



The ThunderWord

Thunderbird Field EAA Chapter 1217 February, 2011

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! The first meeting of 2012 kicked off with a very well attended meeting featuring Dr. Mike Pfluger who raced his AT-6 at the Reno National Air Races last year. He went over what was required for what to fly as well as getting his AT-6 up to speed to be competitive. Thanks to Jordan Ross for lining up Mike to talk.

The Cactus Fly-In is just around the corner and I want to invite everyone to get involved in being part of this great event. You are guaranteed to have a good time and never having done it isn't an excuse for not having a good time. There will be volunteer packets and VIP parking passes available at the meeting and they will have samples of what this year's volunteer shirt will look like.

Terry and Jack are going to host this month's meeting as I will be finishing up my Airbus training and suffering from brain swelling, lucky for me there was plenty of room for it to expand! I look forward to seeing everyone at the next meeting!

Curtis

FEBRUARY CHAPTER MEETING

The February meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, February 16th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Mike Still. For the past four years Mike has served as the President of the Copperstate Fly-In. Mike has been instrumental in charting the course to a more homebuilder friendly fly-In. He is going to talk about Copperstate and give us an

update on the Titan 51 replica Mustang he is building. Guests are always welcome.

NEW MEMBERS

Last month, Judy and Fred Meyer signed on as new members at the January meeting. Judy flies an RV-6A and Fred has an RV-8A. Fred is retired from United Airlines and they split their time between Illinois and Scottsdale. Welcome aboard!

CACTUS FLY-IN

JUST AROUND THE CORNER

The Fifty-fourth annual Cactus Fly-In will be held at the Casa Grande Airport Friday and Saturday March 2 and 3. 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 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. If you can't make it to the meeting Curtis, Terry and Jack will have them **after** the meeting date.

54TH ANNUAL



CACTUS FLY-IN

MARCH 2 & 3, 2012
CASA GRANDE, ARIZONA

GRAPEVINE

In the middle of last month at the urging of Chapter member Bob Carter an e-mail was sent out to EAA Chapter 1217 members asking for their financial support in the rehabilitation of Grapevine Airstrip on the southeast shore of Lake Roosevelt. In just a week of fund raising Chapter members donated \$2,300.⁰⁰ to the rebuilding effort. It was an outstanding show of support for a very worthwhile cause.

Grapevine is a paved runway over three thousand feet long capable of accommodating every plane in our Chapter. Many of the other backcountry airstrips that are being rehabilitated are not suitable for planes with wheelpants, high landing speeds or low climb performance. This is the kind of place you could fly a Longeze or RV into and camp under the wing. The original effort to open the airstrip back up after being closed for decades was spearheaded by the Recreational Aviation Foundation using the man, and girl, power of the Arizona Pilots Association.

Last month, a volunteer work party was formed that many of our Chapter members participated in to clear brush and rebuild the

runway. There is an additional work party planned for the end of February so if you want to help out its not too late.

As with every other rehab program, I am told not having yet been in one, to see the desired results we need to stick to the steps of the program. It might take a few months or even years before the field is back open but Chapter 1217 members should be proud that they helped with the initial effort and fund raising.

WE GET LETTERS about our efforts

I just wanted to send you a personal note of thanks for your EAA Chapter's support of the efforts at the Grapevine. It truly does take a community to get where we have, and hope to be. I have found that there is a little backcountry in everyone, and while Grapevine is basically a municipal quality airstrip, it certainly has that backcountry allure. The RAF is working on a new brochure that will emphasize the accessibility of the backcountry to more than just those tail wheeled birds.

Anyway, the RAF appreciates the EAA Chapter 1217 and the APA's support and critical role in moving this project forward for all pilots.

Mark Spencer

Arizona Liaison,

The Recreational Aviation Foundation,

www.TheRAF.org

AND

I add my thanks as well. Mark tells me that it truly was a great day and a group effort.

John J. McKenna Jr.

President

Recreational Aviation Foundation

jmckenna@theraf.org

The RAF MISSION:

"Keeping the legacy of recreational aviation strong by preserving, maintaining and creating public use recreational and backcountry airstrips nationwide"



Don Lindholm is all smiles after his flight with John Levitz in his Spartan Executive

CASA GRANDE MONTHLY FLY-IN BREAKFAST

It's back on!! The monthly Fly-In breakfast at the Casa Grande Airport on the last Saturday of the month. \$7.⁰⁰ buys you a high carb calorie packed delight of eggs (reportedly chicken) sausage, pancakes, or biscuits and gravy. All meals served with coffee or orange juice. These meals are designed to compliment the interior upholstery of your plane. Stop on down and enjoy the only indoor monthly fly-in breakfast in Arizona!

AEROMETER

By Curtis Clark

After buying my new twin-engined homebuilt it didn't take me long to reach the conclusion that there might be a few things to lower the cost per hour. After listening to the Stearman guys in Chapter 1217 it was pointed out that PT-17s with certain model props have a one

hundred hour reoccurring airworthiness directive (AD). Since the AD was based on flight time they have installed a device called the Aerometer that activates a pressure switch at thirty MPH turning on the Hobbs meter.

Being the thrifty guy that I am, I thought that this unit could save me a ton of money on oil changes as well as more accurately recording the engine time towards overhauls. The current Hobbs meter was using the master switch for activation.

After hunting around and a few inquiries I found that Aircraft Spruce was a dealer for the Aerometer even though it wasn't in their catalog either print or online. A quick phone call to AS&S and I had an Aerometer on the way for \$246.⁰⁰ The device comes with a series of adapters to fit in almost any size

Continued on page 4

pitot line. Even though I was installing it in a homebuilt it came with a listing of all the aircraft it was STCed to install in.

Probably an hour and a half was required to install the unit under the panel and I was good to go! A little testing showed that I now could fly an extra 12% between oil changes (25 hours w/o filters) and engine overhauls. With these savings I could afford those new Lightspeed Zulu headsets in a month or two!

After sitting down with the calculator figuring out the savings. It worked out to a savings of \$2.97 per flight hour on oil costs and \$1.20 on engine overhaul reserve. Total savings \$4.17 per flight hour! Of course it does increase the fuel burn per hour because it dumps taxi fuel in with flight fuel when you figure it this way, but either way I am realizing a savings. Lets see those Zulu's are \$900.⁰⁰ a pair times two headsets divided by \$4.17 I am only 431 hours away from a free pair!!



**Bernie Gross's Jabiru 2200 powered Fieseler Fi 156 Storch
seen at the Carefree 50 year Anniversary Fly-In**

A GORILLA IN YOUR WORKSHOP

For years the builders of aerobatic planes have been figuring out new ways to build stronger trailing edges on wings and ailerons. It seems that the combination of changing air loads and tautening fabric causes the trailing edges to buckle and shift. One unlimited acro pilot went so far as to have stainless steel bent up to replace the common aluminum trailing edges on his Pitts.

When I visited our Chapter Sec/Tres Jack Pollack to have a look at the Swick-T he is building he said to check this out. The guy that built some of the wood components on his ailerons is the guy that builds the Pitts Model 12 wing kits. In building 125 sets of wings for just this one type of plane he has learned a few tricks. To reinforce the trailing edges of the wings and ailerons he uses the

standard bent aluminum trailing edge stock epoxyed on and secured with small brass screws.

Then comes the magic; he puts the surface or panel so the trailing edge is down and slowly lays a 1/8" bead of Gorilla Glue so it runs into the valley formed by the inverted V. He then adds an equal size bead of water, yes H₂O. The water sets up a chemical reaction with the Gorilla Glue and a frothing foam appears. If it expands too far and fills the entire trailing edge a sharp Xacto knife will take care of the hardened foam before it totally sets up. The foam, when it hardens, makes the trailing edge ultra strong and rigid. Check out the picture in this newsletter then give it a try in your shop.



New use for the Gorilla in your workshop

GOODYEAR LEAKPROOF TUBES NEED INSPECTION

The Goodyear Tire and Rubber Company is trying to notify users of its Goodyear Aviation

Tires, Flight Mate Butyl Inner Tubes that there might be a problem in cold weather applications. With our temperatures it shouldn't be a concern, but it is worth looking into if you have them installed on your plane. Besides checking the AD's on the airframe, engine, prop, appliances, and radio we need to add the AD's that might affect the tires installed on your bird. Remember, on homebuilts you may be the manufacturer of the airframe but usually someone else built everything else so you need to check the AD's at condition inspection time just like you had a spamcan! The following types of flying machines are affected:

- CE-11-47R1 - Small Airplane/ All/ All Models
- CE-11-47R1 - Glider/ All/ All Models
- CE-11-47R1 - Large Airplane/ All/ All Models
- CE-11-47R1 - Rotorcraft/ All/ All Models



**Jack Pollack is making great progress on his Swick-T
He said he plans on flying it Tuesday**

PRIVATE HOUSING FOR AIRVENTURE ONLINE

One of AirVenture's best-kept secrets is that hundreds of beautifully kept private homes are available to rent, all within 10 miles of the convention grounds. Thanks to the Oshkosh Convention & Visitors Bureau, you can find the perfect oasis for you and your group. Reservations for private residences are now being accepted through the Oshkosh CVB.

The Oshkosh CVB website contains detailed listings and photographs of all available homes. Call the Oshkosh CVB's housing hotline at 920-235-3007 to reserve an entire house or a single room.

In other AirVenture housing-related news: **Hotels:** According to the Oshkosh CVB, all hotels located in Oshkosh with the exception of La Quinta are currently booked during AirVenture's run and are now filling a waiting list.

Dormitories: UW-Oshkosh reports that all of its rooms are booked and currently are filling a waiting list in case of cancellations. Due to renovations, one tower of Scott Hall is unavailable in 2012, resulting in a temporary loss of 330 rooms.

Other dormitory options:

- Lawrence University, located approximately 20 miles north in downtown Appleton, began taking reservations on January 2.
- Oshkosh Christian School, located about 7 miles from the site, reports that about 30 percent of the approximately 110 beds available have been reserved. Oshkosh Christian provides shuttle transportation, showers, and breakfast. For more information, contact Lori Colburn at: 920-231-9704, ext. 4, or e-mail reservations@oshkoshchristian.com.

- Marian University, located 20 miles south in Fond du Lac, reports that about 25 percent of its rooms are reserved. Marian's dorms feature air conditioning and a full breakfast is offered each morning. For more information, call: 800-262-7426 or e-mail eea@marianuniversity.edu or droggentine@marianuniversity.edu.
- Ripon College, located 20 miles southwest, will begin taking reservations in early February.
- Another college dormitory option could be available in time for AirVenture 2012. UW-Fox Valley, which is located about 15 miles north of AirVenture off Highway 441 in Menasha, recently gained approval for private student housing that is scheduled to be completed in May and potentially be available for AirVenture attendees. If that is the case, reservation information for these rooms will be provided once finalized.
- **Camp Scholler:** And for those early birds who stake out their campsites weeks prior to AirVenture, Camp Scholler opens on Friday, June 22 - up one week from its traditional "last Friday in June" opening. Basic campsites are \$24 per night with a three-night minimum, while campsites with electric and water hookups are \$49 per night. All electric and water campsites are offered on a first-come, first-served basis, and all days must be purchased from the time of setup through Sunday, July 29.

ThunderAds

FOR SALE, ETC.

PILOT PA-400ST FOUR PLACE INTERCOM

\$50- Curtis e-mail: Azskybum@aol.com

HENDRICKSON H78 A38 PUSHER 2 BLADE PROP

Reconditioned by Performance Propeller Fits Cont. C-85/ 0-200. \$800.00 Four inch extension \$100.00 Curtis 602 7120-4494 azskybum@aol.com

COMBINATION VHF/GPS ANTENNA

Comant Model CI 2480-201, Separate connectors for Comm and GPS. Never installed. See AS&S pg 616. Their price \$568.75, sell for \$280.00 Ron Kassik 480-948-0168 or ronkassik@cox.net

1956 CESSNA 172 TD CONVERSION

TT 2300, O-300B 350 SMOH. Imron, new interior, lots of STCs. Hangared DVT. Mike Straley 602-524-0333, rkaviationinc@netscape.net Asking \$53K or possible trade

PROJECTS FOR SALE

Protech, PT-2, folding wings & trailer, 82 hp Mosler engine. & Gere bi-plane, about 75% complete, built from magazine plans, circa 1932, completely rebuilt Model A engine. Pat Wall 928-851-2244.

THREE-BLADE PROP SHIPPING BOX

Previously used for a MT prop for a Velocity. Will fit most normal size 3-blade props. Available to anyone who needs to ship a prop. Matt Bucko mbuc310@cox.net

1979 CESSNA 182Q

Arizona Airplane on SDL Tie Down K-137, TT 3500 hrs, Engine 1262 hrs SOH, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 maxeybill@hughes.net

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000.⁰⁰ Estate sale. Lesley Morgan 480-834-4831 or e-mail Curtis at EAChapter1217@aol.com to receive a digital slideshow of the plane.

2009 LANCAIR 360

Superior IO-360 engine, TTAFE 20 hours, mineral oil, every thing new including paint, GPS, loaded must see. Fred 630-897-7706

PARTS

Fuel pump core, 23psi, Dukes Inc total time 18 hrs. Inline fuel filter, 3/8", Performance Mfg, tt 18 hrs. Slick magneto model 4771, tt18 hrs. Fred 630-897-7706

SERVICES

FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner:
Airplane: Private, Commercial, Instrument, ATP, ME.
Lighter than Air: Private, Commercial.
602-942-2255, Cell 602-418-2045, fgorrell2@cox.net

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

FLIGHT INSTRUCTION- BFR'S

Alan Trabilcy alantrabilcy@yahoo.com,
480-747-0349 m or 480-948-1747 h

PROP BALANCING, ANNUALS, PREBUYS

Jim Berdick AI 623 293-2708

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-3442

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 602-793-6637

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

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

Send an E-mail to:
EAChapter1217@aol.com

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Rich Ivansecks latest project a 7/8 scale German fighter taking shape in his DVT hangar

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