



September 2019 Newsletter Volume 43, Number 09

# 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.

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## 2019 CALENDAR

Monthly Meeting (MM)

September 10, 2019 MM  
Speakers Women Pilots 99's Org.

October 8, 2019 MM  
Speaker - Open

November 12, 2019 MM  
Speaker Jack Norris

December 10, 2019 Christmas Party

## 2019 CHAPTER OFFICERS / DIRECTORS

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Ph: (623) 810-5675

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Email: [p51blldr@yahoo.com](mailto:p51blldr@yahoo.com)

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

**September 2019**

Hello everyone!

Last month's presentation by member Lt. Col. Dan Arkema "Joker" of Luke Air Force Base was very informative as well as entertaining. I think the amount and area of low level high speed routes surprised many of us. Thank you again Dan for taking the time to educate the membership and visitors at last month's meeting.

This month's presentation will be Karen Hausteen and members of the Phoenix Chapter Ninety-Nines. If you are not familiar with the Ninety Nines they are an international organization of women pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

I am pleased to announce that the BD-5 project has been sold! It was sold to a Deer Valley Airport resident that is located just 3 rows (Row 37) north of Dee's hangar. With this sale we have deposited another \$2700 to our goal!

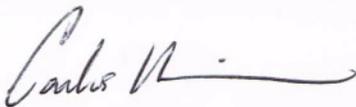
Next month will be our second fly-in / drive-in pancake breakfast of the the year. PLEASE if you are in town and can volunteer for a Sat morning please let us know so we can add you to the list. IF you do not have your food server card I ask that you take the online test so that we are all eligible to participate without Health Service inspection fines or closure of the event.

### **Reminder of approaching chapter elections**

November is election month for Chapter 538. Consider **ALL** Officer positions open. I encourage you to participate by becoming a chapter officer or director. The chapter can only grow if it can be offered new views and ideas to make it the chapter YOU want it to be. This month we will be looking for the nominating committee so that we can fill the chapter positions for 2020.

I look forward to seeing YOU on Tuesday September 10, 2019 at 6:30 P.M. at the Deer Valley Airport Restaurant. **This meeting maybe standing room only so be sure to arrive early.** Come hungry, order some food and enjoy the "Eat and Greet" social starting at 6:00 P.M. before the meeting. Please plan to attend and bring a friend!

Thank you for being a part of our Chapter 538!



Carlos Hernandez

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

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

[www.facebook.com/ea538](https://www.facebook.com/ea538)

## **EAA CHAPTER 538 MONTHLY MEETING MINUTES FOR AUGUST 13, 2019**

Meeting was called to order at 6:31 P.M. Carlos then introduced our speaker, Lt. Col Dan Arkema. He shared with us his history. He credited taking a EAA Sport Aviation class to gain skill in aircraft building. He showed pictures of his Van's RV-14's progress. He then displayed the general flight patterns with altitudes of the many training routes for Luke AFB military operations areas. We took a shot break.

Introductions of the three visitors followed the break. Dan's Arkema's son who has been a great helper on the airplane build. Denis Jones and his son Cody were next. Denis has done just about all the jobs in aviation. He is building a two seat airplane of his own design. It has wood, metal, composite and fabric. Cody is working on his private pilots license.

### Old Business

The Lancair IV has been sold for \$18,500. It is on it's way to Valparaiso, Indiana and the Porter County Airport. As a result of the sale, our bank balance is \$27,000.

### New Business

The chapter needs to schedule a time to pick up the Hyper Bite. Our next pancake breakfast is in October. The next Young Eagles event is November 9<sup>th</sup>. Six people from out chapter made it to AirVenture. Carlos showed showed pictures of his trip up by car, and some pictures from AirVenture.

Meeting adjourned at 8:25 P.M.

### **A PICTURE OF A COMPLETED VAN'S RV-14**



**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:**

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



**2019 SEPTEMBER WALLPAPER  
CLICK PHOTO FOR SEPTEMBER 2019  
WALLPAPER**



**SEPTEMBER 2019 SPORT AVIATION MAGAZINE**

**CLICK PHOTO FOR SEPTEMBER 2019 SA  
MAGAZINE**



***CALLING ALL EAA CHAPTER 538 MEMBERS & VISITORS.***

Along with my request for articles, pictures, info for this newsletter, Thirty-nine (39) 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

***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.**

**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 [aerosvc@gmail.com](mailto:aerosvc@gmail.com).

**FOR SALE PAGE 3**

Savannah S. to left and Tucano below



**ONEX FOR SALE**

a folding-wing, fighter-like, acrobatic, single-seat, tricycle-gear LSA, an 85%-scale Sonex that has a 27 inch wide cockpit. Powered by a 100 HP, turbo-charged VW engine. Dynon SkyView SE 2020-compliant ADS-B Out avionics. Ipad for navigation fits in center console. With wings folded, Onex shares space in small T-hangar behind one wing of my RV-12. Flying off initial Phase I testing. Based at Deer Valley Airport (DVT) in north Phoenix. Asking \$25,000 with \$40K invested. Reason for selling? Want to build something else. Dennymyrick@me.com or 480-213-4906.

Dennymyrick@me.com  
480-213-4906



**FOR SALE PAGE 4**

**ONE DONATED AIRPLANE KITS FOR SALE**

**1. SORRELL SNS-8 HIPERLIGHT WHICH IS THE YOUNGER AND SMALLER SINGLE SEAT ULTRALIGHT BROTHER OF THE WELL KNOWN SNS-7 HIPERBIPE.**

**YOU CAN SEE THE PICTURES OF THIS PLANE KIT ON THE CHAPTER WEBSITE:**

***HTTPS://WWW.538.EACHAPTER.ORG/APPS/PHOTOS/***

Below are examples of *COMPLETED* airplanes. The above are *INCOMPLETED* kits.



**FOR SALE PAGE 5**

**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



\*\*\*\*\* 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> ZHOZHOU 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

## AIRPORT OF THE MONTH - GILA BEND



### TOWN HALL

Founded in 1874, the Town of Gila Bend is located in Maricopa County, Arizona, USA. The Town sits at the crossroads of the I-8 and Highway 85 and is home to around 2000 residents. The Town operates under a non-partisan Council-Manager form of governance and embraces the philosophy of open and transparent government. We invite all interested parties to attend our Town Council meetings or stop in at the Town Hall where we will be glad to answer questions and assist you with your needs.

At Town Hall we can help you with forms for [property renovations](#), [starting a business](#), [voter registration](#), [utility billing](#), [cemetery needs](#), [public records](#), [Social Services](#), volunteer opportunities and much more!

### CONTACT US

#### Town Hall

644 West Pima Street  
Gila Bend, AZ 85337

Phone: (928) 683-2255

#### Katherine Valenzuela

Interim Town Manager

### HISTORY OF GILA BEND

#### The Early Years

Named for the big bend in the Gila River, Gila Bend figures prominently in the early history of the southwest. Located on an historic route of travel, for centuries Gila Bend has been a place for weary travelers to stop and rest. The small town of approximately 1,900 people is in the southwestern portion of Maricopa County, 70 miles southwest of Phoenix.

A large Hohokam settlement once thrived here and remnants of their platform mound and canal system remain. Those that stopped to rest and regroup in Gila Bend include famous guides Father Kino, Juan Bautista de Anza, Kit Carson and Jean Baptiste Charbonneau, the son of Lewis and Clark Expedition guide, Sacagawea. Well-known groups of travelers that stopped and rested include the Mormon Battalion and numerous 49'ers on their way to the California gold fields. The Butterfield Overland Stage had a timed stop in Gila Bend. Known as the Gila Station, the stop was built in 1858, burned down by marauding Apache and rebuilt. The Oatman family tragedy occurred near Gila Bend. Of the family of nine, one survived the massacre, one died in captivity and one, Olive Oatman, was ransomed from the Mohave's with whom she had lived in captivity for many years.

#### More Recent Years

When the railroad laid its tracks in 1879, the town moved four miles southwest to its present location to take advantage of the economic opportunity. Portions of the 1879 Wagon Road and 1920's unpaved 'highway' from Yuma to Phoenix are still visible today. Travelers in the 1920's and 1930's enjoyed rare ice cold drinks and fresh ice cream when stopping at the Stout Hotel in Gila Bend, which had its own ice generating plant.

Recently celebrating its 50th anniversary of incorporation, Gila Bend is memorialized in song, Los Lobos' The Road to Gila Bend; in film, The Man Who Loved Cat Dancing starring Burt Reynolds and Sara Miles; and more recently was in the international spotlight when Prince Harry of England's royal family called Gila Bend home for a month while training at the local Gila Bend Air Force Auxilliary Field.

#### Today

Today, Gila Bend, a small rural community, continues to be a transportation hub and a community that looks to the future. It is home to the Gatlin Site, a National Historic Landmark, the Juan Bautista de Anza National Historic Trail, and a gateway to the Sonoran Desert National Monument.

Fast becoming known as the solar capitol of the nation due to the use of cutting edge processes that have gained world-wide recognition, Gila Bend has received accolades from the U.S. Department of Energy and the White House. Utility-scale solar power is just one of Gila Bend's industries. It is also home to the nation's second largest natural gas power plant, a \$1.2 billion installation, a \$50 million paper mill, and more recently added Calgon Carbon, a global leader in making water and air safer and cleaner to industry. In the past few years, Gila Bend has seen more than \$28 million spent on infrastructure, the addition of a the Gila Bend Resource Center, and the runway at the municipal airport resurfaced. Gila Bend has been setting its sights on establishing a national and international energy transmission corridor. Gila Bend, Crossroads of the Southwest!

# AIRPORT OF THE MONTH - GILA BEND CONTINUED

 **Facilities** [Feature Overview](#)

**Listing** **Map**

[Save Search](#) Sort by



**9/11 Memorial Park**  
 201 East Pima Street  
 Gila Bend, AZ 85337  
 (928) 683-2255

- ADA Accessible
  - Parking
  - Picnic Areas
- [2 more...](#)

100 max occupants



**Bender's Pond**  
 402 South Martin Avenue  
 Gila Bend, AZ 85337  
 (928) 683-2255



**Burleson Park**  
 900 North Logan Avenue  
 Gila Bend, AZ 85337  
 (928) 683-2255

- Grill
  - Parking
  - Pavilion
- [3 more...](#)

Available for Reservations



**Community Center**  
 202 N. Euclid  
 Gila Bend, AZ 85337  
 928-683-2244  
 928-683-2255

- ADA Accessible
  - Chairs
  - Grill
- [8 more...](#)



**Community Center Park**  
 205 N. Euclid  
 Gila Bend, AZ 85337  
 (928) 683-2255

- ADA Accessible
  - Baseball / Softball
  - Basketball
- [9 more...](#)

# AIRPORT OF THE MONTH - GILA BEND CONTINUED

 **Facilities** [Feature Overview](#)

**Listing** **Map**

[Save Search](#) Sort by

- |                                                                                     |                                                                                                                                                                                                             |                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <p><b>Gatlin Archaeology Site</b><br/>         644 West Pima<br/>         Gila Bend, AZ 85337<br/>         ✉ <a href="mailto:bturner@gilabendaz.org">bturner@gilabendaz.org</a><br/>         9286832255</p> |                                                                                                                                                                                                                        |
|    | <p><b>Gila Bend Community Pool</b><br/>         901 North Logan Avenue<br/>         Gila Bend, AZ 85337<br/>         ✉ Patricia Riggs, Recreation Coordinator<br/>         (602) 717-1108</p>               | <ul style="list-style-type: none"> <li>• ADA Accessible</li> <li>• Pool</li> <li>• Restrooms</li> <li><a href="#">2 more...</a></li> </ul> <p style="text-align: right;"><small>Available for Reservations</small></p> |
|  | <p><b>Gila Bend Municipal Airport</b><br/>         Highway 85<br/>         Gila Bend, AZ 85337<br/>         Corey Drury<br/>         928-683-2255</p>                                                       | <p style="text-align: right;"><small>Available for Reservations</small><br/> <small>\$2,000.00 per day</small></p>                                                                                                     |
|  | <p><b>Gila Bend Public Shooting Range</b><br/>         Maricopa Road (Hwy 238)<br/>         Gila Bend, AZ 85337<br/>         ✉ Beverly Turner<br/>         (928) 683-2255</p>                               |                                                                                                                                                                                                                        |
|  | <p><b>Gila Bend Resource Center</b><br/>         303 East Pima Street<br/>         Gila Bend, AZ 85337<br/>         928-683-6502</p>                                                                        | <ul style="list-style-type: none"> <li>• ADA Accessible</li> <li>• Chairs</li> <li>• Internet</li> <li><a href="#">6 more...</a></li> </ul>                                                                            |

## AIRPORT OF THE MONTH - GILA BEND CONTINUED

Gila Bend Municipal Airport - Wikipedia

[https://en.wikipedia.org/wiki/Gila\\_Bend\\_Municipal\\_Airport](https://en.wikipedia.org/wiki/Gila_Bend_Municipal_Airport)

WIKIPEDIA

Coordinates: 32.9603°N 112.6741°W﻿ / ﻿32.9603°N 112.6741°W﻿ / 32.9603; -112.6741

# Gila Bend Municipal Airport

**Gila Bend Municipal Airport** (**FAA LID: E63**), is 2 miles (1.7 nmi; 3.2 km) east of Gila Bend, in Maricopa County, Arizona.<sup>[1]</sup>

## Facilitie



Taxiway Echo



Gila Bend ramp

The airport covers 232 acres (94 ha) at an elevation of 789 feet (240 m). It has one runway:

- 4/22 is 5,200 by 75 feet (1,585 x 23 m) asphalt.<sup>[1]</sup>

It has a VORTAC (116.60 MHz) and it is a Lighted Land Airport.

In the year ending April 19, 2008 the airport had 3,500 general aviation aircraft operations, average 10 per day. No aircraft were then based at the airport.<sup>[1]</sup>

## References

- ↑ FAA Airport Master Record for E63 (<http://www.gcr1.com/5010web/airport.cfm?Site=E63>) (Form 5010 (<https://www.gcr1.com/5010ReportRouter>

### Gila Bend Municipal Airport

IATA: *none* · ICAO: *none* · FAA LID: E63

#### Summary

Airport type	Public
Owner/Operator	Town of Gila Bend
Serves	Gila Bend, Arizona
Elevation AMSL	789 ft / 240 m
Coordinates	32.9603°N 112.6741°W

#### Map



Show map of Arizona

Show map of the United States

Show all

#### Runways

Direction	Length		Surface
	ft	m	
4/22	5,200	1,585	Asphalt

#### Statistics (2012)

Aircraft operations	3,500 GA 50 Military
Based aircraft	5

Source: Federal Aviation Administration<sup>[1]</sup>

# AIRPORT OF THE MONTH - GILA BEND CONTINUED

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1003 users online

**E63** Gila Bend Municipal Airport  
Gila Bend, Arizona, USA

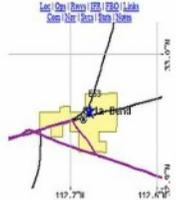


GOING TO GILA BEND? [Reserve a Hotel Room](#)

## FAA INFORMATION EFFECTIVE 15 AUGUST 2019

### Location

FAA Identifier: E63  
 Lat/Long: 32-57-36.6100N 112-40-25.0950W  
 32-57.610167N 112-40.418250W  
 32.9601694, -112.6736375  
 (estimated)  
 Elevation: 788.7 ft. / 240 m (estimated)  
 Variation: 13E (1985)  
 From city: 2 miles E of GILA BEND, AZ  
 Time zone: UTC -7 (year round; does not observe DST)  
 Zip code: 85337



Road maps at [MapQuest](#) [Map Google](#)

### Airport Operations

Airport use: Open to the public  
 Activation date: 01/1966  
 Control tower: no  
 ARTCC: ALBUQUERQUE CENTER  
 FSS: PRESCOTT FLIGHT SERVICE STATION  
 NOTAMS facility: PRC (NOTAM-D service available)  
 Attendance: UNATNDD  
 Pattern altitude: 1588.7 ft. MSL  
 Wind indicator: lighted  
 Segmented circle: yes  
 Lights: ACTVT MRL RY 04/22 - CTAF  
 Beacon: white-green (lighted land airport)  
 Operates sunset to sunrise.



**Aerial photo**  
 WARNING: Photos may not be current or correct.  
 Photo by: Dean Larson  
 Photo taken: 15-Jun-2019  
 looking southeast.  
 Do you have a better or more recent aerial photo of Gila Bend Municipal Airport that you would like to share? If so, please [send us your photo](#).

### Airport Communications

CTAF/UNICOM: 122.8  
 • RCD 122.1R 116.67 (PRESCOTT RADIO)

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
GBN at field	GILA BEND VORTAC	116.60	14E
BXK 152/30.6	BUCKEYE VORTAC	110.60	14E
TFD 265/38.8	STANFIELD VORTAC	114.80	12E

### Airport Services

Fuel available: 100LL  
 24 HR SELF-SERVICE AVAILABLE WITH MAJOR CREDIT CARD AFTER 09/01/2014  
 Parking: tie-downs  
 Airframe service: NONE  
 Powerplant service: NONE  
 Bottled oxygen: NONE  
 Bulk oxygen: NONE

### Runway Information

#### Runway 4/22

Dimensions: 5200 x 75 ft. / 1585 x 23 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 12.5  
 Runway edge lights: medium intensity  
 Gradient: NE

**RUNWAY 4**  
 Latitude: 32-57.379833N  
 Longitude: 112-40.847333W  
 Elevation: 774.2 ft.  
 Traffic pattern: left  
 Markings: nonprecision, in good condition  
 Visual slope indicator: 2-light PAPI on left (3.00 degrees glide path)  
 Runway end identifier lights: no  
 Touchdown point: yes, no lights  
 Obstructions: 7 ft. brush, 205 ft. from runway, 125 ft. right of centerline  
 RY 04, 4 FT BERM 115 FT R' OF CNTRLN, ENTIRE LENGTH OF RY, 4-9 FT BRUSH 0-200 FT FROM THRESHOLD 100-125 FT. RIGHT OF CENTERLINE.

#### RUNWAY 22

32-57.840500N  
 112-39.989167W  
 788.7 ft.  
 left  
 nonprecision, in good condition  
 2-light PAPI on left (3.00 degrees glide path)  
 no  
 yes, no lights  
 15 ft. brush, 235 ft. from runway, 35 ft. left of centerline, 2:1 slope to clear  
 RY 22, +3 - 15 FT. BRUSH 0-200 FT. FROM THRESHOLD, 65 FT. - 125 FT. LEFT OF CENTERLINE, +2 FT. - 6 FT. BRUSH 0-200 FT. FROM THRESHOLD 45 - 125 FT. RIGHT OF CENTERLINE, 4 FT. DITCH 0-200 FT FM THR, 80 FT BOTH SIDES OF CNTRLN.

### Airport Ownership and Management from official FAA records

Ownership: Publicly-owned  
 Owner: TOWN OF GILA BEND  
 PO BOX A  
 GILA BEND, AZ 85337  
 Phone (623) 810-4662



**Airport distance calculator**  
 Flying to Gila Bend Municipal Airport? Find the distance to fly.  
 From  to E63  
[CALCULATE DISTANCE](#)

**Sunrise and sunset**

Times for 07-Sep-2019

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	05:45	12:45
Sunrise	06:10	13:10
Sunset	19:47	01:47
Evening civil twilight	19:12	02:12

**Current date and time**  
 Zulu (UTC) 07-Sep-2019 19:57:37  
 Local (UTC-7) 07-Sep-2019 12:57:37

**METAR**  
 KGBE 071805Z AU70 26009016KT  
 5sm SW 10SM CLR BR4 42868 RMR  
 A02 SLP093 T03910135

**TAF**  
 BLUE 071400Z 0714/0820  
 37nm NE 20012KT 9999 FEW180  
 QNH2841MS BECMG  
 071907Z 23010G15KT  
 9999 FEW120 QNH2801MS  
 TX42/0721Z TN26/0812Z  
 LAST NO AMDT AFT 0716  
 N00T 0912

**KPIHX**  
 42nm NE 28011KT P6SM SCT150  
 SCT250 FM072000  
 260120ZKT P6SM FEW090  
 SCT150 SCT250 FM080500  
 2709KT P6SM FEW150  
 SCT250 FM081000 20009KT  
 P6SM FEW150 SCT250  
 FM081800 26010KT P6SM  
 SCT250

**NOTAMS**  
 Click for the latest NOTAMS  
 NOTAMS are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

## **MASON WING WALKING ACADEMY**

### **STEPPING OUT INTO THE UNKNOWN AND BACK IN TIME**

Wing walking. Just hearing the term conjures up images of a brave soul strapped atop the top wing of an appropriately vintage biplane like a Stearman or a Waco, that large round motor chugging along as the pilot flies large graceful loops and barrel rolls to the thrill and delight of the crowd. Today it may seem an anachronism, but it is a homage to the early barnstorming days and today there are still a few wing walking acts that continue to thrill and delight air show patrons the world over.

However, what if you want to try it? You know, actually climb from the cockpit with the full wind blast of an R-985 in your face as you pull yourself up through the bracing wires of the top rack and into position? Surely that is something only left to those whose last names are Franklin, Younkin, Soucey, etc. Not so!

Enter the Mason Wing Walking Academy. The Mason Wing Walking Academy is the only place in the world where you can train actually to wing walk. Yes, actually wing walk and not just get strapped to the rack or the javelin as a passenger. Mike Mason and his wife Marilyn operate their little school from a tiny private grass strip located on the tip of the Olympic Peninsula in Sequim, Washington. They operate 2 450 HP Stearmans and offer the opportunity to experience something only a very few people ever get to experience.

Mike Mason comes from an aviation family with deep roots. His grandfather, Sammy Mason, was a Lockheed test pilot and air show performer and his cousin [also] Sammy Mason is a current Air show performer and the youngest pilot ever to compete in the Red Bull Air Races. His wife Marilyn, learned how to wing walk from the legendary Lee Oman (who is a convenient neighbor) and she is the instructor in the day long course in wing walking.

Anitta (my other half) and our friend Elaine had expressed an interest in wing walking (both having an affinity for adventures things like motorbike racing, rock climbing etc.) and a quick Internet search led us to the Mason Wing Walking Academy. Anitta doesn't share the passion for flying and aerobatics like I do, but experiencing aerobatics through the challenge of wing walking appealed to her. A date was set for mid July.

After motorcycle touring through Washington and Vancouver Island B.C. (another adventure in itself) July 14<sup>th</sup> found us in the little patch of idyll that the Mason's call home and Wing Walking H.Q. Working out of a large hangar that houses the two Stearmans, Anitta got to work in ground school under Marilyn's tutelage. First Marilyn would demonstrate step by step how to move from the cockpit to the top rack. The top rack is made from a length of stream line tubing with a small back rest and waist belt and two stirrups for your feet. It is secured to the center of the top wing via a bolted bracket and steel cables. When climbing from the cockpit to the rack, foot and hand placement is critical. You must always have 3 points of contact. Getting to the rack requires you to climb through the bracing wires without getting hung up. Anitta spent the better part of the morning methodically transitioning from the cockpit to the rack and back again. Once the actions were committed to muscle memory, Marilyn introduced the harness and safety cable. The harness is a generic rock climbing unit with a 6 foot poly coated steel cable that tethers the harness to the left cabane strut. The cable is just long enough to allow the wing walker to reach the top rack and the javelin. The wing walker does not have to clip into the cable or otherwise attach it to the airplane once in flight. The cable remains attached to the walker and the airplane and the only thing the wing walker must do is to take care not to get tangled up. Cable management is key as the slip stream tries to move it between your feet and arms increasing the risk of getting tangled. Once Anitta mastered moving from the cockpit to the rack and back again with the cable she started learning how to move from the cockpit to the javelin and back. Moving to the javelin between the flying wires on the biplane may seem at first glance to be easier than moving to the top rack. However, it is just as complex, if not more so. The wing walker must exit the cockpit on the left side and then thread themselves through the flying wires, climb over the javelin and secure themselves by locking their feet in a pretzel shape as they lie prone on the javelin. Complexity is added to the movement because

**MASON WING WALKING ACADEMY - CONTINUED**  
**STEPPING OUT INTO THE UNKNOWN AND BACK IN TIME**

you must take care to place your feet precisely on little tape squares that are located along the front spar of the lower wing. Misplacing your foot can easily damage the aluminum leading edge or worse crack a rib or punch through the fabric covering the wing. Small dents in the top of the wing along the ribs are evidence of some cracked ribs from misplaced feet. With movements committed to muscle memory, the cable was introduced, and cable management was practiced. Marilyn went over contingencies in the event that Anitta got tangled in the cable or it was in wrong place.

After a brief break for lunch, Anitta keep practicing. This time fitted with goggles that would protect her from the wind blast. She ran through each segment until she was ready. At about 3 pm, with a clear blue sky and Vancouver Island visible across the channel Mike wheeled the big black Stearman out of the hanger. Marilyn had briefed Anitta on exactly how the flight would be conducted. Mike would climb out over the bay and slow the airplane down to just above stall speed to reduce the wind blast that Anitta would have to fight on the way up to the top rack. The signal to leave the cockpit would be 3 wing wags. Once Anitta was secure to the top rack a thumbs up would signal that she was ready for aerobatics. Mike would fly 2 clover leaves (loop with a ¼ roll so as not fly back through the wake) 2 hammer heads and 2 slow rolls. The sequence would terminate with 3 wing wags which was the signal to return to the cockpit. Once back in the cockpit, Mike would climb back up to altitude, signal to Anitta to leave the cock pit, and the sequence would start again but with Anitta on the javelin this time. Total flight time would be about 25 min.

With the Stearman settled into a loping idle on the grass waiting for the oil temp to come up Anitta donned her goggles and waited for Marilyn to walk her over to the airplane and strap in. The only time I saw Anitta even slightly nervous was just before she strapped in. Marilyn secured Anitta in the cockpit and turned on the GoPro cameras. It was go time. Taxiing to the end of the grass strip, run up completed, the big Stearman lumbered along the grass and was quickly airborne, floating on the big wing and being hauled aloft by the 450 hp P&W 985.

From where I sat on the grass I could watch as Mike climbed out over the bay. I could see him slow the airplane and I knew Anitta was making her way from the cockpit to the top rack. Mike pitched the Stearman over and pulled up into the first clover leaf, followed by a hammer head and then a slow roll. The Stearman cut large graceful arcs across the sky while the sound of the 985 cut the peaceful quiet of the sunny day. It was truly a step back in time.

A second set of aerobatics followed the first. Climbing back to altitude, Anitta moved from the cockpit and out to the Javelin where Mike put the Stearman through the same sequence. Flying on the top rack and the Javelin of a vintage biplane sure is one way to experience your first aerobatic flight. Which is exactly what Anitta did.

Mike brought the big Stearman over the field, executed a perfect overhead break, slipped all the way around base to final to a graceful touch down on the grass, using maybe 600'. Shutting down and getting out of the cockpit Anitta was all smiles and Mike said that she did excellent. It had been a beautiful day, filled with an exceptional experience and in a small way a fitting tribute to our friend Elaine who would have loved to be there.

**PICTURES FROM ERIC MOORE**



Top Left - Practice in Hangar  
Top Right - Climb on & off  
Center Left - Up in the Air  
Center Right - Enjoying View  
Bottom Right - Inverted.



# **TIM CLARK TAKES HIS THREE NEPHEWS TO AIRVENTURE.**

Left to right Joe, Jake, and Dan.



**WEBINARS FOR SEPTEMBER 2019**

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

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**Wednesday, September 11 at 7 p.m. CDT**

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