



The ThunderWord

Thunderbird Field EAA Chapter 1217

April, 2011

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month we had a very well attended meeting to hear be Steve Lund talk about Storch airplanes and the history behind them as well as building his third replica of the plane. Everyone got a chance to look at it up close as he flew his Storch over from California for us to inspect. This was the second time Steve has traveled all the way over here to talk to our Chapter, aviation needs more people like him. Big thanks to Bernie Gross for lining Steve up to talk and giving him a place to stay.

My Sun-n-Fun trip last week was an example of EAA'ers still having fun even in tough times. What normally would have been miles of walking was more time spent enjoying the indoor vendors and displays. I did manage to get a great deal on the Hobbico forced air breathing system that I have heard good things about from Jack Pollack and Ron Landon. I was also able to score some Russian flying goggles at the Aero Mart. I also got the opportunity to have dinner with the Chief Pilot for Buffetland and Air Margaritaville, and hear some stories of flying their Goose and float equipped Caravan around the Caribbean and East Coast of the US.

Curtis

APRIL CHAPTER MEETING

The April meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, the 21st in the Scottsdale Airport Terminal Building at 7pm. Our featured guest speaker will be Chapter 1217 member Denny Myrick who will be talking about the RV-12 he built. Weather permitting he plans to have the

plane on display before the meeting for everyone to check out.

It will be a great meeting and guests are always welcome

SUN-N-FUN

By Curtis Clark

At the Cactus Fly-In Mike McGarry threw out the idea of going to Sun-N-Fun in Lakeland Florida. It had been four years since my last visit so I thought it might be a great adventure. I was in! We decided that Wednesday and Sunday would be travel days and on Thursday we would attend the seaplane fly-in at Fantasy of Flight and go to the show on Friday and Saturday.

Waking up Thursday morning in Tampa the weather was really bad with a massive electrical storm and tornadoes reported all over the area on the local news. We delayed our departure for a couple of hours and then headed over to Kermit Week's Fantasy of Flight. The logic being what a better place to be in a storm than Kermit's hurricane proof museum. The seaplane fly-in was canceled and moved to Friday because of the seventy knot gusts and driving rain.

For those of you that are traveling to Florida this museum is a mandatory stop. They have special tours of the restoration shop, back lot, and wood shop as well as guided tours of the museum included in the admission price. We toured the restoration shop where they had wall to wall projects. The owner has single handedly kept the rare and warbird markets afloat buy buying three of every type of plane that there ever was. He had planes under restoration ranging from a 1935 Seversky P-35 to a P-38, to several original DH-4

biplanes. There were parts and planes stacked everywhere, easily ten thousand times worse than my shop! We later took the woodshop tour and learned all about what it takes to rebuild the wooden frames on the old World War One biplanes and asked all the questions we could think of, like finding out they use resorcinol glue and not epoxy on the restorations. As part of the admission the video simulators are all included so we got to try out every one of them.

As we toured the museum, reports were rolling in about the carnage at the nearby airport where a tornado or microburst and destroyed many of the planes on the flight line. After meeting up with friends for a dinner at a place called Gary's Oyster Bar we went to bed wondering what Friday would hold for the fly-in if they were going to have it at all.

Friday morning the sound of a Cub shooting splash and goes in front of our cabin in perfect Florida weather definitely meant it was a new day. We cruised by the seaplane fly-in at Kermit's museum for a while then headed for the fly-in. The hard working Sun-N-Fun crew hadn't wasting a minute because they spent all night clearing the wrecks, smashed up rental cars and blown down tents to a remote corner of the airport. Other than a mud bog of a parking lot there wasn't much evidence of the destruction that happened the previous afternoon. Since a high percentage

of the early arrivals were damaged or destroyed, the soggy grounds and the weather made a lot of folks decide to stay home; airplane attendance was way down. It looked like the weather didn't keep people driving in away as the place was packed. The highlight of the show was the F-22 Raptor demonstration which can do amazing things with its vectored thrust. It had a mechanical problem and had to stop mid-show on Saturday so it apparently isn't very reliable, The Navy Blue Angels put on a show that was a crowd pleaser. With seven FA-18 Hornets and even a demo by their C-130 support aircraft it was a heck of a show. In my opinion we didn't see that many new designs or really unusual planes. Probably the Molt Taylor Aerocar was the rarest antique; its owner tailored it out from Colorado Springs.

If we were looking for an adventure then this year's Sun-N-Fun was one. I felt really sorry for the people whose planes were damaged or destroyed; many of them were completely devastated by their losses. The good news is that amazingly no one was killed and only a couple of people were injured. I hope that some companies like the Air Cam folks are able to bounce back after having four of their demonstrator planes destroyed. The Fly-In management team did an outstanding job of cleanup and recovery, making a positive event out of a tough situation.



Photo by David Kujawa

Steve Lund's Storch Replica Inspected by Chapter 1217 Members at the March Meeting

MAYDAY MAYDAY MAYDAY AT DVT

Sunday, 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. 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.



Terry Emig's Luscombe gets its 72-year old Landing Gear Rebuilt in Julie White's Shop in Eloy

FAA: AIRCRAFT RE-REGISTRATION

The FAA's aircraft re-registration initiative that began on November 1, 2010, is going about as expected, according to Walter Binkley, manager of aircraft registry in Oklahoma City. That is to say, it's going fairly well – even better in some respects, such as more people

than expected are using the online registration instead of mailing in the paper form. Re-registering online is much more efficient, resulting in a one-week turnaround as opposed to the 6-8 weeks for filling out

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and mailing in the form, then waiting for hard copies to wind their way through the queue.

The re-registration initiative is scheduled to be completed on December 31, 2013, at which time the FAA expects to have pared about a third off the current list of 357,000 registrations due to incorrect addresses, unrecorded ownership change, destroyed aircraft, and other reasons. A specific registration expiration schedule over the next three years covers all aircraft registered before October 1, 2010.

EAA has been contacted by several aircraft owners saying they were confused about the recent courtesy notices they received even though they already submitted re-registration materials. These "FINAL NOTICE" mailings advise owners of the pending expiration along with their options. Binkley apologized for the confusion.

"We decided how best to approach that very situation, but decided to go ahead with the final notices," he said. This gives aircraft owners every opportunity to re-register in the event of procrastination, materials lost in the mail, or other reasons. If one submits a re-registration, and it has not been processed by the prescribed final notice date, that owner will receive a final notice automatically. The FAA also sends a third notice when an aircraft's registration expires, giving owners a

final opportunity to get their materials in and save their N numbers.

If the owner is confident re-registration materials are in order, the final notice can be ignored. Binkley recommends people contact the registration branch at 866-762-9434 (toll free) or 405-954-3131 with any questions or concerns. Binkley provided the following common mistakes that occur and result in a returned registration:

- Failure to print or type name.
- Making an alteration to the text and whitening out or obscuring something on the form – the only acceptable way to alter text is to line through and correct.
- Not including the appropriate fee.
- Checking both "info correct" and "changes made" boxes or leaving both unchecked - one of the boxes must be checked.
- Sending in the re-registration when it's not their turn. "We won't take applications out of cycle," Binkley said.

As of January 1, 2011, 53,885 first notices have been sent out to aircraft owners. Of those, 20,500 online registrations and 7,000 paper registrations have been processed. Recently about 11,000 "final notices" were sent out, even though the registration branch knows some of those are paper registrations that have been received but are still pending final processing.



Denny Myrick's RV-12 that He will Discuss at the April 21st Meeting

SPORT PILOT vs. PRODUCTION AIRCRAFT

By David Kujawa

At the February chapter meeting, Terry Brandt gave a presentation on sport pilot. A question was asked about the number of light sport aircraft sold in the US last year with a follow-on question of how many Piper Warrior-type aircraft were sold. Terry responded by saying that approximately 2,000 light sport-designated aircraft were sold in 2010. That encompasses everything from powered paragliders to factory-built S-LSAs. Regarding the second question the group didn't have an answer other than the assumption that it was less than 2,000.

The General Aviation Manufacturers Association (GAMA) recently released their 2010 General Aviation Statistical Databook & Industry Outlook. A quick parsing of the report shows that total worldwide shipments of piston engine aircraft was 889 units (781 single-engine and 108 multi-engine). North America accounted for 53 percent of the shipments (471 units). The report does not break out US-only sales.

Of that 889 total, 84 percent (746) were manufactured in the US (i.e., produced under an FAA production certificate), consisting of 679 single-engine and 67 multi-engine aircraft. Of that 746 total, 299 single-engine and 45 multi-engine aircraft were exported. Subtracting the export numbers, 380 single-engine and 22 multi-engine aircraft manufactured in the US were sold in North America (402 total).

Among the piston engine manufacturers, Cirrus led the way with 264 shipments followed by Cessna (239) and Piper (135) representing 72 percent (638) of all piston engine shipments.

The GAMA report also covers General Aviation Fleet and Flight Activity for the year 2009. Nationally the estimated active aircraft and average hours flown declined from 2008 to 2009; however, the report indicates the number of active aircraft and average hours flown in Arizona increased from 2008 to 2009.

The report can be downloaded at:

www.gama.aero/files/GAMA_DATABOOK_2011_web.pdf



Photo by Brady Lane, EAA

A Small Part of the Storm Damage at Sun & Fun



**The Wood Restoration Shop at Fantasy of Flight in Polk City, Florida
The building is completely termite proof!**



Photo by Mike McGarry

Molt Taylor Aero Car that actually flies. I'm told the owner also has a talking dog and a Unicorn

ThunderAds

FOR SALE, ETC.

BELLANCA CRUISAIR 14-13-2

Contact Ray via e-mail: classichunters@charter.net, or phone 775-671-7733. Plane is in Carson City Nevada

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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

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](mailto:Curtis@EAAChapter1217@aol.com) to receive a digital slideshow of the plane.

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