



# The ThunderWord

Thunderbird Field EAA Chapter 1217

February, 2008

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's meeting completely caught me by surprise. I was expecting a talk and slide show from Bill Lewallen on rebuilding and flying his Yak 11. For those of you that weren't there, my wife had conspired with Bill, Jack Pollack, Terry Emig and David Roberts so that half way through Bill's presentation the pictures changed to pictures of me growing up. They had surprised me with a fiftieth birthday party! The pictures brought back a lot of memories but it was the tremendous turnout of almost everyone I know and that had ever been in our Chapter that was really special. Thanks everyone for making it a special evening for me. I hope we can someday see the rest of the story on Bill's Yak and I still have a gift card for him to Dave's BBQ! Everyone adjourned to Taylor's Restaurant right in the terminal for an open bar and snack buffet. After the holiday party in December and this party in January don't expect a three-peat this month.

Coming up the seventh and eighth of March is the annual Cactus Fly-in. We hope everyone comes down and enjoys the Fly-in, if you can volunteer to help out it will magnify the experience a hundred times over! Family, neighbors, kids are all welcome as volunteers; there is something for everyone and a good time is guaranteed.

I hope to see everyone at the February meeting.

*Curtis*

## FEBRUARY CHAPTER MEETING

The February meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, February 21st, in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Jim Doan from Legendary Aircraft. Jim's company manufactures a high performance composite P-51 replica that can be checked out at [www.LegendaryAircraft.com](http://www.LegendaryAircraft.com). Of special interest is that Jim is planning on relocating the plant to Scottsdale this summer. Remember guests are always welcome.

## A BIG THANK YOU

Big thanks to all of you for keeping the big secret about last month's Surprise Birthday Party for Curtis! I hope you all enjoyed it. Curtis was truly surprised, and he enjoyed himself very much. It was great to have a large, happy group there to help him celebrate.

Special thanks to Jack Pollack, Dave Roberts, and Terry Emig for their help on the mailing labels, and for all their hard work on the slide show. Big thanks to Billy Lewallen for doing such a good job as guest speaker. Also, special thanks to Taylor's Restaurant – Michelle and her staff – for helping with the party details and for putting on a good little feast.

It made me so happy to be able to surprise Curtis at the airport, surrounded by family, friends and aviation. Thank you all for doing a great job of keeping it a surprise!

**Chris Clark**

## CACTUS FLYIN

The Fiftieth Anniversary Arizona Antique Airplane Association Cactus Fly-In is just around the corner. This year's dates are Friday and Saturday March 7th and 8th. 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. We are being aided this year by the newly formed Casa Grande EAA Chapter so the shifts should be shorter with a lot more people to get the job done.

The City of Casa Grande has installed perimeter fencing around the airport and greatly expanded the paved parking area so the facilities will show a marked improvement. There has been a change in admission and there will be gates that people enter through with the ticket taking done by a local women's group. Admission price has also gone up for the first time in fifty years.

Everyone who pitches in has a great time. There is VIP up front parking right on the flightline, 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! As in years past we will have a large Volunteer Command Post trailer under the rotating beacon that is a great place to hang out with fellow Chapter members before and after working your shift.

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 7 and Saturday, March 8th. For more information go to [www.CactusFlyin.org](http://www.CactusFlyin.org)

To get your Fly-in packet that contains parking passes and directions just come to the February EAA Chapter 1217 meeting on February 21<sup>st</sup>, we will have everything there.



If you are unable to attend the meeting find me at hangar 56-02 at DVT or send me an e-mail with your mailing address at [EAAChapter1217@aol.com](mailto:EAAChapter1217@aol.com).

Fifty years is a long time for a Fly-in to keep running and the only way it can survive is for volunteers from our Chapter to pitch in and get the job done. With encroachment from homes and business as well as misguided effort by the City of Casa Grande for the Fly-in to pay an exorbitant use fee, this might be the last hurrah for this great event so come down and have a great time.

**ARIZONA AVIATION HALL OF FAME**  
Long time Chapter 1217 member and all around good guy, Arv Schultz, will be inducted into the Arizona Aviation Hall of Fame this spring. The ceremony will take place Saturday April 5<sup>th</sup> at the Pima Air & Space Museum in Tucson.

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Arv has been active in Arizona Aviation for many years in both general aviation and the airlines. Following his retirement from Northwest Airlines, Arv founded two aviation 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 it would be easy to credit him single handily (*note; this does not imply Arv is missing any limbs*). 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 Waco UPF-7, and currently flies a Cessna182RG and a Citabria. 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.

Show time will be 5 PM for social with dinner & the induction ceremony to follow. If you would like to join Arv he needs to get your information so the Museum can mail out the invitations. Please contact Arv via e-mail: [ArvSchultz@cox.net](mailto:ArvSchultz@cox.net) if you plan to attend.

### **BRS RECORDS SAVE NO. 208**

A pilot experiencing a probable control surface failure deployed a Ballistic Recovery Systems whole aircraft parachute, and returned safely to earth, becoming the 208th documented life saved by a BRS emergency parachute system. "The aircraft rolled over on its back and headed straight down," said pilot Patrick Dean, who was flying with a passenger in his Slipstream Genesis near Laurel, Maryland. He deployed the BRS parachute just a few hundred feet above the ground and landed in the trees, resulting in only minor injuries. To learn more about BRS, visit [www.BRSParachutes.com](http://www.BRSParachutes.com). You can click on the lives saved link to see info about each deployment. Even though not widely known, a large number of Cirrus pilot/operator lives have been saved.



**Curtis gets a Special Hug at His Birthday Party**

### **FANTASY OF FLIGHT PARTNER FOR SNF 'SPLASH IN'**

Sun 'n Fun is moving the "Splash-In" portion of its annual fly-in from Lake Parker in Lakeland, Florida, to nearby Lake Agnes in Polk City, adjacent to the "Fantasy of Flight" museum. The Splash-In portion of the Sun 'n Fun Fly-In is a two-day event designed especially for amphibians and seaplanes. The fly-in itself will remain at Lakeland Linder Regional Airport, said John Burton, Sun 'n Fun president and fly-In chair. "Fly-In volunteers and Sun 'n Fun staff have been working with Kermit Weeks and his team at Fantasy of Flight for the past several months to make this exciting possibility a reality. We think this will have a very positive impact on safety, logistics, and participation at the Splash-In." Sun 'n Fun Fly-In is scheduled for April 8-13. To learn more, visit [www.sun-n-fun.org](http://www.sun-n-fun.org).



**Curtis blows out the candles on His Birthday Cake**



**George Colovos" RANS S-5 COYOTE (It's for sale, see ThunderAds)**

## RUTAN UNVEILS

### WHITE KNIGHT/SPACESHIP TWO

Last month Burt Rutan unveiled the next step in private spaceflight, the WhiteKnightTwo launch ship and the new SpaceShip Two. The most immediate difference between WhiteKnightTwo and its predecessor is that of sheer size. With a 140 foot wingspan, roughly equivalent to that of a B-29 bomber, this will be the largest all-composite aircraft ever built. In addition, Rutan believes that WK2's single main wingspar is the largest single composite piece ever made for an aircraft, dwarfing the largest components on both the Airbus A380 and Boeing 787.

The flight simulator for WK2 has been built and is fully operational. Pilots that have flown the simulator are reporting spectacular power and performance from the airplane's four Pratt and Whitney PW308A engines.

WhiteKnightTwo features a twin-boom, twin-cabin layout, the design of which was a natural development from the requirement to carry a large under slung payload. The left hand cabin will mimic that of SpaceShipTwo, with a forward flight deck and passenger cabin behind. The right hand cabin contains no flight deck, and can be configured for a variety of purposes. Potential uses include a training cabin to expose future spaceship passengers to the G-loads of their upcoming space flight; a passenger cabin so friends and family can watch the rocket launches of their loved ones; and as a scientific laboratory for high altitude or microgravity experiments.

The mothership is capable of carrying other high-altitude payloads beyond SpaceShipTwo. Potential uses include the ability to use WK2 to launch small satellites into orbit, something that could dramatically reduce the cost of such endeavors, compared to existing methods using rockets or the Space Shuttle. Rutan has calculated that it is theoretically possible to use WK2 to place a single human passenger into orbit.



Construction of WK2 is well underway, and is estimated at 70-80% complete. Rollout and first flight is expected to take place in the summer of 2008. Along with the models unveiled this week, EAA eagerly anticipates what else Virgin Galactic has in store for its presence at AirVenture Oshkosh 2008.

### SpaceShipTwo

SpaceShipTwo has been designed to reach a peak altitude of 110 kilometers, slightly higher than the maximum altitude reached by SpaceShipOne. This will give passengers approximately 4½ minutes of weightlessness. For reentry, the breakthrough "feathering" technology featured on SpaceShipOne will be used.

Although the feathering feature has been retained, the spaceship's design has changed in several ways. Built to carry six passengers and two pilots in style and comfort, SpaceShipTwo is much bigger than its predecessor. The main passenger cabin has been designed large enough to allow the six passengers to unbuckle and experience the truest sensations of weightlessness. The view will be enhanced by 18-inch windows in the main passenger cabin, which are much larger than the small portholes of SpaceShipOne.

A low wing configuration is expected to provide more stability at supersonic speeds than the high wing of SpaceShipOne which contributed to a departure from controlled flight on Mike Melvill's second space flight in 2004. With safety and reliability in mind, all

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the spaceship's major systems have been designed with particular attention to redundancy - there are now dual systems in place for the likes of undercarriage and feathering mechanism. The higher altitude and weight of SpaceShipTwo means that - despite the feathering mechanism - it may need a little more thermal protection.

Construction of SpaceShipTwo is estimated at 60% complete. Progress has been slowed somewhat by continuing investigations into the fatal accident that took place during work on the rocket engine in summer of 2007. First test flights of SpaceShipTwo are hoped to be at some point in 2009, but the whole team is keen to stress that pressure to make the first flights will not override the primary desire to be safe. "We're in a race with nobody," said Will Whitehorn, president of Virgin Galactic.

**Volume**

Rutan shared information about aircraft production volumes and the numbers of passengers expected to make a trip into space. Virgin Galactic has ordered five spaceships with options for seven more, and Rutan anticipates an ultimate production run of up to fifty spaceships and fifteen launch airplanes. The system has been designed to accommodate multiple launches per day. Within the first twelve years of operations, the system has capacity to take 100,000 passengers, with the peak rate being achieved five to seven years after the first commercial flights.

**Astronauts**

Virgin Galactic has received deposits from 200 astronauts totaling over \$30 million. Ticket price is currently \$200,000, although as passenger volumes increase, the goal is to dramatically reduce the price to make spaceflight affordable to many more people.

**Safety**

The team is devoting significant efforts to making this a safe program. As an airline operator, the Virgin group has a deep commitment to safety, and believes that for Virgin Galactic to be successful, it will need to achieve a level of safety "hundreds of times better" than the record that established by government space flights. (Rutan points out that of the 450 or so people who have flown in space since the 1950s, 4 percent have been killed in accidents.)

**A Unique project**

This has been a unique project for Scaled Composites, which is more used to making one-off, rapid prototypes for R&D purposes rather than producing a complete production program for passenger carrying vehicles used for high intensity operations.

Rutan also confessed it was an unusual experience to be unveiling models of his designs rather than the real thing. He likes to fly and prove his aircraft first, then reveal them to the world. However, the intense levels of interest in the Virgin Galactic program led the team to agree it was best to unveil the designs in advance. Then, they hope to get some peace and quiet in Mojave, California, to complete construction.

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## AIRCRAFT MAINTENANCE CHINESE STYLE

Edited from an Internet Article

A pilot for a Chinese carrier requested permission to land at Frankfurt, Germany (FRA) for an unscheduled refueling stop. The reason became soon apparent to the ground crew: The Number 3 engine had been shut down on a previous flight because of excessive vibration. It apparently had been no problem for the tough guys back in China who took some sturdy straps and wrapped them around some of the fan blades and the structures behind, thus stopping unwanted wind-milling during flight and associated uncomfortable vibration caused by the suboptimal fan.

Note that the straps are seat-belts. After making these "repairs", they sent the plane off into the wild blue yonder for another revenue-making flight to Germany on only three engines! With the increased fuel consumption, they got a bit low on fuel, and the captain set it down at the closest airport (FRA) for a quick refill.

That's when the problems started: The Germans, who are kind of picky about this stuff, inspected the malfunctioning engine and immediately grounded the aircraft. (Besides the seat-belts, notice the appalling condition of the fan blades.) The airline operator had to send a chunk of money to get the engine replaced. The repair contractor decided to do some impromptu inspection work on the other engines. The result: a total of 3 engines were eventually changed on this plane before it was permitted to fly again.

## MONTHLY FLY-IN BREAKFAST

Be sure and mark your calendars that there is a Breakfast Fly-in the first Saturday of the month at Coolidge Airport. Everyone is invited to come down and look at the planes and enjoy a home cooked breakfast.



Birdstrike on an RV Photo from Larry Keeling

# ThunderAds

## **FOR SALE**

### **RANS S-5 COYOTE**

Tricycle gear, Rotax 447, two 9 gal. tanks, airspeed, alt, HGT, EGT, elect fuel pump, hr meter, Sporty Radio SP-200. Hangered at GEU. \$6000 602-300-0007

### **TEAM TANGO KIT**

80% assembled in Tempe. \$24K for the complete kit and \$5k for the complete Subaru Engine, gauges Bart D. Hull 480-452-9208 (Cell)

### **CESSNA SKYMASTER PARTNER**

Looking for qualified partner to share this well equipped, pressurized, well maintained twin that is in a legal hangar at DVT. Bill Pabst 602-953-2034

### **SEAT BELT/SHOULDER HARNESS SETS**

New black belts, still in original sealed plastic bags. They are non-TSO'ed for Experimental planes only and are original equipment on F-16's. \$150. per set. Curtis Clark 602-710-4494

### **TITAN TORNADO II**

Light Sport Aircraft with 80hp Jabiru 2200 engine. 153 Hrs TTAE. Fly this "Poor Man's Fighter" without a medical. Tandem dual stick controls. Electric flaps and trim. EIS system, Icom IC-A6, Garmin GPS 195, Sigtronics intercom. Altimeter, ASI, VSI, strobes, landing light, BRS. Two props and tow-bar included. Burns 3.4 gal/hr during climb-out and 2750 rpm cruise. \$24,900. Call Todd 480-755-4200 www.djs4u.com

### **GLASTAR PROJECT**

Lycoming 0-320 engine. Located at Carefree Airport. Al Ross 480 595-9579

### **TWO SEAT ELECTRIC TUG/AIRPORT RUNABOUT**

Good batteries, charger, & receiver hitch \$800. Dick Wall 602 809-0214

### **ANYWHERE MAP GPS**

PDI format displays: Artificial Horizon, "Gyro" compass, GPS altitude, distance and speed. Recent manufacturer check-out, new batteries, and data (4/07). 4 hour internal batteries or plug-in to AC power. See [www.anywheremap.com/aviation-gps.aspx](http://www.anywheremap.com/aviation-gps.aspx) Can be Velcroed to instrument panel. Great deal at 2/3 retail price. Hal Rozema 602 553-8181 or [Hartist1@cox.net](mailto:Hartist1@cox.net)

### **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 [EAChapter1217@aol.com](mailto:EAChapter1217@aol.com) to receive a digital slideshow of the plane.

### **1979 CESSNA TURBO 182RG**

287 SMOH, O<sub>2</sub>, A/P, NDH Arv Schultz 602 275-1016

### **PROP EXTENSIONS AND OTHER GOODIES**

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

### **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

### **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. 80% complete. Must sell for only \$9,900. Hangered at Glendale, AZ. Call John 480-704-3250

## **SERVICES**

### **Flight Instruction- BFR's**

Alan Trabilcy [alantrabilcy@yahoo.com](mailto:alantrabilcy@yahoo.com), 480-747-0349 m or 480-948-1747 h

### **Prop balancing, Annuals, Prebuys**

Jim Berdick Al 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

### **Machine Shop**

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

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