



# The ThunderWord

Thunderbird Field EAA Chapter 1217 February, 2006

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's meeting was very well attended with 48 people showing up to hear "The Burner" talk about his hot air ballooning addiction. After the meeting Burner went out in front of the Terminal Building and showed us that his new "Super Burner" could throw a 50-foot flame into the night air.

This month I was able to help Hal Rozema's wife Jackie sell their partially completed CH-701. Hal has been hospitalized for several months and wanted the plane to get a good home. It was nice to see everyone from our EAA Chapter family step up and volunteer when friends needed their help.

The Chapter's engine hoist is now back in my hangar at DVT, so if you need to borrow a hoist give me a call. It has already put engines in a Lancair, a Starduster, Breezy and a Waix, so it is getting put to good use! Also, remember that we have access to several trailers if you need to move your plane, we don't move furniture!

This past month has been a busy time for me completing our Recurrent Ground School and Proficiency simulator check at the airline. After over 10,000 hours in the 737 I still blow the dust off the manuals and bone up on the systems and procedures before showing up for a training event. Maybe it would be a good time for each of you to take a look at your Airplane Flight Manual and review the systems and emergency procedures. If it is time for your Biennial Flight Review how about letting the instructor really challenge you rather than just flying to breakfast and getting signed off! Remember a new rating qualifies as a BFR so how about going out to

Turf and getting that glider rating you always wanted. You will never worry about power off landings again, and it's a lot of fun!

Hope to see all of you at this month's meeting.

*Curtis*



**"BURNER" BORN WITH HIS NEW  
HOT AIR BALLON HEATER**

## FEBRUARY CHAPTER MEETING

The February meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, February 16, in the Scottsdale Airport Terminal Building. The time is 7pm. This month is going to be a real special event. Long time Chapter 1217 member and RV builder, Paul Besing, is going to fly an AH-64D Apache Longbow helicopter to the meeting. Paul is going to give a talk on flying helicopters in the Army and give us an up-close and personal tour of the Longbow. This will be a great meeting, so plan on attending, and remember, guests are always welcome.

## NEW MEMBERS

We had three people join our Chapter last month. **Larry Dustman** lives, works and flies out of Stellar Airpark. He flies a Boeing Stearman that he restored, and a Cessna 205. **Bernie Gross** has been very active in the soaring world and recently bought Hal Rozema's Zenith CH-701 STOL plane. Bernie also has a Cessna 175 based at DVT. **Joe O'Neil** bases his Steen Skybolt and Cessna 152 at Scottsdale Airport. Joe is selling the 152, so if you want a bright red 152 drop him a note - Josepheor@cs.com.

## 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 required. Mark the dates on your calendar – Friday, March 3 and Saturday, March 4. For more information go to [www.CactusFlyin.org](http://www.CactusFlyin.org)

## EAA SPORT PILOT TOUR STOP

In the past few weeks you should have received your personal invitation to attend the Sport Pilot Tour Stop at the Commemorative Air Force hangar at Falcon Field. Chapter 1217 is one of the co-sponsors of this event and we would like to get you involved. Friday, February 17 is the set up day with volunteers being asked to show up at 9am. You will have the opportunity to meet the vendors and pilots as you help them move the planes around and set up their displays. Saturday the 18<sup>th</sup> is the day the public will be showing up for the free one day Tour Stop. There will be presentations by the manufacturers, EAA headquarters, and the FAA, as well as demonstration flying to those interested in buying a Light Sport Aircraft.

We hope we can get ten volunteers to help set up on Friday and probably a like number to help man the event on Saturday. Sunday will be tear down day but hopefully most of that will be done Saturday afternoon after the doors are closed. Getting involved is a great way to meet your fellow Chapter members as well as getting to check out some really cool planes before the public shows up on Saturday. Maybe if you are lucky you might snag a ride in your future dream plane. Please email [EAACChapter1217@aol.com](mailto:EAACChapter1217@aol.com) if you are planning to come out to help!

## CHAPTER MEMBER PROFILE

This month, Chapter 1217 member **Wendel Waltz** has been chosen for our Member Profile. Wendel learned to fly in 1958, soloing a Tri-Champ while attending Ohio Wesleyan University. For most of his career he worked as a Manager in a light manufacturing company. With help from his son Keith, Wendel restored and recovered a TriPacer as a first project. Over the years he has owned a Mooney and Grob 109A motorglider.

Six years ago Wendel retired, moved to Arizona and started to get the itch to build an airplane. After looking at all the Sport Pilot eligible aircraft he chose the Waix from Sonex. He felt the plane was a good value, had very easy to read plans, and he really liked the looks of the Y shaped tail. The company even claims that if built to the plans

Continued on pg 3

the Waix will meet Part 23 certification requirements and is approved for basic aerobatics.

During the Christmas Season 2004, the big box showed up at Wendel's house and he attacked it feverishly. In the one year and one month since he took delivery, he has logged 1300 building hours. One really unique thing about the Waix is that you get to assemble the AeroVee engine from a kit. The engine building process was very

straightforward, and one of the most fun parts of building the plane. Wendel has hauled the wings out to Deer Valley Airport and has finished the final engine installation, so he expects to be in the air in two to three months.

He expresses a big thanks to his patient wife Michele who has been very supportive and is looking forward to flying around the state in their new plane.



**WENDEL WELTZ AND HIS Y-TAILED WAIEX**

## **AVOIDING TRIBAL KNOWLEDGE**

When helping sell a Chapter member's project earlier this year, we ran into a bunch of questions about transferring the registration of a homebuilt that hasn't been issued an airworthiness certificate. This comes about when you buy someone's half-built project that has an N-number assigned to it. I went right to the source at the local FSDO and was referred to Gary Towner, who is an Amateur-Built Designated Airworthiness Representative (AB-DAR). Gary lives at Mogollon Airpark and travels around the state licensing homebuilts when he isn't flying his RV-6.

Gary said it is really important to avoid "tribal knowledge" when it comes to FAA matters of certification, just go to the source and only deal with the facts. In the case of the plane I was selling, the seller had a reserved N-number but it hadn't been assigned to a specific aircraft. So, it was simply a matter of the new owner applying for an N-number and assigning it to the plane prior to the airplane being issued its original airworthiness certificate (AWC).

Towner goes on to state that the aircraft registered owner and the manufacturer MUST be the same when you are issued your original AWC. If the prior owner registered the plane as a Johnson model RV-8, then your manufacturer name will have to be Johnson when you sign your AWC application. If you are stuck in this dilemma, you will have to deregister the plane and reregister it in your name with you as the manufacturer. It would be a good idea to change the N-number so it doesn't get mixed up in the FAA's Commodore 64 registration computer.

The important thing is to avoid tribal knowledge in your EAA Chapter or at the airport. Call up the local AB-DAR you are going to use and tell him what you are doing. He can help you avoid the pitfalls. Remember, the AB-DARs work for you and you pay them; they receive no money from

the FAA for providing this service. They want you to get your plane properly certified as much as you do, so if you have questions call one up and fire away! A complete list of AB-DARs can be found on [www.awp.faa.gov/new/flightstandards](http://www.awp.faa.gov/new/flightstandards)

## **GETTING A REPAIRMAN CERTIFICATE**

One of the really neat things about building your own plane is after it is certificated you can perform the annual condition inspections without having to take it to an FBO. With a Repairman Certificate, you can perform all the inspections and maintenance on a specific plane that you constructed. At the time your plane is certificated, the person doing the certification will ask you specific questions about what you did on your plane and what you may have had done by someone else. If you actually built your plane and didn't have it built by a professional shop, getting the Repairman Certificate is very simple. If you hired someone to build the plane or purchased it partially completed, there is an excellent chance that, unless you exhibit a lot of knowledge about its construction and can document the work you performed, you will be denied it. The time to ask the questions is before the person shows up to do your initial inspection. When you make your appointment to have your pride and joy inspected, ask what documentation and proof of experience you should have on hand so he will recommend you for your Repairman Certificate.

## **PROPER AIRCRAFT REGISTRATION**

Aircraft owners and operators must ensure their aircraft registration information and security waivers are properly completed and up to date by February 1, 2006, or they "may be denied access" to the National Airspace System, the FAA said in a notice published in the Federal Register last month. The notice states that the FAA and the Transportation Security Administration will "revitalize and refocus" their airspace monitoring capabilities to ensure that the requirements are met in

Ctd on pg 5

what they claim is the best interests of national security and aviation safety.

The FAA has provided numerous notices to aircraft owners over the last few years to emphasize the need for them to update their aircraft registration so both the FAA and the aircraft manufacturer can notify them of safety and maintenance related information.

If you want to check to see if your plane is on this watch list, the FAA has a new "registration at risk" web page. The theory is, if you can't find your N-number on this database, then you are operating in the clear, or at least they haven't found you out yet. The FAA stresses that up-to-date information is needed to assist local law enforcement agencies and Flight Service Stations in the event of a downed or overdue aircraft.

After February 1, 2006, operators with fraudulent or questionable registration and/or no TSA-required security measures/waivers will be notified of the deficiency. If you have

been found to have such an aircraft, a pilot deviation will be filed on the operator, and the plane will be denied access to the National Airspace System. If you have fraudulently registered your plane, separate actions may be taken.

You can stay off this list by registering your plane properly when it is ready to be flown. It is very important to sign and print your name in ink as it requested on the application. Also, if you move, send the FAA another Application for Registration to show the aircraft owner's change of address. If the FAA has a non-current address, your triennial report will be returned to the FAA and your plane's registration record in Oklahoma City will be shown as "Triennial Undeliverable". This means the US Postal Service returned the card to the FAA because the address was no good. When you move, it's important to notify both the FAA Airman Certification Branch for your airman certificates, AND the Aircraft Registry for your aircraft. Check for more information on [www.faa.gov](http://www.faa.gov).

## **YOU'RE INVITED TO FLY A LIGHT-SPORT AIRCRAFT!**

**What:** EAA Sport Pilot Tour

**When:** February 18th, 2006

**Where:** Mesa, AZ, Falcon Field, Arizona Wing CAF Facility (SW corner of Falcon Field (FFZ), at the intersection of Greenfield Road and E. McKellips Road.)

**Hosted by:** EAA Chapters 228, 538 & 1217

The EAA Sport Pilot Tour invites you to get hands-on experience with light-sport aircraft. Several manufacturers will have their light-sport aircraft available for you to actually jump into the cockpit and discover how this new generation of aircraft handles and operates! Not only will you have a chance to get up close and personal with light-sport aircraft, but you'll be supplied with all of the information and tools you'll need to participate in the exciting new world of sport flying. Learn about the new sport pilot rule, attend sport pilot forums, and view light-sport aircraft manufacturers' displays and demonstrations. You'll also be able to interact with EAA's Sport Pilot Team who will provide you with valuable insight into transitioning, maintenance, and medical considerations. You can even get tips on what questions to ask before buying your own light-sport aircraft.

If these aren't enough reasons for you to attend the **EAA Sport Pilot Tour**, you can also

Learn how to become a pilot faster, cheaper, and easier than ever before,  
attend an FAA "Wings" safety program related to light-sport aviation,  
get credit toward an FAA "Wings Program,"  
and meet EAA Chapter members in your region.

**Activities will begin at 8:00 a.m.**

**For more information about this fun and exciting aviation event, call 800-JOIN EAA or visit <http://www.sportpilot.org/>. We can't wait to see you there!**

# Thunder Ads

## FOR SALE

### SHEET METAL TOOL KIT & RV-6/8 VIDEOS

REDUCED from \$1500 to \$1350. Never used. Cleveland Complete Sheet Metal Airframe Tool Package (I paid \$1670 2 yrs ago); C-Frame Table; Set of 4 "From the Ground Up" RV-8 construction videotapes (cost new \$80); Set of 10 George Orndorff RV-6/8 construction videotapes (cost new over \$200). \$1,350 for everything. Will sell videotapes and tool set individually. Contact Chapter 1217 member Denny Myrick 480-502-0547.

### MISCELLANEOUS PARTS, ETC.

Lancair Dynafocal engine mount with cowling and two new fiberglass wing tips. RV-6 constant speed spinner painted white. Vernier control cable 34" 10-32 with bearing from RV. New stainless oil line pre-bent for Lycoming gov to constant speed prop. Gascolator new. Two new Facet 1/8" port electric fuel pumps. New landing light with 100 watt bulb. Carb airbox bowl fits any carburetor. Fuel cap and mount. Two new Matco break cylinders with reservoir 1/2 in. bore. Call Fred 480-661-6613

### MUSTANG II PARTS

Parting out Mustang II. Lycoming IO-360A1B6, Hartzel CS prop, located in Arlington Washington. Tony Burdo [tburdo@msn.com](mailto:tburdo@msn.com)

### CESSNA 140 WHEEL PANTS

Set of wheel pants for a Cessna 140, never installed, back plates, wheel nuts included. \$400 obo. Rich Bursley 623-521-4104.

### 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

## SERVICES / WANTED

### 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](mailto:CrashOConnor@aol.com)  
480-515-5105

### BFR's

Fred Lloyd 602-234-1940

### 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 [EAACchapter1217@aol.com](mailto:EAACchapter1217@aol.com)

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

