



The ThunderWord

Thunderbird Field EAA Chapter 1217

April, 2010

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the March meeting we gained a little insight into the Pond Racer and its history from design to the end. Michael Schrott put together a fast paced presentation and was nice enough to volunteer to speak to us. This month our speaker will be an old ASU friend, Scott Chesnut, who after a career in the US Air Force is back home and getting reconnected in sport aviation and his old flying friends.

The news for me this month is, with a little help from some friends, the rudder is rebuilt and recovered on my flying wing glider project and the trailer was sent to get new axles that have fifteen-inch tires. Some more sanding and the pod will be ready for primer!

I hope to see everyone at the April 22nd meeting!

Curtis

CHAPTER MEMBER FLIES WEST

One of our original Chapter 1217 members, Hal Rozema, has passed away after a long illness. Hal is survived by his wife Jackie. Hal had led a very full life and loved flying, sailing, and traveling. Before he got sick he was building the Zenith CH-701 STOL plane that chapter member Bernie Gross bought and is now flying. Tailwinds old friend!

SOMETHING OLD SOMETHING NEW

Chapter members have been busy selling and buying planes. Arv Schultz has sold his Cessna TR 182RG to a company in Africa. Jerry Lane has purchased a Schweizer 1-26C sailplane that needs some work after being wind damaged. It is now in his shop and he is starting repairs and restoration.

APRIL CHAPTER MEETING

The April meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, April 22nd in the Scottsdale Airport Terminal Building. The time is 7pm. This month's speaker will be Scott Chesnut from Bye Energy.

Bye Energy is developing two key product lines designed to offer the general and business aviation markets access to viable and much needed clean energy technology. The first is BIO-DERIVED AVIATION FUEL. Bye Energy is pursuing processes capable of producing bio-derived fuel alternatives for both 100LL aviation gasoline (avgas) and Jet A aviation fuel. The second is an ELECTRIC PROPULSION SYSTEM. In collaboration with selected technology partners, they are developing a propulsion alternative to the internal combustion engines that currently power small propeller-driven aircraft. This program is called THE GREEN FLIGHT PROJECT.

Remember guests are always welcome.

MAYDAY MAYDAY MAYDAY AT DVT

Saturday, May 1st, 1100-1400 will be the time and date for the annual Thunderbird Field EAA Chapter 1217 MAY DAY 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. There are plenty of parking spots right in front of Jack's hangar now that the L-39's are deployed to secure our borders. Be sure and bring wheel chocks and lawn chairs. 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, heated or butchered, Examples are salads, deserts, and chips. 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 in.

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



Chris Clark giving Airplane 101 to the future pilots of tomorrow at the Cactus Fly-In
Over 300 kids participated this year

CACTUS FLY-IN SAYS THANKS

The Arizona Antique Airplane Association members have sent us a \$500.00 donation as a way of saying thanks for all our help with their very successful 2010 Fly-In. Besides the donation each of our volunteer members received a Fly-In shirt, free admission and meals. In addition to seeing some really cool planes, this is what makes this event so successful each year.

FAA RULEMAKING

By Chris Clark

There are many rules, customs, habits and whatnot that we Americans live with daily. Whether it's a speed limit on a road, how to properly set the dinner table, or doing your

own preflight, there are oftentimes good reasons that those things exist.

FAA rules are there to protect the public. The public could be you, the pilot. The public could be the paying passengers aboard a flight. The public could be the family at the dinner table. The FAA rules are intended to be the lowest common denominator, yet the highest standard, for aviation safety.

The reasons for rules to exist or change are many! The family at the dinner table fears that the airplane that's buzzing the neighborhood will crash into their house. Sometimes a house is hit by an airplane, due

Continued on page 3

to a human factor reason such as too much air in the tanks or some improper maintenance. The passengers at 35,000 feet expect that their flight crew is properly certificated, current, and proficient, as well as medically qualified (healthy & sober!), so that they can safely get to their destination. You're in your airplane, it's legal and so are you, but some guy, in an out-of-annual flying machine who's had his medical denied, blasts in and out of a nearby airstrip helter-skelter, cutting your airplane out of the pattern and nearly causing a mid-air collision. It happens. That's why the FAA rules are intended to protect the public.

Federal Aviation Administration rules are changed or created by several methods. Sometimes the National Transportation Safety Board makes safety recommendations to the FAA that a rule should change. During the course of an aircraft accident investigation, an FAA inspector could recommend that a rule change would enhance safety. And, I've heard there was one person who studied accident statistics, noticed a high percentage of part 135 accidents involving single-pilot, single-engine IFR flights at night. That one person recommended to the FAA that it would enhance safety to prohibit this in part 135 flights. That one person caused a rule change.

Before the rules change, or new ones are implemented, the FAA publishes a Notice of Proposed Rulemaking (NPRM) in the Federal Register. Any person – yes, this means YOU! – can comment on the proposals. FAA does read and take your comments into consideration. The comment period is stated in the NPRM. After the comment period is closed, comments are considered, and the rule is tweaked as necessary based on all the input. It has to pass through FAA counsel (that's the attorneys), and travel through other governmental red tape such as the Office of Personnel Management's Paperwork Reduction section. The rule becomes

effective on the date that's set forth in the final rulemaking process. To make it easier for the public to find rulemaking documents, they are published on the FAA's web page.

For instance, some proposed changes to part 61 and 121 are available on www.faa.gov, or find it directly at <http://edocket.access.gpo.gov/2010/pdf/2010-2643.pdf> That particular NPRM is entitled, "New Pilot Certification Requirements for Air Carrier Operations." It's an aftermath of the Colgan Air crash at Buffalo, NY last year. Among the victims was a man at home in his recliner. "The public." You are the public – you can comment. Government of the people, by the people, and for the people!

Interesting factoid before the "military CFI" rule could become final rule last year, the new Administration had to have all its new people in place. All government agencies had to have their rulemaking on hold until the new president's departments and agencies had their presidential selections finalized. This frustrates the public and the agencies involved, but it happens with each new administration.

AMERICAN LEGEND

CERTIFIES J3 S-LSA

American Legend Aircraft Company has announced the introduction of its Classic J3. This new aircraft is based on the Legend Cub incorporating numerous safety improving and "slimming" features. It will be S-LSA certified and will keep the same superior level of support that has made American Legend a leader in its class. The Classic J3 will be priced at \$94,895.00 complete and ready to fly.

The new Classic J3 by American Legend will appeal to a broad customer base. The Classic J3 is configured with a single clamshell door/window combination for right-hand entry and exit - similar to the Piper J3. Plus, it will feature a sliding window on the

Continued on page 4

left-hand side - much like the Piper Super Cub. The Classic J3 is available in a single configuration, however with numerous standard features, including: a 100-horsepower Continental O-200 engine, Sensenich wood propeller, all-metal cowling with exposed cylinders, battery with starter, 16-gallon fuel system, disk brakes, die-spring gear, shoulder harnesses at both seats, and more. Additionally, the instrument panel of the Classic J3 will closely resemble that of the Piper J3. The Classic J3 retains the Legend Cub's 3-inch wider cabin, aft bench seat, and large baggage compartment. When compared to a fully restored Piper J3, the

Classic J3 by American Legend excels in terms of comfort, convenience, and safety, and is competitively priced.

The Legend Cub has held the #1 spot as the best selling American-made light-sport aircraft five years running. Completely modern in its design, materials, and available options, the Legend Cub blends the best in history with the best of today. In a Legend Cub, it's possible to fly low, fly safely, and fly for fun.

The American Legend Aircraft Company is located at 1810 Piper Lane, Sulphur Springs, Texas, 75483; call 903-885-7000; or log on to www.legend.aero



Jim Timm's Zeith CH 601 XL on display at the 2010 Cactus Fly-In

Thunderbird Field EAA Chapter 1217. Contacts

President	Curtis Clark	602 953-2571	EAACChapter1217@aol.com
Vice President	Terry Emig	520 836-7447	dprez@cactusflyin.org
Secretary/Treasurer	Jack Pollack	480 525-1885	Jack.Pollack@Analyticalgroup.com
Newsletter Editor	Ron Kassik	480 948-0168	ronkassik@cox.net
Young Eagles	Chris Galli	712 574-1001	chapter1217ye@gmail.com
Technical Counselors	Dan Muxlow	480 563-4228	N27DM@cox.net
	Jim Berdick	623 293-2708	Berdick@q.com

Chapter Website: www.ThunderbirdField.org



Photo by Jordan Ross

**EAA Chapter 1217 Members trying to hand prop the B-17.
No matter how they tried the darn thing would not kick over (thank goodness)**

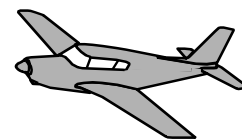
NEW FLIGHT AID MIGHT BE THE MAGIC BULLET

Sherrri Schellenberger has passed on to us what might be a really cool way of making your flying safer. It is a device that helps flying in blind or reduced visibility conditions. Symbolic Flight lets you Flight Plan and Pre-Fly your route with Google Earth on your PC before you burn a gallon of gas. Then, Go Fly with your laptop or UMPC, a GPS and Google Earth.

Symbolic Flight incorporates all the features of their Flight Plan and Moving World software in a single package centered upon Google Earth. 3D terrain is augmented with satellite imagery and 3D symbolic information
April, 2010

meaningful to pilots in the context of flight: airports, airspace, obstacles, nav aids, waypoints, weather--along with Google Earth's highways, parks, golf courses and other Global Information Systems data pertinent to a pilot's maintaining situational awareness and safety of flight.

Their web site is: www.symbolicflight.com





Roger Parish got a chance to fly a P-51 Mustang at the Cactus Fly-In last month



Bernie Gross and his Cessna 175 got a warm and friendly greeting from our neighbors to the South!! He tried to recruit them as a guest speaker with no luck

ThunderAds

FOR SALE

AIRCRAFT AND ENGINE FOR SALE

1983 Thorp T-18, N583C, Home built, with rebuilt Lycoming O-290G, \$25,000.00

1954 Story Experimental #2, N1338N, Continental \$10,000.00

1956 Tri-Pacer N9950D; Converted to Pacer and restored to new condition.

ENGINE Lycoming O-290G no accessories \$1000.00
Contact: cefann@peoplepc.com. Please use "EAA" in subject line of E-mail. located in Yelm, Washington.

1995 JABIRU ST

2 place, 3300 cc Engine, 10 hrs. Total Time
Make Offer Al Ross cell: 602-320-7498

CESSNA 175 Skylark

TTSN 3,304hrs Franklin O-350 220 HP TTSN 355 hrs. Constant speed prop TTSN 355 hrs. Take off full gross 300 ft, climb out 1400 fpm. Hangared at AVQ \$59,000. (accepting offers) Bill Braden 520-682-7285 billw7xh@gmail.com

1980 SUPERCUB PA 18

150 Lyc, 960 TT, 80 hrs TOH, New Icom 210, Intercom Transponder King KT76A External Baggage Seaplane Kit \$85,000. Don Meloche (928) 951-4635, Cell (619) 838-2410 E-mail winslow42@cox.net

STANDS

Two 4-step stands to cover floats during installation. No standing on floats which can be damaging. Also 2 stands to go under floats that allow raising and lowering amphibian landing gear in work place. \$400 and \$100. Bill Grieme Floatmon @ cox.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, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 maxeybill@hughes.net

RV-10 PROJECT

RV-10 emp / tail cone kit. Switched to an RV-12. \$2,800.00 (negotiable). Some tools available if interested. Located in Prescott, AZ. Frank Benedict c-140@juno.com H: 928-778-1977 C: 928-899-8365

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at EAAChapter1217@aol.com to receive a digital slideshow of the plane.

WANTED

ROTAX ENGINE MECHANIC

Looking for a mechanic that works on the two stroke 582 rotax engine (used on a powered parachute). Ned Turner, Prescott, info@prescottshedandgarage.com

SERVICES

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

FLIGHT INSTRUCTION- BFR'S

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

PROP BALANCING, ANNUALS, PREBUYS

Jim Berdick Al 623 293-2708

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-3442

AIRCRAFT WELDING AND RESTORATIONS

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 602-793-6637

MACHINE SHOP

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

AIRCRAFT INTERIORS AND COVERS

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

Want to see your aircraft-related ad here in the Thunderword?

Send an E-mail to:
EAAChapter1217@aol.com

**Thunderbird Field
EAA Chapter 1217
5450 East Voltaire
Scottsdale, Arizona 85254**

