



The ThunderWord

Thunderbird Field EAA Chapter 1217

February, 2005

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. Thanks to Terry Emig, Roger Parish, and David Roberts who put on our January meeting program about the miss adventures of flying their biplanes across the US this past fall. Also, a big thanks to Jack Pollack for putting together their slide show so people would believe their stories! Without Jack it would have been three guys pulling each other's fingers for an hour!

This is the month when I put out the appeal for everyone to get involved in volunteering for the Cactus Fly-in. It's a great way to get involved and no experience is required; it's also a lot of fun! If you are new to the Chapter don't be afraid to step up and get involved, everyone is welcome and encouraged to participate!

I hope to see everyone at the February meeting.

Curtis

FEBRUARY MEETING

The February 2005 meeting of Thunderbird Field EAA Chapter 1217 will be Thursday, February 17th. at 7 pm. The location is the Terminal Building at Scottsdale Airport. This month's guest speaker will be Bob DeFord from Prescott who will tell us about his latest project, a 100% full scale Supermarine Spitfire.

There is always room so bring a friend!

NEW MEMBERS

Welcome to these new members who joined at the last meeting: Jim Beauchene, who flies a DeHaviland Beaver amphibian out of Scottsdale; Chip Johnson, who bought Curtis's Schweizer 1-23 glider and also has a powered parachute; and Ray Brown. Also, welcome back to Katie and Tom Velvick, they have two flying RV-4s and an RV-6 under construction.

CACTUS FLY-IN VOLUNTEERS

The first weekend in March is the annual Arizona Antique Airplane Association Cactus Fly-in. Chapter 1217 supplied the manpower to run the Fly-in last year and everyone who pitched in had a great time. There was VIP up front parking, free event admission, free breakfast and lunch, and special volunteer Cactus Fly-in shirts. Most of the volunteering consists of parking airplanes and helping out with the fun type jobs such as judging. There are no bad jobs!

The Fly-in can't run itself without volunteers and it is a great way to get active in our Chapter whether a new guy or an old timer. No experience is required; we will actually train you in what is needed. Mark the dates: Friday March 4 and Saturday March 5 on your calendar.

At our February Chapter meeting we will have sign up lists and volunteer packets with all the information to get involved.



HERB McWATERS' RV-6A

HERB'S RV-6A

Herb McWaters' first flight in N464HS occurred on July 22, 2004. It was five years to the day from start to finish of his RV-6A, a true labor of love. Herb's plane was built from what he calls the slow build option, not the quick build.

She fly's like an airplane should fly; just as advertised by Van's Aircraft. There really is such a thing as an RV grin. Thanks to Dean Berry and Jim Berdick, EAA Technical Advisors; Mack Childers, FAA DAR; and Jim "JJ" Johnson, U.S. Air Force F-117 Stealth Pilot, who did the test flights. N464HS was painted by Kevin Welsandt of Magic Body Works. Also, thanks go out to everyone else who had a hand in helping out, and to Dick Fellars co-owner.

Herb would like to specially thank his loving wife, Shirley, of 47 years for putting up with five years of airplane parts in the house. She loves to fly in the plane too!

IT FLIES !

Bill Grieme's GlaStar amphibian took to the skies over Deer Valley on Sunday, January 30th, two days ahead of schedule. Bill always said he was going to finish it on Tuesday and is at a loss to explain the early completion. The plane has a 180hp Lycoming, constant speed prop and Billmar 2100A amphibious floats. Bill is working on flying off his forty-hour restriction and is looking forward to commencing sea trials.

CASA GRANDE AVIATION DAY

Don't forget, Chapter 1217 members are being invited to bring their flying machines down to Casa Grande on Saturday March 19th, 2005. The fly-in is to help promote the airport and sport aviation. A local group, funded by NASA, called SEMAA will have NASA displays on hand. There is no formal flying program; just fly down whatever type of plane you have and have fun. The event is open to all types of planes not just homebuilt or antique, modern planes are also encouraged to come down.

Breakfast and lunch will be served at the airport by the local Fire Explorer Scouts.

WELLING'S WING

By Ron Rosenhahn

On April 21, 1957 at 1321 hours a lone DC-3 operating as Frontier Airlines flight seven departed Prescott, Arizona under visual flight rules enroute to Phoenix, Arizona. On board the flight were twenty-one passengers and a crew of three. As the flight proceeded southbound toward Phoenix the weather deteriorated to a point where the flight could no longer maintain visual flight rules and remain clear of clouds. The captain of the flight requested and received an instrument flight rules clearance to proceed to Phoenix via Knob intersection to the Phoenix omni range and to maintain 7000 feet. The crew never acknowledged receiving the clearance.

Frontier Airlines flight seven struck the west ridge of a mountain at the 4500 ft. level and sheared off twelve feet of the left wing and aileron. After declaring an emergency, flight seven landed at the Phoenix Sky Harbor airport without further incident.

This incident went into the history books testifying to the strength and durability of the DC-3 aircraft as perhaps the greatest passenger airliner ever built. Over the years artist's conceptions of the collision with the mountain appeared on the cover of famous magazines of the time, and most all books written on the history of the DC-3 contain the story of "Welling's Wing".

The broken off portion of the wing remained on the mountain in a very remote area undisturbed for nearly forty-seven years untouched.

In June of 2004, former Frontier Airlines (*and Chapter 1217 member..ed*) Captains Billy Walker and Ron Rosenhahn (now an aviation safety inspector supervisor with the Federal Aviation Administration), were having a discussion with former America West Captain Larry Perkins (now an aviation safety inspector also with the FAA). The discussion centered on Welling's Wing and the "Museum

of the Rockies" which has an exhibit in honor of the old Frontier Airlines. It was discussed if it was feasible to relocate the resting place of the old wing section, recover it and donate it to the museum in honor of the pilots who flew for the old Frontier Airlines.

It all started with Rosenhahn and Perkins studying old charts and descriptions of where the location of the wing was according to the recollections of former Frontier pilots who were based in the Phoenix domicile at the time of the incident. Coordinates were developed from these descriptions and entered into GPS. The search dragged on, days into weeks; and weeks into months but the location of the wing eluded us. It was like trying to find a needle in a haystack.

First it was Larry Perkins and his wife Peggy, an aviatrix in her own right, searching in their personal aircraft. As they made several hundred turns around the mountain looking for the wing it seemed impossible. Then, it was Perkins and Rosenhahn, but still no wing. Other FAA inspectors joined in the search, still nothing. Then a break came. FAA Inspector Mike Halloran who had decided to search the area on foot with his binoculars saw a glint of what he thought was the sun shining on metal high up on the mountain. FAA Inspector Dave Baron joined the search helping with mapping, chart plotting and GPS programming. Dave also volunteered with the recovery efforts if the wing was ever found. And then another clue showed up. In a description of the location sent in from former Frontier Senior Captain E. P. Lietz, he mentioned that the wing bounced over the top of the mountain and down the other side. Could it be we were looking on the right mountain but the wrong side?

Everything seemed to be lining up into one possible location; Mike Halloran's visual sighting of a glint of metal. Former Senior Captain Ace Avikan's description of a southeasterly heading from over the ghost town of Bumble Bee, and finally E. P. Lietz's

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description of the wing bouncing over the top of the mountain and down the other side.

Larry Perkins, together with FAA Inspector Will Willbanks, a former customs pilot turned FAA inspector, (Will had now joined the search), and FAA Inspector Gary Martin proceeded to the search area with Larry doing the flying and Will and Gary looking for the wing. On the second turn around the GPS position, Will Willbanks saw something near some bushes.

As Larry turned the aircraft around, the lost wing appeared at twelve o'clock. Welling's Wing had been found at last.

Since locating the position of the sheared off wing, a five foot section of the left aileron has been recovered by inspector Gary Martin and presented to Ron Rosenhahn

Realizing the historical significance of this piece of aviation history, several FAA inspectors from the SDL FSDO joined the search donating their time and resources to help locate the wing, and they found it. The wing will be preserved for all time in the Museum of the Rockies located in Denver, Colorado. The historical significance of this find represents a part of aviation history in an era that has long gone by. For those of us who flew the DC-3 for the old Frontier Airlines it represents much more. It represents an era of flight that we lived.

Plans are being made to recover the rest of the wing at a future date.

AMATEUR BUILT DAR FEEDBACK WANTED

The EAA Government Relations Department is updating the amateur-built DAR (AB DAR) web page and needs Chapter members' assistance with the update. Within this web site are listed all of the individuals the FAA has currently authorized to inspect and certify amateur-built aircraft. One column is called "EAA Member Recommended AB DAR" and directly reflects member feelings about the AB

DARs who have inspected and certified their aircraft.

Randy Hansen, Government Relations Director, needs Chapter members to tell him if they would recommend the AB DAR who inspected and certified their aircraft to other EAA members. If they will provide the name of that inspector, a "yes" will be added under the recommended column next to that AB DARs name.

The current EAA AB DAR web page is at: http://members.eaa.org/home/govt/help/ab_dar.asp. Please take a look at it; the list of recommended AB DARs is a living list that can be updated at any time.

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WIN A KITFOX V

KitFox Sweepstakes: EAA Chapter 517 in Missoula, Montana is conducting a fund raising sweepstakes and the Grand prize is a beautiful 1997 KitFox Model V (appraised value \$48,500). The normal ticket price is \$25.00, or ten tickets for \$200.00 (a maximum of only 4,000 tickets will be sold). Want to save \$5.00 per ticket, join some friends and buy 10 tickets at a time. Full details about the sweepstakes can be found on the chapter web site at www.eaa517.org You can download the entry form from the web site or request an entry form by mail at: EAA Chapter 517, Inc., PO Box 16446, Missoula, Montana, 59808; or by e-mail at: EAChapter517@aol.com. Good luck! Pictures of the plane are found on the Chapter Web Site

GATHERING OF MUSTANGS & LEGENDS 'The Final Round Up'

In 1999, an unprecedented gathering of sixty-five P-51 Mustangs and twelve Ace pilots who flew the type took place at Stallion 51 in Kissimmee, Florida. Billed as the Gathering of Mustangs & Legends, it was considered one of the great aviation events of the 20th century. Well, it's a new century, and plans are being made to not only repeat that event but to exceed it June 8 through 11 at Stead Airport in Reno. The Gathering of Mustangs & Legends: 'The Final Round Up' aims to bring together 100 Mustangs along with famous and nameless Mustang Aces and pilots from WWII and Korea. One of the weekend's highlights will be a 51-plane formation. More information will be available as appearances are confirmed at: <http://www.stallion51.com/>.

KODIAK KITPLANE COMPLETES 50th FLIGHT

Quest Aircraft's Kodiak prototype passed a significant milestone Wednesday with its 50th successful test flight. The 10-place turboprop aircraft now has 40 flight hours in three months of flight-tests and is fast approaching its formal certification flight test program. "The aircraft has successfully flown at max gross weight as well as various CG scenarios, including extremes to red line (180 kts)", said Tom Hamilton. Tom is also the designer of the Glassair and GlaStar aircraft and thinks the world is ready for a ten place single engine homebuilt. The aircraft is scheduled for exterior painting later this month, prior to entering FAA flight-testing. It will debut at the Alaska Airmen's Trade Show in May 2005. For more information, please visit: <http://www.questaircraft.com/>.

EAA's AVIATION SERVICES

EAA members are one call, email or letter away from a wide range of technical aviation services available from the Aviation Services Department at EAA. This team is responsible for answering member technical inquiries relating to pilot and aircraft issues.

Experienced pilots, aircraft owners, homebuilders, ultralighters and sport pilot specialists staff the department. Their personal and professional experience enable them to field just about any technical aviation question that comes their way. And if they can't answer your question right away, they'll do the research needed to help guide you to the right resource or solution. EAA's in-house library is an additional resource the Aviation Services team counts on for information. The library is also available to members visiting the Oshkosh headquarters offices.

The Aviation Services Department supplies much of the technical information found on the Members Only portion of EAA's website at www.eaa.org. The Homebuilders Headquarters section on the site provides a wealth of information on building, maintaining and flying experimental amateur built aircraft.

Two of the most popular "hands on" offerings from the Aviation Services Department are the Technical Counselor and Flight Advisor programs. There's a network of over 1,000 EAA members across the US who are registered EAA Technical Counselors that will come to your homebuilding location to provide in-progress inspection of your project. The Flight Advisor program has several hundred EAA members who will provide advice and assistance on taking that first flight in your new homebuilt aircraft.

FAA Medical assistance is another offering also available from the department. If a member needs assistance receiving a special issuance from the FAA, Aviation Services personnel will track the application all the way through the process until approval, to ensure that nothing derails the member's application. In addition, a network of doctors who are AMEs and EAA members volunteer their services to help other members retain or regain their medical.

For more information on your EAA Technical Services offerings please call 1-800 -EAA-INFO. They're ready for your questions!

Thunder Ads

FOR SALE / WANTED

GlaStar Fixtures

All fixtures to build a GlaStar airplane. Will take \$150. Bill Grieme 480-998-9164

Lycoming 0-235-C1

673 SMOH, Sky Tec starter, removed from Long Eze for 0-320 upgrade. \$6500. Mark Boram 520-883-0672

RV-3 Parts & Misc

RV-3 wings, flaps, ailerons and wing tips \$1000., 2 US army flight helmets, 8 new David Clark listen only headsets \$100. each, 2 yellow tagged cranks for an 0-320 and an 0-290-G. Dick Wall 602-788-9848

COZY 3 PLACE PROJECT

Fuselage finished thru Chapter 8. Have most raw materials to finish fuselage and wings. Includes plans, landing gears, metal kit, epoxy pump, news letters, etc. Asking \$1500 (firm) for all. Jim Stevens 623-872-7531 after 3 pm. Location: Avondale, AZ

Skybolt Project

Most major work complete. Hangered at DVT. \$10,000. Stuart McDonald 602-954-9343

JEFFAIRE BARRACUDA PROJECT

Fuselage on gear, wings built. Instrumentants, gauges and a whole lot more. 80% complete. Must sell for only \$9,900. Hangered at Glendale, AZ. Call John 480-704-3250

TOOLS NEEDED

I am starting a Zenith 601XL project and need virtually all the tools required for the project. I hope to find them used. I am putting together a list and will have it soon. If you know of anyone that has finished their project and no longer needs their tools, give them my name. The first thing I need are clecos and associated accessories to put them in with. Brian Briggerman blb7037@cox.net

SERVICES

Instrument Instruction

Get your instrument rating with a club member J. Robert Moss CFII, expert in Garmin 430 / 530 IFR operations, Cirrus checkouts. Call Jeff 480 699-7447

Designated Pilot Examiner

Chapter member. Paul Jones 520-251-1251

Prop balancing, Annuals, Prebuys

Jim Berdick AI 623-581-9152

Annuals, Restorations, Fabric Work

Eloy Airport Julie White 520-466-3442

Aircraft Welding and Restorations

Evans Aviation 480-585-3119

Airmen Physicals

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

Aircraft Photography

Mike O'Connor CrashOConnor@aol.com 480-515-5105

BFR's

Fred Lloyd 602-234-1940

Maintenance and Annuals

Klobe Air, LLC Aircraft Maintenance Service Located at Glendale Airport, southern blue hangars #4 Alice 623-877-9033

Flight Instruction

Learn to fly, get a new rating, or BFR. Samir 480-518-5346.

Machine Shop

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

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

Send an E-mail to
EAChapter1217@aol.com

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