



The ThunderWord

Thunderbird Field EAA Chapter 1217

April 2017

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month Brian Head from Arizona Aircraft Painting at Falcon Field in Mesa talked at our meeting. He gave us a look into what it takes to do a professional paint job, as well as show us some of the paint jobs his company has done. He also offered some insight into common mistakes the builders make and how to correct them so you don't have added surprises on your final bill.

After a couple months of being grounded for cataract surgery, I am back flying and actively contributing to social security. This surgery has drastically improved my distant vision and I can see other planes miles away. The surgery is painless and the FAA paperwork is just a form you get filled out and bring to your next medical. If you have ever thought about it give me a call and I will tell how it worked for me.

Several months ago a friend from Vashon Island, Washington came through town and I had the opportunity to fly his Air Cam. Don't let its looks deceive you it is a really nice flying plane with excellent control harmony, Two weeks ago the same guy was in Phoenix for a retirement party and I got him out to fly the Wickham B. I don't know who had more fun him or me watching his expressions as he got the feel of flying it. Trading rides and getting to fly cool fun planes is one of the best parts of the EAA experience.

See you at the April meeting!

Curtis

APRIL CHAPTER MEETING

The April meeting of Thunderbird Field EAA Chapter 1217 will be held in the Scottsdale Aviation Business Center, 15041 North

Airport Drive, on Thursday April 20, beginning at 7 pm. This month's program is going to be by aviation historian Brian Baker. Brian has an amazing collection of pictures of thousands of planes, most you have never seen before. He also has many pictures of early Arizona flying that show how aviation was in the early days. Thanks to Dennis Smith for lining up Brian to speak.

The demolition date for our meeting room has been rescheduled so we have another month of still being able to use the old FAA building.

Guests are always welcome!

MAYDAY-MAYDAY-MAYDAY

BBQ AT DVT

Sunday, April 30, 1100-1400 will be the date & time 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 11 am with planes arriving and setup. There are plenty of transient aircraft parking spots right in front of Jack's hangar. 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 need to bring something to share that doesn't need to be cooked, heated or butchered. Examples are salads, desserts, and chips, salsa & dip. We don't need a lot, as we don't want a lot wasted. Everyone is welcome so bring your family and friends.

If you are driving, go to the north perimeter road and drive to the west entrance for the hangars. Signs will be posted, but call 602 710-4494 and we will come down and let you

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through the gate. It might be a good idea to bring lawn chairs to sit on. Vehicles are encouraged to park in the marked car lot spaces near the hangar ends after unloading at Jack's hangar. Please DO NOT park in the

airplane wash rack or your prized possession risks an unwanted washing.

All arriving pilots are requested to NOT to use the words **Mayday** when talking on the radio.



Curtis and Ed Pierson after Ed got to fly the Wickham B

EAA INSURANCE & MEDICAL REFORM

By Bod Mackey, Senior VP, EAA Insurance Solutions administered by Falcon Insurance Agency, Inc.

Finally! Medical reform for pilots is going to happen and being able to obtain aircraft insurance will not be a problem.

As a result of the new final rule published by FAA and dubbed BasicMed, if you are a pilot and you held a valid FAA Medical in the 10 years preceding July 15, 2016, you may not be required to obtain another FAA Medical. Needless to say, this is great news that we have all been waiting a long time to see.

What could go wrong? There are other stakeholders in the community of personal aviation, including insurance companies, who provide legal and financial protection from certain risks for pilots whether they are flying

an aircraft they own or do not own. How will insurance companies respond to BasicMed?

Insurance companies within the aviation communities have always established their own standards when it comes to pilots and medicals. As an example, prior to BasicMed, some insurance companies required annual medicals for senior pilots flying certain aircraft (e.g., high performance, 6-place aircraft). In other situations, insurance companies have stipulated that pilots with certain medical waivers obtain additional medical tests above and beyond that required by the FAA. These are exceptions and do not come up very often. It is very likely, even with medical reform in those rare situations where the pilot is "older" (an undefined term), and the aircraft is high-performance and/or configured with six or more total seats, the insurance

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company may require either an annual FAA medical and/or annual FAA medical and an annual flight review or recurrent training.

After the advent of the sport pilot rules, insurance companies needed to examine their insurance policies to determine if their policy language required any changes. What almost all of the insurance companies found was that their policies did not require any modifications. The reason was the policies already stated that the pilot must hold the certificates, ratings, and medical required for the aircraft being flown (i.e., if the aircraft was sport pilot eligible the insurance policy did not require any alterations).

The aviation insurance professionals at EAA Insurance Solutions administered by Falcon Insurance Agency, Inc., contacted all of the insurance companies who underwrite aircraft insurance through the independent insurance

agency and brokerage community and we found **100 percent of these insurance companies support the new FAA medical reform** and they also did not anticipate any change in their underwriting approach to pilots flying owned or non-owned aircraft that will no longer require an FAA medical. That having been said, we recommend that pilots check with their agent to make sure their insurance coverage will not be affected if they choose to fly under the new BasicMed.

If you have any other questions on how the FAA BasicMed program will impact aircraft insurance, you may contact EAA Insurance Solutions administered by Falcon Insurance Agency, Inc. One of our aviation insurance professionals will be more than happy to help you. You may reach us at 866-647-4322 (4EAA). Whatever you do, make sure your aircraft insurance fits.



**Curtis getting a ride in Ed Pierson's Air Cam.
That beard is six months after retiring from American Airlines.**

FIRST FLIGHT AND NEW PLANES

Jerry Sparks made the first flight in his RV-14 last month. Jerry had previously built a

GlaStar. Hayden Newhouse added a Pietenpol to his collection and flew it back from Redding, California.



Hayden Newhouse out for a Flight in a Modified Globe Swift

THIS BUD'S FOR MARS

At 39 million miles away, the next generation of space exploration awaits its first pioneers. While life on the Red Planet is still in the near – yet distant – future, Budweiser just unveiled its own ambitious commitment, to create microgravity beer for when we make it to Mars. The brewing company plans microgravity beer for when man travels to the red planet.

Known for raising a cold one to the American Dream and those who work hard for it, Budweiser wants to be part of this monumental journey in reaching the next frontier.

Budweiser, a leader in innovation, made its bold statement on Saturday, March 11, at the South by Southwest Interactive Festival to officially be the first beer on Mars. The South by Southwest Interactive Festival offers the perfect intersection of disruptive and aspirational brand-centric and tech-inspired conversations, making it the perfect touchpoint for the Bud on Mars unveiling.

To bring the announcement to life, Budweiser hosted a panel discussion with Anheuser-Busch's vice president of Innovation, Valerie

Toothman, who was joined by retired Astronaut Clayton "Clay" Anderson and other space industry experts to discuss the future of space colonization. Moderated by "The Martian" star, Kate Mara, the panel covered the current challenges and solutions needed to take Budweiser on an interplanetary journey along with discussing the initial experiments and research Budweiser hopes to explore.

"With this bold, new dream Budweiser is celebrating the entrepreneurial spirit in which our iconic brand was founded upon. Through our relentless focus on quality and innovation, Budweiser can today be enjoyed in every corner of the world, but we now believe it is time for the King of Beers to set its sights on its next destination. When the dream of colonizing Mars becomes a reality, Budweiser will be there to toast the next great step for mankind," said Ricardo Marques, vice president, Budweiser.

A mission years (likely decades) in the making, Budweiser believes life in space deserves to be filled with the same enjoyments available here on earth, including beer, and is looking forward to taking its first steps towards this new ambition.



Terry Emig leading the Stearman Squadron on an Afternoon Flyover

US FLIGHT EXPO

Jack Norris from Chapter 538 out of KDVT is a member of the team planning the US Flight Expo in May of this year. The event will be held at Marana Regional Airport May 3-6.

The genesis of the Expo is a vision by Greg Hobbs, Geronimo Experimental Aircraft, to have an event out west that one day can rival Sebring and Sun 'n Fun. Greg has dutifully traveled around the United States exhibiting the Arion Lightning year in and year out. Why not have something out west that can be a mecca for pilots and well attended by the leaders in aviation who also want to show their products west of the Mississippi?

Different than many events (other than Oshkosh), US Flight Expo is totally funded by the show itself through exhibitor and gate fees. The goal is to grow a world class event that will be self-funding. Unlike Sebring, DeLand and Sun 'n Fun, there is no municipal support, only a permit.

VELCRO TO MOUNT ELT

The aviation safety letters (ASL) from Transport Canada (TC) always make interesting reading. There was a mention of guidance about the ill-advised use of hook-and-loop (Velcro) fasteners for emergency locator transmitters (ELTs) in the most recent ASL, January 2017. Maybe it would be a good idea to verify how your ELT is attached on or before your next annual.

Here is part of the article sent out recently: As a result, the Transportation Safety Board of Canada, echoing their American counterparts, determined that hook-and-loop fasteners were insufficient to withstand real-world crash scenarios. The TSB recommended that TC prohibit the use of hook-and-loop fasteners as a means of securing an ELT to an airframe.

What does this mean for the future of hook-and-loop installations on aircraft? First and

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foremost, TC recommends that hook-and-loop fasteners **not be used to secure ELTs** to airframes.

While they can be shown to meet the initial certification requirements for ELT installation, degradation of the strap over time does not

ensure the ELT will remain secure during and after a crash. In addition, maintenance activities need to be current and performed correctly, as they will help ensure that the ELT remains secure after an impact (as discussed in issue February 2013 of the ASL)



Several EAA Chapter 1217 members attended a Fly-In put on by EAA Chapter 1445 at Millar near Maricopa



Denny Myrick and Jordan Ross enjoyed the meal at the EAA Chapter1445 Fly-In

ThunderAds

FOR SALE, ETC.

Mooney for Sale

Terry Emig has a friend in New Mexico who is selling his Mooney. For more info, call Terry at: 520-836-7447 or email terry@valleypumpandmachine.com

Piper Cub Wings

Rebuilt with new spars. One wing ready for cover the other wing soon. Pat Battle A&P/IA DVT 602-274-2434

Completed RV-7A tail kit.

Completed and zinc chromated. Nate D'Anna 602 891-4771 Email Natedanna@q.com

T-34 MENTOR PARTNERSHIP.

This is a turn-key, established partnership in a very nice Beech T-34. Plane is hangered at Falcon Field. Contact Lynn Miller 602 448-7487 or 602 585-0795 e-mail LynnMiller777@gmail.com

CESSNA 172'S FOR RENT

Two IFR Cessna 172s for rent at Chandler. Owned by Chapter member Pat McGarry. Contact Chris Hoel for more information and to schedule birdgangft@gmail.com

'65 MOONEY

Very clean, 4000TT, 22 hours SMOH, \$41K with new annual, Goodyear hangar, Joe Hobbs joseph.hobbs@cox.net for more information

RV-4 PARTIALLY BUILT KIT

\$13,500 Lycoming 0-290-D2, kit for \$3,000 or \$16,000 for both. Bill Refrow 602-843-9862 w7lov@cox.net

LYCOMING 0-360 A1A

Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

GARMIN GDL39 PORTABLE GPS

ADS-B Receiver with free Weather and Dual-Link Traffic. Battery Pack with extra Battery included. Works with all Apple Products. Brand new in the box, \$400. Ken Roth 602-228-5000, or e-mail: RothDevCor@aol.com

SERVICES, ETC.

OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 www.oilcoolersvs.com

ANNUALS

Owner Assisted. Jim Moss had to move to Alaska to care for sick parents. He may be back later.

FLIGHT INSTRUCTION, ETC.

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

HOME BUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-3442

MACHINE SHOP

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

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