



# The ThunderWord

Thunderbird Field EAA Chapter 1217 August 2013

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the July meeting, Bruce Brockhagen told the story of the restoration of a Consolidated PB4Y-2 Navy Patrol Bomber owned by Scottsdale businessman Joe Schoen. Bruce brought along the entire team that rescued this rare aircraft and are restoring it as a flying tribute to the people who built them and the crews that flew them. Attending were the plane's owner, as well as Woody Grantham who has thousands of hours fighting fires in PB4Y-2s, and Dave Goss from Gosshawk Aviation who keeps the old bird in the air. It was really great to hear the passion these folks have for restoring and flying this rare bird! A big thanks to Chapter Vice President Terry Emig for getting the entire crew to speak at our meeting.

The morning after the meeting, I jetted off to Wisconsin for this year's EAA AirVenture Fly-In. This was my 29<sup>th</sup> year of making the pilgrimage to Oshkosh. The really odd thing about this year's event was the complete absence of any government-owned aircraft of any kind. No military, NOAA, NASA, DEA, CBP planes or helicopters were in attendance due to government sequestration. There was no shortage of planes of all sizes to fill AeroShell Square, from homebuilts to a massive FedEx Airbus cargo plane, with a B-17, B-24 and B-29 parked beside it. The show was spectacular with lots of cool planes and catching up with old friends whom you only see once a year.

The attitude was different than last year when most EAAers were convinced that new EAA President, Rob Hightower, was out to destroy the organization. The new replacement

President, Jack Helton, apparently listened to the complaints and criticism and made some big changes to get everything back on track. Everyone seemed to be optimistic about the changes.

THE BIGGEST WINNER at this year's Fly-In was the Terrafugia folding-wing flying car which, after years of hype, was actually flying around as well as driving around the Fly-In.

THE BIGGEST LOSER by far was the Icon A5 seaplane that is a total scam in my opinion. It seems like people keep standing in line to hand over money for a plane they will never see a la BD-5. This year the FAA handed over a weight exemption so they can certify it as an LSA. No flying example was at the show, again.

The first evening of AirVenture, Chapter 1217 hosted its 15<sup>th</sup> annual Chapter Happy Hour at Wendt's on the Lake. Thanks to everyone who showed up and for dragging along their friends and family to keep things interesting.

See you at the August meeting!

*Curtis*

## AUGUST CHAPTER MEETING

The August meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, August 15, starting at 7 pm, in the **Scottsdale Aviation Business Center**. This month's guest speaker is Chapter member John Rader, who will talk about the history of soaring in Arizona and the Tucson Soaring Association where he has served as past President.



**Chapter 1217s 15<sup>th</sup> Annual Chapter Happy Hour at Wendt's on the Lake.**

## **DON LINDHOLM**

### **WINS BRONZE LINDY AWARD**

One of the most coveted awards to win is the Bronze Lindy for outstanding workmanship. Chapter member Don Lindholm, who now calls Morning Sun, Iowa home, was presented with such an honor. In the Class II (81-150 hp), his 1951 Cessna 170A, N1424D was awarded the Bronze Lindy. Congratulations Don!

Also winning Grand Champion in the Post World War II category was Scottsdale resident, Jon Vessly, for his North American P-51D Mustang, N151JT.

### **OSHKOSH MILESTONES**

Last month at the EAA Oshkosh Fly-In, two of humanity's longest dreams reached fulfillment, starting with Monday's first public demonstration of the Terrafugia folding-wing flying car, followed on Tuesday by Yves "Jetman" Rossy's U.S. public demonstration of his jet-powered wings. Both have been a long time coming. Well before the invention of the automobile humans dreamed of flying,

some fantasizing about machines that they could wear to launch themselves into the sky.

By the time the Wright brothers launched the age of powered flight, humans were well on their way to substituting automobiles for horse-powered transport. We don't know how quickly it happened, but it wasn't a big leap from Model A's to dreams of a "flying flivver," a conveyance that let us decide: drive or fly?

These incarnations of aviating dreams have made history, and once again cement EAA's signature event as The World's Greatest Aviation Celebration. They show us how we're all one step closer to a world once only seen in *The Jetsons*.

### **GLIDER MUSEUM**

While driving through the tiny town of Iron Mountain, Michigan last month, I ran across a sign beside the road that said "Antique Glider Museum next left." A quick ride through a neighborhood and there was a huge steel hangar with a WW II troop glider painted on it.

Continued on page 3





### **Waco CG-4 troop glider at the Iron Mountain, Michigan Glider Museum**

Inside was a perfectly restored Waco CG-4 troop glider! It was a trip back in time. The story goes that during World War II, the Ford Motor Company's plant in nearby Kingsford, Michigan built more Model CG-4A gliders for the United States Army than any other company in the nation, at much less cost than other manufacturers. The glider featured in this museum is one of only seven fully restored CG-4A World War II gliders in the world.

The restoration of the CG-4A glider - and the idea for a glider museum - began when a deteriorated fuselage frame was donated to the Menominee Range Historical Foundation. The glider frame was originally purchased by Olaf and Beatrice Blomquist, of Iron Mountain, for \$75 sometime following World War II, from the Ford Motor Company Plant in Kingsford. The Blomquists, in turn, sold it to their nephew, Vernon (Janie) Anderson, of Metropolitan, located in northeastern Dickinson County, where it was used as a

play house and hunting camp. The prized artifact was donated to the Foundation by the Andersons in 2005. Interest generated enough funds to make the restoration possible with enough money to also build a suitable museum to house the aircraft. The World War II Glider and Military Museum opened in July, 2011.

**WACO CG-4A GLIDER INFORMATION**  
During 1942-1945, the Ford Motor Company's Kingsford plant built 4,190 Model CG-4A gliders for use in combat operations during World War II. Other manufacturers of the Model CG-4A gliders were located in Troy, Ohio; Greenville, Michigan; Astoria, New York; Kansas City, Missouri; and St. Paul, Minnesota. A photograph on the brochure shows a CG-4A Glider on exhibit at the Ford Motor Company Plant in Kingsford for the Army-Navy "E" Award, which was presented on June 24, 1944. The CG-4A gliders were used for transporting troops and equipment.

Continued on page 4



**Ercoupes, the affordable LSA, were out in force at AirVenture**

The primary reasons for using gliders were because the glider was a silent aircraft and could deliver either troops or equipment behind enemy lines undetected at night. Unlike powered aircraft, a glider could land where there was no airstrip.

Once landed and disembarked, troops began specific assignments, such as seizing enemy installations, disrupting enemy communications, reconnaissance work or providing relief and support for friendly troops. Gliders were used by Canada and Great Britain, as well as the United States. .

The CG-4A glider was a high-wing cabin aircraft having a steel-tube fuselage covered with fabric. The wingspan was 83 feet, 4 inches; the length was 48 feet, 4 inches; and the height was 12 feet, 7 inches. Its wings were made of wood with plywood and fabric covering. The glider had fixed landing gear, nose skids and hydraulic brakes. The CG-4A glider's designed weight was 7,500 pounds. The maximum designed speed on tow or in free flight was 150 MPH. With the designed load, landing zone required for a normal 3-point landing was 600 to 800 feet.

Normal glide speed was approximately 75 to 85 MPH, and the normal rate of descent was approximately 400 feet per minute. The CG-4A glider could carry 13 soldiers plus the pilot and co-pilot, making a total of 15 personnel. Instead of troops, the glider could transport



**Cessna 195's as far as the Eye can See**

military supplies or equipment, such as a 1/4-ton jeep, or a 37mm AT gun, or a 75mm Howitzer, or a photographic lab, or a weather station, or radar equipment, or a field kitchen, or a repair shop, or radio equipment, or six litters for evacuation of wounded personnel. A pilot and co-pilot operated the towline, trim tabs, spoiler, rudder, toe brake, lights, deceleration parachute and communication system.

The entire nose of the CG-4A glider could be raised, facilitating loading and unloading. There were also doors on both sides of the fuselage.

So next time you are driving down a small road in middle America and see a sign for an air museum be sure and go, you never know what you might find!

### **GROUND LOOP PROOF TAILWHEEL**

Beringer, the well-known French manufacturer of wheels and brakes, has debuted at EAA AirVenture Oshkosh a new twin-pivot tail wheel designed to advance the safety of taildraggers that resists ground loops.

Beringer technicians found that landing instability increases with the square of speed, challenging even skilled pilots' efforts to master the more-conventional tail wheel. Fast airplanes like the P-51 Mustang employ locking tail wheels that counter the instability

Continued on page 5



but do not allow much correction for cross-wind conditions and to counter engine torque.

Beringer's solution: a tail wheel incorporating a double-pivot mechanism. The rear Pivot 1 is in line with the wheel axis for precise control on takeoff, landing, and taxiing turns; the forward Pivot 2 unlocks to allow full articulation when needed for pivoting around a main wheel.

Flight tests are currently underway in France at the same airport where the Louis Bleriot First Powered Flight Museum is located.

For more information visit Beringer at [www.Beringer-Aero.com](http://www.Beringer-Aero.com).



**A Miniature Spirit of St. Louis with Rotec Radial seen at AirVenture**

## LEADVILLE TO HOST FLY-IN

The leaves will be changing soon!!!! Fly up for the 5th annual Fall Colors Fly-In/Drive-In Breakfast, which will be held on September 21, 2013, from 8 to 10:30 am at the Leadville, Colorado Airport.

Breakfast will be \$6 per person, and avgas is \$5.15 a gallon at the airport. Come out for some pancakes and help them beat the exceptional turnout they had last year.

If you have any questions, or need any additional information please contact Mike Huemann - Airport Manager: phone: 719-486-0307, or email: [mhuemann@lxvairport.com](mailto:mhuemann@lxvairport.com). After breakfast, head over to Rifle's Airport (KRIL) for lunch, and make a day of it.



**A Super Cruiser taxis in at the EAA Seaplane Base**

## GADGET OF THE MONTH

The AERO 454 can wirelessly transmit your GPS location to your iPad or Android Bluetooth enabled tablet. No more worries about lost GPS signal due to banking, heated windshields and passengers in the back of the cabin asking "Are we there yet?"

The 454 Model can be integrated with Garmin GPS receivers (430, 530, GNS650, GNS750, G900 and G1000) and Bendix King KLN89, KLN90B, and KLN94. It will enable up to three occupants to receive aircraft GPS data via Bluetooth on their portable devices to monitor their location (Altitude, latitude and longitude) using apps like [Flight Guide](#) IEFB, Garmin (My-Cast), Foreflight, Wing X, Jepp View, and Google Maps. It works with Any APP that uses the Apple Standard GPS location protocol. Check out: [www.guardianavionics.com/454.html](http://www.guardianavionics.com/454.html) for more info.





**A Grumman Albatross taking an afternoon swim at the EAA Seaplane Base**



**Everyone was watching a Special Preview of Disney's "Planes" Movie at AirVenture  
The "Planes" Movie began Showing Nationwide on Friday August 9**



# ThunderAds

## FOR SALE, ETC.

### THORP T-211

Amateur built, smooth wing, 2 seat Thorp. 400 hrs engine & airframe. Wing span 25ft., Empty weight 784 lbs, Gross weight 1270 lbs, lcom 200 radio, Garmin Transponder, Sterba wood prop, also tools. \$23,500.<sup>00</sup> Larry Pritchard 480-816-6214, or Brian Briggerman 480-837-6510

### ESTATE SALE

Chapter member Marty Williams has flown west and his family is selling his Zenith 701 kit. Contact his son Keith at 480 998-4873.

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

### 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.

### 2009 LANCAIR 360

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

### 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](mailto:ronkassik@cox.net)

## SERVICES

### ANNUALS

Owner Assisted. Jim Moss 520-440-2191  
[www.northside-aviation.com](http://www.northside-aviation.com)

### FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner:  
Airplane: Private, Commercial, Instrument, ATP, ME, Lighter than Air: Private, Commercial. 602-942-2255, Cell 602-418-2045, [fgorrell2@cox.net](mailto:fgorrell2@cox.net)

### HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

### PROP BALANCING, ANNUALS, PREBUYS

Jim Berdick AI 623 293-2708

### 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

### BFR'S

Fred Lloyd 602-793-6637

### MACHINE SHOP

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

**PLENTY OF ROOM FOR NEW ADS. SEND YOURS TO [EAA Chapter 1217@aol.com](mailto:EAAChapter1217@aol.com)**

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

Send an E-mail to:  
[EAAChapter1217@aol.com](mailto:EAAChapter1217@aol.com)

President	Curtis Clark	602 710-4494	<a href="mailto:EAAChapter1217@aol.com">EAAChapter1217@aol.com</a>
Vice President	Terry Emig	520 836-7447	<a href="mailto:dprez@cactusflyin.org">dprez@cactusflyin.org</a>
Secretary/Treasurer	Jack Pollack	480 585-1885	<a href="mailto:Jack.Pollack@Analyticalgroup.com">Jack.Pollack@Analyticalgroup.com</a>
Newsletter Editor	Ron Kassik	480 948-0168	<a href="mailto:ronkassik@cox.net">ronkassik@cox.net</a>
Young Eagles	YOUR NAME HERE POSITION OPEN		
Technical Counselors	Dan Muxlow Jim Berdick	480 563-4228 623 293-2708	<a href="mailto:N27DM@cox.net">N27DM@cox.net</a> <a href="mailto:jimberdick7@gmail.com">jimberdick7@gmail.com</a>

**Thunderbird Field  
EAA Chapter 1217  
5450 East Voltaire  
Scottsdale, Arizona 85254**

