



# The ThunderWord

Thunderbird Field EAA Chapter 1217 February 2019

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the January meeting our guest speaker was John Rippinger who talked to us about one of aviation's greatest unsolved mysteries, the search for Amelia Earhart. John has participated in the latest expedition and has some great insight into the search. Giant man eating Coconut Crabs were something I never thought of but apparently eating everything in sight and poor Amelia and Fred could have been on the dinner menu!

The **coconut crab** (*Birgus latro*) is a species of terrestrial hermit crab, also known as the **robber crab** or **palm thief**. It is the largest land-living arthropod in the world, and is probably at the upper size limit for terrestrial animals with exoskeletons in recent times, with a weight up to 4.1 kg (9.0 lb). It can grow to up to 1 m (3 ft 3 in) in length from leg to leg. *This will be on the test.*

Before anyone asks they have not and do not appear on the special board at Oceans Club.

I have been keeping my eye open for a miniature airplane that kids could sit in at Fly-Ins and Airshows and get their pictures taken. We would put our Chapter 1217 logos and website on it so people could follow up. This month I found a miniature Fokker Triplane that was perfect for the mission. A big thanks to Jack Pollack, Bill Unternaehrer, and Jerry Lane for helping me reassemble it after its journey over the Sierras from Grass Valley California.

We finally got approval to have our meetings in the new Scottsdale Airport Terminal Building. Liesl Wolf from EAA Headquarters handled the negotiations with the City of Scottsdale. Thanks Liesl.

*Curtis*



Miniature Fokker Triplane

## FEBRUARY CHAPTER MEETING

The February meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, February 21st, beginning at 7 pm **at the new Scottsdale Airport Terminal Building**. This month's guest speaker will be Hank Rogers who will tell his story of his RV-8 having an electrical fire and his forced landing in Cordes Lakes. He will run through the causes as well as what he did right and wrong in handling this emergency. Hank is a professional pilot and all of us will be able to take something away from his talk.

Guests are always welcome!

## BACKGROUND INFO ON SPEAKER

**Capt. Henry "Hank" Rogers (Fedex Ret.)**

**Native of Detroit Mi.**

- **Education:** Bachelor of Science Mechanical Engineering Degree from Lawrence Institute of Technology, Southfield Mi.
- **Five year's experience** as Designer and Engineer with General Motors.

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- **Flight Experience:**  
Over 35 years in aviation, with 11,600+ hours total flight time, including over 8400 as PIC/Instructor/Flight Examiner.
- **U.S. Air Force:**
  - Over seven years as a T-37B Instructor Pilot and Flight Examiner.
  - Wing Instructor Pilot of the Year Mather AFB (1988)
- **Fedex Express:**
  - Over 27 years at Fedex that included Worldwide flight operational experience in the B-727, A-300/A-310, and B-757/B-767.
- Check Airman: B-727, A-300/A-310, and B-757.
- First B-757 Flight Standards Manager, responsible for the development and implementation of the initial Fedex B-757 crew training program, and the initial B-757-200SF (Passenger-to-freighter) conversion program.
- (Fedex currently operates 117 B-757 freighters).
- **General Aviation:**
  - Happily retired owner of an RV-8A.



**Capt. Henry “Hank” Rogers’ RV-8A**

### **IMPORTANT- MEETING LOCATION**

The location for our meetings is the New **Scottsdale Airport Terminal Building**, 15000 N. Airport Dr.

### **NEW MEMBERS**

John Rippinger had so much fun doing the presentation at the last meeting that he became a member! He flies a yellow Beech T-34 out of Deer Valley. John has spent many years as an airshow pilot flying with the Lima Lima formation T-34 team based in the Chicago area.

Stephanie Frazier is an aspiring commercial pilot who flies a Cessna 150 out of Deer Valley. She has had the opportunity to fly an

Extreme Decathlon, RV-8 and RV-8A, King Air and Cessna 180 thanks to Chapter 1217 pilots. She says she wants to learn aerobatics and taildragger flying. Her real job is a Flight Attendant for American Airlines.

John Davis is the guy with the Aussie accent from Anchorage that has been at several of our meetings and parties. He is a multiple offender having several Vans Aircraft under his belt. His current plane is an RV-7 that he built. John keeps his plane at Deer Valley and spends his time comparing the Phoenix to the Anchorage temperature.

## **COL. ROGER PARRISH THUNDERBIRD LEAD**

Respectfully submitted by Billy Walker

Roger Parrish was born on February 1, 1935 in Carbondale, Illinois. He had been fascinated by flying since he was a child and received his private and commercial pilot's certification soon after graduating from high school.

He was a member of the Air Force ROTC programs at Southern Illinois University and the University of Illinois, during which he received his Flight Instructor's certification.

After graduating from the University of Illinois, he entered Air Force flight training in the T-34, T-28 and T-33. He graduated first in his class in 1957 and went on to train in the F-100 at Luke Air Force Base, Arizona.

Between 1959 and 1966 he flew the F100, F105 and F-4 at Bitburg Air Base in West Germany. In 1966 he was selected to attend the Air Force's Top Gun school at Nellis Air Force Base. Roger won all 3 trophies available for academics, gunnery skill and was voted Best Student by the instructors.

Deployed to Viet Nam in 1969-1970, Roger flew 133 combat missions in the F-4 'Phantom.' While in Vietnam he saved another F-4 crew after the aircraft had been badly damaged and the pilot seriously wounded.

In July 1972 Roger was selected to fly with the USAF Thunderbirds demonstration team, leading the team in 1973 and 1974 flying the F-4, then the T-38. He was the only two-time Commander/Leader of the USAF Thunderbirds!

After his retirement from the Air Force in 1983, he was hired by Lear Jet as a demonstration and test pilot. He left the company in 1988 as the Vice President of Operations.

In 1989 he was hired as a co-pilot for America West Airlines flying the Boeing 737 and Airbus A320. He retired from commercial flying in 1995 and became Director of  
February 2019



**Roger Parrish at the  
Arizona Aviation Hall of Fame**



**Roger Parrish with Hoot Gibson**

Training for the airline. He retired from America West in 2003.

Roger continued to fly recreationally. First, in the WWI Nieuport 17 he rebuilt and then flew

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in a squadron of those challenging airplanes.

Lastly, Col. Parrish owned a Boeing Model 75 (PT-13) biplane. He was Flight Lead and Director of Safety for the Arizona Stearman Squadron for some two decades.

Col. Parrish is survived by his wife, Bette. Roger and Bette's love story began the 22nd of June, 1957. In their sixty one years together they raised four extraordinary children. Two sons, Jeff and Brian and two daughters, Debbie and Laura. Nine wonderful grandchildren have provided Roger and Bette with great joy and love. Roger's was an amazing life well lived.

Now, Gone West just a month shy of his 84th birthday.

## **MISSING MAN FLY-OVER**

By Terry Emig

At the National Memorial Cemetery, on March 22nd, at 11:00 AM, we will all look up to see the Thunderbirds perform the Missing Man in Roger's honor. The Memorial Cemetery is located at 23029 N. Cave Creek Rd, Phoenix.

Our gratitude, for this truly wonderful send-off for Roger, should be directed to Lt. General Dan Druen and Major General Hank Canterbury. Of course Roger's and our good friend, Major General Carl Schneider, gets a special "Thank You" for putting me in touch with Gen. Druen.

You might like to know that our squadron, including Roger, has flown with M Gen Hank Canterbury! More than once! He was part of our Arizona Stearman Squadron large Fourth of July formation flights over the Princess Resort. Aviation truly does shrink the world!

## **DIGITAL THUNDERWORD**

Fifteen years ago we switched to electronic distribution of our monthly newsletter, the Thunderword.

We always had a few people who couldn't remember their e-mails when they joined and we mailed them a copy. Effective now we stopping the mailing of the newsletters in order to eliminate a big headache for our newsletter editor.

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[www.ThunderbirdField.com](http://www.ThunderbirdField.com)

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**Roger in F-4 as Part of USAF Thunderbirds**

## **ALAN TRABILCY FLIES WEST**

Last month Chapter 1217 member Alan Trabilcy quietly passed away from a medical problem. Alan was a fun loving guy that was into guns and aerobatics. He was a certified flight instructor and owned half interest in a Beech T-34 as well as a Super Cub both based at Deer Valley. Travis Foss is handling the sale of the Super Cub.

## **CACTUS FLY-IN**

This year's Cactus Fly-In will be the 61st anniversary of this formally great event. The dates are Friday and Saturday March 1 and 2 at the Casa Grande Airport. It should be a great Fly-In with aircraft from all over the country.

The Fly-In has suffered some organizational problems after the last event and everyone seems to be blaming the other members.

Basically this year will be a fly-in without the awards, food vendors, etc., just another Friday and Saturday at a busy airport. Everyone is invited to attend. There is no formal admission charge or organized parking area. I do hope they rent a few Porta-potties.

If you need more information go to [www.CactusFlyIn.org](http://www.CactusFlyIn.org) on the interweb. If you have questions, Fred Borns is the guy to talk

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to at 480-403-1190 or fborns@cox.net. Remember, Fred is on the good side of wanting the Fly-In to get back to its old self.

## **ELECTRIC AIR RACES**

Airbus has announced a global partnership with Air Race E, the world's first electric airplane race set to launch its inaugural series in 2020.

Airbus is the Official Founding Partner of Air Race E. The competition aims to drive the development and adoption of cleaner, faster, and more technologically advanced electric engines that can be applied to urban air mobility vehicles and, eventually, commercial aircraft.

Air Race E will follow a format similar to the popular Air Race 1 series of formula one air racing. Eight electric-powered airplanes will race directly against each other on a tight 5-km (2.7 nautical mile) circuit, just 10 metres (33 feet) above the ground, and at speeds faster than any land-based motorsport.

"We want to motivate manufacturers to showcase their technologies across the full spectrum of electric propulsion systems and components," said Grazia Vittadini, Chief Technology Officer of Airbus. "This partnership enables us to demonstrate our commitment to staying at the leading edge of electric propulsion and developing a new ecosystem."

Airbus will work alongside other Air Race E partners, including the University of Nottingham. The University is currently developing a prototype race airplane powered by an integrated electric motor, battery, and power electronics system. The plane will help shape the model and rules for the inaugural Air Race E race in 2020.

## **MILITARY GPS JAMMING**

AOPA has been reporting that GPS air navigation and automatic dependent surveillance-broadcast service, ADS-B, may be unreliable or unavailable recently in a vast swath of airspace in the eastern US and the

Caribbean during a military exercise involving GPS jamming.

On three occasions in the past month while flying the mighty Airbus Thunderjet we have had our Nav Data display show GPS inop for as much as an hour. When ABQ Center was asked if the military was jamming GPS they replied "yep keep going the heading you're on, it should come back".

On planes like my RV-8 there is no VOR backup so I would be forced to breakout a chart, look out the window, or get a vector to destination.

So the big question is. **Are you familiar enough with your NAV system to know if it is GPS jamming or your unit?** Another test question to go with the giant sand crab question.

## **IMPORTANT INFORMATION TO REMEMBER**

The location for our February meeting and for all future meetings is the New **Scottsdale Airport Terminal Building**, 15000 N. Airport Dr.

This is the **last issue of the ThunderWord** that will be published in both e-mail and print versions. Future issues will be published only in the e-mail version. If you have been receiving the print version through the mail, please provide us with your e-mail address so you can continue to receive the newsletter.

## **DENNY'S ONEX FOR SALE**

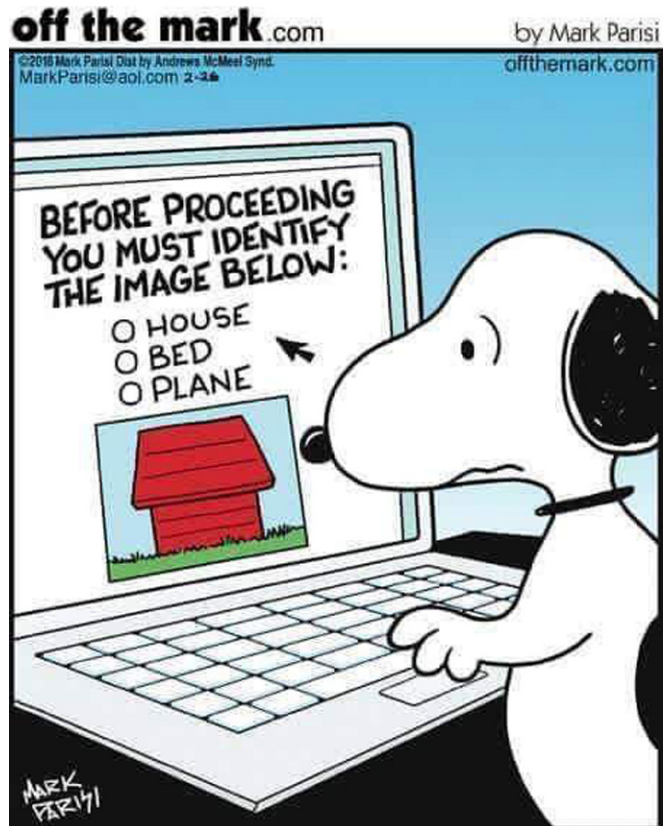
ONEX, a folding-wing, fighter-like, single-seat, tricycle-gear LSA, an 85%-scale Sonex that has a 27 inch wide cockpit. Powered by a 100 HP, turbo-charged VW engine. Dynon SkyView, 2020-compliant ADS-B Out avionics. iPad for navigation fits in center console. With wings folded, Onex shares space in small T-hangar behind one wing of my RV-12. Flying off initial Phase I testing. Based at DVT. Asking \$25,000 with \$40K invested. Reason for selling? Want to build something else. [Dennymyrick@me.com](mailto:Dennymyrick@me.com) or 480-213-4906.



**Denny Myrick's Onex For Sale**



**Denny's Onix Front Office**



**Another Question that will be on the Test**

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# ThunderAds

## FOR SALE, ETC.

### ONEX, WELL-EQUIPED LSA FOR SALE

ONEX, folding-wing, fighter-like, single-seat, tricycle-gear LSA, an 85%-scale Sonex. Powered by 100 HP, turbo-charged VW engine. Dynon SkyView, 2020-compliant ADS-B Out avionics. IPad for navigation fits in center console. With wings folded, Onex shares space in small T-hangar behind one wing of RV-12. Denny Myrick 480-213-4906. [Dennymyrick@me.com](mailto:Dennymyrick@me.com)...

### COOL PLANES FOR SALE

Only flown by little old ladies to church on Sundays. <http://captainbillywalker.com/aircraft-for-sale/aircraft-for-sale>

### Piper Cub Wings

Rebuilt with new spars. One wing ready for cover the other wing soon. Pat Battle A&P/IA DVT 602-274-2434

### CESSNA 172'S FOR RENT

Two IFR Cessna 172s for rent at Chandler. Owned by Chapter member Pat McGarry. Contact Chris Hoel for more information and to schedule [birdganqft@gmail.com](mailto:birdganqft@gmail.com)

Space available for ads, send us yours

### RV-4 PARTIALLY BUILT KIT

\$13,500 Lycoming 0-290-D2, kit for \$3,000 or \$16,000 for both. Bill Refrow 602-843-9862 [w7lov@cox.net](mailto:w7lov@cox.net)

### LYCOMING 0-360 A1A

Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgio [delgiorgiopels@gmail.com](mailto:delgiorgiopels@gmail.com)

### GARMIN GDL39 PORTABLE GPS

ADS-B Receiver with free Weather and Dual-Link Traffic. Battery Pack with extra Battery included. Works with all Apple Products. Brand new in the box, \$400. Ken Roth 602-228-5000, or e-mail: [RothDevCor@aol.com](mailto:RothDevCor@aol.com)

## SERVICES, ETC.

### High-Perf Tailwheel & Akro Instruction

Pitts, Skybolts, all experimental tailwheel aircraft. 46 years experience. Scottsdale Airport Budd Davison, Plus-5 Aviation, 602-738-2045, [www.airbum.com](http://www.airbum.com), [buddairbum@cox.net](mailto:buddairbum@cox.net)

### OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 [www.oilcoolersvs.com](http://www.oilcoolersvs.com)

### FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner: Airplane: Private, Commercial, Instrument, ATP, ME and Lighter than Air: Private and Commercial. 602-942-2255, 602-418-2045, [fgorrell2@cox.net](mailto:fgorrell2@cox.net)

### HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

### ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-3442

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

Send an E-mail to:  
[EAChapter1217@aol.com](mailto:EAChapter1217@aol.com)

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