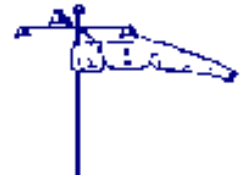


The Static Line



News and Views of EAA Chapter 538

Volume 29, Number 5

May 2004

A New Addition to the 538 Family!



This Note (along with the picture) came from Mike Gibbs:

I thought folks in the chapter might like to see the new addition to my family. Eleven years in the making, N728KF was signed-off for flight test last Sunday morning! [04/25/04]

I haven't flown it yet, but folks on the north side of DVT may have seen it driving all around the ramp in the evenings after work. :-) [Check out next month's newsletter for additional photos]

EAA Chapter 538

2004 Officers & Staff

President	John Lunning 623-581-1060
Vice President	Dave Barnhart 623-931-6605
Secretary	Dave Biddle 602-265-1172
Treasurer	Don Ridder 602-942-5934
Program Director	Tina Christie 623-535-1647
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2 Year Director	Tom Velvick 623-979-2519
3 Year Director	Bill Christie 623-535-1647
Tech Counselor	Richard DeWitt 602-866-7923
Newsletter Editor	Tina Christie 623-535-1647 tinac@dancris.com

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

04/19/04

Beginning Account Balance: \$ 5,155.45

Total Income: \$ 0.00

Total Expenses: \$ 0.00

Ending Account Balance: \$ 5,155.45

47 paid members for 2004 as of this date.

11 members have not renewed for 2004.

Secretary's Report

submitted by Dave Biddle

April 17, 2004 Potluck / Meeting:

During a brief meeting before the Potluck a Young Eagles date was approved for Nov.20th 2004.

Calendar of Events

May 2004

14-15: Scottsdale, AZ – PROP (Pilot's Review of Proficiency) 2004, Scottsdale Airport SDL
Information: Carol Cannon 972-248-3108, dallas@turbineair.com

22: Tucson, AZ – Chapter 81 Fly-In/Pancake Breakfast, Ryan Airfield RYN Information: Tom Thibault 520-977-5847, tthibaultsprint@earthlink.net

June 2004

12: Show Low, AZ – Fly-In Pancake Breakfast, Show Low Regional (SOW), Information: Le Roy Castle 928-537-4990

26: Watkins, CO – Rocky Mountain EAA Regional Fly-In, Front Range Airport, Watkins, CO,
Information: 303-452-9757 or rmrfi.org

26-27: Valle, AZ – High Country Warbirds Display, Information: 909-597-3722 or
planesoffame.org

July 2004

26: Watkins, CO – Rock

July 27 – August 2: Oshkosh, WI – EAA AirVenture Oshkosh 2004, Wittman Regional Airport
OSH Information: 920-426-4800, webmaster@eaa.org

Later in 2004

October 7 – 10: Phoenix, AZ – Copperstate Regional EAA Fly-In, Phoenix Regional Airport, AZ
Information: www.copperstate.org

Flight of the B-17

by Al Stills

After working for a day or two as ground support for the B-17 "Aluminum Overcast" for the EAA. A few of us out of the local Chapter 538 were able to fly with the ship from Deer Valley Airport to Palm Springs. Those who were able to make the trip were Dee Grimm, Bob Hurni, Dean, DeRosia, and Alan Stills. We met at Deer Valley Airport at 6:30 on the morning of 4/22/04 and migrated to the coffee shop for a bit of breakfast and some coffee. As soon as we finished, we unloaded the "tanks" and hurried over to the Flying Fortress to be sure and be on hand for the departure.

We were given a brief preflight and preceded to load up. The B-17G that we were flying in was built in 1945 and has 4 -1200 HP engines to pull it through the air. These engines give the plane a useful load of 64,000 lbs. The engines are fueled by 2 -1700 gal wing tanks which according to the crew give the B-17 a range of 8-10 Hrs flight depending on load. After a short time it was time to leave.

The pilot started the preflight and soon the engines were growling to life one by one. I can assure you there is nothing like 1200 HP radial engines starting up to get your juices flowing. After the engines warmed up a bit we started to taxi out to the runway. I brought along my headset (even though I was told there were no working jacks) and tried to plug them in. To my amazement they worked (I was at the Radio Operators station.) We taxied to the run-up area and I heard the Pilot advise the ground controller to keep the small planes a good distance back as we were going to run the engines up. What a sound! ---4 radial engines growing louder and louder as they were run and seeming to synchronize at the same time. After the run ups we had to wait for a couple of "little people" to land and get out of the way and were given clearance to take off.

(continued on page 4)

Flight of the B-17 (continued from page 3)

Those 4 engines wrapped on up and in no time we were running down the runway and Fortress 17N was off the ground at 8:01. I didn't know we were making a short field takeoff. (It seemed that way, as we were airborne in nothing flat). We immediately climbed to approx 2500 MSL and headed southwest. I heard the pilot ask for Luke AFB approach frequency and as all of us have experienced got Phoenix approach. Well since the call got Phoenix approach, we checked in and proceeded heading towards Glendale. As I was listing in, the pilot was having a bit of trouble figuring out Glendale Approach's Frequency so I piped up and offered it to them which saved a bit of paper juggling. We received clearance to transit at 2500 MSL and flew by the airport and then did the same with Goodyear Approach. We took a minute to fly over Goodyear Airport to admire the planes on the side of the runway. (Look at that DC-3 on the end. Wow!) Isn't it just like a pilot... flying a B-17 Bomber and ogling a DC-3 on the ground.

We finally turned to a western heading and headed straight west to "follow I-10 to Palm Springs". The trip from Goodyear to the California border was non-eventful unless you can say riding in a B-17 is non eventful. I can see why the WW11 pilots and crew fell in love with their planes. Just the murmur of the 4 engines trying to put you to sleep is music to my ears now. The 4 of us B-17 novices passed around the different stations until we came to the bombardier station in front. Each of us found a place there that we had to be torn from. What a view from that point in the front nose of the plane...looking down on the world from above... seeing straight ahead to the horizon... looking back at the 4 massive props turning while watching the planes reflection on the Chrome spinner. Guy's it doesn't get much better than this!

After we crossed the Colorado River we started to hit a little of turbulence. That continued off and on until we started to cross the mountains (some say that's what they are) to the East of Palm Springs. Then the turbulence got pretty heavy for a short time. We lost a little airspeed and altitude and the "old girl" struggled to regain it. I hear the co-pilot finally say, "we're finally back to 100 FPM climb. I believe it was about this time that Dee "took home" a memento from the trip. It was one he couldn't forget. Right on the top of his head!

We continued on in towards Palm Springs and called in for landing clearance and were cleared for a straight in on runway 31R As we got closer to the airport I heard control ask us to give him a right 360 to let another aircraft in first. Right!!!! A slower aircraft? What would you have asked if you were the controller, seeing possible the first B-17 in your life coming into your airport? Anyway we did a 360 and came in for the landing at 31R. As we were on final I heard the controller talking to an Experimental (RV6) inbound on 31L. Experimental XXX watch traffic on 31R a Fortress B-17 landing on 31R. Roger Palm Springs approach " A B-17"!!!!

We landed and were given taxi instruction to Million Dollar FBO and taxied up to the tie down area. The trip was over. I feel like I've walked in the footsteps of some of the bravest men in the world: the pilots and crews of the B-17. I 'm setting here at home after getting back in town and writing this, letting the whole experience finally sink in.

It's not just the B-17 ride. It was the people that came out to see the old bird. The Navigator who had 270 combat hours with his picture of D-day at Normandy through his radar-remembering his flight crew and telling stories about them with a tear running down his cheek. The Greek soldier that had Alzheimer's that recognized the plane when his daughter brought him up to it. The first thing he had recognized in a while. The older short "belly turret gunner" talking with his relatives and others about his experiences. The children brought by mothers, grandfathers, dads, learning and seeing history first hand.

To me and to others this B-17 tour and ride reminds us to "Never let the world forget" what those that went before us did. They paid for the liberty and freedom we enjoy now. We need to bring these kinds of displays often. Others paid the price so we can do this.

What an experience! If you weren't lucky enough to be able to work at the Airport this year make a point to be there next time, it's an experience you truly won't forget.

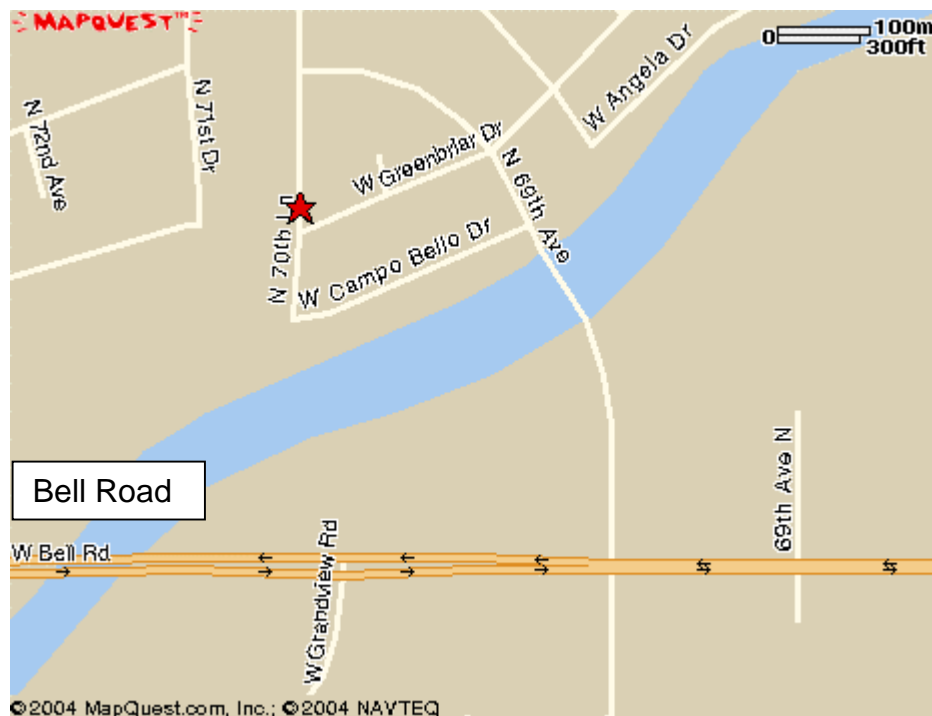
Project Meeting with Al Stills

Al is building the Europa XS Tri-gear. It will be running a Rotax 912S engine 100 HP for a cruise of approximately 135 Knots. It's a low wing 2-seat composite with removable wings. It runs on auto fuel and has a range of approximately 800 miles. Al is approximately halfway through the build process with the top going on right after the meeting.

Driving to Alan's house:

Take Bell Rd to 69th Ave and turn North. Follow 69th to intersection of 70th Ln. 2 Story house at intersection.

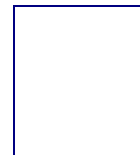
Al Stills
17476 N. 70th Lane
Glendale, AZ 85308
623-878-6983



Snack & Raffle Responsibilities

Month	Snacks	Raffle
May	Dave Biddle	Dave Biddle
June	Don Ridder	Don Ridder

Newsletter Editor
EAA Chapter 538
12902 W. Missouri Avenue
Litchfield Park AZ 85340



ADDRESS CORRECTION REQUESTED



**Roy Castle EAA
Chapter 538**

Next Meeting: Project Meeting Al Still's Europa XS Tri-gear

Saturday, May 15, 2004

Time: 10:00 am

See inside for directions to Al's house.