



# The ThunderWord

Thunderbird Field EAA Chapter 1217 April 2014

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the March meeting we had an excellent presentation by Vernon Rich. Vernon was one of the team members that attempted to recover the B-29 Kee Bird off the Greenland ice cap in 1994 that unfortunately ended up in a fire that destroyed the plane. A big thanks to Dennis Smith for setting up the program.

Last April chapter member Jim Beauchene shared his passion for fishing and flying. In the weeks that followed he sold his successful medical practice and had moved to his fishing lodge in Ontario Canada. Tragically, his retirement dream was short lived when he and his wife perished in the crash of their Beech 18 floatplane. Transport Canada is still investigating and like our NTSB it might be a while before they determine a cause. One thing we can all learn from accidents is how to keep the same thing that killed our friends from happening to us. We need to realize that only we are responsible for maintenance of our flying machines. One overlooked cotter pin or crack can have life ending repercussions. On a harder subject we need to look at our own recurrent training plan. Are we current and knowledgeable about the planes we fly? FAA requirements are MINIMUM levels of proficiency, we should all set the bar a little higher. Maybe even call someone like Sonny Weller at DVT and have him do some unusual attitude training and a couple of spins. We all have the resources at hand to be the best pilot we can be. At the next meeting Larry, Tom, Mike, Mark, Seth and Jim won't be there, let's not let it happen to us! See you at the April meeting!

*Curtis*

## APRIL CHAPTER MEETING

The April meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, April 17th, starting at 7 pm, in the Scottsdale Aviation Business Center, 15041 North Airport Drive. This month's guest speaker will be Chapter 1217 member Dennis Smith who is going to talk about building and flying his Sonex.

Guests are always welcome!

## CHAPTER 1217 MAY-DAY

### FLY-IN DRIVE-IN

Saturday May 3rd, 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 north side hangar 31-08.

Things get underway around 11am with planes arriving and setup. There are plenty of parking spots for planes right in front of Jack's hangar. If you are driving in please don't park on the ramp. Be sure to 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, fixin's and drinks. You just need to bring something to share that doesn't need to be cooked, heated or butchered. Examples are salads, desserts, and chips.

Everyone is welcome, so bring your family and friends. If you are driving in, go to the north perimeter road, then go to the west entrance for the hangars. Signs will be posted. All arriving pilots are requested not to use the word **Mayday** in any communication with the tower.



### Mike Patey's Super Lancair 760

#### **SUPER LANCAIR 760 FLIES**

Just out of the hangar over in southern California, homebuilder Mike Patey has designed, built, flown and tested the new Lancair 760 as he calls it. This is one very fast airplane! The plane features the following modifications, new equipment and hardware.

- 1) Conversion from Continental 550 dual turbo charged engine to a Lycoming 780 with Ram Air and then Super Charged.
- 2) Design and built Head Lockers for the 720/780 and 540/580 Lycoming Engines
- 3) Lengthened the landing gear to accept larger diameter, specially designed Whirlwind Propeller.
- 4) Designed new 4 into 1 exhaust system for 780 engine.
- 5) Designed low profile high flow induction system.
- 6) Designed two different size Super Chargers for 580 / 780 engines.
- 7) Designed and tested new winglets for the Lancair Legacy.
- 8) Complete new Cowl and intake system for 780 engine.
- 9) Glycol injection system to work along with the Super Charger.

#### **MOJAVE EXPERIMENTAL FLY IN**

Preparations are under way for the 2014 Mojave Experimental Fly-In, scheduled for April 19-20 at the Mojave Air and Space Port (MHV), California. Arriving aircraft will be greeted by a traditional pancake breakfast from 10 a.m.-2 p.m., and an awards dinner will be held that night to honor the best mods installed during the preceding 12 months. Plenty of aeronautical activities will also take place the week leading up to the annual innovation showcase.

The National Aeronautic Association will have observers on site to verify several attempts to set new flight records by experimental aviators. They include two 3-kilometer speed attempts, 15-, 500-, 1,000-, 2,000-, and 5,000-kilometer closed-course attempts, an absolute altitude record, and a group planning to set point-to-point records.

The awards dinner will be at the Stu Witt Event Center starting at 6 p.m. Saturday, with keynote address by Paul Dye, Editor of *Kitplanes*. He'll talk about applying lessons learned from the Space Shuttle program to flight testing experimental aircraft. The band, Shame and Glory, will provide dinner entertainment. For the latest updates go to [www.mojaveflyin.com/](http://www.mojaveflyin.com/)



Photo by Bernie Gross

### **Stew Bloemer gave some Happy Girls Rides in the Legend Cub that He Built**

## **VALDEZ STOL PLANES TO BE AT OSHKOSH**

EAA AirVenture Oshkosh 2014 is set for July 28 - August 3 at Wittman Regional Airport in Oshkosh. Specially modified aircraft originally created for Alaskan bush-pilot necessity will be in attendance. The capabilities of these aircraft also resulted in one of the world's most unique aviation competitions held at the annual Valdez Fly-In & Air Show in May each year.

Demonstrations, featuring the unmatched capabilities of these "Valdez STOL" (short takeoff and landing) airplanes, will be held several days at Oshkosh. More than a dozen of these aircraft, including homebuilt and specially modified production airplanes, will be participating. They are based on aircraft that provide supplies to the rugged and far-flung outposts throughout Alaska. The demanding terrain in that state requires that aircraft take off and land on rough runways often less than 500 feet long.

Along with flying demonstrations during AirVenture's daily afternoon air show, the Valdez STOL aircraft will stage a "fun flying" demonstration from the grass ultralight runway on Friday evening, August 1. In addition, the aircraft will be on display in special parking areas and on the main showcase ramp at Oshkosh, with pilots and builders part of forums and evening programs throughout

"Most people think of airport runways of concrete a mile or more in length, but these aircraft can land on almost any flat surface - sometimes in less than 100 feet," said Jim DiMatteo, EAA's vice president of AirVenture features and attractions. "The necessity of creating aircraft that can serve Alaska's remote areas also inspired a competition that's nothing like you'll see in the Lower 48."

Further details and schedules of the Valdez STOL aircraft activities will be announced as they are finalized.

## **INTRODUCING AFFORDABLE AOA**

A new product has hit the shelves that might be a major game changer in preventing aircraft accidents, It is called the CYA-100.

### WHAT IS THE CYA-100?

An airfoil can stall at any airspeed but will always stall at one angle of attack. The CYA-100 displays your angle of attack between two programmable limits. You have a constant view of just how far you are away from a stall even in steep banked turns, high density altitude, and high weights. This is an incredible safety enhancement!

### HOW BIG IS THE CYA-100?

It's really small. The display processor is 1.25 inches deep behind the panel, 2 inches high, and 0.375 inches wide. The probe is 3.75 inches tall.

### HOW MUCH DOES THE CYA-100 WEIGH?

It's really light. The display processor weighs 1 ounce. The probe weighs 2 ounces. A full install with wiring and circuit breakers is generally less than 12 ounces.

### WHAT ARE THE POWER REQUIREMENTS

The CYA-100 will run on any input voltage between 7 and 45 vdc. Current draw is less than 75 ma (0.075 a). Reverse connection and alternator dump won't hurt it.

### WHAT KIND OF DISPLAY IS USED?

The display processor uses a proprietary configuration of high brightness, surface mount, light emitting diodes (LEDs) in three colors (green, yellow, red).

### IS THE DISPLAY DIMMABLE?

The display processor monitors the photodiode current of the LEDs to automatically adjust the display intensity. It's easily viewable from moonless nights to full sunlight.

### IS THE DISPLAY VIEWABLE IN DIRECT SUNLIGHT? Absolutely.

### IS THE CYA-100 BUILT UNDER PMA OR TSO?

No. General Technics has over 30 years of experience in the design of military avionics,

and we designed the CYA-100 to meet the environmental standards of MIL-STD-810, REV. G.

### WILL I NEED A FIELD APPROVAL TO INSTALL THE CYA-100?

Not likely. The CYA-100 is the only reasonably priced, vane driven, true angle of attack display system to have been granted FAA installation approval for the vast majority of GA aircraft. Most installations require only a logbook entry. See the "tech" page for links to our FAA approval letter, and the installation and operation manual.

### DOES THE CYA-100 HAVE ANY BELLS AND WHISTLES?

Military studies show that voice alerts need to be understood to be interpreted and then acted on. The CYA-100 has a unique warbling tone at stall that demands instant action!

### DOES THE CYA-100 HAVE A WARRANTY?

Yes, the display processor and probe is warranted for 3 years from the date of installation. You are limited to three replacement probe vanes within that time.

### WHAT IS INCLUDED?

TAOA-100-1 Display processor  
TAOA-100-2 Probe Connector  
Wiring harness  
Solder  
Heat shrink tubing  
Mounting fasteners  
Programming switch  
Installation and operating manual

### HOW DO I GET ONE?

\$395.00 Includes shipping. Ack Emma LLC, 3 Mulberry St., Ridgefield, CT 06877 phone: 203-431-9056

## **RAMONA AIRPORT VISIT**

By Jordon Ross

My wife, Mary, and I took a driving trip vacation to San Diego November 14 to 17, 2013. As always, when I go somewhere I try to fit in visits to interesting aviation related places. On this occasion I wanted to visit the Ramona, California airport, which is home to

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a number of interesting aviators and warbirds. Ramona is about 25 nautical miles northeast of San Diego in beautiful mountainous ranch and farm country. My friend, Dr. Mike Pfleger, often flies from DVT to Ramona where he is checked out to fly some of the warbirds belonging to Doug Matthews. This includes a P-51 named "The Rebel", an F4U-4 Corsair (recently sold), and a T-33. I let Mike know about my trip in hopes he could arrange a tour of some of the hangars for us. Mike got me in touch with his friend, Pete "Hunter" Hunt, a former naval aviator and retired airline pilot who graciously agreed to show us around the airport.

We met up with Pete and drove over to his hangar where I climbed on and into his T-6. Also got to see his RV-6's. One is tailwheel and the other tricycle gear. Both are immaculate. The tricycle gear plane is for sale; if anyone is interested let me know.

We then went to Doug Matthews hangar. He was out of town at the time but gave us permission to go in and look at his airplanes. Seeing "The Rebel" in person was quite a treat as it appears frequently in publications I subscribe to. Doug set a time to climb record to 41,000 feet in this plane on May 22, 2013. See the story in Warbird Digest issue number 51. He also holds a number of other aviation

records in this plane. In addition to the P-51 we saw Doug's beautiful yellow T-6. Doug is a director in the Naval Aviation Legacy Foundation and a sponsor of Classic Fighters of America (CFA). Check out CFA at: [www.classicfighters.org](http://www.classicfighters.org).

Our next stop was the hangar belonging to the Freeberg Family, LLP of Escondido, CA. The main attraction there is a Grumman TBM-3E Avenger. The plane was undergoing either maintenance or an annual when we were there so some of the firewall forward was visible. This plane is a frequent visitor to air shows and there are many photos of it on the internet. There were two beautiful T-6's in the hangar along with the Grumman.

Ramona is home to the Classic Rotors Helicopter Museum that we toured during the visit. This place is very grass roots and run by some of the nicest and most knowledgeable rotor heads you will ever encounter. They have several autogyros and helicopters on display, some complete and some only partially complete. Our tour guide, a gentleman named Dick, was a former Army rotorcraft pilot with thousands of hours of flying experience. His stories alone were worth the visit. Be sure to stop in there if you visit Ramona.



**P-51 "The Rebel"**



**Jordan Ross and Wife Mary beside the Grumman TBM-3E Avenger**



**Doug Matthews' Beautiful Yellow T-6**

# ThunderAds

## FOR SALE, ETC.

### LYCOMING 0-360 A1A

Engine built up for RV project that never got off the ground. Invested \$50,000. Price is very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

### ESTATE SALE

Chapter member Marty Williams has flown west and his family is selling his Zenith 701 kit. Contact his son Keith at 480 998-4873.

### CURTISS REED PROPELLER

Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) \$4,000, Patrick McGarry: 602-430-0140

### PROJECTS FOR SALE

Protech, PT-2, folding wings & trailer, 82 hp Mosler engine. & Gere bi-plane, about 75% complete, built from magazine plans, circa 1932, completely rebuilt Model A engine. Pat Wall 928-851-2244.

### 2009 LANCAIR 360

Superior IO-360 engine, TTAFE 20 hours, mineral oil, every thing new including paint, GPS, loaded must see. Mary Shragal 630-897-7706

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www.northside-aviation.com

### FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner: Airplane: Private, Commercial, Instrument, ATP, ME, Lighter than Air: Private, Commercial. 602-942-2255, Cell 602-418-2045, fgorrell2@cox.net

### HOMEBUILT AIRCRAFT CERTIFICATION

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Jim Berdick AI 623 293-2708

### ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-3442

### AIRMEN PHYSICALS

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

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