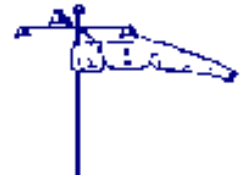


The Static Line



News and Views of EAA Chapter 538

Volume 29, Number 12

December 2004

World's Largest Aircraft



Pictured at McCarran Airport, Las Vegas: the world's largest aircraft (Russian Antonov 225) was delivering a very large power transformer, built in Turkey, for Nevada Power.
Submitted by Jim Buchanan. See inside for additional photos and details.

EAA Chapter 538

2004 Officers & Staff

President	John Lunning 623-581-1060
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Treasurer	Don Ridder 602-942-5934
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The Roy Castle Chapter of the Experimental Aircraft Association publishes the Static Line monthly (except July, August & September, which may be combined).

Unsolicited submissions are welcome.

Please send photos, art, articles, letters, calendar events, or classified ads to the Editor at the return address listed on the mailing label portion of this newsletter.

Articles and ads may be submitted on paper, Windows or MS-DOS 3.5" floppy diskettes (MS Word, RTF or text only, please). Photos and artwork may be submitted on paper or by floppy diskette and will be returned upon request. Submissions by telephone or e-mail are accepted for ads, short articles, and calendar events.

Classified ads are free to all members of EAA Chapters. Ads should generally be aviation-related or of interest to aviators or chapter members.

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Treasurer's Report

11/20/04

submitted by Don Ridder

Beginning Account Balance: \$ 5633.36

Income:

Raffle	\$ 22.00
2005 Dues	\$ 225.00

Total Income: \$ 247.00

Expenses:

EAA Calendars	\$ 104.00
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Total Expenses: \$ 104.00

Ending Account Balance: \$ 5776.36

Calendar of Events

December 2004

6 – 7: Corona, CA – EAA SportAir Workshop: RV Assembly. Information: www.sportair.org

11: Glendale, AZ - Chapter 538 Annual December Potluck at Dave Biddle's hangar. 11:30AM. All members asked to bring a dessert and a chair. If your last name begins with A-M, please also bring a main dish, N-Z please bring a side dish.

January 2005

22: Glendale, AZ - Chapter 538 Young Eagles Event. Information: Cheri McGunagle or Jim Moss.

March 2005

19: Glendale, AZ - Chapter 538 Young Eagles Event. Information: Cheri McGunagle or Jim Moss.

Secretary's Report

submitted by Dave Biddle

November 9, 2004 meeting

The **Secretary Report** for the October meeting was given. The **Treasurer Report** was given.

Young Eagles Report:

Next Young Eagles Scheduled for November 20th at Glendale Airport. Proposed future Young Eagles dates: January 22 and March 12, 2005. Cheri McGonagle and Jim Moss will be taking over from Marvin and Maxine Horn after the November 20th event.

Flight Counselor Report:

Ensure that you do an adequate preflight – use a checklist – there were 19 fatalities in October, some due to missed preflight items.

Old Business:

Potluck will be Dec 11th 11:30am at Glendale Airport – Cactus Hanger B. Last names starting in A-M bring main dish and dessert; last names starting with N-Z bring side and dessert. Don't forget to check the Chapter Website for newsletters and updates on meetings. See: www.eaa538.org

New Business:

Does chapter have any current Bylaws? If none are located, committee will need to be formed to adopt bylaws. Don Ridder Nominated and approved as 3 year director. Suggestions being solicited for chapter activities – Flyouts? pancake breakfasts?

Program:

Video of the B24 Liberator.

Visitor's Roster

We had a several visitors at our November meeting. We welcome you and hope you visit with us again or become regular members.

Paulo Finateri
Neil Herman
Jim Moss
Dale Schonmeyer

Classifieds on Chapter Website

Tom Velvick has now added a classified section to the EAA chapter 538 website. Check it out at: www.eaa538.org. Thanks, Tom!!!

Calendars Are In!

If you ordered the 2005 EAA calendar at one of the last two meetings, they have arrived. Each calendar is \$8.00 (correct change will be appreciated). Please bring your money to the potluck on Saturday, December 11th. John Lunning will have the calendars.

Airline Pilot Conversations

submitted by Jim Buchanan

Here are more accounts of actual exchanges between airline pilots and control towers around the world. This is a continuation from last month's newsletter.

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

A Pan Am 727 flight waiting for start clearance in Munich overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war."

WORLD'S LARGEST AIRCRAFT!

submitted by Jim Buchanan

Some numbers on this 225 Mriya, bearing in mind that the length of a football field is 300 feet:

Wingspan	290 Ft.	Max payload	551,150#
Height	59.4 Ft.	Engines	six Lotarev D-18T turbofans
Length	276 Ft.	Max speed at altitude	530 MPH
Number of wheels	24	Cruise speed	495 MPH
Max T.O. weight	1,322,750#	Range	8310 NM

Pilots - SORRY, only one aircraft built...NOT FOR SALE. Check out all the (24) tires! And the people walking around in the last two pictures.



person walking by aircraft

Fall and Winter Flying in Arizona

submitted by Edward S. Daror, EAA Flight Advisor

As we reach the later part of October, fall is truly upon us in Arizona. The relentless heat of summer is subsiding, even in the Phoenix Valley, giving way to cooler days and much colder nights. We enjoy nicer flying weather, save for a few rainy days that can also bring some gusty winds. Mostly sunny days prevail but these can lull the unwary to a surprise if we venture past the mountainous terrain.

The weather systems passing northern Arizona bring moisture and wind. Because of mountainous orographic lifting and lowering temperatures, these can create instant snow showers and locally obscure ridges and very hazardous flying conditions. Do not allow yourself to become trapped in this condition. Good weather forecast is a must to navigate the mountains and the knowledge of the weather systems one may encounter. Many mountainous locations in Arizona create their own local weather.

If you encounter snow flurries, it is a good time to execute the 180-degree turn into better weather, as venturing further can get one trapped in more hazardous conditions. Snow obscuration is treacherous when low over mountains. Snow weight and irregular rapid buildup destroys lift by both its heavy weight and shape.

Higher altitudes will have colder, mostly frozen air and so a super-cooled aircraft is subject to icing, with all its bad consequences for any aircraft.

Air, being a fluid, sinks rapidly when cold into the valleys from down the slopes creating severe downdrafts, sometimes exceeding the climb capability of our aircraft. Just observe sometimes, the smoke from a chimney at the rim of the Grand Canyon. It rises up slightly and then it turns straight down.

Freezing rain is the worst kind of precipitation for the aviator as it freezes and builds up rapidly and unevenly on all the surfaces of the aircraft. It destroys lift, blocks intake air to the engine, creates propeller imbalance and blocks visibility. It is extremely hazardous. As a last resort, try to climb to reach the warmer inversion layer from where the rain originated, but don't count on staying VFR or being able to climb after ice accumulation on the aircraft.

In the morning hours in the warm valley or at colder locations in the north, frost may form on the wings. Only very little frost destroys wing lift increasing stalling speed and must be removed before flight. Bring the airplane into a warmer hanger or use hot water to melt it. Wipe wings dry as moisture may freeze again at the higher, colder altitude after take off.

The fall brings many days of beautiful flight conditions but we must guard against the hazards that may also be present at times.

Night Before Christmas (Aviation Version)

from America Flyways, December 2004

'Twas the night before Christmas, and out on the ramp,
not an airplane was stirring, not even a Champ.
The aircraft were fastened to tie downs with care,
in hopes that come morning, they'd all still be there

The fuel trucks were nestled, all snug in their spots,
with gusts from two-forty at 39 knots.
I slumped at the fuel desk and took off my cap,
and settled down comfortably for a much-needed nap.

When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
called for clearance to land at the airport below.

He barked his transmission so lively and quick,
I'd have sworn his call sign was "Jolly St. Nick."
I ran to the panel to turn up the lights.
the better to welcome this magical flight.

He called his position, no room for denial,
"St. Nicholas One, turnin' left onto final."
And what to my wondering eyes should appear,
But a Rutan-built sleigh with eight Rotax Reindeer!

With vectors to final, down the glidescope he came,
as he passed all fixes, he called them by name...
"Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their head,
they phones to my office, and I heard it with dread.
The message they left was both urgent and dour:
"When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking,
and then I heard "Turn left at Charlie and taxi to parking."

He slowed to a taxi, turned off of three-oh,
and then stopped on the ramp to "Ho! Ho! Ho!"

His red helmet and goggles were covered with frost
and his beard was blackened from Reindeer exhaust.
He stepped out of the sleigh, but before he could talk,
I ran to meet him with my best set of chocks.

His breath smelled of peppermint, gone slightly stale,
and he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy, and jiggled like jelly;
hit boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red,
and he asked me to fill it with hundred low-lead.
He came dashing in from the snow-covered pump,
I knew he was anxious for drainin' the sump.

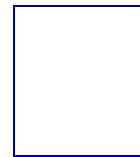
I spoke not a word, but went straight to work,
not used-to a sleigh, I spilled like a jerk.
He came out of the restroom, and sighed with relief,
then picked up a phone for a Flight Service brief.

And I thought as he silently scribed in his log,
these reindeer could land in an eight-mile fog.
He completed his pre-flight, from the front to the rear,
then put on his headset, and I heard him yell
"Clear!"

Checklist complete, he pressed push-to-talk,
and called up the tower for clearance and squawk.
"Noise abatement one mile in southbound direction,
then turn right three-two-zero at pilot's discretion."

He sped down the runway, the best of the best,
"Traffic's a Trinidad, inbound from the west."
Then I heard him proclaim, as he climbed through the night,
"Merry Christmas to all! ... traffic's in sight."

Newsletter Editor
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ADDRESS CORRECTION REQUESTED



**Roy Castle EAA
Chapter 538**

Next Meeting: Potluck Lunch Dave Biddle's Hangar



Saturday, December 11, 2004

Time: 11:30 am

Glendale Airport (GEU) Cactus Hangar B

We ask everyone to bring some food to share as indicated in the chart below. Beverages, plates, napkins & eating utensils are provided.

The chapter is short on chairs so if you bring your own, it would help.

If your last name begins with:	Please bring:	PLUS:
A thru M	A main dish	A dessert & a chair
N thru Z	A side dish (salads, veggies, etc.)	A dessert & a chair