



The ThunderWord

Thunderbird Field EAA Chapter 1217

April, 2009

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Paul Rhodes brought his Remos LSA to the March meeting for us to look at and learn about. It was a remarkable airplane with folding wings, large cockpit, excellent performance and a glass cockpit.

With the spring time weather comes flying events almost every weekend. Chapter 1217 was involved in the Seaplane Fly-In, Cactus Fly-In, and now our Mayday spring picnic is just around the corner. The goal is to have monthly meetings and quarterly social/flying events for all Chapter members. If you have an idea for an event or want to get involved with running one of these events please speak up. We have the idea for an aviation related swap meet but need someone who can run this feature, no experience required!

Our spring picnic is a great time for everyone to bring their families out to the airport to see what being part of an EAA Chapter is all about. If you have a plane or project we want to encourage everyone to bring it over so the rest of the folks can admire your handy work. I hope to see everyone at the April 16th meeting!

Curtis

APRIL CHAPTER MEETING

The April meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, April 16th in the Scottsdale Airport Terminal Building. The time is 7pm. This month Brian Head from Arizona Aircraft Painting at Falcon Field will be our guest speaker. We will also have a special premier of the Seaplane Fly-In at Lake Pleasant video. For those of you that didn't receive your Cactus Fly-In Volunteer shirts they will be available at the meeting. Guests are always welcome.

NEW MEMBER

Paul Rhodes who owns Copperstate Sport Aviation joined our Chapter after his presentation at the March meeting. He currently owns a Remos and has owned a Kolb Twinstar, Yankee, and a Bulldog in the past. Welcome aboard!

MAYDAY FLY-IN

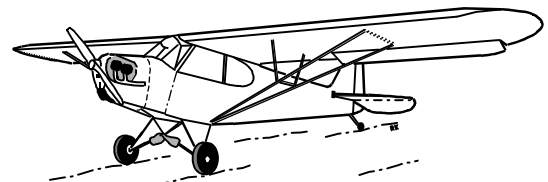
Saturday, May 2, 1100-1400 hrs. will be the time and date for the annual Thunderbird Field EAA Chapter 1217 MAYDAY FLY-IN / DRIVE-IN. Jack Pollack will again host this year's event at his Deer Valley northside hangar 31-08. Things get underway around 11am with planes arriving and setup. If you are flying in, park amongst the L-39 jets and be sure and bring wheel chocks. At noon time we will be having an old fashioned hangar cookout.

This year the Chapter will spring for the burgers, fixins and drinks, you need to bring something to share that doesn't need to be cooked or heated.

Everyone is welcome so bring your family and friends

If you are driving in go to the north perimeter road and go to the west entrance for the hangars. Signs will be posted, but call 602 710-4494 and we will come down and let you through the gate. It might be a good idea to bring lawn chairs to sit on.

All arriving pilots are requested to use the words Mayday on initial contact so the tower will know you are coming to the picnic.



CACTUS FLY-IN WINNERS

Everyone was a winner at this year's Fly-In but a few were singled out for special

recognition!. Bold and underlined are EAA Chapter 1217 members, congratulations!

Grand Champion	Lockheed 12A	NC18906	Les Whittlesey
Das Peoples Choice	Fiesler Storch	N884F	<u>Bernie Gross</u>
AAA National	Boeing Stearman	N9923H	Edward Miller
Texas Chapter Award	Stinson SR7B	N15173	Joe Ciabattoni
San Diego Chapter Award	Fairchild 24W	NC28648	Mike Still
Best Transport	Lockheed 12A	N2072	Joe Shepherd
Best Classic Cabin Monoplane	Fairchild 24W	NC28648	Mike Still
Best Experimental	Legend Cub	N2004SB	<u>Stew Bloemer</u>
Best Warbird	Douglas Skyraider	N959AD	Rick Morrisson
Best WWII Trainer	Bucker Jungman	N53EH	Earl Hickman
Best Stinson	Stinson SR7B	N15173	Joe Ciabattoni
Best Piper	J-3 Cub	NC99667	<u>Curtis Clark</u>
Best Luscombe	Luscombe 8F	N77L	Joe Pribilo
Best Funk	Funk C Model	N24114	Dan Espensen
Best Ercoupe	Ercoupe 415C	N2006H	Robert Metz
Best Culver	Culver Cadet	NC29398	Carl Walston
Best Cessna	Cessna 140A	N5625C	Lindy Whittlesey
Best Bellanca	14-19-2	N711W	Michael Gardner
Best Beechcraft	D18-S	N5804C	Lee & Carolyn Jones
Best Aeronca	Chief	N9665E	Jerry Furnas
Most Experienced Pilot	80 yrs		Joe Pribilo
Youngest Pilot	16 yrs	Solo 2 wks ago	Lindy Whittlesey
Longest Distance Traveled	Santa Rosa, CA		Edward Miller
Special Recognition	Dickenson-Howard	N273MD	Bruce Dickenson
Special Recognition	Stinson V-77	NC9178H	Larry Boehme

MARCH 22, 2009 FIRST FLIGHT

For Chapter 1217 member Larry Keeling and his sidekick Charlie Wambolt, that was a date they will remember as it was the first flight of their RV-8 fastback. It took them four years of fairly full time work to build the plane in their hangar at Chandler Airport. To personalize the plane they added a custom cowling, fastback, canopy frame and glass cockpit. Larry had owned an RV-4 and they were partners in a Bellanca Scout before starting the RV-8.

EAA CHAPTER 658

FLY-IN & CAR SHOW

Calling all pilots to the Grand Opening of Legend Aviation, the new FBO facility at the Prescott Municipal Airport! Saturday, April

April, 2009

18th, 2009: from 0700 to 1500. There will be a traditional Pancake Breakfast and Bratwurst Lunch.

Aircraft of all Kinds! Antiques, Warbirds, Special Interest, Experimental, Helicopters, Ultralights, and more.

Fly-bys and Radio Controlled Aircraft Demonstrations.

Automobiles featuring: Antiques, Special Interest, Sports Cars, Military Vehicles, Trucks, Rods... you name it!

For more information visit www.flyprescott.com or contact Dave Roy, Chapter 658 President 928-925-4902 (cell) / roy9d7@gmail.com



Stearman and PT-22 Fly-by at the Cactus Fly-In



Les Whittlesey's Grand Champion Lockheed 12A

AIRSHOWS AND FLY-INS FOR 2009

05/16 Armed Forces Day Parade Torrance, CA
4/21-26 Sun-n-Fun Lakeland, FL
05/16-17 Planes Of Fame AS 2009 Chino, CA

05/22-24 Fly-In & Airshow Watsonville, CA
06/06-07 Ramona Airshow Ramona, CA
06/12 Golden West Reg'l Fly-In Olivehurst, CA
06/27 High Country Warbirds Fly-In Valle, AZ



Larry Keeting and Charlie Wambolts RV-8 on its First Flight



Keeting and Wambolts RV-8 Overhead

APA CHAPMAN RANCH FLY-IN

This year's Arizona Pilots Association Chapman Ranch Fly-In is April 11, 2009. Through the APA's efforts Chapman Ranch now has an official FAA identifier, 58 AZ. Please visit the APA's web site www.azpilots.org for airstrip coordinates and safety guidelines. The APA needs everyone to give the Chapman Ranch fly-in the up most

attention in getting the word out to help keep this airstrip open. Participation, that means eating breakfast at the Chapman Ranch Fly-in and/or monetary donations to our 501C3 organization for this airstrip, is needed to continue operations of the Chapman Ranch Airstrip. There are some rules for operating at this airport so please visit the APA website and review the conditions and procedures.

DVT RUNWAY CROSSING CHANGES

Effective, Tuesday, February 17, 2009, Deer Valley Airport (DVT), changed its procedures for crossing runways.

No longer will an aircraft be on Ground Control's frequency while crossing a runway. The new procedure will require an aircraft crossing a runway be on the Tower's frequency. This is safer and will help prevent runway incursions.

Remember, you still have the responsibility to read back the "hold short" clearances. This is

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still required and vital to prevent runway incursions.

The following is a typical scenario you can expect- -

(N4Q calls for relocation from North Hangars to the Restaurant:)

N4Q: "Ground, 4 Quebec at North Hangars request relocation to Restaurant."

Ground: "4 Quebec cleared to taxi up to hold short runway 7L at (intersection)."

N4Q: "4 Quebec hold short runway 7L"

Ground: Monitor Tower 118.4"

N4Q: "4Q"

N4Q switches to tower frequency and monitors

Tower: "4 Quebec cross runway 7L and contact ground"

N4Q: "4 Quebec cross runway 7L and contact ground"

N4Q switches to ground frequency

N4Q: "Ground, 4 Quebec clear of runway 7L at (intersection)"

Ground: "4 Quebec taxi up to hold short runway 7R and monitor tower"

N4Q: "4 Quebec hold short runway 7R and monitor tower"

N4Q switches to tower frequency

Tower: "4 Quebec cross runway 7R and contact ground"

N4Q: "4 Quebec crossing runway 7R and contacting ground"

Ground: "4 Quebec taxi to the restraint."

N4Q: "4Q"

That's not to say that occasionally, tower will coordinate with ground in the tower and send N4Q to parking or keep them between the runways as well. The scenario above is during busy times and what can be expected.

The only thing that has changed is the fact that when you are crossing a runway, you will be on TOWER frequency, not ground.

Some used to look at it like a ground operation (not airborne) is on ground's frequency and if you're airborne, you are on tower's frequency. Change that thinking around to become: if you are on a runway (no matter what you are doing) you are talking to tower's frequency, and if you are on a taxiway you are on ground's frequency.

If you have any questions or would like a copy of the procedure translated to Chinese contact Toby Jones, Air Traffic Manager, Deer Valley ATCT (DVT), Office: 623-581-1492 , Home: 480-286-7762

SONIX FLIGHT REPORT

By Dennis Smith

I received the Sonex kit on 23 Aug 2002. She took about 1700 hours to complete over the following four years (you see, I have this job). I flew her for the first time in December 2006. The next year was spent sorting her out, making tweaks and mods, getting the CHTs under control and such, but I thoroughly enjoy her now. She's registered Experimental, but is legal light sport, even with the Jabiru 3300. I call her "Alumination" because she's aluminum and illuminating. When we're just knocking around we cruise about 130 mph and burn less than 4.5 gph, so she's affordable even when the fuel prices are up. She's neutrally stable and somewhat sensitive in pitch until you get to know her. She's a delight to handle, with a crisp roll rate and light stick forces. With full flaps and 80 mph approach speed, she's solid as a rock and comes right down. The direct connected tail wheel and visibility over the nose makes ground handling easier than any tail dragger I've ever flown. I think I'll keep her.



Dennis Smith & his Sonic After First Flight

ELT CHANGES

Last month the Search and Rescue (SAR) satellite system discontinued monitoring 121.5 MHz emergency locator transmitters (ELTs) and only monitor the 406 MHz signal. The 121.5 MHz ELTs will continue to be monitored, but only by ground-based facilities and airborne aircraft that happen to have their VHF receiver tuned to 121.5. The FAA has not proposed any changes to FAR 91.207 (the regulation requiring ELTs in most airplanes). This means that the 121.5 MHz ELTs will continue to meet the requirements of the regulation, even after February 1, 2009.

As a practical matter, 121.5MHz ELTs will not be as effective, and due to the lack of satellite monitoring, finding a downed airplane with a 121.5 MHz ELT will be less likely. This may be reason enough for some airplane owners to upgrade to the 406MHz ELT units, as this will offer the best chance for search and rescue units to find a downed airplane. If planning to install an ELT you can choose either a 406 MHz or 121.5 MHz ELT, either will meet the requirements of FAR 91.207, but only the 406MHz will be monitored with the SAR satellite system.

Another option to consider is the 406 MHz Personal Locator Beacon (PLB). Handheld devices that are activated manually, PLBs send out a distress signal on 406MHz and



Sonix Instrument Panel and Interior

could be a great supplement to the ELT installed in the airplane. PLBs do not meet the regulatory requirement of 91.207, so they should only be considered as an additional way to send out a signal on 406MHz - not as a means to meet the regulation.

The 406MHz issue is driven by the International Civil Aviation Organization (ICAO), which adopted 406MHz as the international standard for ELTs. At the present time and for the foreseeable future, the FAA has chosen not to implement the ICAO standard. However, many other countries have. Neighboring countries have adopted the following policies:

Canada – Transport Canada has not yet formally adopted a policy for the 406 MHz ELT. However, they have indicated in the near future they will adopt a policy requiring a 406 MHz ELT installed in all aircraft, implemented during a 2-year conversion period, details remain unspecified at this time.

Mexico - Aircraft with 121.5 MHz ELT installed can be operated in Mexico until July 1, 2009, or until the next mandatory battery replacement - whichever comes first. Then a 406 MHz ELT will be required.

Bahamas - All general aviation aircraft are allowed to use 121.5 MHz ELTs until 2/1/2011.

ThunderAds

FOR SALE

1980 SUPERCUB PA 18

150 Lyc, 960 TT, 80 hrs TOH, New Icom 210, Intercom Transponder, King KT76A External Baggage Seaplane Kit, Recent Annual, \$85000 Don Meloche (928) 951-4635, Cell (619) 838-2410 Email winslow42@cox.net

STANDS

Two 4-step stands to cover floats during installation. Eliminates standing on floats which can be damaging. Also 2 stands to go under floats which allows raising and lowering amphibian landing gear in work place. Price \$400 and \$100. Bill Grieme Floatmon @ cox.net

BENDIX/KING KLX-135A COM/GPS

(VFR) in excellent condition. Comes complete with tray, antenna, connectors, manuals, and 2008 USA data base installed. Selling because it is not compatible with RV-9A TruTrak auto-pilot. Asking \$1,500.00. Bob Kruse 480-391-1228

CONTINENTAL IO-360 ENGINE.

210 Horsepower, Newly overhauled, ported and polished with ceramic pistons. Overhauled by Performance Engines in La Verne, CA. Included are: starter, alternator, single magneto, and exhaust. Originally built up for an RV-10, Vans decided not to support the Continental engine option. Great experimental aircraft engine. Make reasonable offer, will consider a trade. Bob Kruse.480-391-1228 or point9kruse@aol.com

1946 TAYLORCRAFT BC-12D

TT 2987 SMOH 196 with comm radio. Fabric tests good. All AD's OK incl new struts Sport pilot aircraft \$16,000 Call Wendel Waltz 602-770-9245 wendel@waltzmail.net

GPS LOURANCE AIRMAP1000

Large screen, b&w, easy on batteries, full Jeppson and obstruction database, all manuals and accessories included. Ideal for Sport aircraft. \$275 Wendel Waltz 602-770-9245 wendel@waltzmail.net

WHEELER EXPRESS PROJECT

\$10,000 My husband passed away and I have a complete kit that is 60% completed. Located in Fountain Hills. Bev Tall bevtall@talco.com

DIAMOND DA-40 PARTNERSHIP

Looking for partners in Diamond DA-40 based at SDL. Renzo Cataldo 480-227-3647

1979 CESSNA 182Q

Arizona Airplane on SDL Tie Down K137, TT 3500 hrs, Engine 1262 hrs. SOH, interior upgrades & wing tip replacement underway. Bill Maxey 602-820-5722 maxeybill@hughes.net

RV-10 PROJECT

RV-10 emp / tail cone kit. Switched to an RV-12. \$2800.00 (negotiable). Some tools available if interested. Located in Prescott, AZ. Frank Benedict c-140@juno.com 928-778-1977 H 928-899-8365 C

GLASTAR PROJECT

Lycoming O-320 engine. Located at Carefree Airport. Al Ross 480-595-9579

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at EAChapter1217@aol.com to receive a digital slideshow of the plane.

1979 CESSNA TURBO 182RG

287 SMOH, O₂, A/P, NDH Arv Schultz 602-275-1016

SERVICES

FLIGHT INSTRUCTION- BFR'S

Alan Trabilcy alantrabilcy@yahoo.com, 480-747-0349 m or 480-948-1747 h

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Evans Aviation 480-585-3119

AIRMEN PHYSICALS

Dr. Henry Givre AME, Chapter member and RV-4 owner. 520-836-8701

AIRCRAFT PHOTOGRAPHY

Mike O'Connor CrashOConnor@aol.com 480-515-5105

BFR's

Fred Lloyd 602-234-1940

MACHINE SHOP

High quality parts fabrication for homebuilts at a reasonable price. David Leverentz 520-898-4321

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No job to small! Kim 480 396-0688 interiors@airwestinc.com

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