



# The ThunderWord

Thunderbird Field EAA Chapter 1217

April 2018

Scottsdale, Arizona

## PRESIDENT'S CORNER\*

Greetings from my corner of the hangar. At last month's meeting we had a packed house to hear Michael Lavelle aviation author and former Director of the Seattle Museum of Flight give a talk intitled: "Above the Pacific - The Summer of 1927" Dole Air Race to Hawaii. It was a great presentation, Mike is a very powerful presenter and kept everyone engaged in the presentation. Thanks to John Washington for setting up the presentation and providing limo service to Mike.

This month is our annual BBQ hosted by Jack Pollack. Plan to attend and bring your airplane over for folks to check out. It's always a lot of fun.

.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 19th, beginning at 7 pm. This month's guest speaker is Mark Larsen who is going to do a presentation on "The Development of the Boeing 787 Dreamliner". Thanks to Chapter member Billy Walker for lining up Mark to speak at our meeting.

Guests are always welcome!

## MEETING LOCATION

**The location is Paradise Valley Community Center, 17402 North 40th Street.** It is on the west side of 40th Street just north of Paradise Valley High School. Basically 1/4 mile north of Bell on 40th Street. We will meet in the large multi-purpose room. You can park on the south side of the building and have more parking options that are closer to the door. Look for the signs!

## MAYDAY MAYDAY MAYDAY CHAPTER BBQ

Sunday, May 6, 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 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.

## FUTURE CHAPTER PROGRAMS

Thanks to some great contacts and ideas from Chapter 1217 members we actually have commitments from speakers to talk at some of our future meetings. Keep those ideas rolling in!!

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May meeting Ernie Copeland FAA Scottsdale FSDO "Basic Med for Pilots"

### **ALL COMPOSITE AN-2 BIPLANE**

The Rostec State Corporation of Russia is manufacturing an all-composite variant of the AN-2 biplane called the TVS-2DTS. The airplane will be built at the facilities of the Ulan-Ude Aviation Plant (U-UAZ), a member of the Russian Helicopters holding company. The aircraft will be utilized for regional passenger operations, initially in Siberia and the Russian Far East where a new airline company will be established for these purposes.

The agreement on local airline operations was signed during the Russian Investment Forum in Sochi. According to the agreement, new TVS-2DTS aircraft manufacturing facilities will be built at U-UAZ by 2019. As

many as 200 airplanes are expected to be built between 2021 and 2025 for use on regional routes, according to a Rostec news release.

TVS-2DTS is a lightweight multi-purpose aircraft with an all-composite structure. It is equipped with an avionics system allowing to operate it during any time of day or night and in any weather conditions. The aircraft does not require any special take-off or landing site. Its cruising speed reaches 190 knots, load-lifting capacity is 3.5 tons, and the maximum flying range is 2,430 nautical miles.

TVS-2DTS aircraft will replace the obsolete An-2 aircraft, built in what was then the USSR and in other countries that are still used by regional airline operators. The new aircraft was first demonstrated by the Rostec State Corporation at the MAKS Air Show in 2017.



**TVS-2DTS All Composite AN-2 Biplane**

### **GOOD NEWS ON ADS-B**

#### **IN ANTIQUES**

The Antique Airplane Association has been lobbying the FAA for relief from the ADS-B requirement for antique and classic aircraft. Their logic was based on the following criteria. Exemption from the installation of ADS-B equipment should be granted to the following antique/classic aircraft;

- I. ATC & Group 2 aircraft with a pre-1942 approval date (through ATC #748).
- II. Plus the following aircraft originally approved via their ATC without installation of an electrical system (passive or active).
  - A. ATC #749 Ryan PT-22
  - B. ATC #751 Aeronca O-58

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- C. ATC #759 Aeronca 7AC
- D. ATC #761 Aeronca 11AC
- E. ATC #800 Piper PA-15
- F. ATC #803 Mooney M-18-L & M-18-C
- G. ATC #805 Piper PA-17

### III. Reasons for exemption;

A. The vast majority of these aircraft were originally issued an ATC without an electrical (passive or active) system installation.

B. In total numbers, make up a small percentage of the active GA fleet.

C. Are flown almost exclusively VFR & during daylight hours only.

D. Are flown primarily for recreation and display at various Fly-ins, Airshows and other aviation events.

E. Are flown a limited amount of hours yearly.

F. Are not flown for hire or commercial purposes.

G. In total, make up a small percentage of aircraft based or flown within class A, B or C airspace.

H. Installation would be difficult based upon:

1. Lack of approved shielded electrical harnesses & spark plugs to replace original/approved non-shielded ignition harnesses & spark plugs

2. Lack of approved electrical systems & components that would have enough capacity for installation.

3. Limited instrument panel & cockpit space.

4. Would destroy originality and value.

5. Lack of approved & acceptable data would make approvals/installations on an individual basis, time consuming, expensive and difficult.

I. The regulation 14 CFR 91.225(e) allows aircraft not certificated with an electrical system, including balloons and gliders, not equipped with ADS-B Out to operate within 30 nautical miles of a Class B primary airport—basically, within its Mode C

veil—while remaining outside of any Class B or Class C airspace. These aircraft can operate as high as 17,999 feet msl except above Class B or Class C airspace; they also can operate beneath Class B and Class C airspace. Operationally the ADS-B Out rules mirror the transponder equipage requirements 91.215.

J. Per the AOPA and FAA; “The legal interpretation confirms that the same aircraft excluded from the transponder requirement are excluded from the ADS-B Out equipage requirement. The clarification does not mention aircraft that were retrofitted with a generator”; **“That means aircraft subsequently equipped with batteries or an electric starter would not be required to equip for ADS-B Out.”**

While 91.225 will not exempt all antique & classic aircraft, the AAA feels it will provide relief for the majority of those aircraft as listed in the original memo/request. Plus, the Antique Airplane Association will continue to pursue avenues for further exemptions if need be.

### **WESTCOAST STEARMAN FLY-IN**

Thursday May 10 thru Sunday May 13 are the dates for this year’s event. This year the theme is the 100th Anniversary of the US AIRMAIL - May 15th 1918 - calling all SPEEDMAILS !!

Everyone is invited but you must RSVP Leslie Cervantes at [AllenAirways@sbcglobal.net](mailto:AllenAirways@sbcglobal.net) or call 619-596-2020 so they can have an accurate headcount. Two hotels have rooms blocked with group rates for the FLY-IN. One is the Carlton Oaks Country Club 619-448-4242. The other is the Courtyard Marriott 619-334-6999 (New Property).

### Fly-In SCHEDULE:

THURSDAY, May 10. Arrivals all day. Allen Airways AIRPORT TAVERN - beer and snacks, casual evening - dinner on your own.

FRIDAY, May 11, 9:30 am - Briefing at hangar. Local flight - location to be determined. 2:00 pm – Briefing for coastal

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tour - fly out to the beach at La Jolla, down the Coast around Point Loma, up San Diego Harbor past the Midway Aircraft Carrier Museum, then over the Coronado Bridge and back to KSEE (Gillespie Field) - about 1 hour. Dinner - casual for Stearman gang at the hangar with AIRPORT TAVERN open for cocktails -Flying until dark - formation flying in the pattern.

SATURDAY, May 12. BEGIN THE CELEBRATION OF THE 100TH ANNIVERSARY OF THE US AIRMAIL Fly out for breakfast. - Brown Field Dinner & Program catered in hangar. Addison

Pemberton program on US AIRMAIL SERVICE. Movie in hangar theater. PRESENTATION FROM US POST OFFICE

SUNDAY morning, May 13, Departures for home. US AIRMAIL PLANES DEPART TO RECREATE CAM ROUTE 8 SAN DIEGO TO SEATTLE (3 Speedmails and the Boeing 40).

The staff at Allen Airways have hosted this fly-in for several years and it is always a lot of fun; however, it is a lot more work to accommodate people who do not RSVP in ADVANCE - SO please, PLEASE, please be respectful and RSVP - estimated cost per person is \$85.00.



**Junkers F 13 All Metal Antique Replica**

## **GERMAN JUNKERS F 13 GOES INTO PRODUCTION**

Almost a century after the maiden flight of the Junkers F 13, its historic replica has once again been certificated.

One hundred years ago, Hugo Junkers' fascination with flight, aeronautical science, and the impending possibility of public air transportation inspired his design and series production of the world's first all-metal airplane, the Junkers F 13. The airplane proved to be one of the most significant milestones in the history of air travel.

Program founder and investor Dieter Morszeck is proud to announce that after the completion of extensive flight testing and a

round trip to the EAA AirVenture convention the plane is now certified.

The all-metal construction of the original F 13 was revolutionary. The construction of the replica required the re-learning of long-forgotten construction techniques using corrugated aluminum. Under the supervision of the Swiss Federal Office for Civil Aviation (BAZL), engineers and aircraft craftsman were able to gradually bring a piece of aviation history back to life.

Compromises with modern technology were made in as few areas as possible. For example, brakes and hydraulic shock absorbers were added to the landing gear.

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The search for a reliable powerplant resulted in the installation of a 450-hp Pratt & Whitney R-985 "Wasp Junior" radial engine, which is still in use worldwide. Another challenge was the first flight: No pilots with prior F 13 experience remained, who could have informed us about the F 13's flying qualities. However, everything went smoothly, and the builders were even surprised at the benign handling characteristics of the F 13.

Further plans include small-scale production in response to individual market demand, using the experience gained in the construction of the first airplane.

## PILOT DATABASE

Do you ever sit around and wonder what ratings and certificates the guy standing at the bar telling flying stories really has, then this is the website for you. It is a database that as Sergeant Friday used to say "just the facts". If the info doesn't match the story it's probably because the story teller is in the Witness Protection Program. The website is found at:

[www.thunderbirdfield.com/PILOT\\_CERT.xlsx](http://www.thunderbirdfield.com/PILOT_CERT.xlsx)



### Norseman plane of the type carrying Glenn Miller when He Disappeared

#### GLENN MILLER SEARCH

December 15 marked the 73rd anniversary of the disappearance of iconic Big Band leader Major Alton G. "Glenn" Miller on a 1944 flight from England to Paris. In terms of public familiarity, it's an aviation mystery second only to the Earhart disappearance and, like the AE enigma, proposed answers to the riddle range from the ridiculous to the rational. The most credible research suggests that the UC-64 NoorduyN Norseman carrying Miller came down in the English Channel due to either weather or friendly fire.

The International Group for Historic Aircraft Recovery, TIGHAR, did a member survey: "Should TIGHAR Take On the Glenn Miller Mystery?" The result was huge and overwhelmingly positive, with many pledges of financial support for initial research. Thank you. Accordingly, TIGHAR has established a [Glenn Miller Research Fund](#).

Donations to the fund will be used to cover Phase One. The purpose of Phase One will be to determine whether what appeared to be the wreck of a C-64 NoorduyN Norseman snagged, and briefly raised, by a fisherman

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trawling in the English Channel could possibly be the aircraft in which Miller was lost on December 15, 1944. If the informant's account is found to be not credible, or the reported location is beyond the realm of possibility based on the known facts of the case, or the location is not specific enough - we'll write a report and leave it at that.

If Phase One finds that further research is warranted, we'll proceed with a possible research trip to England next year. A later search expedition would only be contemplated if it looks like there is a reasonable chance of locating and identifying the wreck.

Two fine historians have offered competing explanations for how the Norseman carrying Miller might have come to grief. Roy Conyers Nesbit's book *Missing Believed Killed*, published in 2002, described his inquiry into the recollection of an RAF Lancaster crew member who said he saw a small aircraft knocked down by bombs jettisoned over the Channel. Nesbit estimated the times and routes of the two flights and concluded that the iconic band leader was the victim of friendly fire. Dennis Spragg disagrees. In his recently released book *Glenn Miller Declassified*, Spragg makes a strong case that the Norseman went down in the Channel due to icing. TIGHAR will assess both possibilities based on original-source documents and balance each against the alleged wreck sighting. FMI [www.Tigar.org](http://www.Tigar.org)

## LOOKING TO HIRE AN ACCOUNTANT

Chapter 1217 member Cindy Irish is looking for a position in the Accounting/Finance field. She has Bachelor and Master's degrees in Finance, over 20 years in accounting and has been a Controller for the last three years at a local business in Phoenix. To name just a few of her skills; she has supervised up to 20 people, developed and prepared budgets, forecasts, financial statements and reviewed variance analysis to recommend plans for improvement. She has developed and implemented policies and procedures to save the company's money and time. For more information please contact Cindy at 734-327-9835.

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Chapter Website: [www.ThunderbirdField.com](http://www.ThunderbirdField.com)

# ThunderAds

## **FOR SALE, ETC.**

### **COOL PLANES FOR SALE**

Only flown by little old ladies to church on Sundays. <http://captainbillywalker.com/aircraft-for-sale/aircraft-for-sale>

### **BAKENG DUECE**

On gear, most of structural fabrication complete, wings, ailerons, flaps, tailfeathers and fuselage 90 percent done. No engine but dynafocal ring for a 0-320, new cleveland wheels and brakes. Located in hangar at Prescott \$3500, Charlie 602-377-2271 [cdmichael1@gmail.com](mailto:cdmichael1@gmail.com)

### **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](mailto: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](mailto:Natedanna@q.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 [birdganqft@gmail.com](mailto:birdganqft@gmail.com)

### **'65 MOONEY**

Very clean, 4000TT, 22 hours SMOH, \$41K with new annual, Goodyear hangar, Joe Hobbs [joseph.hobbs@cox.net](mailto: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](mailto: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](mailto: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](mailto:RothDevCor@aol.com)

## **SERVICES, ETC.**

### **High-Perf Tailwheel & Akro Instruction**

Pitts, Skybolts, all experimental tailwheel aircraft. 46 years experience. Scottsdale Airport Budd Davison, Plus-5 Aviation, 602-738-2045, [www.airbum.com](http://www.airbum.com), [buddairbum@cox.net](mailto:buddairbum@cox.net)

### **OIL COOLER REPAIR AND SALES**

Chapter member owned. R & E Cooler Service 800-657-0977 [www.oilcoolersvs.com](http://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](mailto:fgorrell2@cox.net)

### **HOME BUILT AIRCRAFT CERTIFICATION**

ABDAR Gary Towner 928-535-3600

### **ANNUALS, RESTORATIONS, FABRIC WORK**

Eloy Airport Julie White 520-466-3442

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

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