



The ThunderWord

Thunderbird Field EAA Chapter 1217

August 2017

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month Tyler Sepp from Eagle Sport at Glendale Airport talked about the light sport certification services his company provides. He also let us in on some of ideas for reopening Pleasant Valley Gliderport.

Last month was the first meeting in our new temporary home, the Paradise Valley Community Center. The room seemed perfect with everything provided by the City of Phoenix, so we had very little stuff to haul around. The room even had a built in PowerPoint projector in the ceiling and a microphone and podium.

This was our 32nd year of attending Oshkosh, and a lot of the planes are there year after year. It's really enjoyable to catch up with old friends, chapter members and even meet a few new folks. One of the big highlights was getting to see the freshly restored B-29 Doc, both on the ground and flying with Fifi the CAF B-29. A scaled up Long-Eze with a jet engine was interesting as well as a new, clean-sheet aerobatic plane powered by a Rotax 914 that was totally outside the box. It looks like a pipe dream until you see the world class design team and look at the carbon fiber wing with ailerons 30 percent of the chord of the wing!

The warbird crowd always has several multi-million-dollar restorations, and this year Rod Lewis' A-20 Havoc was one of those. It was painstakingly restored and the only one of its kind flying. The CAF had its freshly restored Bell P-63 King Cobra on display beside another equally nice P-63. There was also a Bell P-39 Air Cobra a few planes away. In the antique area, Don Lindholm brought his newly acquired Spartan Executive and it received front row parking. Don also flew his Cessna

170 to the Fly-In and happened to see a guy pushing a wheelbarrow full of money down the flightline, so the 170 now lives in Tulsa.

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 17, beginning at 7 pm. This month's guest speaker is Chapter 1217 member Bill Unternaehrer, who is going to talk about a program he has been involved with to test UAV aircraft flying in the national airspace system. The mission is cool, and the UAV's are straight out of Star Wars, so it should be a very interesting program.

Guests are always welcome!

MEETING LOCATION

The location is: Paradise Valley Community Center, 17402 North 40th Street. It is on the west side of 40th Street just north of Paradise Valley High School. Basically 1/4 mile north of Bell on 40th Street. We will meet in the large multi-purpose room. We learned last month you can park on the south side of the building and have more parking options that are closer to the door.

AIRVENTURE HAPPY HOUR

During this year's AirVenture Fly-In, Chapter 1217 continued its 19-year tradition of having a happy hour and dinner on the first night of the Fly-In. This year's event at Wendt's on the Lake was a great success. Mike Sommers from Ageless Aviation Dreams joined us and talked about the good work their fleet of five Stearmans is doing giving free rides to veterans. Fred Gorrell brought his crew from the DC-3 Flagship Detroit, and

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they shared some stories of flying the grand old lady to various events around the country.

Good friends, cold beer, and a boatload of Lake Perch made for a great time!



Photo by Dean Gilderoy

Bob Hoover tribute flight with Shrike, F-86, T-28, and Mustang

AIRVENTURE 2017

“What an incredible year it was at Oshkosh. From the U.S. Navy Blue Angels and Apollo reunion, to new aviation innovations on display and two B-29s flying formation as part of 75 years of bombers on parade, it was a week filled with “Only at Oshkosh” moments,” said EAA chairman Jack Pelton. “You could feel the energy as thousands of airplanes arrived early and stayed longer, pushing aircraft camping to capacity for most of the event. The aviators and enthusiasts who attended were engaged, eager, and passionate, demonstrating how Oshkosh is August 2017

the best example of why general aviation is so vitally important to the country. I believe it’s the best AirVenture week that I’ve ever seen.”

According to statistics released by EAA, Approximately 590,000 attendees, five percent more than 2016. More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 17,223 aircraft operations in the 10-day period from July 21-30, which is an average

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of approximately 123 takeoffs/landings per hour. Other statistics include:

- Total showplanes: 2,991 (up 5 percent over 2016), 1,107 homebuilt aircraft (second straight year over 1,100), 1,162 vintage airplanes (up 12 percent), 351 warbirds, 168 ultralights and light-sport aircraft, 79 seaplanes, 54 rotorcraft, 60 aerobatic aircraft, and 10 hot air balloons.
- Camping: More than 11,600 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors throughout the week.
- Commercial exhibitors: 881.
- Forums and Workshops: A total of 1,050 sessions attended by more than 75,000 people.
- Social Media, Internet and Mobile: More than 15.4 million people were reached by EAA's social media channels during AirVenture (double the 2016 total); EAA AirVenture app had 1.7 million screen views; EAA video clips during the event were viewed 2.1 million times; and EAA's 1,900 photo uploads were viewed more than 9.8 million times. Also, EAA web streams were accessed more than 500,000 times by viewers in 192 countries, who watched more than 110,000 hours of activities from the AirVenture grounds.
- Guests registered at International Visitors Tent: A record 2,527 visitors registered from a record-tying 80 nations. (Additional unregistered international visitor counts push the total higher.) Top countries represented by registered visitors: Canada (583 visitors), Australia (346), and South Africa (204).
- Media: 906 media representatives on-site, from six continents.

BOEING SCOUT

Boeing conceived the short takeoff and landing (STOL) airplane in less than a month as its candidate for an Army Air Forces contract in the late 1940s, but the unusual design lost out to Cessna's L-19 Bird Dog. It

was the last piston-engine, manned aircraft that Boeing designed.

The late Norm and Patricia Brunquist were high bidders for the airplane in a February 1954 sealed-bid auction, and became its first civilian owners. After its military service, the model was operated in Alaska by the U.S. Fish and Wildlife Service. "I was always around airplane noise," Brunquist explained. His dad flew privately, and worked as an airplane mechanic for the Fish and Wildlife Service. "He had initially bid \$600, but upped it to \$800," he added. "These were \$100,000 planes. Boeing built them for \$90,000 each after the war, and they lost \$10,000 on each."

It took Brunquist's father 50 hours over two weeks to fly the Scout from Pierre, South Dakota, to Anchorage. He flew it on skis one winter, but obtained blueprints and made the fittings to put it on Edo floats—where it remained almost the entire time he flew it. A sticking valve and deteriorating fabric, from sitting outdoors, grounded the airplane in 1966.

"When I got it [in 1994] it had been sitting since 1966," said Brunquist, who started rebuilding it in 2003. His father had purchased two almost-complete airplanes, "plus all the parts in the world—he was high bidder at 25 bucks." This allowed Brunquist to install new, old-stock windows in the Scout. "None of the screws go through the plexiglass, so you don't have to worry about its cracking."

How many hours does he have in the restoration? "I don't know," Brunquist replied. He said he worked 12-plus hours a day on the project for almost two years. His good friend Brian Porterfield, an A&P/IA—and others—helped a lot, he added. "[Porterfield] was there almost every day I was, for a year and a half."

And Brunquist's wife, Kathy, described herself as "the Boeing widow" during the time-consuming restoration—although she was happily buffing the airplane before it was

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Photo courtesy airteamimages.com

Boeing Scout

scheduled to be judged at EAA AirVenture 2017. The unique prototype won Grand Champion: Post World War II.

In the 2017 Lindy Awards, which recognize the best aircraft at AirVenture, the Brunquists were awarded Grand Champion: Post World War II for the Scout.

The Scout is challenging to land, Brunquist noted. "It lands so slow—but in a crosswind, you do not want to use any flaps." He only has about 25 hours in the airplane. Brunquist had obtained blueprints for a drop tank, to increase range, but didn't get the tank finished in time for Oshkosh. Instead he trailered the Scout to Anoka, Minnesota, where he reassembled it for the flight to AirVenture. "I love flying it. But it's such a gem—it's so stinkin' rare—I can't relax.

"It can fly 100 miles per hour, but it burns 10.1 gallons per hour," Brunquist said. "But if you slow it down to 65 mph indicated—70 mph true—at 2,000 feet, the book says 4.3 gph." The Scout is powered by a 125-horsepower Lycoming O-290-7. Wing tanks carry 10.5 gallons of fuel per side, and the completed drop tank will add 25 gallons more. For a full-

flap approach, the airplane comes over the fence at 45 mph, he said. "It stalls at 18 mph."

Brunquist has flown in the back seat of an L-19 Bird Dog. "The Scout is an amazing airplane, but the L-19 is built mostly with Cessna 170 parts," resulting in a much lower cost. Cessna built the L-19 Bird Dog around Cessna 170B wings, with a Cessna 195 tail, and a modified fuselage. The L-19 also had a more powerful 213-hp engine, which made for easier pilot transition, he added. "It's pretty amazing what Boeing did in one month."

An interesting side note is that Jim Wickham was one of the lead engineers on this plane for Boeing; he is also the designer-builder of the Wickham B that Chapter 1217 President Curtis Clark owns.

Embry-Riddle and City of Prescott to Host Airshow and Fly-In

Mark your calendars for Saturday, October 7, as Embry-Riddle Aeronautical University and the City of Prescott will co-host Wings Out West, which will feature an aerial demonstration, numerous static displays, an

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Terry Emig taking off on the Del Mar Polo Field last month

aeronautical tech fair, and a regional fly-in. A variety of food vendors and concessions will also be on site.

Gates at Prescott's Ernest A. Love Field will open to the public at 9 a.m., with the aerial demonstration taking place from 10 a.m. to noon. Admission and parking will be free. The Wings Out West air show has always been a part of Embry-Riddle's OctoberWest Homecoming weekend and alumni celebration. The University is thrilled to work with the City of Prescott to invite the community to share in the fun and excitement.

"Embry-Riddle is very proud to welcome the community as we begin the 40th anniversary of the founding of our Prescott Campus," said Chancellor Dr. Bill Preble. "We are excited to have Embry-Riddle air show pilot Matt Chapman performing along with Bill Stein, Skip Stewart, and other dynamic performers before our friends and neighbors in Prescott."

The event aims to build off the success of the 2016 AOPA Prescott Airport Fly-In, which broke national attendance records. "We hope this will be a building year for an annual

airport event," said Guy Roginson of Fly Prescott. "Last year's AOPA event proved we have a very desirable location that pilots and aviation enthusiasts want to visit."

Fly Prescott is currently looking for volunteers so please check out following link: <https://www.flyprc.com/volunteer> or contact Guy directly.

Guy Roginson, Event Director

Fly Prescott: FlyPRC.com

Direct: 310-745-4711

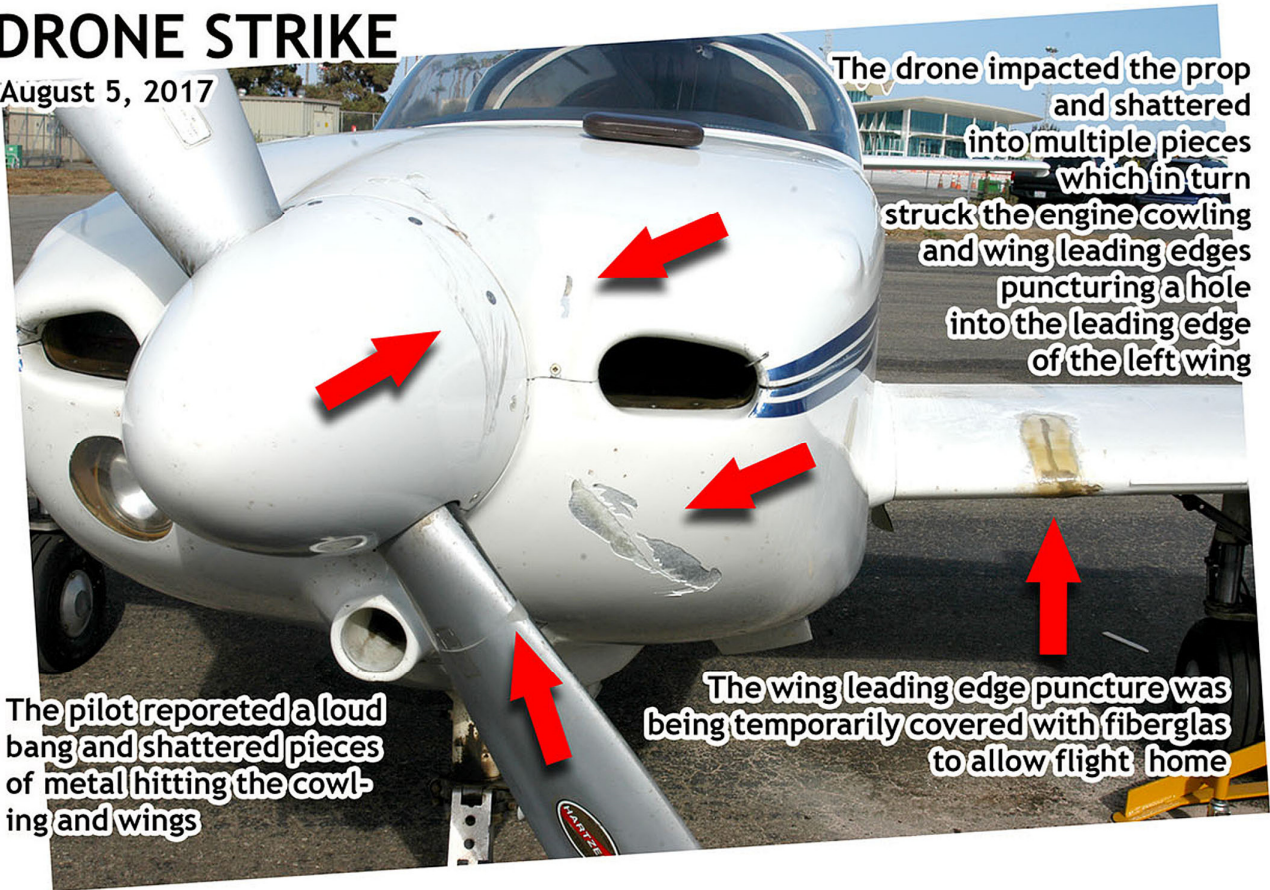
Email: iFlyPrescott@gmail.com

RV-12 STARTER KIT & TOOLS

Chapter member Tom Harper needs to find a new home for his RV-12 Empennage/Tail Cone Kit and Avery/Cleveland tool kit. The prices listed below are what he paid for the items, bring your offers. The Van Empennage Kit cost \$2495. Fasteners for the entire kit, \$285. Avery/Cleveland RV-12 Tools, \$1800. The RV-12 kit and tools are in new/unused condition. All reasonable offers Kindly. Thomas Harper 480-268-5499 or Tm00harp@yahoo.com

DRONE STRIKE

August 5, 2017



The drone impacted the prop and shattered into multiple pieces which in turn struck the engine cowling and wing leading edges puncturing a hole into the leading edge of the left wing

The pilot reported a loud bang and shattered pieces of metal hitting the cowling and wings

The wing leading edge puncture was being temporarily covered with fibreglas to allow flight home



Carbon Fiber Motor Glider make its First Public Viewing at AirVenture



Gilderoy Family enjoyed the Air Show and Looking at all the Planes

THUNDERBIRD FIELD EAA CHAPTER 1217 CONTACTS

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ThunderAds

FOR SALE, ETC.

VANS RV-12 EMPENNAGE KIT

Paid \$2495 obo; Fasteners for the entire kit, paid \$285 obo; Avery/Cleveland RV-12 Tools, paid \$1800 obo; RV-12 kit and tools are in new/unused condition; All reasonable offers. Thomas Harper 480-268-5499 Tm00harp@yahoo.com

COOL PLANES FOR SALE

Only flown by little old ladies to church on Sundays. <http://captainbillywalker.com/aircraft-for-sale/aircraft-for-sale>

BAKENG DUECE

On gear, most of structural fabrication complete, wings, ailerons, flaps, tailfeathers and fuselage 90 percent done. No engine but dynafocal ring for a 0-320, new cleveland wheels and brakes. Located in hangar at Prescott \$3500, Charlie 602-377-2271 cdmichael1@gmail.com

Mooney for Sale

Terry Emig has a friend in New Mexico who is selling his Mooney. For more info, call Terry at: 520-836-7447 or email terry@valleypumpandmachine.com

Piper Cub Wings

Rebuilt with new spars. One wing ready for cover the other wing soon. Pat Battle A&P/IA DVT 602-274-2434

Completed RV-7A tail kit.

Completed and zinc chromated. Nate D'Anna 602 891-4771 Email Natedanna@q.com

CESSNA 172'S FOR RENT

Two IFR Cessna 172s for rent at Chandler. Owned by Chapter member Pat McGarry. Contact Chris Hoel for more information and to schedule birdgangft@gmail.com

'65 MOONEY

Very clean, 4000TT, 22 hours SMOH, \$41K with new annual, Goodyear hangar, Joe Hobbs joseph.hobbs@cox.net for more information

RV-4 PARTIALLY BUILT KIT

\$13,500 Lycoming 0-290-D2, kit for \$3,000 or \$16,000 for both. Bill Refrow 602-843-9862 w7lov@cox.net

LYCOMING 0-360 A1A

Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

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

SERVICES, ETC.

OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 www.oilcoolersvs.com

ANNUALS

Owner Assisted. Jim Moss had to move to Alaska to care for sick parents. He may be back later.

FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner: Airplane: Private, Commercial, Instrument, ATP, ME and Lighter than Air: Private and Commercial. 602-942-2255, 602-418-2045, fgorrell2@cox.net

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-3442

MACHINE SHOP

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

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Send an E-mail to: EAChapter1217@aol.com

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