



# The ThunderWord

Thunderbird Field EAA Chapter 1217 February, 2010

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the January meeting we had a really good turn out despite the fact that the weather was absolutely horrible with tornado warnings and sixty-knot gusts in driving rain! FAA Inspector Randy Prine gave a presentation on "What happens when you don't follow procedures". It was a presentation that was geared towards more of an airline industry audience than an EAA chapter meeting but the message was semi-clear.

I am looking forward to this year's Cactus Fly-In as it is the kickoff for 2010 fly-in season. It is also the one that we get to be part of keeping this fifty-two year grassroots tradition alive in Arizona. Sure it's a lot of work for everyone that volunteers but if we were not out there doing it, it might fade into oblivion as another aviation memory. Plan to come down, have a good time, and meet some great people. The first step is to come to the February meeting where we will have information packets and parking passes for you.

Even though I said after the Breezy project I was going to get back to restoring my Cessna 140, an unexpected opportunity has come up. I was able to buy a flying wing sailplane from the wilds of northern Ontario, Canada. Lucky for me I was able to persuade, \$\$\$, my brother Mark that it would be a cool road trip for his new GMC truck. You know break in the engine on the open road kind of thing. Well after numerous flat tires and sub-zero freeway driving it is now in my hangar at DVT. The costs to deliver the glider equaled the purchase price, something to keep in mind when buying a project that doesn't fly and is over the horizon.

Some of the articles we are working on for the March newsletter:

- Checklist for buying a project plane, don't let your emotions takeover, use this handy guide! Written by Jack Pollack
- Buying a foreign registered homebuilt and getting it legal to fly in the USA.
- Cactus Fly-in Award winners and report.
- What the real requirements are for transponder inspections for VFR planes

I hope to see everyone at the February 18th meeting!

*Curtis*

## FEBRUARY CHAPTER MEETING

The February meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, February 18th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Jason Stephens from Estrella Sailport. Besides being owner of Arizona Soaring and a glider instructor, Jason has been the 2006, 2007, 2008 US Glider Aerobatic Champion. In 2009 Jason traveled to Torino, Italy to compete in the 2009 World Air Games. After 7 days Jason finished a respectable 8th place against the greatest glider aerobatic pilots from around the world! Jason has an exciting presentation about Estrella Sailport and the world of glider aerobatics. Thanks to Bernie Gross for getting Jason to speak to our Chapter. Guests are always welcome.

## CAPTAIN BILLY WALKER

### TO BE HONORED

Long time chapter 1217 member and all around good guy, Billy Walker, will be inducted into the Arizona Aviation Hall of

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Fame in April, 2011. This is a very prestigious award and he should be congratulated. He has done so much to honor other deserving aviators and it is wonderful to see him receive recognition for his contributions promoting aviation in Arizona. The awards dinner and induction ceremony will be held in late March or early April, 2011 at the Pima County Air Museum in Tucson.

### **CACTUS FLY-IN MARCH 5 AND 6**

The fifty-second annual Cactus Fly-In will be held at the Casa Grande Airport Friday and Saturday March 5 and 6. EAA Chapter 1217 along with EAA Chapter 1445 will provide the manpower to run this great event. Last year was a perfectly run event so we will try and exactly duplicate it this year.

We need help on Thursday through Sunday. Thursday and Sunday are setup and teardown days and are only half days. Thursday in the afternoon, and Sunday in the morning. Friday and Saturday, the days kickoff early at 0730 for briefing and coffee. You will be given your duty assignment with Fly-In veterans teaming up with new folks, remember no experience is required.

At our Volunteer Center we will have lunch, drinks and of course the famous Volunteer Fly-In shirt for those folks helping out. If you can't make the early show we have many shifts to staff throughout the day. Most people pitch in for four hours so there is still plenty of time for looking at planes. Remember there are no bad jobs! To get your VIP parking pass and instructions, stop by the February EAA Chapter meeting.

**STEP ONE** Show up at February Chapter 1217 meeting and get info and parking pass.

**STEP TWO** Fly or drive down to Casa Grande Airport Friday and/or Saturday morning.

**STEP THREE** Plan on having a great time and taking home a memory that lasts a lifetime

**STEP FOUR** Buy an antique plane project or flying plane and make this a turning point in your life.

Alternatively you can start planning for the 2011 Cactus Fly-In as a volunteer.

### **CHALLENGE AIR**

#### **LOOKING FOR PILOTS**

Challenge Air is a group that helps disadvantaged children get airplane rides. Local coordinator Steve Snyder, a Southwest Airlines pilot, is beating the hangars looking for volunteer pilots for this year's airlift on April 24<sup>th</sup> at DVT. To learn more about the organization go to [www.ChallengeAir.org](http://www.ChallengeAir.org) on the internet or call Steve at 602-770-7670. He can also be reached by email at [SteveSnyder@cox.net](mailto:SteveSnyder@cox.net)

### **STILL HAVE A PAPER**

#### **PILOT CERTIFICATE?**

Pilots who still have not replaced their old paper pilot certificate should do so now or risk being unable to exercise their hard-earned privileges in the not-too-distant future. All paper pilot certificates will expire after March 31, 2010. FAR 61.19(h) reads: "Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010." Go to [www.FAA.gov](http://www.FAA.gov) to replace your airmen certificate. The FAA says to allow 4 to 6 weeks for mail processing and 7 to 10 days for online processing so don't delay!

### **CASA GRANDE FLY-IN BREAKFAST**

Help support our Local Non-Profit organizations and General Aviation in Arizona. Casa Grande Airport will be hosting a fly-in breakfast on the **fourth Saturday** of each month. Breakfast will be served in the large heated and air-conditioned terminal building, so the show will go on regardless of the weather.



## **TOWERS MAY SOON TELL PILOTS TO "LINE UP AND WAIT"**

Soon controllers may be issuing new instructions to pilots when they are given permission to taxi onto a runway before issuing a takeoff clearance, if a new Air Traffic Control phraseology is adopted. The FAA Safety Risk Management Panel concluded that it is safe to replace the FAA phraseology, "position and hold," with the International Civil Aviation Organization (ICAO) phraseology, "line up and wait." The National Transportation Safety Board previously recommended that the FAA amend order 7110.65, requiring the use of standard ICAO phraseology for airport surface operations. The change, which is being coordinated within the FAA, requires an extensive awareness campaign to ensure pilots and controllers are informed. If approved later this

month, the changes could be implemented by June, 2010.

## **EAA LOOKING FOR A NEW PRESIDENT**

Throughout our 57-year history, EAA has had two presidents, Paul and Tom Poberezny. In a letter to Chapter Presidents Tom states: I've spent an extensive amount of time planning a transition for EAA as I eventually assume full time responsibilities as Chairman of the Board.

I'm pleased to report that the EAA President/CEO search process is underway. As part of this process we are looking within the membership for recommendations of highly qualified candidates who should be considered for this important leadership role.

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Your input as a Chapter President is vital to this process. Our objective is to identify outstanding candidates who possess strong leadership and management experience as well as a passion for aviation and an appreciation for EAA's mission and history.

I've attached the position specification. Please e-mail your candidate recommendations to Boyd Falconer at Korn/Ferry International. His e-mail address

is [Boyd.Falconer@kornferry.com](mailto:Boyd.Falconer@kornferry.com). Please include the name and contact information for the candidate. I'd also appreciate being copied on any recommendations made to Boyd. My e-mail address is [tomp@eaa.org](mailto:tomp@eaa.org).

If you have any questions concerning the search, please do not hesitate contacting me. My direct phone number at EAA Headquarters is 920-426-4810.



**This month's guest speaker Jason Stephens Fox aerobatic sailplane.**



**Curtis Clark's Newly Acquired Flying Wing Glider**

## LORAN-C CEASES OPERATION

In the middle of the afternoon on February 8, 2010, the U.S. Coast Guard shut down LORAN-C (LONG RANGE Navigation, variation C) across North America. This venerable ground-based area navigation system that guided boats and eventually aircraft ceased operation after 52 years of service. As GPS firmly established itself as the superior navigation system for most transportation modes, LORAN-C slowly became obsolete and a drag on budgets.

After funding to continue operation of the system was left out of the U.S. Department of Homeland Security 2010 budget, the Coast Guard moved quickly in setting a date for the system to shut down over the contiguous United States. A notice posted on a Coast Guard navigation website said that LORAN-C was “no longer required by the armed forces, the transportation sector or the nation’s security interests and is used only by a small percentage of the population. The decision to cease transmission of the LORAN-C signal

reflects the president’s pledge to eliminate unnecessary federal programs.” Per international agreements, U.S. participation in the Russian, American and Canadian LORAN-C chains will continue.

LORAN-C was originally developed to provide radio navigation service for U.S. coastal waters and was later expanded to include complete coverage of the continental United States as well as most of Alaska. Twenty-four U.S. LORAN-C stations work in partnership with Canadian and Russian stations to provide coverage in Canadian waters and in the Bering Sea. The system provides better than 0.25-nautical mile absolute accuracy for suitably equipped users within the published areas, and provides navigation, location, and timing services for both civil and military air, land, and marine users. It is approved as an in route supplemental air navigation system for both instrument flight rules and visual flight rules operations.



**Bernie Gross' Zenith 701, N441UD**

## ZENITH MAKES FIRST FLIGHT

Bernie Gross' Zenith 701, N441UD made its first flight last month. It had a minor problem with the Jabiru 3300A engine as the left coil was installed, at the factory, 180 degrees out of phase. With that fixed, the plane is flying great. This was the project originally started by Chapter member Hal Rozema and Bernie purchased it when Hal's health started failing.

## SAVE ON CAR RENTAL

### THIS SUMMER

With the spring time fly-in season just around the corner you might want to check this out. EAA members can enroll in the Fee-Waived Hertz #1 Club Gold - a \$60 value. Experience the fastest way to rent at more than 40 of the world's busiest airports and at more than 1,000 locations worldwide. Just get your keys and GO! .

## SUBSONEX GETS NEW ENGINE

The SubSonex, a jet-powered homebuilt aircraft being developed by Sonex Aircraft, LLC, completed its first engine run last week at the company's Oshkosh, Wisconsin, headquarters, causing warm smiles and melted snow. Sonex Founder John Monnett said the aircraft features a new Czech-built engine that has shortened the development time frame of the aircraft, which led to the wintertime test.

"We just wanted to see the flame front out the back end and make sure we weren't having any problems of melting the tail off the

airplane," said Monnett, whose main focus as of late has been the jet project. "We did run it up to 100 percent after a few starts, we were cautious, and we melted a lot of snow."

The PBS engine (**P**rvní **B**rnenská **S**trojírna **V**elká **B**íteš, a.s. TJ-100) was delivered a week ago. It's bigger and more powerful than the original Heward engine that was seen when the aircraft was unveiled at EAA AirVenture 2009. The Heward was designed for radio-controlled applications and currently lacks the engine controls systems that the PBS has since it's a "legitimate production engine," according to Monnett. PBS is certifying the engine to Czech civil aviation standards.

The TJ-100 is used in applications such as Auxiliary Power Units, (APU) and on drone aircraft. On a SubSonex, it will produce as much as 240 pounds of thrust and is the same engine used by the Super Salto powered sailplane that has performed at AirVenture in the past. To use the new engine, Monnett said they had to reconfigure the entire aircraft, including new engine mounts, engine controls, and boost the electrical system to 24 volts.

The successful engine run may lead to a test flight soon once minor tweaks and FAA certification is completed. Monnett says the SubSonex is basically ready to fly and the first flight will likely come as soon as Wisconsin winter weather and runway conditions are optimal.

## Thunderbird Field EAA Chapter 1217. Contacts

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Chapter Website: [www.ThunderbirdField.org](http://www.ThunderbirdField.org)

# ThunderAds

## **FOR SALE**

### **1995 JABIRU ST**

2 place, 3300 cc Engine, 10 hrs. Total Time  
Make Offer Al Ross cell: 602-320-7498

### **CESSNA 175 Skylark**

TTSN 3,304hrs Franklin O-350 220 HP TTSN 355 hrs. Constant speed prop TTSN 355 hrs. Take off full gross 300 ft, climb out 1400 fpm. Hangared at AVQ \$59,000. (accepting offers) Bill Braden 520-682-7285 billw7xh@gmail.com

### **1980 SUPERCUB PA 18**

150 Lyc, 960 TT, 80 hrs TOH, New Icom 210, Intercom Transponder King KT76A External Baggage Seaplane Kit \$85,000. Don Meloche (928) 951-4635, Cell (619) 838-2410 E-mail [winslow42@cox.net](mailto:winslow42@cox.net)

### **STANDS**

Two 4-step stands to cover floats during installation. No standing on floats which can be damaging. Also 2 stands to go under floats that allow raising and lowering amphibian landing gear in work place. \$400 and \$100. Bill Grieme Floatmon @ cox.net

### **WHEELER EXPRESS PROJECT**

\$10,000 My husband passed away and I have a complete kit that is 60% completed. Located in Fountain Hills. Bev Tall [bevtall@talco.com](mailto:bevtall@talco.com)

### **DIAMOND DA-40 PARTNERSHIP**

Looking for partners in Diamond DA-40 based at SDL. Renzo Cataldo 480-227-3647

### **1979 CESSNA 182Q**

Arizona Airplane on SDL Tie Down K137, TT 3500 hrs, Engine 1262 hrs. SOH, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 maxeybill@hughes.net

### **RV-10 PROJECT**

RV-10 emp / tail cone kit. Switched to an RV-12. \$2,800.00 (negotiable). Some tools available if interested. Located in Prescott, AZ. Frank Benedict c-140@juno.com H: 928-778-1977 C: 928-899-8365

### **GRENGA GN-1 AIRCAMPER PROJECT**

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at [EAACchapter1217@aol.com](mailto:EAACchapter1217@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

## **WANTED**

### **ROTAX ENGINE MECHANIC**

Looking for a mechanic that works on the two stroke 582 rotax engine (used on a powered parachute). Ned Turner, Prescott, [info@prescottshedandgarage.com](mailto:info@prescottshedandgarage.com)

## **SERVICES**

### **HOMEBUILT AIRCRAFT CERTIFICATION**

ABDAR Gary Towner 928 535-3600

### **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 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 602-793-6637

### **MACHINE SHOP**

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

### **AIRCRAFT INTERIORS AND COVERS**

No job to small! Kim 480-396-0688 [interiors@airwestinc.com](mailto:interiors@airwestinc.com)

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

**Send an E-mail to: [EAACchapter1217@aol.com](mailto:EAACchapter1217@aol.com)**



## **WORLD ALTITUDE RECORD**

Frank Pankow recently set a world altitude record in his Husky. He is nearing the top of climb in this picture

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