



The ThunderWord

Thunderbird Field EAA Chapter 1217 August 2018

Scottsdale, Arizona

PRESIDENT'S CORNER*

Greetings from my corner of the hangar! At last month's meeting we had Gustav Haussler from Master Aircraft Services in Wickenburg Arizona. They are one of the largest aircraft paint companies in Arizona.

Since I am going through the process of getting my RV-8 painted, I thought it would be interesting for them to talk to the Chapter about what goes into painting a plane. First we worked together with the onsite computer artist to take my ideas and put them on three view drawings. Master Aircraft had mailed me the color charts so the next step was choosing the colors. Then starts the jockeying for position in the waiting list which is six months long. Being that I am nearby can hopefully give me a chance at an earlier opening. There is also the elephant in the room, the price. Since my plane hasn't been painted before I thought I might save some \$\$, it did but not as much as I would have thought. I also added a couple of fading checkerboards and a purple unicorn shooting rainbows out it mouth, that while they are cool, they really add to the price. I will keep everyone informed as time goes on as to the experience and the total price.

Oshkosh is a distant vision of planes, airshows, friends, and lots of just cool stuff. This was year 34 in a row for me so with a large percentage of the planes being repeat visitors, I have to hunt high and low to find new and interesting stuff while sorting through the scam companies like Eclipse and Icon. In the innovation center there were several groups displaying one pilot VTOL compact eclectic flying machines. While a couple of them were obvious ponzi schemes the one funded by Google was impressive and very unique. An example is it lands on a curved keel beam so it can touchdown in a wide

speed range on any surface, and it gets away from the complexity of landing gear. Google thinks it's a game changer and is funding the development from its very deep pockets....OK I told them to send one my way when they get it figured out.

If I had a crystal ball I would say that they are getting really close on developing batteries and ultra-powerful electric motors that will lead to an entirely new way in which we enjoy aviation! To transition to veteran Oshkosh adventurer is when you realize the displays in front are there because of big money and the guys with the new non-production homebuilt planes and inventions are a bit harder to ferret out.

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 16th, beginning at 7 pm. This month's guest speaker will be long time Chapter 1217 member Capt Billy Walker.

Billy will take us through his nefarious career from when he was in the liquid state, thru becoming an ol' fart. Billy describes his talk as follows: "The slide-show begins with a few slides with family background to my early flying to airline flying along with some War Bird stuff. My airline career was briefly interrupted via a MLOA from Frontier when I participated in the SE Asia War Games (AirAmerica). That was a brief but very lively and memorable time for Cheryl and me."

Then, he returned to Frontier, thru it's sad demise, to America West Airlines. AWA was wonderful but when the opportunity to help start up a new airline (JetBlue)

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serendipitously jumped in his lap. Then the FAA “fired” him for becoming an ol’ fart and that’s when his fun flying began in earnest.

Throughout the journey in his own words: “I’ve been blessed with the friendships aviation has provided along with a magnificent career and a life’s partner I didn’t and don’t deserve. Few enjoy a forty year airline career. I’m somehow among those chosen few. Few can tally forty thousand hours; But, I can. This is a very impressive number to the unknowing. Of that total there’s, perhaps, eight thousand flight hours of merit”.

“Of note is time I have spent instructing and in flight test. Those are meaningful hours. Droning along on autopilot somehow takes something away from that big number. Then there was Evelyn Bryan Johnson who went West with nearly sixty thousand hours, ‘Mamma Bird’ was a very special lady. Cheryl and I got to know her via the Silver Wings Fraternity.

Importantly, for your program he adds tongue in cheek, there are lot of airplane photos.

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. You can park on the south side of the building and have more parking options that are closer to the door. Look for the signs!

AIRVENTURE HAPPY HOUR

Our 20-year tradition of Chapter 1217 members attending the Oshkosh AirVenture Fly-In to get together for a Chapter Happy Hour was a great success. WENDT’S ON THE LAKE lived up to their reputation for serving a great fish fry and lots of cold Spotted Cow.



Chapter 1217 members enjoyed the Happy Hour at WENDT’S ON THE LAKE

OSHKOSH SUMMED UP

“A ‘perfect’ event may be unattainable, but AirVenture 2018 came about as close as one could imagine. The combination of outstanding programs, aircraft variety, a robust economy, and good weather combined to complement the efforts of our staff and 5,000 volunteers throughout the grounds. The week was upbeat, exciting, and filled with many ‘Only at Oshkosh’ moments.”

Attendance: Approximately 601,000, nearly two percent above of 2017’s record total. An AirVenture official went on to say: “EAA members and aviation enthusiasts attended in large numbers, even without the presence of a military jet team as we had in 2017. Our efforts to create unique attractions and aviation highlights across the grounds were incredibly successful. Attendance on opening day was the best in our history, as the vast majority of our guests came to Oshkosh early and stayed throughout the week.”

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 19,588 aircraft operations in the 11-day period from July 20-30, which is an average of approximately 134 takeoffs/landings per hour.

Total showplanes: 2,979 (second straight year over 2,900), 1,160 homebuilt aircraft

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(5 percent increase), 1,094 vintage airplanes, 377 warbirds (7 percent increase), 185 ultralights and light-sport aircraft, 75 seaplanes, 22 rotorcraft, 52 aerobatic aircraft, and 14 hot air balloons.

Camping: More than 12,300 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Commercial exhibitors: 867.

Forums, Workshops, and Presentations: A total of 1,500 sessions attended by more than 75,000 people.

EAA aircraft flights: 2,800 people flew aboard EAA's Ford Tri-Motors, while 3,032 people flew aboard EAA's Bell 47 helicopters and 680 flew aboard EAA's B-17 Aluminum Overcast.

Social Media, Internet and Mobile: More than 12 million people were reached by EAA's social media channels during AirVenture, including 5.5 million via Facebook videos; EAA's website had more than 1.7 million page views; EAA video clips during the event were viewed 2.2 million times; and EAA's 2,400 photo uploads were viewed more than 12.4 million times. Additionally, EAA web streams were accessed nearly 800,000 times by viewers in more than 200 countries, who watched more than 170,000 hours of activities from the AirVenture grounds. The AirVenture app was downloaded and used by nearly 50,000 attendees.

Guests registered at International Visitors Tent: A record 2,714 visitors registered from 87 nations, also a record total. (Actual counts may be higher since international visitor registration is voluntary.) Top countries represented by registered visitors: Canada (538 visitors), Australia (386), and South Africa (277).

Media: 976 media representatives on-site, from six continents.

Economic impact: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown). - based on 2017 University of Wisconsin Oshkosh economic impact study

What's ahead for EAA AirVenture Oshkosh 2019 (July 22-28, 2019)? "We will be celebrating our 50th consecutive year in Oshkosh during 2019, so we'll be looking back on a half-century of unforgettable highlights at Wittman Regional Airport, and planning activities that involve EAA's hometown and its unique place in aviation history. While 2018 is barely in the record books, we're talking to many groups and individuals with intriguing new ideas for aircraft, innovations, exhibits, and events. We're already planning for 2019 and are looking forward to announcing features and attractions very soon."

BALLYS BOMBER

The highlight of this year's AirVenture Fly-In was the miniature Boeing B-17 that Jack Bally and test pilot Richard Kosi brought to the show. It is a real case of "I have seen it all" as you walk around Jack's remarkable 1/3-scale B-17, named Obsession, but best known as the Bally Bomber. What is not evident from the magazine and internet pieces I had read was the craftsmanship Jack put into building the plane. Your first impression is it is a lot smaller than I thought it would be, about the size of Jack's Chipmunk if you removed the canopy structure. They choose to park the plane at the replica warbirds area which was hard to find. It should have been next to the arch "front and center" in my opinion.

COOLEST PRODUCT

Utah based EAA Members invented GripLockTies for their Air Racers to solve the problems of ordinary zip ties that are either too tight and break or too loose and move around.

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Ballys Bomber

GripLockTies Innovative Rubber Lined Zip Ties solve the problems of damaged hoses and wires and cuts into structure. Everyone in aviation knows (or should know) not to put ordinary zip ties on Engine Mounts. Old-style slip ties will loosen and cut the wires or worse, cut through the paint and structure and cause damage and at worst engine mount failure.

But with Rubber-Lined GripLockTies the rubber lining pads the wires and structure and holds it stable under vibration and eliminates the damage of old slip ties, saving time, weight and money over Adel Clamps.

GripLockTies were developed for aviation with UV protection, higher heat rating and a super strong positive latch and can be repositioned during construction and then clipped flush. They are available in Red, Blue, White and Orange.

COOL Facts About Grip Lock Ties!

- Did You Know that GripLockTies have a release tab that you can use until your wiring is set and then tighten and flush cut to secure.
- Did you know that you don't have to pull GripLockTies crazy tight? Just cinch nicely and let the Rubber lining do the work.

- Did You Know that more GripLockTies sizes are on the way soon.
- GripLockTies were invented to eliminate the ugly hassle of wrapping your engine mount with electrical tape.
- Did You Know that there is no known FAA PMA approved Zip Tie. But they are used by every manufacture from Airbus to Boeing, but they wrap their wires with a rubber cover first. GripLockTies can save countless hours of labor.
- Did You Know that GripLockTies developers have built over a dozen homebuilts and restorations.
- Did You Know that old style slip ties have been around since the Eisenhower administration? Isn't it time for real innovations.
- Did You Know that GripLockTies come in four different rubber colors? Red, White, Blue, and Orange
- Did You Know that if the Wright Brothers had had GripLockTies they could have flown a year earlier?
- Did You know that GripLockTies have been designed and tested for Aircraft and have been on racing aircraft on three different Continents.
- Did You Know that Mike Patey Built "Turbulence", an 800 HP+ PT-6, powered
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highly modified Lancair to beat the Turbine speed record and he not only uses GripLockTies but beat the record at AirVenture Cup by almost 40MPH.

- Did You Know that the weight rating on GripLockTies is 70 pounds but they are over 100% stronger than that.
- Did You Know that GripLockTies are made with a Dupont special nylon for high impact strength and heat stability. Are they the same as ordinary zip ties? You get what you pay for,. GripLockTies are so much more and you can use less of them because they keep stuff in position.
- Did You know that GripLockTies Inventor Creighton King flew to Oshkosh from Utah when he was 16 in 1989 as a solo pilot, in violation of the NOTAM?
- Did you Know that GripLockTies is welcoming inquiries for world wide distribution partners?

RICHARD GEORGE IVANSEK

Contributed by Arv Schultz

Do you remember this talented gentleman? He was kind of a roley - poley jovial guy, who at Christmas would don a beard and dress up in a Santa suit. Rich looked just like old St Nick. He was my dear friend and a friend to many current as well as former Phoenix Deer Valley airport tenants and EAA Chapter 1217 members. For years (17+ years in all) visitors to his hangar (21-7) were transfixed watching this skilled master craftsman build a WWI German fighter aircraft: a Pfalz D-XII. No blueprints, just a few pictures were all he had to work from. It was a labor of love.

He repeated this amazing feat when he built a replica of the Douglas Glider that now hangs from the ceiling in the Cochise College maintenance hangar in Douglas, Arizona. He also did a bare bones restoration of an Aeronca.

On any given Sunday morning you could join him for breakfast at the Deer Valley Airport Restaurant, but not before 9:30 a.m.!

Richard George Ivansek, age 90, passed away Monday, July 9, 2018 at his residence in Phoenix, Arizona. Rich was born August 5, 1927 to the late Thomas and Victoria (Kozlowski) Ivansek in Joliet, IL.

Rich enlisted and served in the Navy during WWII and was drafted into the Army during the Korean conflict. He married Betty Jean Luksic in Joliet, IL; the love of his life that preceded him in death in 1996. An entrepreneur at heart, Rich started his own refrigeration company in Joliet.

He moved his family to Arizona in 1965 for his son's health and became a Property Manager for WestCor. He enjoyed building antique airplanes, general construction and spending time with family and friends. Rich is survived by his two loving children, Rick (Alison) Ivansek II and Valerie (Sheldon) Scrivner; grandson, Marcel Scrivner; and many other loving family and friends. He was preceded in death by his siblings, Bud, and Doe.

A gathering of friends will take place on a date to be announced.



Pfalz D-XII



Jim Armstrong and Lynn Miller in Lynn's RV-8.



Jordan Ross and Tom Mitchell in Tom's T-34

On August 4, 2018, Bob Deford invited Tom Mitchell, Jordan Ross, Jim Armstrong, and Lynn Miller up to visit his amazing hanger at Prescott, (KPRC). Their flight of two consisted of Tom's T-34 and Lynn's RV-8.

The T-34 picture was taken by Jim on the way up. The other pictures were taken by Jordan Ross. The main attraction was the Spitfire that Bob had built. Jordan declared that it was a very fun morning.



Jim Armstrong in the Cockpit of the Spitfire



Lynn Miller tried on the Spitfire's Cockpit



Chapter 1217 Members enjoying Happy Hour at WENDT'S ON THE LAKE



New Chapter 1217 member Mike Sommars and his wife Lynn flew their Cessna 185 to Johnson Creek, Idaho to get out of the heat

President	Curtis Clark	602 710-4494	EAChapter1217@aol.com
Vice President	Terry Emig	520 836-7447	Terry@ValleyPumpandMachine.com
Secretary/Treasurer	Jack Pollack	480 695-4441	Jack.Pollack@Analyticalgroup.com
Newsletter Editor	Ron Kassik	602 809-5168	ronkassik@gmail.com
Young Eagles	POSITION OPEN		
Technical Counselors	Dan Muxlow	480 563-4228	N27DM@cox.net

Chapter Website: www.ThunderbirdField.com

ThunderAds

FOR SALE, ETC.

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 birdganqft@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.

High-Perf Tailwheel & Akro Instruction

Pitts, Skybolts, all experimental tailwheel aircraft. 46 years experience. Scottsdale Airport Budd Davison, Plus-5 Aviation, 602-738-2045, www.airbum.com, buddairbum@cox.net

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

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

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

