



# The ThunderWord

Thunderbird Field EAA Chapter 1217 February 2014

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the January meeting, Chapter member John Washington gave a great presentation on the history of the First Air Commando Squadron. After covering the history of the China-Burma-India (CBI) theater, he introduced a special guest he had brought. He was Major Charles Poston USAAFrtd, 1<sup>st</sup> Air Commando Group, who had flown 55 missions in the P-47 Thunderbolt. It was great to learn about the unit and really interesting to hear from someone who had actually flown in the CBI theater. John has a great website that has a lot of the history of the squadron, check out [www.1AirCommando.com](http://www.1AirCommando.com).

See you at the February meeting!

*Curtis*

## FEBRUARY CHAPTER MEETING

The February meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, February 20, starting at 7 pm, in the Scottsdale Aviation Business Center. This month's guest speaker will be Casey Jones, a retired U.S. Navy Captain. He served 29 years in the Navy and was a carrier aviator. He soloed when he was 16, and has been an active pilot for 60 years. In the Navy, Casey commanded an A-7 squadron, was CO and flight leader of the Blue Angels, was a Carrier Air Wing Commander, and skipper of a major "ship of the line."

Upon retirement from the Navy in 1985, Casey and his wife Janice (also a pilot) moved to Albuquerque, where he has been active in various forms of commercial aviation. In 2011, Casey received the FAA

Wright Brothers "Master Pilot" Award. Currently he is a flight instructor and Proficiency Pilot Examiner (PPE) in the Eclipse 500 aircraft.

Thanks to our Chapter VP Terry Emig for lining up this month's program. Guests are always welcome!

## CACTUS FLY-IN

Friday, February 28, and Saturday, March 1, are the dates for this year's Cactus Fly-In at the Casa Grande Airport. This year's Fly-In is being run by Steve Bass and Arv Schultz, who have formed a new organization to run the event. Steve did a great job of running last year's Copperstate Fly-In. As in years past, they are looking for volunteers to help work the show.

Help is needed Thursday through Sunday. Thursday afternoon and Sunday morning are half-days for setup and teardown. On Friday and Saturday, the days kick off early at 0730 for briefing and coffee. You will be given your duty assignments with Fly-in veterans teaming up with new folks. Remember, no experience is required!

At our Volunteer Center there will be lunch, drinks, and of course the famous Volunteer Fly-in shirt for those folks helping out. If you can't make the early show, there are 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 wrist band for free admission, parking pass and instructions, you will need to attend the February EAA Chapter meeting where Arv and Steve will have them available. For more information go to [www.Cactusflyin.org](http://www.Cactusflyin.org).



**Dennis Smith flew his Sonex to Granbury, TX last October. The airport guy at Granbury insisted on directing the parking tug while moving the Sonex to its tie-down.**

## **THIS INFO MIGHT**

### **SAVE YOUR BACON**

I wanted to send out a tidbit of information for all you pilots that like to explore the backcountry low and slow style. Back in the nether regions of California, in Huasna country, on the Jessup Ranch to be exact (San Luis Obispo County), there is a new hazard that will kill the careless aviator. It's a new three-letter buzzkill-like TSA and FAA – it's ZIP as in ZIP LINES. At this little piece of paradise there are three zip lines that stretch across this valley in different directions.

All through Jessup's Ranch there are some beautiful valleys that would be nice landing fields. Well I'm here to tell you don't even think of making a pass to check them out. Throughout these nice little meadows are cobwebs (Zip lines) that are so hard to see, it's a good chance you won't until you're eyeball-to-eyeball with them. A buddy and I fly this valley all the time and know where the lines are. At least we thought we knew where

they all were. We both found zip line number three, the latest to be installed and the longest and highest one yet. I was dropping into the valley to make a pass on this meadow and Ken tells me to pull up. Without question, I haul back on the stick with full power. He tells me there's a new zip line right in front of me. I look down, and about 100 feet below me a shiny zip line slips under me. You talk about a long zip line. From the ridge line to the valley, by far one of the longest zip lines I've ever seen, and it's high. Right across a beautiful meadow that would make a primo dirt strip. I would have missed the line, but what sends chills up my spine is not knowing it was there.

Things are always changing even in the back country. Don't take it for granted that yesterday will be the same for today. And, if you're tooling along low and slow, fly with a partner and watch out for zip lines.



CLASSIC AIRPLANE ASSOCIATION OF ARIZONA, INC.

Presents the 56th Annual

# CACTUS FLY-IN

2 0 1 4



Gates open at 8:00 am  
\$10 Donation

## February 28th-March 1st, 2014

Casa Grande Airport • Casa Grande, Arizona

WWW.CACTUSFLYIN.ORG • flyinmanager@cactusflyin.org





Photo by Bernie Gross

**Arv Schultz With a Bamboo Bomber. Arv is the founder and president of the new Classic Airplane Association of Arizona**

## KEEPING IT SIMPLE

*By Dale Anderson*

Sometimes keeping it simple seems like the best thing to do in a world of must-do's. This warm Sunday October morning turned out to be just that, keeping it simple. It was about 7:30 a.m. and I was headed for the airport to pull the plane out and take a flight, destination unknown. Maybe I would fly a circle around the city or maybe Ken's house to tease him and coax him into coming up. My biggest problem was motivation. You would think a morning like this inspiration would come easy, but today I was feeling lazy, a plug without spark.

As I pulled into the airport parking lot heading for the anti-terrorist security gate, I saw Ken sitting in his truck, waiting. I swear that guy thinks way too much like me. It's like he knew I would be up to something this morning and he was going to get in on it ... somehow. He sensed I would turn toward him and he threw a wave in my direction signaling me to go through the gate and head for the hangar. We would hook up there.

After about a half an hour of basking in the sun like a couple of old lizards on a hot rock, I asked Ken, "are we going up?" His motivation was about watered down as mine was. Since we had a narrow time window in

which to play, flying any sort of distance was out of the question. A morning quest we've been talking about was to fly up the coast as far as San Simeon and cross over to Paso Robles Airport, and then fly inland back to Oceano. This was not the day for that trip. Knowing Ken always enjoys a challenge, I told him let's shoot some touch and goes. I told him I wanted to get my airspeed down low and slow enough to peg my landing spot and roll out in around 600 feet. I told Ken if we were to drag the first 1200 feet of runway 29'er and touch down at the first taxiway, we would have 600 foot of roll to the next taxiway. After that, we would have 400 feet of extra runway to the end. The game was on!

We pulled out the Champs and started performing the steps to lighting off the planes. We chocked the tires; pulled about 10 to 12 blades for prime, flipped the mags hot, and threw the blade for the reliable knock, knock, knocking of the old Continental 65 firing off. While the engines were warming up we both made a dash to the trees to pump the bilges. With pre-flight complete, we made our way out to the departure end of 29'er. The winds were calm with a slight whisper of air favoring runway 11.

To enhance our engine warm-up, Ken took the lead and we did a taxiing stroll to the run-up area of 29. Ken spun a 180 in the back corner of the run-up square leaving room for me if I chose. I stayed on the taxi way knowing no one was behind me and performed my run-up. While Ken was saying his Hail Marys and counting his rosary beads, I lined jumped him to make my departure first. The game plan was to separate our departure so that while one was landing the other would be on downwind. I decided I would let Ken count the beads twice, one for himself and the other one for me ...while I'm departing.

On my first landing my plan was to get in ground effect and apply a smidgen amount of gas to keep me hanging on the prop right up to the first intersection and pull the power,

Continued on page 5

drop on my mark and perform a very short rollout. It didn't quite go as planned. I got into my modified flare around about 600 feet of my 1200 feet of runway prior to my mental spot landing. I gave more gas, and then more to keep myself from touching the runway early. Adding just a little more and with rpm's climbing I now found myself flying on my tailwheel. Somehow, this was not what I had in mind. With my tail dragging the asphalt and my mains hovering over the runway like two ghosts on Halloween, struggling to keep from touching, I pulled the power with resolve to do better on the next attempt. One point to be noticed on my first attempt was that with minimal braking I could easily exit on the pre-determined taxiway I had in mind. But, then again, I was rolling long before my desired spot of landing. Oh well, let's try again!

I slipped off the runway at the end of 29, and began taxiing back to the other end. I stopped at the first intersection to watch Ken come in and instead of taxiing all the way to the other end I decided I would depart 11. Ken did about equally well dropping in a tad before our intended landing spot. He rolled past and I jumped onto the runway with an 11 departure. About the time I turned downwind I heard Ken departing one one.

Oops! Short final at 1000 feet. It's time to kick this puppy into a slip. I threw in left aileron with full right rudder and pulled the nose up to read 60 mph airspeed. I felt like an elevator coming down from the penthouse floor. Anyone below probably thought this plane was going to do a belly flop down in their backyard. Feeling like a Gooney bird just learning how to fly, I cleared the houses, power lines, and trees at the end of 11 and kicked everything true to assess my flare for landing. I floated over the numbers and touched down just after them. I rolled out to the second intersection and taxied back to 11. In the process I watched Ken cross controlled his Champ into a slip and pulled out at about 100 feet in preparation of his flare and landing. He made his touchdown as soft as a leaf floating to the ground. I sat there

impressed, "That's my bud, taught him everything he knows."

He rolls about two airplane lengths and powers up to depart 11. I roll out and depart after him. About the time I reach 200 feet altitude I hear Ken make a "left downwind for 29'er, Oceano." I think, "Now what is he up to?" I announce crosswind runway 11 and he announces base leg 29. Suddenly I feel like Laurel and Hardy. About a ¼ mile off my left wing I see Ken flying about my same altitude setting himself up to enter final for 29, the runway I just departed. I continue into a right downwind for runway 11 so I'd be roughly abeam of the runway to watch his landing. Again he makes another textbook landing, "Hmm, not sure if I taught him that."

After a couple more alternating runways and landing we decided to call it a morning. When we got settled in at the hangar I got to thinking how cool it is to fly around on a morning such as this having the airport all to ourselves. Ken suggested if anyone was out there thinking of coming in they probably thought twice hearing us calling all kinds of different positions from both directions. It probably sounded more like Oshkosh than Oceano.

In any case, it goes to show, even when you're un-motivated, just get into the plane and just do something simple like touch-n-goes, fun is a-waiting. Every time I take to the skies with Ken, you never know what or how the fun is going to present itself, but it will be there, even when we do simple things.

## **VAN'S SERVICE BULLETIN**

Van's Aircraft has issued a service bulletin for all of its RV-6/6A, 7/7A, and 8/8A flying or under construction following the discovery of cracks in the forward spar of the horizontal stabilizer. In the bulletin, Van's Aircraft says all aircraft should be inspected for such cracks, and if they are present, the bulletin includes detailed instructions for repairing the cracks and strengthening the structure.

## FLY-IN FLEA MARKET

CLEAN OUT YOUR HANGAR! On Saturday February 22, Eagle Roost Aerodrome will be hosting a Fly-In flea market for aviation treasures from 10am-4pm. For more information contact Martha Home. Telephone: 928-231-9500

## LUKE AIR SHOW

Luke Air Force Base has scheduled its 2014 air show and open house for March 15<sup>th</sup> and 16<sup>th</sup>. An F-35, Stealth Fighter, UAV's and Drones, as well as antique and vintage aircraft, will be on display. The Thunderbirds are scheduled to perform both days.

## RUBY STAR FLY-IN AND BBQ

Saturday, March 8, 2014 (10AM thru 4PM). Bar-B-Q 11am thru 2pm. Ruby Star (14AZ) (<http://goo.gl/maps/GXTd6>) is just south of Tucson. JOIN US FOR A CELEBRATION OF AVIATION AND AIRPARK LIVING!

Activities include: water harvesting demo, nature walk, snake interpretation, and snake bite first aid. Home tours, plane rides, equestrian info, and classic cars are on the schedule.

All are welcome, whatever your interest! Experimental Airplanes & Builders will be on hand to discuss their projects.



**Jack Pollack Rolls out the Completed and Covered Wings for his “Swick T” that he is Building in his Living Room.**

### Experimental Aircraft Association Chapter 1217

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# ThunderAds

## **FOR SALE, ETC.**

### **KT-76A TRANSPONDER**

Includes tray, connector with wiring, and altitude encoder. Nice unit with recent FAR 91.413 compliance. \$500. Contact: Bob Kruse at: 480-659-0289 or email: point95kruse@cox.net.

### **LYCOMING O-360 A1A**

Engine built up for RV project that never got off the ground. Invested \$50,000. Price is very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

### **ESTATE SALE**

Chapter member Marty Williams has flown west and his family is selling his Zenith 701 kit. Contact his son Keith at 480 998-4873.

### **CURTISS REED PROPELLER**

Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) \$4,000, Patrick McGarry: 602-430-0140

### **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.

### **2009 LANCAIR 360**

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

## **SERVICES**

### **ANNUALS**

Owner Assisted. Jim Moss 520-440-2191  
www.northside-aviation.com

### **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

### **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

### **MACHINE SHOP**

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

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