



The ThunderWord

Thunderbird Field EAA Chapter 1217 August 2012

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's meeting featured Bill Unternaehrer giving an introduction to the ADS-B system and Foreflight software. Thanks Bill! Also a big thanks to our VP Terry Emig for stepping up to run the meeting since I was in Wisconsin for AirVenture.

After 28 years of attending the EAA Oshkosh AirVenture Fly-In, I always look forward to the trip to Wisconsin. It's a mixture of the coolest planes on the planet, catching up with old friends, meeting a few new ones, and just soaking in the Oshkosh experience. I go for the planes, people, and new products.

Apparently some people go to voice their political agenda with the EAA staff. The new staff has a vision of what the future of EAA will be and they are making some changes. EAA's new President, Rod Hightower, is driving the bus and he isn't afraid to make changes. Some changes like axing the AirVenture Cup and support for the regional Fly-Ins have been widely criticized. The entire country is in a tough economic climate and they are making changes to preserve the core mission of EAA.

It's a bit odd how "Joe EAA" complains that EAA is turning into a Paris Air Show and trade show in one breath, then complain that the vendor area was smaller in the next breath. The fact that EAA has improved the grounds and then passed the costs onto the vendors and not the "Joe EAA" types should be a good thing. All things will even out, and if the vendors stay home because it's too expensive, I don't see how that is a bad thing. 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 16, in the Scottsdale Airport Terminal Building. The time is 7pm. This month's featured guest speaker will be Mark Kusbel, president of Wamore Incorporated. He is going to talk about the innovative projects his company is working on. When you get some free time, check out www.wamore.com to learn about his projects. Thanks to Dean Gilderoy for getting Mark to speak.

Remember, guests are always welcome!

AIRVENTURE HAPPY HOUR

It has now been a 14-year tradition of Chapter 1217 members attending the Oshkosh AirVenture Fly-In to get together one evening and compare sightings and stories. This year was kind of toasty but we had twenty members and guests enjoy some famous Wisconsin hospitality and great food at Wendt's On The Lake. This get-together is a great way for Chapter members who have moved away to still get together once a year.

OSHKOSH REPORT

This year's AirVenture was another outstanding event! This year's WWWP (Wisconsin Wacky Weather Phenomena) was sweltering temps and high humidity during the first part of the week. The event was rather tamed down without too many ground breaking planes being featured.

This was the year of the Cub and there was a sea of yellow planes on the flight line. While some were show planes, most were just fun flying planes with a few patches and worn paint. In the middle of all the yellow was a unique white perfectly restored Super Cub,

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Don Lindholm and Dave Sirota at the AirVenture EAA Chapter 1217 Happy Hour

serial number one. It was in pristine condition and looked better than when it rolled off the factory floor.

There were some changes including more benches and hundreds of shade trees that were planted around the airport so you could usually find a shady spot to escape the sun. Another real positive was the increase in the variety and quality of the food available. Food prices were up a little just like everywhere else in the country. It's amazing how many people complain about the food prices when they haven't stepped foot in a restaurant in years. One of the major changes to the event was in the afternoon air shows. A large percentage of the performers were flying homebuilts! One large formation team called Team RV put on a daily show with a 15-plane formation that was spectacular. They also used a different RV formation group to circle the skydivers at the show opening. The jet powered Sub-Sonex flew in the showcase demonstrations and was a real crowd pleaser. It was a semi-affordable small jet that can be built in your workshop. A mark two version is actually scheduled to fly soon, it will be the plane for which they intend to sell kits.

My personal award for coolest planes went to a restored Buel Air Sedan that was parked outside the Red Barn, and a French flying boat made by a company called Lisa. It

sported twin forward hydrofoils and was LSA legal. It also set a record for most overpriced LSA at a price upwards of \$300K! The Curtis award for weirdness was a circular wing concept model. The developer said he was hoping some foreign government was going to walk up and give him millions of dollars so they could use it as a UAV. I asked him if it was the same plane I had seen in Flying Models back in the mid-seventies. He said it had been in the test phase for "many years." Second runner-up was a radio-controlled tank made into a tow tug. It looked cool and the developer lives here in Scottsdale. He said he would bring it to a future Chapter meeting. It would be perfect for dragging the couches around the terminal!

The steel buildings are where the innovation was happening. The award for innovation goes to three companies.

1. Sandia Aerospace for their self-contained transponder and altitude encoder.
2. TruTrak with miniature EFIS panel display called the Gemini. They are only $\frac{3}{4}$ inch thick and are truly an EFIS PFD; sells for \$1,300. They also plan an autopilot compatible version later this year. I think I might need one of these for the orange bomber.

3. Not to be outdone, the Dynon company has come out with a portable true attitude

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indicator. The D1 Pocket Panel utilizes Dynon AHRS technology and is priced at \$1,425.

At a first glance the numbers are huge with 508,000 paid attendees, over 10,000 total planes, 2,489 show planes, 978 homebuilts, 907 vintage, 336 warbirds, 105 ultralights, 97 seaplanes, 35 aerobatic planes, and 31 rotorcraft at this year's AirVenture. When comparing this year's event with previous fly-ins, the attendance was down 10 percent. It was a great time, and after attending for 28 years there is still new stuff to see.

1906 DOUGLAS GLIDER

Richard Ivansek is building a copy of the first heavier-than-air aircraft to have flown in Arizona. The plane is under construction at Deer Valley Airport with a major financial contribution by Arv Schultz. They are also looking for donations from others, both monetarily and labor. The plane will be constructed to a non-flying status and their plan is to display it at Arizona aviation events and then at the Pima County Air Museum in Tucson. If you can help out, e-mail Bernie Gross at Bernie88FD@Aol.com



Arv Schultz and Richard Ivansek Work on the Wing of the 1906 Douglas Glider

SEDONA FLY-IN

Pilots & Display Aircraft Invited and Needed - Free fuel & food. - - On Sept 15, from 9 a.m. to 2 p.m., Sedona Airport will host an open house and fly-in along with a state-wide classic car show, food, entertainment, and lots of friendly pilots.

They will showcase a brand new restaurant, the Mesa Grill at the Sedona Airport, which opened last September. They will be buying everyone, including passengers, breakfast or lunch at the Mesa Grill (or CAP food booth).

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When you land, see Al Comello or Bill Kerwin, who will have a \$10 gift certificate for pilots and their passengers. The fuel price will be at the "local" discounted price to all pilots flying in.

If you own an aircraft and feel it would be a crowd pleaser and want to put it on display, they will buy up to 15 gallons of fuel to help offset some of the cost of flying to Sedona Airport KSEZ. They need 20 or so aircraft to have a good showing – so please do consider sharing your cool aircraft and love of flying with the 2,000+ or so expected to attend.

This is Sedona Airport's Major Event for the Year - It's their opportunity to show off and share their airport with the boys and girls, moms and dads, and all the folks from the area to enjoy airplanes, cars, kids activities, food, and the fellowship that pilots, airplane owners and classic car owners are known for. So, put it on your calendar and fly to Sedona Airport on September 15. The weather is guaranteed to be great. RSVP to Al Comello, al@sedonaairport.org or call 928-862-0210. Display aircraft should be there by 8 a.m. for the set up.



Roadable Plane at the Local Drive-In in Oshkosh

NEW EAGLE FLIGHTS PROGRAM

The EAA Eagle Flights program for adults officially launched on Tuesday, July 24, at EAA AirVenture 2012. To help clarify the purpose and intent of the Eagle Flights program, here are the answers to some of the most common questions we received throughout the week.

What is Eagle Flights all about?

The Eagle Flights program is about sharing a hands-on flight experience with an adult who has already expressed an interest in aviation.

It is not a program for adults to simply get an airplane ride during a Young Eagles rally. Eagle Flights gives you the resources and organizational support to share the fun of flying with friends, family members, and co-workers - something many of our members already do. EAA chapters should view this program as an opportunity to invite new participants into their local aviation community.

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How is this program different from Young Eagles?

The Eagle Flights program focuses on introductory flight experiences for adults, which includes offering them support and mentorship after the flight to help them achieve their dream of becoming a pilot. As with Young Eagles, the success of Eagle Flights is up to us as volunteer pilots, chapter leaders, and field representatives. With that said, Young Eagles and Eagle Flights will remain two separate programs and you do not have to participate in Eagle Flights to participate in Young Eagles.

Will Eagle Flights be handled like Young Eagles rallies?

No. With Eagle Flights we want to emphasize *quality over quantity*. Some chapters may choose to organize Eagle Flights rallies. However, we envision this program as a one-to-one, hands-on experience for the Eagle including extensive pre-flight, in-flight, and post-flight counseling. If the parent or legal guardian of a Young Eagle requests a flight during a rally, we recommend arranging a time outside of the rally to conduct an Eagle Flight.

Who "qualifies" for an Eagle Flight?

Any person 18 years of age or older who has expressed an interest in learning to fly. Adults who contact EAA about an Eagle Flight are asked some questions about their aviation interest to help us determine if they are serious about pilot certification. If you are contacted directly by someone in your area regarding an Eagle Flight, we encourage you to do the same. You may want to consider inviting them to be a part of your chapter before scheduling an Eagle Flight.

Do I need a separate registration form for Eagle Flights, or can I use my Young Eagles form?

You will need to complete a separate registration form prior to conducting each Eagle Flight. You cannot use the Young Eagles form. You can order Eagle Flights registrations forms by calling 800-557-2376 or e-mailing EagleFlights@eaa.org.

Is the insurance coverage the same as Young Eagles?

Yes. Current EAA members participating in the Eagle Flights program are eligible for up to \$1 million passenger liability insurance coverage, if they carry a minimum of \$100,000 per seat liability insurance. As with Young Eagles, this coverage is in place automatically, no additional forms are required.

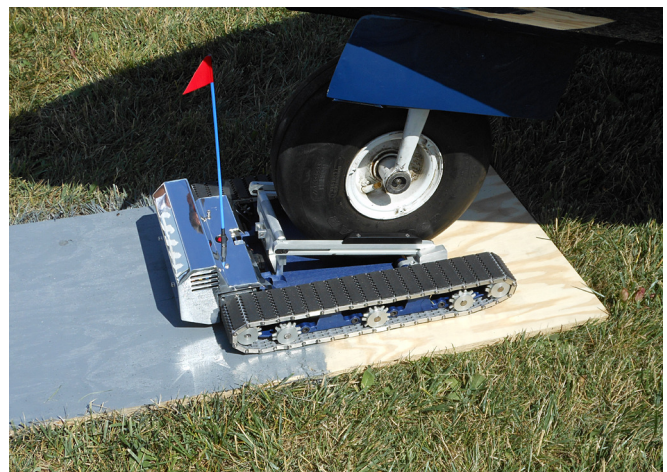
What do Eagle Flights participants receive?

Eagle Flights participants will receive a free, six-month EAA membership after the completed Eagle Flights registration form is received by the Eagle Flights Office. We are currently working with several aviation companies to develop additional flight training resources and benefits that will help Eagles along their path to joining our community of aviators.

How do I order Eagle Flights materials?

Registration forms (brochure included), pilot guidelines, and promotional rack cards can be ordered by e-mailing us at EagleFlights@eaa.org.

If you have any additional questions about EAA Eagle Flights, feel free to e-mail or call Trevor Janz, EAA Eagle Flights manager, at 920-426-5914. More information is also available at www.EagleFlights.org.



Radio Controlled Aircraft Tug at Oshkosh
How do they get the nose wheel on it?



Turbine Powered Zenith STOL Plane seen at AirVenture



LT-1 Makes its First Trip to Oshkosh

ThunderAds

FOR SALE, ETC.

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

PILOT PA-400ST FOUR PLACE INTERCOM

\$50- Curtis e-mail: Azskybum@aol.com

HENDRICKSON H78 A38 PUSHER 2 BLADE PROP

Reconditioned by Performance Propeller Fits Cont. C-85/ 0-200. \$800.00 Four inch extension \$100.00 Curtis 602 7120-4494 azskybum@aol.com

COMBINATION VHF/GPS ANTENNA

Comant Model CI 2480-201, Separate connectors for Comm and GPS. Never installed. See AS&S pg 616. Their price \$568.75, sell for \$250.00 Ron Kassik 480-948-0168 or ronkassik@cox.net

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.

THREE-BLADE PROP SHIPPING BOX

Previously used for a MT prop for a Velocity. Will fit most normal size 3-blade props. Available to anyone who needs to ship a prop. Matt Bucko mbuc310@cox.net

1979 CESSNA 182Q

Arizona Airplane on SDL Tie Down K-137, TT 3500 hrs, Engine 1262 hrs SOH, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 maxeybill@hughes.net

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000.⁰⁰ Estate sale. Lesley Morgan 480-834-4831 or e-mail Curtis at EAChapter1217@aol.com to receive a digital slideshow of the plane.

2009 LANCAIR 360

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

PARTS

Fuel pump core, 23psi, Dukes Inc total time 18 hrs. Inline fuel filter, 3/8", Performance Mfg, TT 18 hrs. Slick magneto model 4771, TT 18 hrs. Fred 630-897-7706

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HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

FLIGHT INSTRUCTION- BFR'S

Alan Trabilcy alantrabilcy@yahoo.com,
480-747-0349 m or 480-948-1747 h

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Jim Berdick AI 623 293-2708

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

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BFR'S

Fred Lloyd 602-793-6637

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