



The ThunderWord

Thunderbird Field EAA Chapter 1217

August, 2009

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the July meeting Mike Still, Chairman of the Board for COPPERSTATE Fly-In came and filled us in on what's going on for this years event scheduled for October 22-24. His message is that he wants to get every EAA Chapter member involved and make it a fun event. Mike appears to really be putting his heart and soul into making the Flyin a great event.

For the past twenty four years I have been making the annual trek to the Oshkosh AirVenture Flyin and each year there are those things that have you saying "I thought I had seen it all...until now!" The Airbus A380 flight demo was one of those things. To see something that big do a 360 turn inside the airport boundary was impressive. Equally impressive was the public unveiling of Virgin Mother Ship Eve and watching it fly.

Chapter VP Terry Emig has always put off doing the Oshkosh trip... until this year. Sander Achen gave him a call and said he was flying his R-44 from Casa Grande to Oshkosh and he needed some ballast and did he want to go? They fired the red monster up at 5am and by sunset that very day were sipping a cold one at the Flyin. In fact they landed in the campground at the Seaplane Base! When I asked Terry his thoughts on his first visit there were a lot of "Holy S—t did you see that". For the rest of the story you will have to ask him.

I hope to see everyone at the August meeting!

Curtis

AUGUST CHAPTER MEETING

The August meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, August 20th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Jeanne Witwer from the Deer Valley Air

Traffic Control tower. She is 1 of 2 Front Line Managers (supervisors) at DVT and has 23 years in FAA working at MFD, DTW COS,SLC and DVT She came to the Valley of the Sun three years ago as her retirement gig. Guests are always welcome.

AIRVENTURE CHAPTER 1217 HAPPY HOUR

It has been an eleven year tradition that Chapter 1217 members attending the Oshkosh AirVenture Fly-in get together on the first evening of the big show evening and compare sightings and stories. Thirteen members and family showed up in a torrential downpour Wendt's on the Lake to eat fish and swap stories. We had set up reservations for the group months in advance so there was no waiting. If you are planning on attending AitVenture next year put this event on your calendar.

Chapter 1217 Happy Hour at Wendt's on the Lake



OSHKOSH AIRVENTURE REPORT FROM EAA



"You like to come out of each event saying it was the best ever," he said. "But if you keep saying that every year people won't believe you because you can't always have the 'best ever' over all the years said EAA Chairman and President Tom Poberezny. "But I'm going to say it: It was one of the best ever." The down economy, especially in the aviation industry, lowered expectations for 2009, Poberezny said. "My expectations were high, but I have to say this year far exceeded my expectations."



VMS Eve: The latest from Burt Rutan's drawing board



Really nice homebuilt Hatz with a Warner radial

Some preliminary figures released included 2,652 showplanes - the most since 2005; 750 (est.) exhibitors, up at least 30 from the previous year; and more than 2,000 International visitors from 75 countries, knowing full well that many here from abroad do not register; and more than 10,000 people toured the Airbus A380 during its Tuesday-Friday appearance. He revealed that an estimated 15,000 people showed up to see comedian Jeff Dunham on Saturday night at Theater in the Woods. That's an all-time record for the venue. Other featured highlights of the week cited were Chesley Sullenberger and Jeff Skiles, flight crew of the Miracle on the Hudson; Jessica Cox, the woman who learned to fly even though she was born without arms; participation by the broad spectrum of the aviation community.

Regarding the site enhancements, Poberezny said that the reaction from exhibitors and members has been extremely positive. EAA spent almost \$3.8 million on improving the site this year - the campsite, transportation infrastructure, expansion of exhibit space, amenities for our visitors, trees, and of course, flush toilets.

" Looking at 2010, Poberezny revealed that discussions are already underway on some other big airplanes, including "a strong possibility" for SpaceShip2, unique technology, various milestone event including the 75th anniversary of the DC-3, and further enhancements of electric-powered aircraft.



The Airbus 380 did an impressive demonstration flight at Oshkosh

Our Chapters Leaders learning about the finer points of Seaplanes





Terry Emig and Sanders Achen departing the Oshkosh Seaplane Base for CZG, only 1268 nm to go!

YUMA ENDURANCE DAYS

Saturday October 10, 2009 there will be a Fly-in and celebration of the "CITYOF YUMA" ENDURANCE PLANE 60th ANNIVERSARY. Sponsored by the Yuma Crossing National Heritage Area, Yuma Visitors Center, Yuma EAA Chapter #590, Yuma Jaycees, LuxAir, The Emig Foundation, and the Best Western Coronado Inn. Two separate websites have been set up to provide information <http://aztecfreenet.org/enduro49/> and www.yumaendurancedays.org

All Activities Open to the Public. The event kicks off with the Endurance Days Fly-in & Pancake Breakfast Hosted by LuxAir and Yuma EAA Chapter #590 on Friday Oct 10th 7am – 12noon. The "City of Yuma" Endurance Plane Will be on site 7:30am-11am.

- Plane Arrivals: Fri 9 through Fri 10, 2009. Free Parking and discounted gas courtesy of LuxAir. Open 6:30am – 9pm. Contact LuxAir for parking and service information.
- Pancake Breakfast: Fri 10, 2009, 8am to 10am. \$5 donation requested. Hosted by Yuma EAA Chapter #590
- Accommodations: **Aeronca plane owners will receive free accommodations** on a limited basis, courtesy of the historic Best Western Coronado Motor Hotel in Yuma. Accommodations for other pilots at this location are discounted to \$79+ tax per night. Please contact the Hotel and identify yourself as a pilot with the Endurance Days Fly-In.

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Lux Air 928 726-1126

Yuma EAA Chapter 590 928-343-2792

BW Coronado Hotel 928 783-4453

2009 COPPERSTATE FLY IN UPDATE

COPPERSTATE Fly-In Chairman Mike Still wants to keep EAA Chapter members informed of the planning and activities of this years' regional fly-in October 22-24. I will be periodically sending you news releases that you can distribute to your membership or put in your Chapter Newsletter. Please feel free to send me a note with any questions or suggestions for the upcoming Fly-In.

Since its first event in 1973, the COPPERSTATE Fly-In has been bringing together aviation enthusiasts in the southwest United States. The 2009 event, to be held in Casa Grande, Arizona, from Thursday October 22 thru Saturday October 24 will be no exception.

Over 75 commercial exhibitors will showcase the latest aviation products. Over 400 aircraft, including more than 200 show-planes vying for awards, will be on display. The COPPERSTATE Fly-In is recreational aviation at its best—powered parachutes, ultralights, light sport, experimental, certified, classic, vintage, and warbirds. Aircraft demonstration flights and helicopter rides will take place daily.

ROTORWAY INTROS NEW TURBINE HELICOPTER

The Eagle 300T is Tempe based RotorWay Internationals newest offering. Powered by a Rolls-Royce RR300-B1 engine, RotorWay claims this airframe/engine combination will be the most cost-effective turbine two-seat trainer in the world. Like the RotorWay Talon helicopter, the Eagle 300T, which they plan

Over 70 educational forums are planned along with continuously running workshops providing instruction in basic aircraft construction techniques. Launched in 2008, the COPPERSTATE "Front Porch" program will again provide experts in a variety of aviation fields to discuss aviation topics with fly-in attendees in one-on-one question and answer sessions.

Annually COPPERSTATE provides scholarships for youth to attend the EAA Air Academy in Oshkosh, Wisconsin.

The 2009 COPPERSTATE Fly-In will again host the Fuelventure 400—a competition for the most fuel efficient light aircraft on the planet. The purpose of Fuelventure 400 is to motivate continuous improvements in aviation efficiency through competition. Gross weight of the aircraft before and after flying a predetermined course will determine fuel usage and miles per gallon.

Plan now to attend the Southwest's premier aviation event—The COPPERSTATE Fly-In—October 22-24, 2009. For more information go to www.copperstate.org

Look for monthly news updates in your Chapter newsletter. Please feel free to send us a note with any questions or suggestions for the upcoming Fly-In. Contact Mike Still at 602 690-3181 or by email at mstill@cox.net

to certify, will seat two. The useful load is 1,100 pounds, and with a capacity to haul 80 gallons of fuel, the Eagle will have a two-hour duration and a cruise of 110 knots.

The Eagle 300T will fill a niche in the initial turbine training market that is currently not being served and can be a cost-effective way for a professional pilot to build turbine hours. Reservations for the 300T are being accepted for \$5,000. For more information visit www.RotorWay.com

HAMP SAFESTART STARTER STC'D

The April issue of EAA Sport Aviation detailed the quest of Harold Hamp, to produce an alternative to the requirement for hand-propping many of the light planes built prior to the 1950s. The self-contained system, built around the high-torque capabilities of a battery-powered cordless drill motor, allows the engine to be started from within the cockpit, and it does not require the installation of an external electrical system. The installation is straightforward; the most complex part is the installation of a ring gear behind the propeller. Harold recently advised that he has now received a supplemental type certificate (STC) for the installation of the SafeStart system. The cost is \$2,350 for Hamp Aircraft Service to install the system, or \$1,850 plus postage for a kit that can be installed by your local airframe and

powerplant mechanic. For more information on this self-contained starter (STC No. SA02604CH FAA-PMA) for many of the aircraft built by Aeronca, Luscombe, Piper, and Taylorcraft, call Harold Hamp, Hamp Aircraft Service, in Elwell, Michigan, at 989-463-1762.

Note from Curtis Clark: While the cost may seem high at first glance it really isn't. For example to install a starter on a Cub it would have to have the -12 accessory section, then you would have to purchase a starter. If you want to do a FAA approved legal installation you would need to purchase the STC from Univair and buy an alternator, voltage regulator, battery, battery box. Of course now you have to have a transponder and blind encoder since you have an electrical system!

All this would add up to about over \$7000- and weigh 35 pounds just so you don't have to prop your plane. Now if you have the -8 series engine you are stuck with hand propping it or buying the SafeStart system.

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THUNDERBIRD FIELD EAA CHAPTER 1217

Website: www.ThunderbirdField.org

ThunderAds

FOR SALE

1979 CESSNA TURBO 182RG

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

CESSNA 175 Skylark

TTSN 3,304hrs Franklin O-350 220 HP TTSN 355 hrs. Constant speed prop TTSN 355 hrs.. Hangared at AVQ \$59,000. (accepting offers) Bill Braden 520-682-7285 billw7xh@gmail.com

AERONCA 11AC CHIEF

N9677E, Restoration project in good condition, Has clean registration and a new A/W cert Sport Pilot legal certified aircraft. \$5000, Curtis Clark azskybum@aol.com

1980 SUPERCUB PA 18

150 Lyc, 960 TT, 80 hrs TOH, New Icom 210, Intercom Transponder King KT76A External Baggage Seaplane Kit \$85,000. Don Meloche (928) 951-4635, Cell (619) 838-2410 E-mail winslow42@cox.net

STANDS

Two 4-step stands to cover floats during installation No standing on floats which can be damaging. Also 2 stands to go under floats that allow raising and lowering amphibian landing gear in work place. \$400 and \$100. Bill Grieme Floatmon @ cox.net

BENDIX/KING KLX-135A COM/GPS

(VFR) in excellent condition. Comes complete with tray, antenna, connectors, manuals, and 2008 USA data base installed. Selling because it is not compatible with RV-9A TruTrak auto-pilot. Asking \$1,500.00. Bob Kruse 480-391-1228

CONTINENTAL IO-360 ENGINE.

210 Horsepower, Newly overhauled, ported and polished with ceramic pistons. Overhauled by Performance Engines in La Verne, CA. Includes: starter, alternator, single magneto, and exhaust. Originally built up for an RV-10, Vans dropped support of the Continental engine option. Great experimental aircraft engine. Make reasonable offer, or trade ? Bob Kruse.480-391-1228 or point9kruse@aol.com

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

R-44 LEFT FRONT SEAT CUSHION. Flattened to one inch thick, carbon filter element needs replacing. Own a piece of history. \$50- Terry@valleypumpandmachine.com

GLASTAR PROJECT

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

AIRCRAFT REFUELING TANK AND PUMP

All Stainless Steel, 28 gallons, Fits in the back of a pick-up. Factory built, has hose, nozzle and filter. \$450.00 Paul Rhodes 480-862-0226

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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

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

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