



The ThunderWord

Thunderbird Field EAA Chapter 1217

February, 2007

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. We had a great turnout last month to meet Kirby Chambliss and hear about his flying exploits. Now is the time to start planning to attend the Red Bull Air Races in San Diego and Monument Valley this spring.

This month we make our annual call for help to run the Cactus Fly-in. If you want to have a really fun Friday and Saturday please come down and help out and plan on having a really great time, spouses and kids are also welcome to help out!

We cut back on newsletter articles last month so that we could have some pictures of the members that got their projects in the air, well this month we get to do the same thing! Last year we featured Brian Briggerman in an article and now his project is flying. If your project is lagging along and not getting done maybe we could write an article on it in the newsletter and presto, six months later you are flying!

I hope to see you at the February meeting.

Curtis

FEBRUARY MEETING

The February meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, February 15th, in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Chapter 1217 member Bill Maxey who works for Walter Turbine Engine Company. He is going to have an engine on display, tell us the history, theory, operation and some things to consider when putting a turbine engine in your homebuilt. Remember guests are always welcome!

NEW MEMBER

We would also like to extend a welcome aboard to our newest Chapter 1217 member Dick Delafield. Dick is celebrating his retirement from an unnamed government agency this month by purchasing a Legend Cub that he will hangar at Deer Valley.

COMPLETIONS

Brian Briggerman reports that his Zenith 601XL has taken to the skies! Congratulations to Brian on completing his project. The plane is powered by a Continental O-200 engine. At mid-January, the test time had been flown off and was trouble free.

HALL OF FAME

Last month we reported on Roger Parrish's induction into the Arizona Aviation Hall of Fame on April 7th. If you are planning to attend please let Roger Parrish know ASAP. Roger will advise the Hall of Fame folks and they will then send you an individual invitation. It promises to be a gala event in perfect surroundings. Cost is \$100.00 per person. Part of the ticket is deductible. A bus ride for a nominal fee is being arranged. Again, please RSVP Roger at: RParrish3@cox.net or 480-839-8590

I am pleased to announce that "Mr. Arizona Aviation," and Chapter 1217 member, Arv Schultz will be inducted next year. The official announcement will soon follow from the folks at the Pima Air & Space Museum who sponsor the Hall of Fame. So, set your calendar for the same time next year.

Arv has been active in Arizona Aviation for many years in both with general aviation and the airlines. Following his retirement from Northwest Airlines, Arv founded two aviation

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magazines: *Arizona Flyways* and *America's Flyways*. He has been active in the effort to prevent the closure of many of Arizona's airports to the extent that it would be easy to credit him singlehandedly. Arv began his airline career with Apache Airlines followed by Bonanza Airlines and thru mergers to NWA. Prior to that, he flew spotter aircraft under BLM contracts. He has owned and flown a number of aircraft including a Jake powered Waco, and currently flies a Turbocharged Cessna182RG. Arv is active in numerous aviation organizations and currently serves as the president of the Arizona Pilots Association. He is a former director of Silver Wings and OX-5 Aviation Pioneers.

CACTUS FLY-IN THE FINAL PLEE FOR HELP FOR THIS YEAR

The first weekend in March is the annual Arizona Antique Airplane Association Cactus Fly-In. We need a good turnout from Chapter 1217 members to help run the show! Thursday is set up day with Friday and Saturday being the Fly-in dates.

Everyone who pitches in has a great time. There is 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 2 and Saturday, March 3. For more information go to www.CactusFlyin.org

To get your Fly-in packet that contains parking passes and directions just come to the February Chapter 1217 meeting on February 15th, we will have everything there!

JACK'S STEARMAN

After the pictures of Jack Pollack's Stearman in last month's newsletter he thought it might be nice to fill you in on some of the history surrounding the plane.

Jack purchased his project from Jim Mathews in Seattle, Washington, in February 2000. It is a 1941 PT13-B, Serial #75-873. The project had been kicked around for many years and was in a million pieces in boxes. The last time it flew was in 1968. Since the plane was 1600 miles away Jack rented a 26 ft U-haul and drove the "project" back to Scottsdale, Arizona in the beautiful winter weather the Pacific Northwest is known for.

Shortly after starting work on the plane, he got in touch with Ken Wilson and asked him to trace the history of this aircraft. Its first assignment in the military was in March, 1941 at Hemet Field. It bounced around California until July 1945. Its last assignment was at Thunderbird Field II, now Scottsdale Airport, his home base at the time.

The airplane was sold from the military to Leland Hayward and John Connelly. John Connelly is the father of Scott Connelly, a friend of Jacks! Scott is a former Stearman owner, now flying a Cessna 180 out of Carefree, Arizona.

Jack says thank you to the SRA (Stearman Restorers Association), for their invaluable help in this restoration project. A special Thanks also to Tom Weidlich for his help and guidance.

After almost seven years, and over 3,500 hours work, the Stearman flew for first time in almost 40 years, on November 30, 2006.





Brian Briggerman in his Zenith 601XL

TAYLORCRAFT, TIGER AIRCRAFT CLOSE THEIR DOORS

Two companies that sought to resurrect well-known aircraft designs, Taylorcraft Aviation LLC and Tiger Aircraft, have recently gone out of business. Taylorcraft Aviation LLC had its doors padlocked after the bankrupt company bounced a \$15,000. check to the City of Brownsville, the Brownsville Herald (Texas) reported Tuesday. That voided an agreement with the city that allowed the company to remain in city-owned hangar facilities on the Brownsville-South Padre Island International Airport while working to repay more than \$100,000 owed to the city.

Meanwhile, Tiger Aircraft's attempts to produce and market the AG-5B Tiger airplane have ended, as the company filed Chapter 7 bankruptcy on January 16. It received FAA Part 23 certification for the AG-5B in 2001 and a year later got its production certificate. But the original forecast of producing 70 planes a year with 400 employees at the

company's Martinsville, West Virginia, headquarters never occurred. Over the past six years, just 51 Tigers were produced

FAA EXTENDS IA RENEWAL PERIOD TO TWO YEARS

In response to ongoing discussions between the FAA and industry groups, the FAA has issued a direct final rule extending the Inspection Authorization (IA) renewal period from one to two years. This will reduce the renewal administrative costs by 50 percent for both the agency and the mechanic holding the IA without compromising aviation safety, as the requirements of the prior rule for annual activity (work performed, training, or oral examination) remains unaffected. The change to §65.92(a) goes into effect immediately, and moves the IA expiration date from March 31 of each year, to March 31 of each odd-numbered year. The FAA will accept comments to this change through March 1, 2007.



Brian Preparing for Take-off



Brian's Zenith 601XL First Flight

WHAT REALLY HAPPENED TO TRANSITIONING ULTRALIGHT PILOTS ON JANUARY 31, 2007?

Larry W. Clymer
Manager, FAA Light-Sport Aviation Branch

(Editor's Note: The original article has been edited slightly to account for the current date being after January 31)

Are you confused about what happened if you are an ultralight pilot and you have not made the transition to a sport pilot? Have you been told that your "letter from your ultralight organization is no longer valid?" Well, you are not alone! There has been a lot of confusion on what really happened if an ultralight pilot did not obtain their sport pilot certificate on or before the January 31, 2007 cutoff date referenced in 14 CFR 61.329(a)(1). To clarify, this deadline only applied to ultralight pilots who had been registered with one of the four FAA recognized organizations on or prior to September 1, 2004. If you are not one of these pilots this date does not apply to you.

To understand this rule you will need to break §61.329(a) into two parts. Firstly, Part §61.329(a)(1) describes the January 31 deadline and only applied to ultralight pilots who were part of a recognized organization on or prior to September 1, 2004. Secondly, Part §61.329(a)(2) applies to anyone who has registered as an ultralight pilot after September 1, 2004. In reality the special provisions provided for in §61.329(a)(1) expired on January 31, 2007.

Effective February 1, 2007:

1. You must have the aeronautical knowledge requirements specified in § 61.309. This means you must now receive and log ground training from an authorized instructor or complete a home-study course covering the applicable aeronautical knowledge areas for a sport pilot.

2. You must have the flight proficiency requirements specified in § 61.311, at which time you must receive and log ground and flight training from an authorized instructor on the appropriate areas of operation for the category of light-sport aircraft being sought.

3. You must have the aeronautical experience requirements specified in § 61.313, at which time you must log the flight experience required for the applicable category of light-sport aircraft for which you seek to obtain a sport pilot certificate.

4. You will no longer be able to use the knowledge test for a flight instructor certificate to obtain a sport pilot certificate. If you have only taken the flight instructor knowledge test, you will also be required to take the sport pilot knowledge test for your category of light-sport aircraft.

5. You will no longer be able to obtain an endorsement for each category, class, and make and model of aircraft listed on your ultralight pilot records. You will have to take and pass a proficiency check for each additional category and class of light-sport aircraft being sought.

Does this mean you will be able to use the logged aeronautical experience you have obtained as an ultralight pilot? The answer to this question is yes, 14 CFR 61.52 authorizes you to use your ultralight flight experience. One misinterpretation of §61.52 is that the ultralight flight experience obtained while a member of an FAA-recognized ultralight organization is valid indefinitely. Your organizational membership letter and your logbook will qualify as proof of your experience. Therefore, you will need to keep these documents until you have obtained the certificates and/or ratings being sought.

The aeronautical experience obtained in an ultralight vehicle can ONLY be used to meet the requirements for a sport pilot certificate, a flight instructor certificate with a sport pilot rating and a private pilot certificate with a weight-shift-control or powered parachute category rating. This experience CANNOT be used for any other FAA certificates or ratings.

This time must have been logged in accordance with the provisions for logging aeronautical experience specified by a FAA recognized ultralight organization and in accordance with provisions for logging pilot time in an aircraft as specified in §61.51. You must have obtained this experience as a registered ultralight pilot with one of the FAA recognized ultralight organizations.

Who are the four FAA recognized ultralight organizations?

EAA – Experimental Aircraft Association
ASC – Aero Sports Connection
USHPA – United States Hang Gliding and Para Gliding Association
USUA – United States Ultralight Association

While there has been some confusion about the transition for both ultralight pilots and vehicles, it is important that you understand the process and how it will affect you, especially if you are a transitioning pilot. The Light-Sport Aviation Branch, AFS-610, is here to support you in answering questions about light sport aviation topics. Please give us a call at 405-954-6400

SUPPORT EQUIPMENT

Chapter members have free use of a hydraulic crane for lifting engines and a flat bed trailer for moving projects. We only ask that you use it for aviation purposes and try to return it in a timely manner so others can use it.

ThunderAds

FOR SALE

1979 Cessna Turbo 182RG

287 SMOH, O2, A/P, NDH Arv Schultz 602 275-1016

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at EAACchapter1217@aol.com to receive a digital slideshow of the plane.

COLEMAN AIR COMPRESSOR

27 gal. upright, 120 volts, 90-120 psi, 5.6 cfm @ 90 psi, 8.2 cfm @ 40 psi, new in 2001 \$170. Larry Pritchard 480-816-6214 At FFZ

SHEET METAL TOOL KIT & RV-6/8 VIDEOS

REDUCED from \$1500 to \$1100 and now \$900. Van's RV-specific Sheet Metal Tool Kit & RV-6/8 Videos: Cleveland Complete Sheet Metal Airframe Tool Package (I paid \$1670 two 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). \$900. for everything. Will sell videotape sets and tool set individually. Contact Denny Myrick 480-502-0547.

1957 PIPER PA-23-160 APACHE TWIN

Right engine 813 hrs SMOH, Left 1366 SMOH 861 STO; Props 247 hrs since new, no prop ADs; KY97A Comm, Narco 122 VOR/ILS/GS, Apollo GX55 GPS, KT76A xpdr, 4-place intercom; great twin-time builder. \$40,000. Ron Kassik 480-948-0168

RV-4 PARTS

RV-4 tail kit, new in box, minimum work done \$650., RV-4 wing parts: leading edge skins, tank skins, tank baffles, and top and bottom wing skins, prepunched, new \$500. Mike 602-862-0699

PROP EXTENSIONS AND OTHER GOODIES

Prop extension, fits small Continental \$150., 0-200 starter \$150., Old cylinders for lamps \$50. each. One man Midget Submarine. \$2,500. Curtis Clark 602 953-2571

KITLOG SOFTWARE COMPANY

The KITLOG software company that provides a web based builder's log is for sale. It would be the perfect business for someone with good computer skills and a desire to travel to Fly-ins. Contact Chapter 1217 member Paul Besing at pbesing@yahoo.com

MISCELLANEOUS ENGINES, PARTS, ETC.

Continental A65 Disassembled, all parts included, needs overhaul, best offer. Franklin 150hp. 500 hours, hasn't been running for years, cylinders have been removed, but are included; best offer. Continental O-145. Encountered prop strike, disassembled and magnafluxed, cases & rods ok, bad camshaft & engine gears. 400 hrs since new Millennium cylinders. \$3,000. Spinner and backplate off Stinson 108. \$165.00. Metal wingtips off a Cessna 170 - undamaged. \$140.00 each.

Dave Edmonds, Sharri Shelton's Dad, 209-533-0354

1972 G33 BONANZA

260 hp, 950 since reman engine and new 3-blade prop. King, Garmin 195 GPS, 3-Axis AP, Annual 1/06 \$99,900 obo. 602-441-0093 joseph.hobbs@cox.net

LYCOMING 0-235-C1

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

JEFFAIRE BARRACUDA PROJECT

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

SERVICES

Prop balancing, Annuals, Prebuys

Jim Berdick AI 623-581-9152

Annuals, Restorations, Fabric Work

Eloy Airport Julie White 520-466-3442

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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

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?

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Scottsdale, Arizona 85254**

