.com.

FOR SALE PAGE 3

Savannah S. to left and Tucano below

Marc Halcomb completed his lightening.

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



FOR SALE PAGE 4

FROM DEE GRIMM

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

********** DISCLAIMER **********

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

NANCHANG CJ-6A

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

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

PRICE:

$140,000 USD

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

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

PERFORMANCE SPECS

SAVE COMPARE

Dee Grimm

(602) 312-7307

FOR SALE PAGE 5

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

Here's a video I made of the aircraft.

https://www.youtube.com/watch?v=lOGsVa-g3uw&

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

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

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

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

General characteristics

Crew: one Capacity: four passengers

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

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

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

Performance

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

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

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

Contact Harold Anderson at haroldmranderson@gmail.com

FOR SALE PAGE 6

INCOMPLETE THALMAN 4, WOOD, METAL, FIBERGLASS

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

Ronald Barker

AIRPORT-DATA.COM

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Aircraft N53389 Data

Browse by Manufacturer

1 aircraft record found.

1949 Thalman T - 4

Add another N53389

N53389

1949 Thalman T - 4 C/N 4

Discuss this aircraft in forum

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

Airframe Info

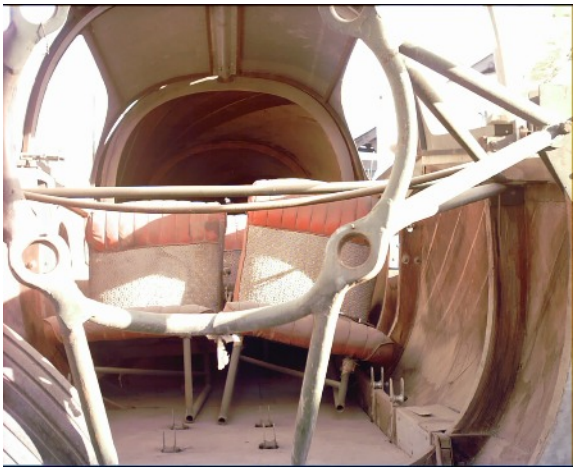
Manufacturer:	Thalman
Model:	T - 4 Search all Thalman T - 4
Year built:	1949
Construction Number (C/N):	4
Aircraft Type:	Fixed wing single engine
Number of Seats:	2
Number of Engines:	1
Engine Type:	Reciprocating
Engine Manufacturer and Model:	Lycoming 0-340 SERIES

Aircraft

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

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

FOR SALE PAGE 7



AIRPORT OF THE MONTH - MARANA REGIONAL AIRPORT

History [edit]

Archaeologists have found evidence of about 4,200 years of continuous human settlement in the vicinity of Marana and the middle Santa Cruz Valley. Many important archaeological sites have been found near Marana.

- Las Capas, a large, early agricultural site, is related to the nearby Costello-King site near present-day Ina Road and the Interstate 10 interchange. It was occupied from 4,200 to 2,500 years ago. It is the site of the oldest-known cemetery in the American Southwest and the oldest-known canals in North America. The oldest tobacco pipes in the world were found here.
- Los Morteros, a Hohokam ballcourt village ruin, is located on the Santa Cruz floodplain near the Point of the Mountain at the northern end of the Tucson Mountains. Los Morteros has also been identified as the probable location of the Llano del Azotado campsite used by the Juan Bautista de Anza expedition in 1775, which was chronicled. The location is near the present-day Arizona Portland Cement Plant in the Town of Marana.
- Linda Vista Hill, dating between 1200 and 1350 A.D., is a Trincheras culture site in the Tucson Mountains. The people inhabited mountain slopes overlooking arable land along streams. The hillside site has more than 150 terraces and 75 pit-houses excavated into the terraces. A massive, adobe-walled compound is located on the hill summit.
- Marana Mound, dating between 1150 and 1300 A.D., is the remnant of a large platform mound that was the center of the Hohokam community. The people lived between the Santa Cruz River and the Tortolita Mountains. The mound is surrounded by an adobe compound wall. Multiple rooms were constructed against the wall and were associated with 30-35 nearby residential compounds. Multiple house features have been found both inside and outside the compounds, as well as wall segments, and trash mounds. The whole complex covers an area of approximately one square mile.
- In 1775, Juan Bautista de Anza, Captain of the Presidio of Tubac, led an expedition north along the Santa Cruz River to found the city of San Francisco. His group of about 200 included 30 soldiers and their families and a number of escorts. They brought more than 1,000 head of livestock. Their campsite was developed in the 20th century as the CalPortland Cement Plant near Marana. A 15-mile (24 km) segment of the route which the expedition took through Marana is designated as part of the Juan Bautista de Anza National Historic Trail.
- Pointer Mountain Station, of the Butterfield Overland Mail stagecoach line used from 1858, was found during the study of Los Morteros, within the limits of the nearby Puerta del Norte trailer court.[6]

Spanish colonists began to inhabit this area in the 17th and 18th centuries. Over time they intermarried with Native American and a class of mestizo settlers also developed. From the early years, mining and ranching were the chief economic activities. The area became part of the independent Mexican Empire established in 1821 (soon replaced by the Republic of Mexico).

AIRPORT OF THE MONTH - MARANA REGIONAL AIRPORT CONTINUED

Town facts [edit]

Pinal Airpark

- Marana was named for the Spanish word *maraña* ("thicket") by 19th-century railroad workers who had to clear a line through the area.
- In 2007, Marana began hosting the PGA Tour's WGC-Accenture Match Play Championship (now the WGC-Cadillac Match Play Championship). Held in late February, the event included the world's top 64 professional golfers. Henrik Stenson won the inaugural event, and Tiger Woods won in 2008. Geoff Ogilvy won the 2009 event. Ian Poulter won the 2010 event and Luke Donald took the 2011 title. The tournament remained in Marana through 2014. (In September 2014, Cadillac was announced as the new title sponsor for 2015, and the event was moved to San Francisco's TPC Harding Park golf course.)
- Pinal Airpark (Evergreen International Aviation) is located just north of Marana in Pinal County. Many commercial airlines send their airplanes to this site for storage. It was well known in the 1970s and 1980s as an air base for the CIA. The airport was said to be a U.S. Forest Service air tanker base, but when a series of forest fires broke out in the mountains surrounding Tucson in the early 1970s, Airpark officials had to admit that these places were not Forest Service tankers. Locals had asked for them to put out the fires. Airpark officials said these were actually paramilitary cargo planes. Access to the Airpark is stringently monitored.
- Marana Regional Airport was purchased by the town from Pima County in 1999. It does not serve commercial airlines. Residents use the Tucson International Airport for commercial flights to other cities and areas.

Education [edit]

Marana has a public school system consisting of 16 schools, which are coordinated by the Marana Unified School District. Flowing Wells Unified School District coordinates the education in the municipality's extreme southeastern section. Additionally, the portion of the town within Pinal County is served by Red Rock Elementary and Santa Cruz Valley Unified High.

Sunset over Marana

References [edit]

1. ^ "2018 U.S. Gazetteer Files" . United States Census Bureau. Retrieved Jul 1, 2019.

6. ^ Marana History Pamphlet (673 KB) Archived 2011-09-27 at the Wayback Machine from Marana, Arizona

12. ^ "Marana's Thornydale-area annexation is upheld," *Arizona Daily Star* (April 4, 1994)

Main line: 520-382-1999
Emergency: 911
Police: 520-382-2000
Development Services: 520-382-2600
Animal Services: 520-382-8020
Parks & Recreation: 520-382-1950
Court: 520-382-2700
Airport: 520-382-8052
Water: 520-382-2570

Department contact info
Privacy Policy

Admin hours of operation:
Mon-Fri 8 A.M. - 5 P.M.

Cashier:
All financial transactions occur at the first floor reception counter of the Administration building.

Main Address:
Marana Municipal Complex
11555 W Civic Center Drive
Marana, AZ 85653
map it

MARANA AZ

Engage online!

Search

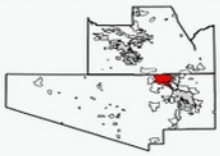
TOWN OF MARANA, 11555 W CIVIC CENTER DR, MARANA, AZ, 85653 520-382-1900 CONTACT@MARANAAZ.GOV

AIRPORT OF THE MONTH - MARANA REGIONAL AIRPORT CONTINUED

Marana, Arizona

Town

Marana has dozens of miles of hiking trails, including those in the Tortolita Mountains.



Location of Marana in Pima County and Pinal County, Arizona

Location in the United States

Coordinates: 32°23'12"N 111°7'32"W

Country	United States
State	Arizona
County	Pima, Pinal
Incorporated	1977
Government	
• Mayor	Ed Honea
Area[1]	
• Total	121.71 sq mi (315.22 km^2)
• Land	120.98 sq mi (313.34 km^2)
• Water	0.72 sq mi (1.88 km^2)
Elevation	1,991 ft (607 m)
Population (2010)[2]	
• Total	34,961

Sectional chart

NEWS

MARANA REGIONAL AIRPORT TO HOST U.S. MARINE MEMORIAL FLYOVER

Bill Burk, Commandant of the Nighthawk 72 Marana Detachment #1344 Marine Corps League, announced today that the 20th Anniversary Memorial Service will only consist of a 5-plane missing man formation flyover at the Marana Regional Airport on Saturday, April 11, 2020 at 10:00AM to honor the 19 U.S. Marines that were tragically killed in an MV-22 Osprey Tilt rotor aircraft accident at the Airport on April 8, 2000.

Apr 7, 2020

MARANA REGIONAL AIRPORT ASSISTING AIRLINES DURING COVID-19 PANDEMIC

Due to the COVID-19 pandemic, airlines are reducing their flight operations capacities by 70% or more. This requires major airlines to ground portions of their fleet and park airplanes where they can find space. Marana Regional is providing that space, starting last weekend.

Apr 3, 2020

MARANA REGIONAL AIRPORT ACCEPTED INTO FCT PROGRAM TO BUILD CONTROL TOWER

For many years, the Marana Regional Airport has been in need of a control tower to communicate between pilots and aircraft, and follow best safety practices. What was previously a goal just out of reach has now made great strides toward reality, after overwhelming support from the community.

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826 users online LOGIN

KAVQ **Marana Regional Airport**
Marana, Arizona, USA

GOING TO MARANA?

Super 8 Reserve a Hotel Room

FAA INFORMATION EFFECTIVE 26 MARCH 2020

Location

FAA Identifier: AVQ
Lat/Long: 32-24-34.4000N 111-13-06.2000W
32-24.573333N 111-13.103333W
32.4095556,-111.2183889
(estimated)
Elevation: 2031.5 ft. / 619.2 m (surveyed)
Variation: 12E (2000)
From city: 15 miles NW of MARANA, AZ
Time zone: UTC -7 (year round; does not observe DST)
Zip code: 85653

Road maps at: MapQuest Bing Google

AIRPORT OF THE MONTH - MARANA REGIONAL AIRPORT CONTINUED

Airport Operations

Airport use: Open to the public
Control tower: no
ARTCC: ALBUQUERQUE CENTER
FSS: PRESCOTT FLIGHT SERVICE STATION
NOTAMs facility: PRC (NOTAM-D service available)
Attendance: 0700-1730
Wind indicator: lighted
Segmented circle: yes
Lights: ACTVT MIRL RYS 03/21 & RY 12/30, REIL RYS 12 & 30 - CTAF. PAPI RYS 03 & 21 AND RYS 12 & 30 OPER CONTINOUSLY.
Beacon: white-green (lighted land airport)
Operates sunset to sunrise.

Airport Communications

CTAF/UNICOM: 123.0
WX AWOS-3: 118.375 (520-682-4104)
TUCSON APPROACH: 119.4
TUCSON DEPARTURE: 119.4
WX AWOS-3 at MZJ (8 nm NW): 130.375 (520-682-3519)
WX AWOS-3 at RYN (16 nm S): 133.35 (520-578-0269)

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
TUSr309/24.4	TUCSON VORTAC	116.00	12E

NDB name	Hdg/Dist	Freq	Var	ID
MARANA	at field	245	12E	AVQ .- ...- --.-
RYAN	338/16.5	338	12E	RYN .-. -.-- -.
ROBLES	008/21.4	220	12E	RBJ .-. -... .---

Airport Services

Fuel available: 100LL JET-A
FUEL AVBL AFTER HRS CALL 520-730-4318. CALL OUT FEE APPLIES. 100 LL AVAILABLE 24 HRS. SELF FUEL WITH MAJOR CREDIT CARD
Parking: hangars and tiedowns
Airframe service: MAJOR
Powerplant service: MINOR
Bottled oxygen: HIGH

Runway Information

Runway 12/30

Dimensions: 6901 x 100 ft. / 2103 x 30 m
Surface: asphalt, in good condition
Weight bearing capacity: Single wheel: 75.0
Double wheel: 100.0
Double tandem: 300.0
Runway edge lights: medium intensity

	RUNWAY 12	RUNWAY 30
Latitude:	32-25.060220N	32-24.248887N
Longitude:	111-13.572588W	111-12.631970W
Elevation:	2010.6 ft.	2031.4 ft.
Traffic pattern:	left	right
Runway heading:	123 magnetic, 135 true	303 magnetic, 315 true
Markings:	nonprecision, in poor condition	nonprecision, in poor condition
Visual slope indicator:	4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
Runway end identifier lights:	yes	yes
Touchdown point:	yes, no lights	yes, no lights
Obstructions:	none	15 ft. road, 500 ft. from runway, 285 ft. left of centerline, 20:1 slope to clear

AIRPORT OF THE MONTH - MARANA REGIONAL AIRPORT CONTINUED

Runway 3/21

Dimensions:	3892 x 75 ft. / 1186 x 23 m	
Surface:	asphalt, in good condition	
Weight bearing capacity:	Single wheel: 75.0	
	Double wheel: 100.0	
	Double tandem: 150.0	
Runway edge lights:	medium intensity	
	RUNWAY 3	**RUNWAY 21**
Latitude:	32-24.206318N	32-24.656318N
Longitude:	111-13.372857W	111-12.833540W
Elevation:	2019.0 ft.	2024.6 ft.
Traffic pattern:	right	left
Runway heading:	033 magnetic, 045 true	213 magnetic, 225 true
Displaced threshold:	494 ft.	no
Markings:	basic, in good condition	basic, in good condition
Visual slope indicator:	2-light PAPI on left (3.00 degrees glide path)	2-light PAPI on left (3.00 degrees glide path)
Touchdown point:	yes, no lights	yes, no lights
Obstructions:	none	4 ft. brush, 300 ft. from runway, 75 ft. right of centerline, 25:1 slope to clear

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned
Owner: TOWN OF MARANA
11555 W. CIVIC CENTER DRIVE
MARANA, AZ 85653
Phone (520) 382-2000
Manager: STEVE MILLER
11700 W. AVRA VALLEY RD #91
MARANA, AZ 85653
Phone 520-382-8052
ALTERNATE PHONE : 520-382-8053 OR 520-437-6220.

18 Best Things to Do in Marana, Arizona

- Ritz-Carlton Golf Course Dove Mountain, Photo: Ritz-Carlton Golf Course Dove Mountain
- Gallery Golf Club, Photo: Courtesy of Phil Lowe - Fotolia.com
- Wild Burro Trail, Photo: Courtesy of Harris Shiffman - Fotolia.com
- Way Out West Ranch, Photo: Courtesy of Shane Cotee - Fotolia.com
- Catalina Brewing Company, Photo: Catalina Brewing Company
- The Highlands at Dove Mountain Golf Course, Photo: Courtesy of alexsokolov - Fotolia.com
- Ritz-Carlton Spa, Photo: Ritz-Carlton Spa
- Disruptive Paintball Inc, Photo: Courtesy of Nomad_Soul - Fotolia.com
- Volare Helicopters, Photo: Volare Helicopters
- HMS Bikes, Photo: Courtesy of stockphoto-graf - Fotolia.com
- El Rio Preserve, Photo: Courtesy of wollertz - Fotolia.com
- Marana Heritage River Park, Photo: Marana Heritage River Park
- True Love Honey, Photo: True Love Honey
- CORE Kitchen & Wine Bar, Photo: CORE Kitchen & Wine Bar
- Cayton's Burger Bistro, Photo: Cayton's Burger Bistro
- Ignite, Photo: Ignite
- Dove M Chinese Bistro, Photo: Dove M Chinese Bistro
- Turquesa Latin Grill, Photo: Turquesa Latin Grill
- Cover Photo: Courtesy of Dennis - Fotolia.com

AIRPORT OF THE MONTH - MARANA REGIONAL AIRPORT CONTINUED

Things To See and Do In or Near Marana Az

Most U.S. travelers have heard of Tucson, Arizona. Far fewer are aware of Marana, Az Tucson's next door neighbor. Perhaps this is because Tucson has been around since 1775. Marana would not officially become an incorporated town until 202 years later.

Scenic Marana Arizona

Today, Marana is a vibrant community with lots of things to see and do, as well as an ancient history. Archaeologists know that people have lived here in the Santa Cruz River Valley for at least 12,000 years. About 4,000 years ago, Paleo-Indians, predecessors of the advanced Hohokam culture, began farming in the flood plain of the Rillito River where, in 2015, they discovered **human footprints 2,500 to 3,000 years old**.

Today, the Town of Marana is the Northwest portion of the Tucson Metropolitan Area. This area was first called maraña (Spanish for "thicket") by railroad workers who had to clear thick brush to lay the tracks of the Southern Pacific Railroad in 1880. Up until fairly recently, Marana has been mainly farmland. While farming is still important, in the 1990's Marana's population grew rapidly and now (2016), has about 42,000 residents.

Marana is home to major retailers, such as Costco, Target, and Home Depot. In 2015, Tucson Premium Outlets opened in Marana with stores such as Nike, Toys R Us, Old Navy, Levi's, J Crew, Gap, Banana Republic and many more. Almost immediately, Premium Outlets became Marana's #1 attraction.

AIRPORT OF THE MONTH - MARANA REGIONAL AIRPORT CONTINUED

"Puttin' On The Ritz"

Ritz Carlton Dove Mountain

Marana is full of pleasant surprises, but none greater than to discover Arizona's the finest resort in the rugged Tortolita Mountains 26 miles north of Tucson. The Ritz-Carlton at Dove Mountain is included in ***Travel + Leisure Magazine's Top 100 Hotels in the World***. It is also the only ***Forbes 5-Star Hotel*** in Arizona. Everything about the Ritz is first-class; from the spa, to the outstanding restaurants, to the adventure programs, and Jack Nicklaus Signature Golf course; all set in our magnificent Sonoran Desert.

Southern Arizona Guide named Caton's Burger Bistro, the restaurant at the clubhouse, #1 on its list of **The 10 Best Burgers in Tucson**. From Caton's you overlook the first fairway and, in the distance, Downtown Tucson.

Marana Adventures

Bike path along the Santa Cruz River

With 350 days of sunshine each year, Manana offers exceptional outdoor activities. Residents and visitors bicycle for miles on the bike path that follows the Santa Cruz River. Hikers and mountain bikers enjoy miles of trails through a forest of giant saguaros.

Not far is the scenic Saguaro National Park West and Sonora-Arizona Desert Museum. If you go to Saguaro National Park West, do visit the Red Hills Visitor Center for an orientation. Then ask directions to Signal Hill Picnic Area to experience thousand-year-old petroglyphs on the adjacent hill. It is a short, easy climb.

Raptor Free Flight at Desert Museum

The Desert Museum is Southern Arizona's #1 attraction. We recommend that all newcomers visit the Desert Museum at the very beginning of their stay because it is such a great orientation to the flora & fauna of our beautiful desert. If you go, plan on 3 to 4 hours to see most of what the Desert Museum has to offer. And go out of your way to attend at least one of two "Raptor Free Flight" programs offered at 10 AM and 2 PM daily in the cooler months. Also, the Desert Museum has two good restaurants.

Hiking & Biking in Marana.
Marana Parks & Rec has lots of activities for all ages. One of the most popular is **hiking the maintained trails in the Tortolitas**.
These trails also serve mountain bikers.

– NOTICE NOTICE –

Chris Rute will loan his airplane scales for a donation to the chapter as seen below with Ted's Kolb FireFly.

MARCH 10, 2020 MEETING PICTURE.

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
- ☐ 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

Categories
- ☐ AirVenture Highlights
- ☐ Air Shows
- ☐ Concerts
- ☐ Demonstrations

Event and Presenter Search — Search

Sort by: Date/Time Location (A to Z)

Non Denominational Service Sunday, July 19 · 8:30 AM - 9:00 AM	Fergus Chapel Add to My Itinerary
Protestant Service Sunday, July 19 · 9:15 AM - 10:00 AM	Theater in the Woods Add to My Itinerary
Catholic Mass Sunday, July 19 · 10:15 AM - 11:15 AM	Theater in the Woods Add to My Itinerary
An Evening with Champions Sunday, July 19 · 7:00 PM - 10:00 PM	Theater in the Woods Add to My Itinerary
Ford Tri-Motor Flights Monday, July 20 · 7:00 AM - 6:00 PM	Ford Tri Motor Add to My Itinerary
Fellowship of the Wing Monday, July 20 · 7:00 AM - 7:45 AM	Fergus Chapel Add to My Itinerary
Wood Construction 101 Monday, July 20 · 8:30 AM - 10:30 AM	Wood Workshop Add to My Itinerary
TIG Welding 101 Monday, July 20 · 8:30 AM - 9:45 AM	TIG Welding Workshop - Lincoln Electric Add to My Itinerary
Composite 101 Monday, July 20 · 8:30 AM - 9:45 AM	Composite Workshop Add to My Itinerary
Gas Welding 101 Monday, July 20 · 8:30 AM - 9:45 AM	Gas Welding Workshop Add to My Itinerary
Sheet Metal 101 Monday, July 20 · 8:30 AM - 9:45 AM	Sheet Metal Workshop - Aircraft Spruce and Specialty Add to My Itinerary
Vintage Metal Shaping Monday, July 20 · 8:30 AM - 12:30 PM	Vintage Red Barn Add to My Itinerary

well beyond that 20-

minute flight.
Roy's interest in aviation

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: BOEING

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)

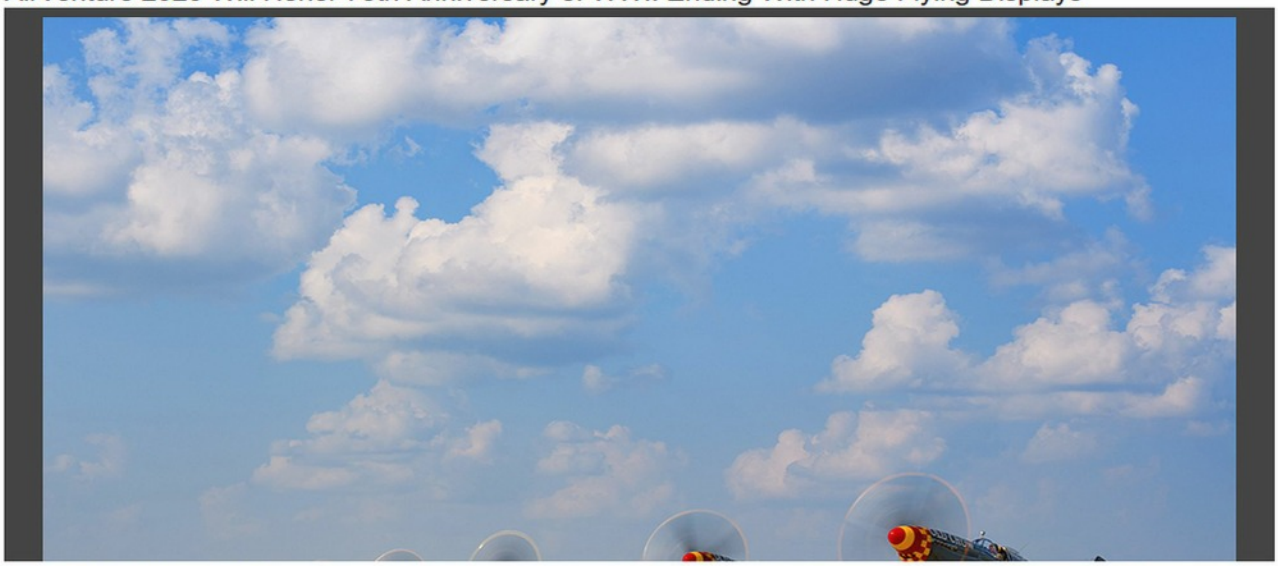
Buy Weekly Tickets

Daily Tickets

Adult EAA Member*: ~~$37~~ $35
Guest of EAA Member*: ~~$37~~ $35
Adult Nonmember*: ~~$51~~ $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

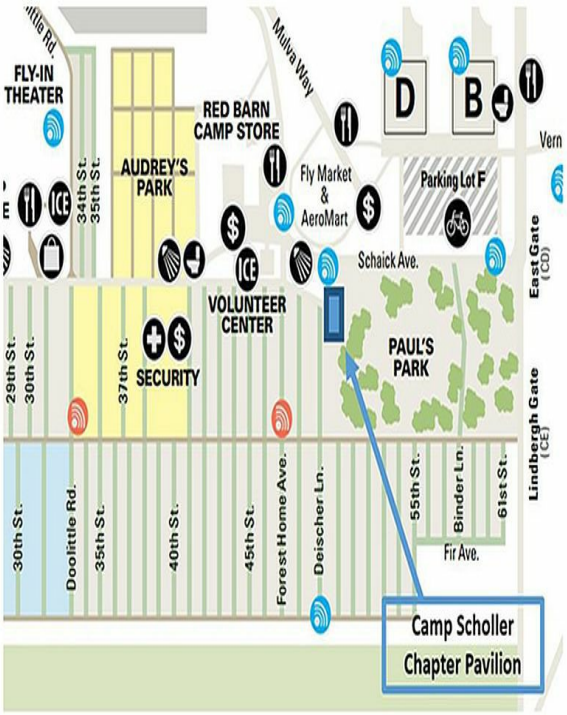
EAA Chapters have the opportunity to use the Camp Scholler Chapters Pavilion for their very own chapter pancake breakfast fundraiser. The pavilion is located in the Camp Scholler Campground, directly south of the Fly Market on the west side of Paul Wood's.

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.



LEROY CASTLE STORY

First & Last

With the help of some friends, Roy Castle finishes and flies a project he started in 1978

KIM ROSENLOF
PHOTOS COURTESY OF ROY CASTLE

WHEN EAA ERS ARE INVOLVED, anything is possible. Just ask 87-year-old Leroy "Roy" Castle of Phoenix, Arizona. Wheelchair bound and suffering from prostate cancer that's spread, he got to fly in the airplane he started building in 1978. Little more than a year ago Roy thought he'd never see his Stits Playmate finished, let alone fly in it. But both dreams came true at Phoenix Deer Valley A i r - port on August 18, 2001, thanks to fellow EAA member Richard DeWitt, who finished building Roy's airplane, flew off its flight-test time, and took him f lying in Roy's first and only homebuilt aircraft. "I don't know what can surpass this," Roy told a reporter from *The Arizona Republic* moments after they landed. "Maybe just to live a little longer." According to Richard, Roy's smile of nearly unsurpassed joy lingered well beyond that 20- minute flight. Roy's interest in aviation was kindled early in life. Born in Youngstown, Ohio, in 1914, Roy spent a great deal of time during his younger years at the town's Watson Airport, at which his father was the airport manager and ran an aircraft mechanics and flight school. Roy loved flying, but he was prevented from taking up flying as a career since every time he went up, he was afflicted with severe airsickness.

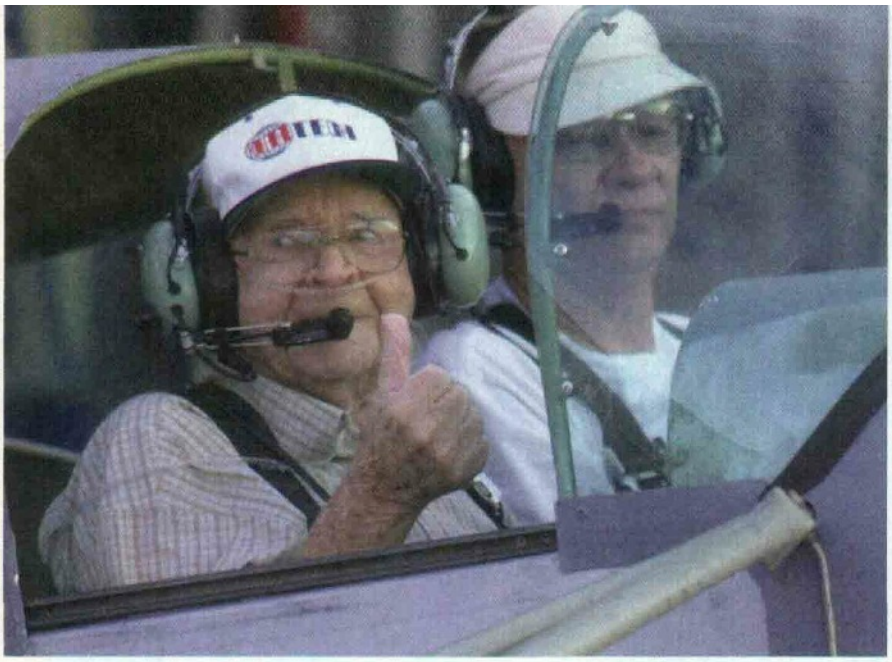


PHOTO BY PAT SHANNAHAN, COURTESY ARIZONA REPUBLIC

Roy Castle gives a thumbs up as Richard DeWitt prepares to give the 87-year-old the first flight in the Stits Playmate built by the two men.

LEROY CASTLE STORY FROM SPORT AVIATION MAGAZINE, DECEMBER 2001 ISSUE CONTINUED.

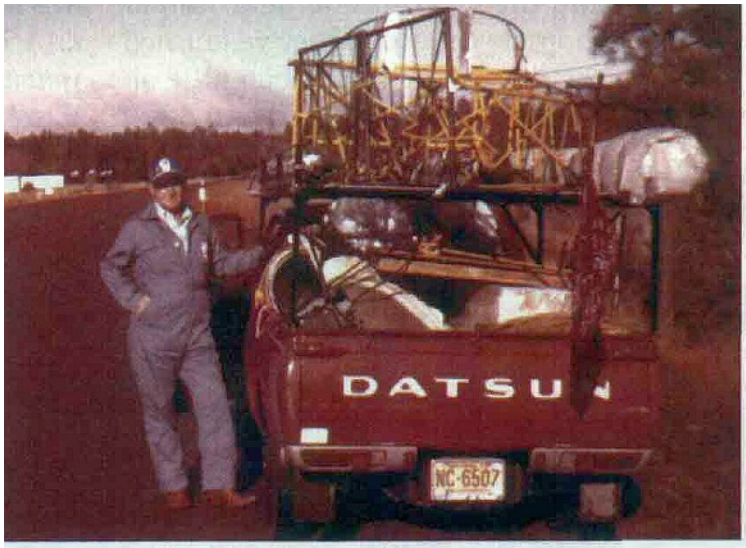
"When I worked at the airport with Dad, I would do anything to get a ride in an airplane," Roy reminisced in an interview at the Phoenix home in which he's lived (or more than 30 years. "There was an outfit called Gate's Flying Circus that used to barnstorm the whole United States. When they came to our airport, I'd haul gasoline for the group, help park cars, and he their gofer so I could get a ride at the end of the day. Then when we went up, I'd get deathly sick. Sometimes I'd be sick for two days after the flight." Though discomforting, Roy's airsickness didn't dampen his enthusiasm for flying. He continued working at the airport through his teenage years, building dozens of Waco ribs and learning to spray paint the fabric aircraft. "Everything was cloth in those days," Roy recalls. "When we painted an aircraft, we laid out the N numbers in full size, not in the tiny letters you have now." Roy transferred his early aircraft building experience to a job in the steel industry, where he worked up through World War II. Landing a job at Youngstown's Truscon Steel Company, a subsidiary of Republic Steel. At first Roy helped manufacture thousands of steel landing planks used during the war, but he soon transferred into the aircraft department. "I helped build firewall to the back of the cockpits of torpedo bombers," said Roy. "I also built ailerons and tail surfaces for these same planes." Following an accident that prevented him from continuing in the steel industry, Roy, his wife, and their four kids moved to Arizona in 1947. To make ends meet he started working at a Mobil gas station in Phoenix, which was a much smaller town at the time. There he ran into a bit of luck. A former supervisor from Truscon Steel was the human resources director at a Borden milk plant, and he hired Roy on sight. Roy worked there for 29 years, retiring in 1979.
Rekindling his interest in aviation, Roy joined Phoenix's EAA Chapter 538 in 1971. "I was 57 or 58 years old at the time," Roy said, noting that he thought his airsickness problem would prevent him from ever being a pilot.

"My idea for joining EAA was that since I got too sick to fly, at least I'd get to be around other airplane people," Roy said. "Then one of the Chapter members, Dave Smedley, took me flying, and I took a sick sack with me. He took it real easy, doing straight-and-level flying, and I didn't get sick. Then we went out the next week, and I still didn't get sick, so I went straight to his office to sign up for flying lessons." Roy said he was fine on "straight and- level" flying, but when it came time to do the required steep turns about a point and stalls, he started getting sick again. "After I started to learn to fly, I had 40 hours in but still hadn't soloed because I filled a sick sack every time!" Finally Roy's instructor sent him to a flight surgeon who helped him remedy the problem, and Roy was able to finish his instruction in the rented Cessna 150. In the next 20 years, Roy flew a variety of aircraft out of several Phoenix-area airports that have long since been swallowed up by commercial development. "I used to meet the Smedley brothers out at the old Turf airport on 19th Avenue," said Roy. "Then when that airport closed, we flew out of the old Glendale airport on Olive and Grand Avenue, which is where Chapter 538 was meeting has also since been closed.

"Finding a Playmate Roy started building his Playmate in 1978 after purchasing the partly built project for $2,800 from a gentleman in Jefferson City, Missouri. Ray Stits designed 95 and introduced the two-place lowwing tube-and-fabric monoplane in the late 1960s. According to a June 1968 *EAA Sport Aviation* article, the Playmate is "a fun airplane, stable, easy to fly, and responsive on the controls." With a 27.5 foot wingspan and an overall length of 18.5 feet, the Playmate can cruise at 110 mph with a 125-hp Lycoming engine. For his Playmate Roy used the ground power unit engine that came with the project. It was not coincidence that a Playmate was Roy's first—and last—project. "My daughter, Judy, worked with a fellow who had a Playmate and flew it to Oshkosh," Roy recalled. "He knew I was interested in flying, so we went for a ride in it, and I got to fly it quite a bit. I liked the way it flew, so that's when I decided that's what I would build." Roy attended the 1977 EAA convention at Oshkosh and saw a Playmate from Zion, Illinois, which strengthened his love for the airplane, and he had a chance to talk to Stits himself. "Ray Stits had quit making plans by that time due to insurance scares," Roy said. "But when he got home, he sent me a list of everyone who had bought plans, and I started writing letters. I finally got a hold of one started in Virginia and then sold to this guy in Missouri." When Roy

LEROY CASTLE STORY FROM SPORT AVIATION MAGAZINE, DECEMBER 2001 ISSUE CONTINUED.

purchased the Playmate project, the steel
frame had been tacked together but still needed to
be finish welded. The tail surfaces were generally
finished, except for installing the trim tab. The
project included an instrument panel and
various instruments, the wooden wing spars,
sections of tubing, fiberglass nose bowl, and
fiberglass trim for the canopy. Roy was able to
purchase a few additional items for the
Playmate from Stits' inventory, but he
fabricated the rest of the aircraft, including the
tricky folding wings. The Playmate's folding
wings are one of the aircraft's most interesting,
although hard-to-build, features. A locking lever,
held in place by a 3/8-inch pin when the lever
passes over center, holds the wings in place.
With the pin removed and the lever unlocked, the
wings swing back and up, over the horizontal
stabilizer. Like a Kitfox, you don't need to
disconnect the controls to fold the wings. The
entire folding process can take
seconds, and the unfolding process can take
as little as 16 seconds, said the *EAA Sport Aviation*
article. To make the wings fold properly, there is
a lot of geometry to designing the pivoting mechanism. It was all spelled out on Stits' plans, but the blueprints were hard to read and understand. Still, Roy followed Stits' design to the letter and was able to get the folding wings to work.



With his newly-purchased Playmate project secured to a friend's truck, 65-year-old Roy Castle sets off on a new adventure. Below, Roy's father ran Watson Airport in Youngstown, Ohio, from the mid-1920s through the early 1950s.

"The most challenging part of building the airplane was getting it from paper to reality," said Roy. "It was one of the reasons that the aircraft didn't go over big. Hundreds of people bought the plans, but not that many were finished." Roy said that trying to figure out the plans in three dimensions was sometimes nearly impossible. "There was one steel strut that would fasten to the motor mount," Roy recalled. "You had to get just the right slope in three dimensions and then figure out where to put the bushings. It was not easy." Family Support Goes Far Roy's family didn't necessarily share his love affair with flying, but they still supported his aerial endeavors.

Roy built the Playmate on the back porch of the family's modest Phoenix home, and his wife, Myrtle, dealt with stashes of tools, parts, and half-built pieces of airplane all around the house. And she became involved with his EAA activities, becoming secretary of Chapter 538, hosting Chapter holiday parties at their home and volunteering alongside Roy at EAA conventions in Oshkosh. She also tagged along when Roy became active in the EAA Copperstate Regional Fly-In, an annual event that has been held in Arizona for nearly 30 years. "Roy

LEROY CASTLE STORY FROM SPORT AVIATION MAGAZINE, DECEMBER 2001 ISSUE CONTINUED.

had already become a fixture at Copperstate when I first started volunteering in 1979," said Bob Hasson, president of the Arizona Council of EAA Chapters, the organization that hosts the Copperstate Fly-In."Roy and

Top to bottom, Roy inspects the folding mechanisms of the Playmate's left wing... and tries out the newly-strung control cables circa 1979. Myrtle, Roy's wife, demonstrates the Playmate's folding wing.

Myrtle were firmly entrenched in the council's affairs by the time I became president. For years, Roy and I were the first ones on-site setting up Copperstate and the last ones to leave. In these last years, I've truly missed having Roy out there in the last few hours picking up the little bits of paper, trying to leave the airport in better shape than we found it." Roy contributed brains, brawn, and skill to the Copperstate Fly-In, serving as council secretary for more than a decade and assisting in the physical setup of the fly-in site. And Roy made every plaque presented to Copperstate award winners, shaping the wood to match Arizona's border with a router and hand hammering the copper plate logos to decorate them. "I told him years ago to stop hand making those plaques," said Hasson, who estimated Roy has made approximately 20 plaques each year for more than two decades. "Roy is just someone who is always there when something needs to be done."

with his kids' and grand kids' lives. He had been 64 when he purchased the project, and in 1993 tragedy struck. In 1993 Roy suffered a heart attack and underwent triple bypass surgery. Suffering from a blood clot 10 days after the surgery, Roy started taking blood-thinning medication. When Roy reapplied for his medical certificate later, this medication caused a problem, even though he was no longer taking it. "I went to two different flight doctors, and both said that it would cost more than it was worth to fight it," said Roy sadly.

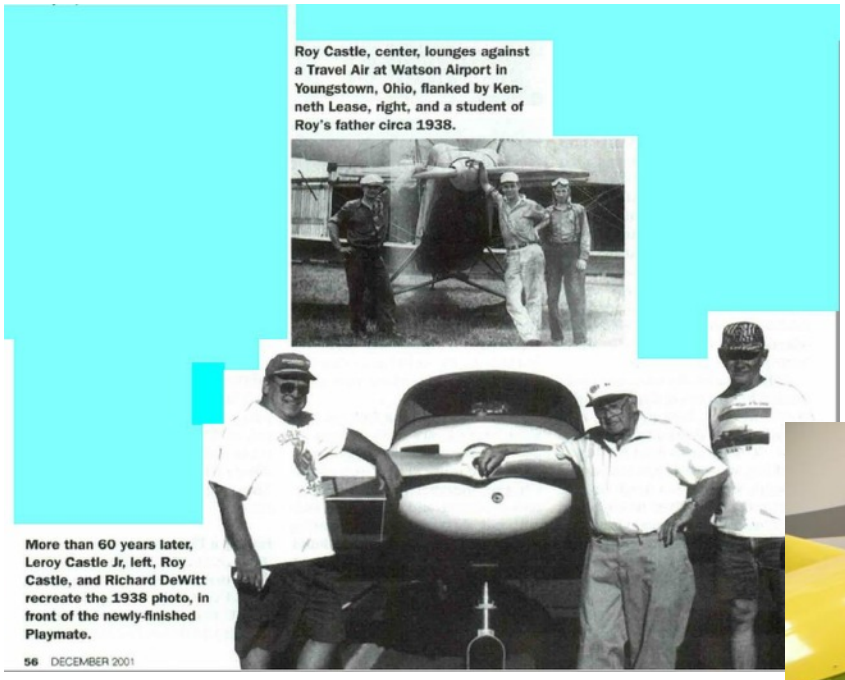
"The main thing that slowed me down on building the airplane was losing my license." Roy just didn't have the enthusiasm for working on an airplane that he could never fly, and soon, starting to feel his age, he got to the point where he just couldn't physically get underneath the aircraft anymore. That was where Richard DeWitt came in. "I had finished an RV-6 about six years before, and I was getting the itch to build something again," said Richard. "But all of the homebuilt designs I looked at were too expensive. I didn't want to lay out $15,000 to $20,000 just for an airplane to take out on weekends." Richard is the product of an early introduction to aviation. In the 1930s his father performed as a barnstorming pilot, his mother sold tickets, and the family operated an FBO on Chicago's Howell field. Not afflicted by airsickness like Roy, Richard soloed the family's J-3 Cub when he was 16 and earned his pilot certificate at 17, in 1957. Attending a small aviation college in Lockport, Illinois, Richard didn't finish his degree, opting instead to enlist in the U.S. Army as a missile radar technician. He continued flying for fun through the 1950s and 1960s hut Inter stopped flying at his wile's insistence. He didn't start flying until 1984. Shortly thereafter he joined FAA Chapter 538, where he became friends with Roy. About a year ago, partially out of respect to see Roy's aircraft finished and partially out of desire to continue working on an aircraft, Richard approached Roy with an offer to complete and certificate the aircraft if he could fly it. Roy enthusiastically agreed. "When I took over construction of the plane, I was amazed to see that it was just about finished," said Richard. "The structure was completely covered, all metalwork was done, and the cowling was fitted. I had to manufacture a few fittings, but other than that, the only major thing left was to finish fabricating and assembling the windshield."

Although the aircraft was virtually complete, Richard went through the engine and aircraft to ensure both were sound. And there were a few airworthiness directives (ADs) to comply with, such as putting new solid venturi tubes in the carburetor instead of the original split tubes and changing the original composite

F

LEROY CASTLE STORY FROM SPORT AVIATION MAGAZINE, DECEMBER 2001 ISSUE CONTINUED.

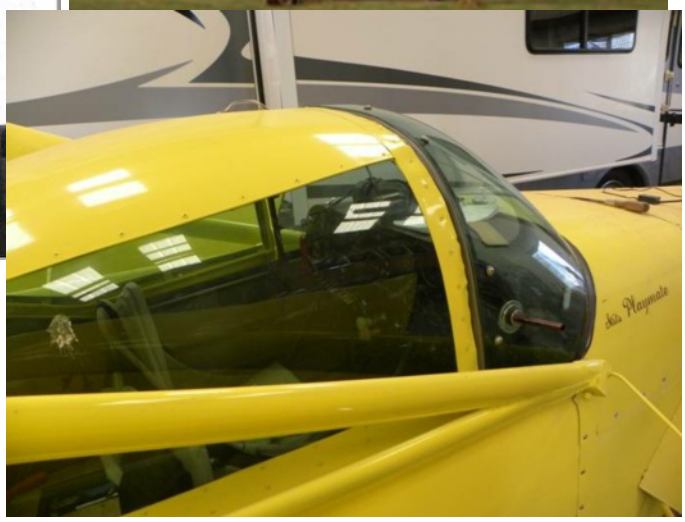
float to a metal one. Richard noted that even though the aircraft was under construction for more than 20 years and used a non-certificated engine, the FAA certificated it without a problem. "FAA inspector Mac Childress had known Roy for years and knew the background of the plane," said Richard. "Roy kept a thorough logbook, and we had all the paperwork ready when it came time to certify the airplane." Richard worked on the aircraft for the next year, making the first flight on June 28, 2001. "He fooled me, and I wasn't even there for the first flight," lamented Roy. " I l e told me he was going to fly on Friday, but he flew it Thursday instead and then called me Thursday night to let me know." A bit chagrined, Richard said, "I'm hesitant to make a first flight in front of an audience. I don't like flying in front of a lot of people, so I wanted to do the first flight by myself, just to make sure." Roy would have to wait almost two months for his first ride in the aircraft he spent more than 20 years building. Because the Playmate's engine is not certificated, FAA regulations require 40 hours of Phase I solo test flights before it is legal to carry passengers. As soon as Richard had completed the required flight-test time, they set the date—August 18—for Roy's first flight in Stits Playmate N538LC (538 for his EAA Chapter and LC for Leroy Castle). It was his airplane, the one he'd poured his heart and soul into for more than two decades, and one he once thought he'd never see fly, much less fly in. "Richard resurrected the airplane," Roy said. "Even though it was nearly completed, I just didn't have the heart or strength to finish it. It just sat for several years." Confined to a wheelchair and breathing oxygen, Roy probably will not get to fly in his Playmate again. But his single flight, made possible thanks to the help of a fellow EAA member and friend, brings joy to his face whenever he thinks of it. From his involvement in the Chapter to all levels of Copperstate, Roy's impact on EAA in Arizona has been felt for several decades. Chapter 538 has recently changed its name to the Roy Castle EAA Chapter in his honor, and the Arizona Council of EAA Chapters is working to establish a monument in his honor at Phoenix Regional Airport, the new home of the Copperstate Fly-In. And thanks to Richard DeWitt, Roy's Playmate will continue to be a flying tribute to a beloved EAAer who embodies the spirit and passion of aviation.



Roy Castle, center, lounges against a Travel Air at Watson Airport in Youngstown, Ohio, flanked by Kenneth Lease, right, and a student of Roy's father circa 1938.

More than 60 years later, Leroy Castle Jr, left, Roy Castle, and Richard DeWitt recreate the 1938 photo, in front of the newly-finished Playmate.

56 DECEMBER 2001



LEROY CASTLE STITS PLAYMATE WITH WINGS FOLDED.

FAA REGISTRY

N-Number Inquiry Results

N538LC has Reserved/Multiple Records

Reserved N-Number

Type Reservation	Hold
Mode S Code	51547442
Reserved Date	03/12/2019
Renewal Date	None
Purge Date	03/12/2024
Pending Number Change	None
Date Change Authorized	None
Reserving Party Name	CANCELLED/NOT ASSIGNED
Street	None
City	None
State	
Zip Code	None
County	
Country	

Deregistered Aircraft

Deregistered Aircraft 1 of 1

Aircraft Description

Serial Number	001	Certificate Issue Date	11/27/2012
Manufacturer Name	CASTLE LEROY W	Mode S Code (base 8 / oct)	51547442
Model	STITS PLAYMATE SA11A	Mode S Code (base 16 / hex)	A6CF22
Year Manufacturer	2001	Cancel Date	03/12/2019
Reason for Cancellation	Expiration	Export To	None
Type Registration	Individual		

Aircraft Registration prior to Deregistration

Name	MCKINNEY JOHN P		
Street	9430 E SUN LAKES BLVD N		
City	SUN LAKES		
State	ARIZONA	Zip Code	85248-6542
County	NAVAJO		
Country	UNITED STATES		

Deregistered Airworthiness

Engine Manufacturer	AMA/EXPR	Classification	Experimental
Engine Model	99999	Category	None
A/W Date	06/23/2001	Exception Code	No

Deregistered Other Owner Names

None

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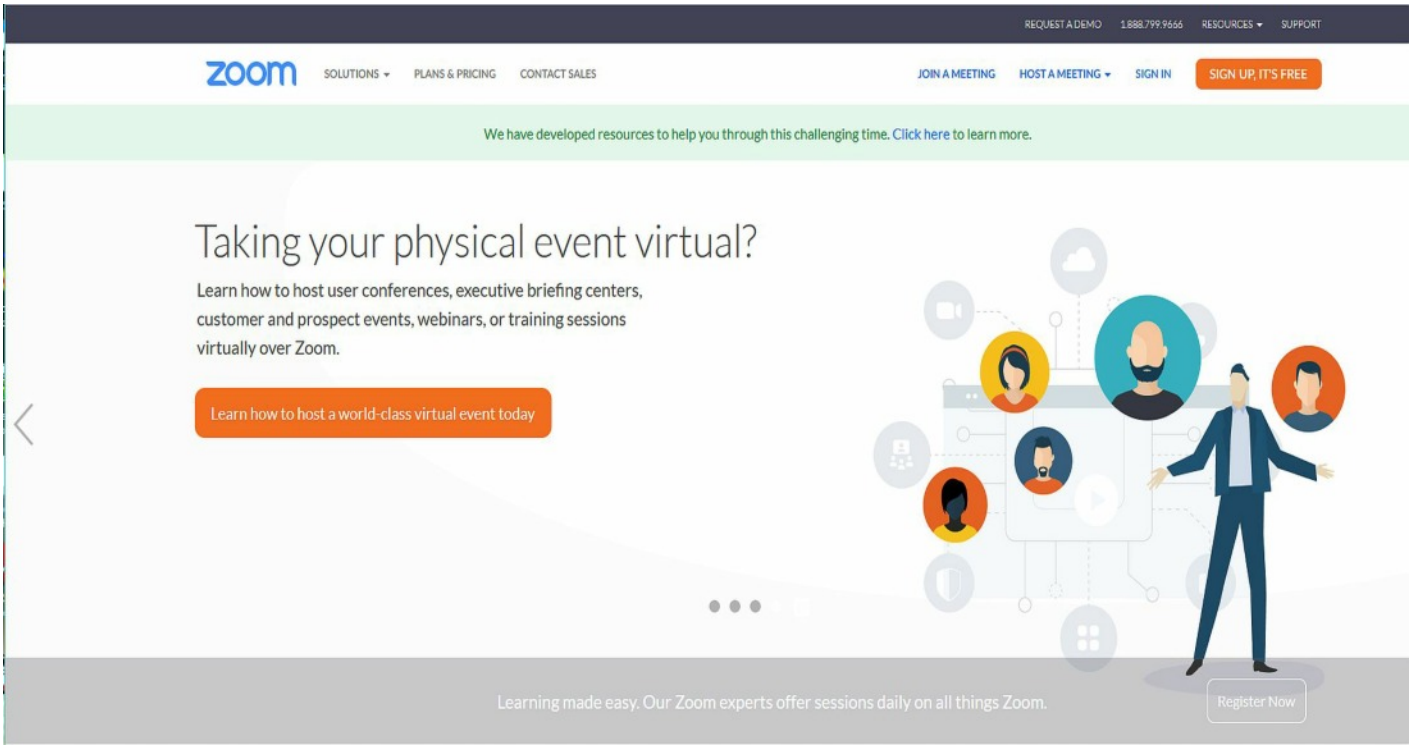

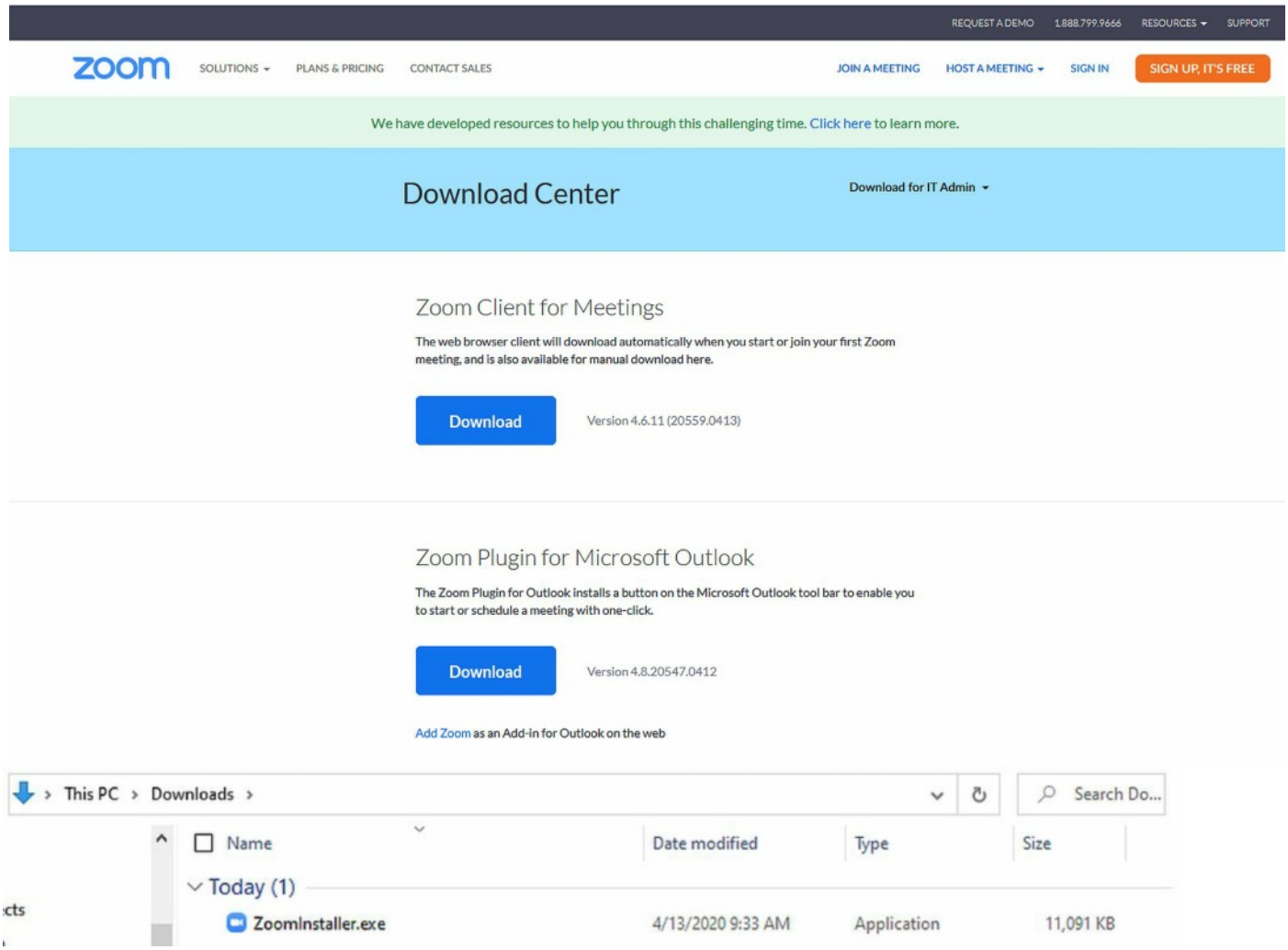

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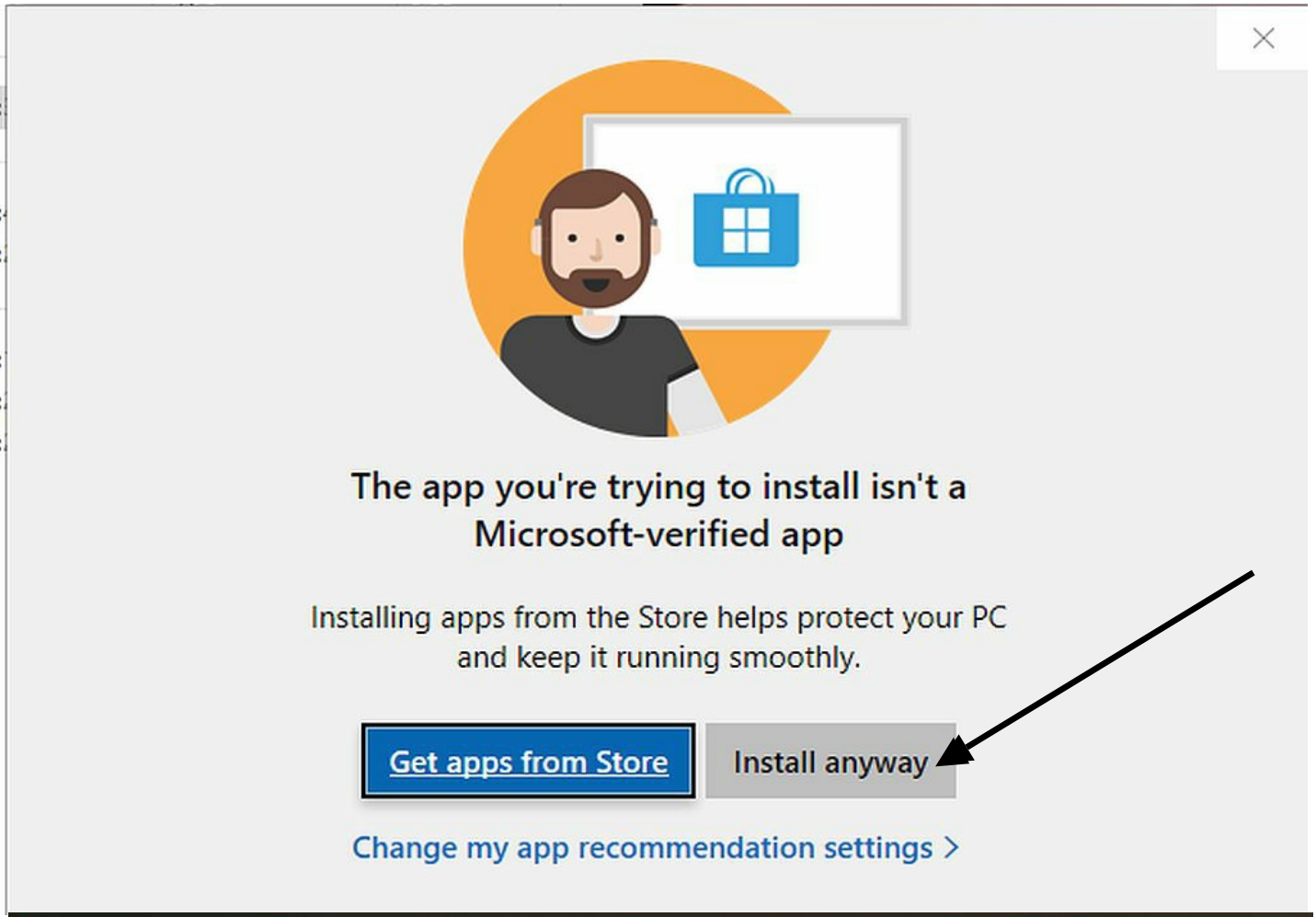

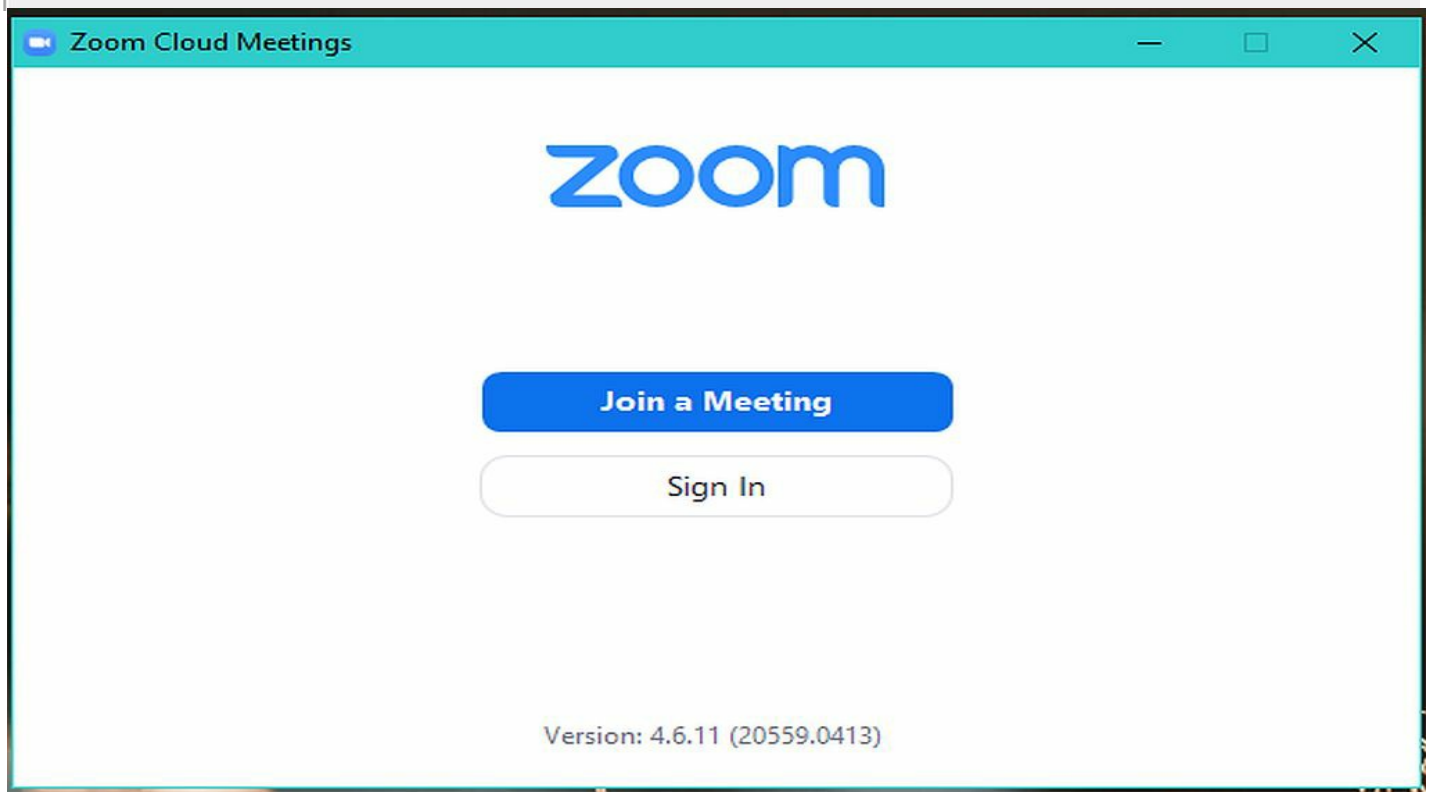

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We've sent an email to cpucoach@yahoo.com.
Click the confirmation link in that email to begin using Zoom.

if you did not receive the email,

Resend another email

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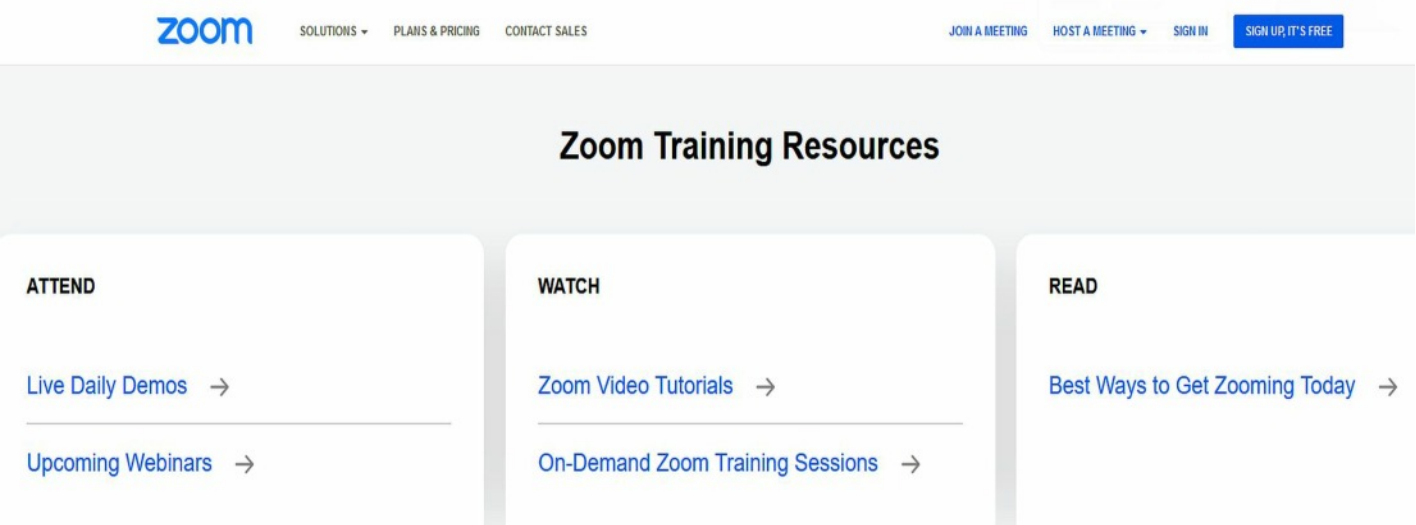


Zoom

1. Change your Zoom background

Virtually transport yourself to the beach, outer space or anywhere else you can imagine by changing and customizing your background while on Zoom calls -- everyone's doing it these days. You can read our step-by-step guide on how to change your Zoom background on the desktop and mobile app, but basically, you go to **Settings > Virtual Background**, and select or upload the one you want from there.

2. Loop yourself paying attention during a meeting

Not that we'd ever recommend doing this, but if you *wanted* to create a customized background that is just a loop of yourself nodding along to a meeting, you technically *could* do that, as David Zhou of Mailchimp tweeted. To get the video background option, follow the instructions for customizing your background above and just add in a video file instead of a photo. You might need to make sure your Zoom is updated and that you meet minimum system requirements.

Read more: 13 Zoom video chat tips, tricks and hidden features

3. Turn your Zoom mic on and off with the space bar

Want to feel like a DJ who happens to work in their PJs from their kitchen table? Mute your microphone, then press and hold the space bar whenever you need to talk.

4. Look your best with a Zoom beauty filter

DOWNLOAD AND INSTALLING ZOOM CONTINUED

Zoom, Skype, FaceTime: 11 tips for your video chat apps - CNET https://www.cnet.com/how-to/zoom-skype-facetime-11-tips-for-video-ch...

You've probably heard all of the work from home advice by now -- wake up on time, shower, get dressed like it's a day at the office. But if it's one of those days where you don't think you're looking your best, Zoom has an answer: a feature called Touch Up My Appearance. Basically, it's a softening filter, like you'd find on Instagram, FaceTune or your phone's selfie camera.

To turn it on, click the **up arrow** next to Start Video. Click **Video Settings**, and under My Video, check the box for **Touch Up My Appearance**.

ZOOM

Can I still use Zoom?

Yes—as long as you exercise some caution. If you're hosting a Zoom meeting, you'll need to watch out for a few things:

- A public meeting link is public, so don't share it with anyone you don't trust.

DOWNLOAD AND INSTALLING ZOOM CONTINUED

Zoom Meeting | Is Zoom Safe? | Zoom Privacy Risks, Screen Sharing https://www.popularmechanics.com/technology/security/a31982009/is-...

Same goes for your personal meeting ID. This is essentially a personal phone number that people can "drop in" on at any time. Set up a password for participants to verify their entry before entering.

When you're in the meeting, you'll want to:

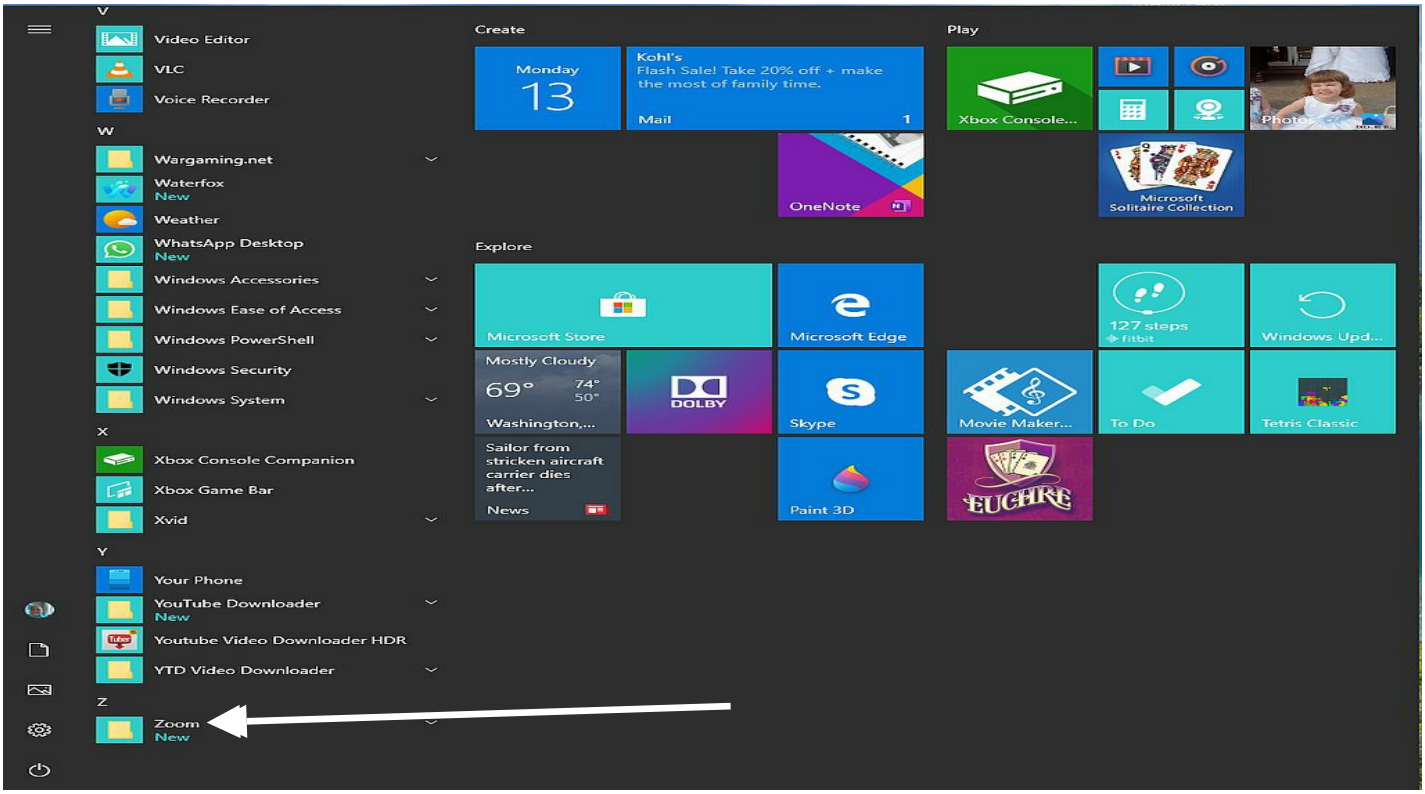
Manage screen sharing by ensuring you're the only person in control of the meeting. To do this, click on **"Who Can Share?"** and confirm that **"Host"** is the only button clicked.

Manage participants by ensuring only signed-in participants can join the call. This way you know who people are if they're behaving badly.

Set two factor authentication, remove unwanted or disruptive participants, disable video for participants, and disable private chat.

Say something if you see something. You can report unwanted activity, harassment, and cyberattacks to Zoom directly.

"The weakest link has always been the human user of a product, from letting the trojan horse into Troy to Phishing and Pharming attacks," says Amir Orad, a cybersecurity expert and CEO of Sisense. "Zoom can definitely help with better default configurations of its software, but if you run a virtual event, you should also master the use of the product."



DOWNLOAD AND INSTALLING ZOOM CONTINUED

4/14/2020 Chapter 538 meeting via Zoom? Yahoo/EAA538

John Warner <johnawarnercpa@hotmail.com> Wed, Apr 1 at 11:32 AM
To: John Gregg Jr, eaa538board@gmail.com
Cc: Alexander Bodak III

Good morning, all!

As I would figure that our April Chapter meeting is cancelled due to the Governor's Stay In Place order and the restaurant being closed to dining in, I would like to offer my Zoom Pro account to host the meeting online.

I've recently done several meetings online on the Zoom platform, and they work very well. Presenters can share information on the screen, as well as talk. With the Zoom Pro account, my meetings can accomodate up to 100 participants for up to several (actually 24) hours at a time (instead of the 40 minute limit on the free accounts.)

If this is something you'd like to do to maintain Chapter connectedness during these interesting times, let me know, and I'll send Alex a meeting link he can distribute it to our members and friends.

Please let me know.

Stay healthy, and have a great day!

John

John A. Warner
EAA Lifetime Member 718851
602-845-9070 Office/Voice Mail
602-228-0102 Cell/Text

Fw: Zoom Meetings Security Enhancements - Coming April 5th

John Warner
Sat 4/4/2020 3:20 PM
Alexander Bodak III

Alex,

Zoom has been updating and making changes to improve security, and prevent Zoombombing, see their email below. There are also some interesting blogs on the Zoom.com website about some of their security enhancements, including geofencing their Chinese servers.

Setting up a meeting is pretty easy, I just schedule it in Zoom, and send you a copy of the meeting invite to distribute. The invite includes a link to the meeting that will take you right to our meeting. If the meeting participant does not yet have the Zoom app, it will prompt them to download and install it. This takes a few minutes, so advise people to do it several minutes in advance of the meeting start time, or now, if they want. The meeting invitation also includes the meeting number and password required to enter the meeting, if you don't use the link provided.

As the meeting host, I also have some controls over what the participants can do, including the ability to mute everyone. I'm still learning all the details of this new to me platform, but have used it at least a half a dozen times so far, and really like it. Easy to use.

If you haven't used Zoom before, I would suggest opening the app, and looking at the features and controls in advance. For example, if you join the meeting on your device, it will default to audio only, until you click on the start video button. You can mute/unmute your microphone (a good idea if there are more than a couple people on the meeting, as background noise (phone calls, dogs barking, doorbells, etc.) can be very distracting. Same with pausing the video function.

The meeting host (me) can mute all, and allow only one person at time to speak. There is also a chat box function that lets you send a chat message to the group or just to one person. This chat box also has a "raise hand" button, so the host can call on them to speak. Each meeting participant also has the ability to share their screen with the meeting participants, if they have a presentation or PowerPoint show to share.

For best results, you need a device with a camera, speakers and a microphone (or a headset). I have used it on my cell phone, my iPad and my computer with good results. You can also attend by phone (audio only) by dialing into the meeting at one of the phone numbers listed in the meeting invite, and entering the Meeting ID and password when prompted.

If you want to try a brief test meeting to see how it works, let me know, and we will do a short one on one meeting to demo some of Zoom's capabilities. I think you'll be impressed, as I was!

Stay healthy and have a great day!

John

John A. Warner
602-845-9070 Office/Voice Mail
602-228-0102 Cell/Text

From: **Zoom Video Communications** <support@zoom.us>
Date: Fri, Apr 3, 2020 at 2:59 PM
Subject: Zoom Meetings Security Enhancements - Coming April 5th

EAA, Sporty's Open Doors to Aviation for More Than 75,000 Young People

April 2, 2020 – EAA reached an important milestone on its mission to spread The Spirit of Aviation, as more than 75,000 Young Eagles have now taken the next step in their aviation journeys by enrolling in Sporty's Learn to Fly Course after their EAA Young Eagles flights.

The online Sporty's course is available free to all of the more than 2.2 million EAA Young Eagles as a follow-up to their initial introductory flight by volunteer EAA-member pilots. The course is a comprehensive online ground school, test prep, and flight training companion that provides all the knowledge and concepts to pass the FAA private pilot written test, oral exam, and check ride.

"Because many young people have been restricted to online education right now, we've seen a remarkable increase in enrollment in this Sporty's Learn to Fly Course in recent weeks," said Brian O'Lena, EAA manager of Young Eagles and Eagle Flights. "Our thanks to Sporty's Pilot Shop for making this course available at no charge to our Young Eagles, especially as access to classroom-based instruction is limited at this time. The course is a marvelous way to remain enthused and engaged in aviation."
The concept to provide Sporty's online courses at no charge for Young Eagles was developed with input from EAA pilots who had been flying Young Eagles. Those pilots reported that after their flight, many of the young people wanted to discover more about aviation but lacked access to reliable and professional resources. The goal to build the next generation of aviators and boost student pilots starts with a group already engaged through the Young Eagles program.
"It's essential to make sure that young people have opportunities after their initial Young Eagles flight, now more than ever," said Michael Wolf, EAA Lifetime 460022, president and CEO of Sporty's. "The Sporty's Learn to Fly Course has always been a valuable resource for young people to pursue their aviation dreams, but we are even more gratified to have this resource available as a pathway to aviation accomplishment when traditional methods may not be accessible."
This progression from Young Eagles flights to enrollment in Sporty's Learn to Fly Course perfectly supports EAA's mission to grow participation in aviation by sharing The Spirit of Aviation, by giving young people more accessible pathways into the air.

From EAA website News
https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/news/04-02-2020-EAA-Sporty's-Open-Doors-to-Aviation-for-More-Than-75000-Young-People

November 15, 2019

EAA Leroy Castle Chapter 538
5688 W. Abraham Ln.
Glendale, AZ 85308

Don and Gail Richter
44010 N. 14th St.
New River, AZ 85087-7376

Dear Mr. and Mrs. Richter,

We are very sad to learn of Richard DeWitt's passing. There are many members of our Chapter, who personally knew Richard and gave testimonials of his wisdom, humor and good character. We also want to thank you for your generous donation to our Chapter, on Richard's behalf.

Please don't hesitate to contact either our President, Carlos Hernandez, pazmany.ch@gmail.com or myself directly if our Chapter can be of service.

Sincerely,

John Gregg Jr.
Chapter Treasurer

File: DeWitt Donation Thank You Letter (11-15-19)