



The ThunderWord

Thunderbird Field EAA Chapter 1217

August, 2007

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Thanks to Terry Emig for running last month's meeting while I was in Wisconsin.

Each year Oshkosh serves as a reminder that grass roots aviation is alive and well, and this year was no exception. It was great to see some of our Chapter members like Tom and Katie Velvik who flew their RV-4 and bought camping gear at Walmart so they could get the entire EAA experience. For the first timers they were amazed at the planes and for the ones that go each year they got their annual dose of the Oshkosh experience. For me, having been there many times it serves as a giant kick to get out in the shop and spend time working on the project, while I might never fly it to Oshkosh at least I can say its done!

I hope to see everyone at the August meeting.

Curtis

AIRVENTURE

CHAPTER 1217 HAPPY HOUR

On the second night of the big AirVenture Fly-in twenty-six Chapter 1217 members, family and friends got together at Wendt's On The Lake for our ninth annual Chapter Happy Hour. Apparently our secret out of the way location has been discovered by fly-in goers. Even though we shared a tent with over one hundred Stinson pilots we still got great service and enjoyed a fun evening of camaraderie.

AUGUST MEETING

The August meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, August 16th, in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker is Chapter 1217 member Jordan Ross who is going to talk about his passion for scale model airplanes, thanks to Jack Pollack for getting this month's program put together. Guests are always welcome!

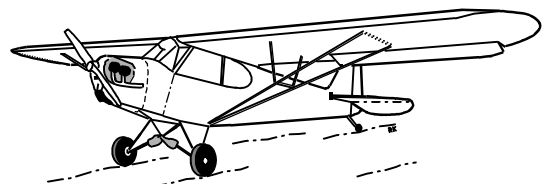
DON LINDHOLM

WINS AT OSHKOSH

For the second time Chapter member Don Lindholm won the Best Cessna 170/180 with his polished Cessna 170A. Don got there early and camped out under the wing of his plane for the entire week. Winning the trophy was a great way to top off a perfect week!

YOUNG EAGLE AIRLIFT

On August second, Chapter VP Terry Emig drove over to Queen Creek and spoke to the forty Venture Scout Leaders about EAA and the Young Eagle program. Terry reports it went over pretty good and they asked a lot of questions. He referred them to the EAA website for answers about the summer Air Academy and joining EAA. He also extended an invitation for them to come to our monthly Chapter meetings. The date of Saturday October 20th, 2007 was selected as the date of this year's Chapter 1217 Young Eagle Airlift at the Casa Grande Airport. This will be our tenth anniversary of doing this event so please mark it on your calendars.





CORVAIR POWERED CRUISER HOMEBUILT

OSHKOSH AS I SAW IT

By Curtis Clark

Each year the anticipation builds as Oshkosh AirVenture time rolls around. Things like what will be new, what old relic will be see new life, what glimpse into the future of sport aviation will be seen, and most importantly how will I get the week off!

As far as the coolest restoration, there was a very rare Anderson-Greenwood pusher that was perfectly restored. This plane looks like it could be a 2008 design with its futuristic styling and good looks. On the warbird ramp was a green P-38 *Ruff Stuff* (not *Glacier Girl* who was also in attendance). This P-38 was one of those way over the top restorations that is measured in man-years of time spent on it. To top it off, the owners had stairs made so folks could look in the cockpit, which is seven feet in the air.

This year was to be a Breezy reunion and nine Breezy's were in attendance. Carl Unger, the designer, said that over three hundred sets of plans had been sold to his

timeless design. My personal award for homebuilt was a V-tailed plane called the Cruiser. This plane was a composite single seater powered by a Corvair engine that was made by a young man in his twenties. This plane didn't have the fancy production made look of modern kit planes but it was a true homebuilt that was very well designed and constructed. These type of planes used to be the norm at Oshkosh but are now overshadowed by the big buck factory homebuilts. Dan Muxlow called me early in the week and tipped me off about the winners of the wings-of-lead flying turkey award. There were two Stinsons that were deserving, one was a nosewheel conversion of a 108 that had everyone shaking their heads. The other was a 108 painted bright purple with florescent green trim, it was a thing of beauty, not!

Chapter member Tod Dickey made his first trip to Oshkosh in his Grumman Widgeon and got the award for best parking spot, right next

to the runway on high grassy ground. Tod's plane casts a lot of shade and it was a nice place to sit and watch the afternoon airshow. In a corner of Aeroshell square Dornier had the prototype S-Ray 007 amphibian on display. The plane only had one flight under its belt but has a lot of design features like a one-piece wing that rotates fore and aft for storage on your mega-yacht. At \$130,000- they might be a dollar high and a year late on the LSA European invasion.

Last year all we heard was LSA and Sport Pilot, this year things weren't so hyped and it was nice to see some plans and kit built homebuilts displayed by various manufacturers.

One area that is bound to draw the FAA's attention is the decision by several large kit producers to offer turbine powered kit planes assembled in factories where all you need to do is show up a couple of times during construction, glue on a drink holder and its an instant homebuilt, you saved the manufacturers millions of dollars on certification costs and you are the original builder. It is one thing to do it with a RV but when there are jet homebuilts being marketed

as kits it might paint a target on your plane for the FAA.

On the certified front Eclipse had their proof of concept single engine personal jet on display, it was built by Swift Engineering of San Clemente, California. It was really nice looking and by mounting the engine on top it had a huge baggage compartment. Eclipse cornered the market on cool free stuff by giving out thousands of hats and some really nice polo shirts and handbags. No one went home empty handed.

This year's Fly-in had something for everyone but the plane that really pulled my heart strings was the Sisu vintage sailplane that was on display at the Soaring Society booth. It was trailered from Avenal, California and represented a time when the United States dominated world soaring and was at the cutting edge of innovation winning every world meet.

I heard the Oshkosh AirVenture Fly-in was such a success this year that they are planning to do it again next year, so start planning your vacations now!



ANDERSON-GREENWOOD AG-14



MIKE BERGLUND SHOWS THE NEW FLOATS THAT KITFOX IS SELLING

E-LSA CONVERSION REMINDER

Individuals converting ultralight aircraft, gyrocopters and powered parachutes into an experimental light-sport aircraft (E-LSA) have until January 31, 2008, to complete the E-LSA registration, the E-LSA airworthiness inspection, and the E-LSA certification process. The FAA will guarantee that your registration and certification packet will be reviewed and your E-LSA aircraft inspected in sufficient time to meet the January 2008 deadline, if applicants meet the following three deadlines.

- By August 15, 2007, you submit your aircraft registration (N-number) request to the Aircraft Registration office, and;
- By October 1, 2007, you call your local E-LSA DAR to schedule your E-LSA airworthiness inspection, and;

- By November 30, 2007, you submit your aircraft airworthiness certification request packet to either an FAA FSDO, an FAA MIDO, or your local E-LSA DAR. Ask your local E-LSA DAR which office should receive this packet.

If you fail to complete the above steps, the FAA cannot guarantee they'll be able to complete your E-LSA registration and certification inspection process prior to the January 31, 2008, deadline.

If you need assistance to convert your aircraft to an E-LSA, contact EAA at 877-359-1232. The FAA Light-Sport Aircraft Branch Office (405-954-6400) is also available to answer your E-LSA certification conversion questions and to help you locate the nearest E-LSA DAR qualified to inspect your aircraft.



RV-7A, THE A STANDS FOR AMPHIBIAN

CHAPTER MEMBER

TO RACE AT RENO

Rob Vaccariello has chosen Chapter 1217 member Pat McGarry to pilot his Gold Biplane racer #711, "Rollin", this year at the Reno National Championship Air Races.

Rob is standing down from competition to attend Air Force Test Pilot School and Pat was faced with a real dilemma after RARA's Pylon Race School this summer, a guy walked up with an eye opening offer on his S-1T Pitts Special, and Pat was left without a plane after qualifying for the race.

Racer #711 has a long history of competition and high placing. Robert Jones (who raced with only one arm) raced it as "One Armed Bandit" for years, and the airplane is always ready for a Gold event. While flying at Reno is a new experience for Pat, many of you will remember that he raced in the Phoenix 500 Air Races in a Spitfire owned by Evergreen Airlines. If you are planning to drive up to Reno and have room for a tool box and a box of spare parts drop Pat a note at piitsflyr@cox.net

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Chapter Website: www.ThunderbirdField.org

ThunderAds

FOR SALE

BELLANCA SUPER CRUISEMASTER

1660 hrs Since Total Restoration. Engine: 650 SMOH, 260hp IO-470F. Prop150 SPOH. Glassed wings. Apollo avionics GPS, dual nav-com. Chrome gear legs, new tires. Custom wheel fairings. Very fast plane with minimal fuel burn! \$45,000 Billy Walker 480-705-5188, Mike Braegger 602-697-0950 or Jim Thorne 480-296-1940

CESSNA SKYMASTER PARTNER

Looking for qualified partner to share this well equipped, pressurized, well maintained twin that is in a legal hangar at DVT. Bill Pabst 602-953-2034

SEAT BELT/SHOULDER HARNESS SETS

New black belts, still in original sealed plastic bags. They are non-TSO'ed for Experimental planes only and are original equipment on F-16's. \$150. per set. Curtis Clark 602-710-4494

TITAN TORNADO II

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GLASTAR PROJECT

Lycoming 0-320 engine. Located at Carefree Airport. Al Ross 480 595-9579

TWO SEAT ELECTRIC TUG/AIRPORT RUNABOUT

Good batteries, charger, & receiver hitch \$800. Dick Wall 602 809-0214

ANYWHERE MAP GPS

PDI format displays: Artificial Horizon, "Gyro" compass, GPS altitude, distance and speed. Recent manufacturer check-out, new batteries, and data (4/07). 4 hour internal batteries or plug-in to AC power. See www.anywheremap.com/aviation-gps.aspx Can be Velcroed to instrument panel. Great deal at 2/3 retail price. Hal Rozema 602 553-8181 or Hartist1@cox.net

NSI SUBARU ENGINE, PROP AND SPINNER

Only approx 105 hours since new no damage. Mike Berglund 602-684-1527 mberglund1@cox.net

1979 CESSNA TURBO 182RG

287 SMOH, O₂, A/P, NDH Arv Schultz 602 275-1016

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at EAChapter1217@aol.com to receive a digital slideshow of the plane.

PROP EXTENSIONS AND OTHER GOODIES

Prop extension, fits small Continental \$150., 0-200 starter \$150., Old cylinders for lamps \$50. each. One man Midget Sub. \$2,500. Curtis Clark 602 953-2571

RV-4 PARTS

RV-4 tail kit, new in box, minimum work done \$650., RV-4 wing parts: leading edge skins, tank skins, tank baffles, and top and bottom wing skins, prepunched, new \$500. Mike 602-862-0699

KITLOG SOFTWARE COMPANY

Provides a web based builder's log. The perfect business for someone with good computer skills and a desire to travel to Fly-ins. Contact Chapter 1217 member Paul Besing at pbesing@yahoo.com

LYCOMING 0-235-C1

673 SMOH, Sky Tec starter, removed from Long Eze for 0-320 upgrade. \$6500. Mark Boram 520-883-0672

JEFFAIRE BARRACUDA PROJECT

Fuselage on gear, wings built. 80% complete. Must sell for only \$9,900. Hangered at Glendale, AZ. Call John 480-704-3250

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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 602-234-1940

Machine Shop

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

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

Send an E-mail to EAChapter1217@aol.com

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