



# The ThunderWord

Thunderbird Field EAA Chapter 1217

August 2014

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar! At the July meeting, Chapter 1217 member Brian Mitchell, the AeroShell guy, taught us about aviation greases. It was interesting to learn about the different types of greases and how they are made. Everyone came away a little more knowledgeable about grease, why it is important to use the correct types of grease, and proper uses. Brian also donated a really nice large scale model of the first plane to cross the English Channel using Shell fuel. Jim Moss was the lucky winner!

This year marked thirty years of my attending the EAA Fly-In at Oshkosh. It was by far the most attended by both people and airplanes. It was great to catch up with Chapter members and friends while roaming the airport. I even managed to get to talk with Jim Bede for a while about some of his designs over the years, and a couple of ideas he has for future planes and ground vehicles. This year's Chapter happy hour at Wendt's on the Lake had a good turnout. Thanks to Jim Moss for rounding up some other EAA Chapter members to join in with us on the festivities. Be sure and check out our Facebook page for lots of pictures - and Like us!

See you at the August meeting!

*Curtis*

## **AUGUST CHAPTER MEETING**

The next meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, August 21, starting at 7 pm. The location is the Scottsdale Aviation Business Center, 15041 North Airport Drive. This month's guest speaker is Chapter member Adam

Rosenberg, who is going to talk about his flying adventures as well as information on backcountry flying. In looking at his website, [www.the-adam.com](http://www.the-adam.com), it is amazing all the places he has flown his plane.

Guests are always welcome!

## **OSHKOSH SIGHTINGS**

*By Curtis Clark*

Here are a bunch of the planes and ideas that I thought were really cool. I went to Oshkosh to look at cool planes and talk to their owners. I didn't waste much cool airplane searching time looking at the latest GPS gizmo. The big winner was the Tucano replica kit. What a great idea, taking an airplane that flies good and is built out of aluminum and building a replica of it. I didn't get an invitation, but it appears that Cessna and Beechcraft have gotten married and brought all their models to display at AirVenture. The salesperson said that rather than make innovative designs that were reasonably priced, they just bought up the competition to increase their market share. Aside from the new store-bought planes, this year's fly-in was the best one yet!

## **GEE BEE**

The late Jim Moss' Gee Bee QED was on display, it is a big plane and was a huge project. The fit of the panels and the finish work are unbelievable.

## **ELECTRAS**

There was an entire row dedicated to the eight Lockheed Electras that attended. Each plane was a perfect restoration and was restored to reflect art deco design of its era. Being a lover of this design, this one row of planes made it worth the trip.

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## VALDEZ STOL PLANES

Every pilot with a computer has watched the You Tube videos of the Valdez STOL competitions. Well, a group of them made the long flight to Oshkosh so they could show off their planes and the secrets of how to take off in under 50 feet. The pilots were all there to show off the modifications and changes they

had made to get the maximum performance out of these planes. All the pilots were real characters who embodied the spirit of grass roots aviation without big corporate sponsors or manufacturer teams. They put on a flying display, but for some reason it was a long way from the crowd and hard to see.



**Valdez STOL Aircraft after a VERY SHORT Take-Off**

## WASABI

The Wasabi air racing team is out of Mojave, California and is the mastermind of some of the best aerodynamicists and composites people there are. It looks a lot like the Nemesis Formula One plane, but it has some new airfoils that make it extremely fast. It also features a wet wing so it was able to hold enough fuel to fly from Mojave to Oshkosh non-stop!

## ICON CLONE

As always, ICON Aircraft had the huge tent with a mock-up and their prototype plane in it, as well as a bunch of Generation-X people telling everyone how they will revolutionize aviation. They did announce they have \$60 million in deposits and financing in hand, which must be some sort of record for a company that hasn't delivered a single plane.

The interesting thing was another sexier plane that showed up in mock-up form that looked very similar to the ICON, and is being produced as a kit for homebuilders by some ex-Cirrus design folks. They weren't collecting deposits. They said they were waiting until they had a flying prototype and a product to deliver before they did that.

## WIDE-BODY SONEX BY VIKING

The company, that is best known for the high performance engines it makes for sport planes, is venturing out. They have a kit that changes the width and shape of the fuselage of the Sonex/Waeix so that it can fit larger size people. Their prototype had the wider fuselage, different canopy and turtle deck, as well as a different cowling since they eliminated the header tank.

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## REPLICA TUCANO

It has gotten pretty common place to see Tucanos flying around Deer Valley Airport. You might have one on your list of things to buy after winning the Powerball. But this year a miniature kit Tucano was unveiled at Oshkosh that looked really nice and had a large cockpit. The plane was actually flown to Oshkosh by twenty-five-year-old Brazilian pilot, Bruce Ryan Young, who spent 55 flight hours covering 5700 nm getting to EAA AirVenture 2014. He started in Brazil on July 10, with stops in Guyana, Trinidad and Tobago, Martinique, Guadeloupe, Netherland Antilles, Puerto Rico, Dominican Republic, Turks and Caicos, the Bahamas and, finally, the U.S., before arriving in Oshkosh on July

27. The Rotax 912S powering the amateur-built Flying Legend Tucano Replica burned 4.85 gal/hr fuel, logging an average ground speed of 120 knots. Bruce is an experienced commercial pilot who helped fulfill a dream of Italian aircraft manufacturer Flying Legend owner Franco Rummolino.

Flying Legend has been manufacturing kits since 2011. In addition to the Tucano Replica, which is inspired by the Brazilian fighter-trainer originally produced by Embraer, the Italian manufacturer also offers a kit-built copy of the Hawker Hurricane. Like the Tucano Replica, Flying Legend's Hawker Hurricane is powered by a Rotax 912ULS, with a turbocharged Rotax 914 as an option. Visit them online at [www.flyinglegend.it](http://www.flyinglegend.it).



**Flying Legend Tucano Replica Flown from Brazil to Oshkosh AirVenture**

## JET SONEX

Sonex is taking it slow in developing their version of the everyman's jet. It was on display and flew before the air show, and was a giant step up from the model they had last year. Test pilot Bob Carlton didn't do aerobatics in it, and stressed that it is a fun, safe plane with good performance. It looks well designed and engineered. The quick build kit including everything to build it is around \$135K.

## MOGOLLON FLY-IN 7-12-14

By Jordan Ross

On July 12, 2014 the privately owned and operated Mogollon Air Park (AZ82) had its annual fly-in and pancake breakfast in conjunction with EAA Chapter 1044's Young Eagle day. I was fortunate to be invited to ride along in the backseat of my friend Tom Mitchell's T-34A which was part of a flight of six from the Phoenix area. Also representing Chapter 1217 in the flight was Lynn Miller in

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his beautiful blue and gray camouflaged T-34, accompanied by his partner in the plane, retired USAF Brigadier General Dick Stich. Denny Myrick from 1217 was there as well, having flown up in his RV-12.

Others in our flight were Mike Lynch in the #82 CJ-6, Scott Andrews in the #3 CJ-6, Don Andrews in the #28 CJ-6, and retired USAF

Major General Hank Canterbury. Hank flew with the Thunderbirds in 1965-1967 in the F-100, hence his Thunderbird number 4 on the cowl of his F-33 Bonanza. There was to be another CJ-6 in the flight but shortly after takeoff from DVT he had an overheating situation and decided to return to DVT.



Photo by Jordon Ross

### **Approach End of Runway 3 at Mogollon Air Park (AZ82)**

Since Tom and Mike took off from DVT, Hank from GEU, and Scott, Don and Lynn from FFZ; we had to do a join up in the air over Bartlett Lake before turning on course for Mogollon. All that went very well. The weather was perfect, although a bit warm until we got to altitude. No wind. No clouds. Just great.

When we were about 10 miles west of Mogollon there was an announcement on the radio that an RV-7 had stalled its engine on the runway and until it was cleared the

runway was closed. Fortunately the plane got restarted soon thereafter and normal operations resumed. Good thing as the frequency was hopping with numerous arriving and departing airplanes.

For the fly-in, Mogollon places at mid-field a crane with a man-bucket on it containing a person high above the runway to help pilots land and take off. This is very important since there is a big hump in the middle of the runway that prevents seeing the opposing end of the runway when taking off.



Photo by Ron Lord

### Jordan & Tom Mitchell by Tom's T-34A

I had my Go Pro camera along with my digital point and shoot camera. I wanted the Go Pro to see pretty much what I was seeing on the flight so I rigged up a high tech head mount for it. This consisted of a baseball hat into which I punched two holes in the bill, one behind the other and ran the ends of a rubber



Go-Pro Camera on Hat

We ate all we could at the breakfast, mingled with the nice people who had questions about the planes and then departed after about an hour and a half on the ground. After takeoff, which had to be done single file on that narrow runway, we all joined up and did a low pass down runway 3 with smoke on. See the awesome picture taken by John Mark Hendrix, who was apparently standing fairly close to the runway to get it.

The return flight to the valley was almost as smooth as the flight up. Nothing to complain



Photo by Jordan Ross

### Lynn Miller's T-34 & Mike Lynch's CJ-6

band into each hole. The rubber bands were anchored in place with the finest quality toothpicks I could find. The rubber band was slipped over the camera to anchor it in place and it was off to the races. It worked just fine and I didn't have to buy one of the head mounts Go Pro sells for lots of bucks.



Hat Mod with Rubber Band Anchor

about. Over Roosevelt Lake we split with the FFZ planes and continued on to our landing at DVT after a low pass down runway 25 right. Hank continued on to GEU.

The You Tube links for the Mogollon arrival and departure videos are: Video # 5 - Arrival at Mogollon with radio audio, <http://youtu.be/L2h6mLGXWdk> Video #6 - Departure from Mogollon. No radio audio on this one. Lots of engine noise though. <http://youtu.be/CmN7w8y2pEw>



Photo by Jordan Ross

**F-33 Bonanza Flown by Retired Major General Hank Canterbury**



Photo by John Mark Hendrix

**Formation Low-Pass over the Runway at Mogollon Air Park**

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# ThunderAds

## **FOR SALE, ETC.**

### **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)

### **MISC. INSTRUMENTS**

New Rapco Vacuum pump RA215CC-9, \$250.; New Electronics International oil pressure and temp, \$400.; New Elec. Int. carb temp and outside air, \$250.; New Elec. Int. volt amp gage, \$250.; New Elec. Int. single cyl head temp, \$250.; Ovh. RC Allen Horizon RCA22-7, \$400.; Ovh. Edo Air DG 4000B-8, \$400.; Repaired Cessna turn coordinator, \$200. Jerry 602- 663-2432, or e-mail: [JerryLane90@aol.com](mailto:JerryLane90@aol.com)

### **PULSE AUTOCYCLE**

FAA got you grounded? Want a fun project that captures the thrill of flying? Jim Bede designed Pulse Autocycle for sale \$22,000., Arizona title and current registration. Curtis 602 710-4494 [azskybum@aol.com](mailto:azskybum@aol.com)

### **SCHWEIZER 1-26A SAILPLANE**

Serial #16 comes with nice trailer. Optional open cockpit for fun flying. \$9500., Curtis 602 710-4494 [azskybum@aol.com](mailto:azskybum@aol.com)

### **TAYLORCRAFT BC12 D**

Beautifully restored BC12 D. TT: 2635 hrs. 255 hrs since total restoration. C-65 255 hrs smoh. Have all aircraft records & FAA data since new. Annual inspection with purchase. \$24,500. Steve Trieber, Located in Casa Grande• Telephone: 207-853-6060

### **LYCOMING 0-360 A1A**

Engine built up for RV project that never got off the ground. Invested \$50,000. Price is very firm at \$25,000. Martin Del Giorgio [delgiorgiopels@gmail.com](mailto:delgiorgiopels@gmail.com)

### **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**

Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) \$4,000, 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

## **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, and ME. Lighter than Air: Private and 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

### **MACHINE SHOP**

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