



The ThunderWord

Thunderbird Field EAA Chapter 1217 January, 2009

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Thanks for everyone coming to the meeting in November to learn about new developments in Honeywell Avionics for light aircraft. Attendance was light but those that made it got to get up close and personal with the latest Honeywell products.

With an exciting year ahead we need to get everyone to show up at the meetings and get involved. We work hard at getting speakers and their only reward is seeing your smiling faces there to listen to their presentation.

The exciting year ahead includes the Seaplane Fly-in, Aircraft Parts Swap Meet, Cactus Fly-In, and May Day BBQ.

Hope to see all of you at the January Chapter meeting.

Curtis



MARCH 6 & 7, 2009
CASA GRANDE, AZ

JANUARY CHAPTER MEETING

The January meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, January 15th, in the Scottsdale Airport Terminal Building. The time is 7pm. Tod Dickey, Jim Sweback, and Jim Beauchane are going to put together a three part presentation on seaplane flying. They are going to talk about their seaplanes, what's involved in owning one, where you can go and some great adventures they have had. The time is 7pm. Remember guests are always welcome!

LAKE PLEASANT

SEAPLANE FLY-IN

So far, it looks like a 'go' for the seaplane Fly-in on Saturday February 21, 2009, with a rain/wind back-up date of Saturday March 14, 2009 at Lake Pleasant northwest of Phoenix. Chapter 1217 member Tod Dickey has undertaken a long term project to benefit the pilots of Arizona, he is working to get Lake Pleasant open to seaplanes. Accompanied by Jim Swedback he has been talking to the Maricopa County Parks Department for over 2 years and may be making some progress.

Jim and Tod have been before the Parks Commission and were sent back to work with the Parks staff for their recommendation. What they wanted was to start with a one-day event to evaluate and become familiar with seaplane operations.

The goal is to open Lake Pleasant to seaplane use in the wintertime and weekday use only in the summertime. They are trying to convince them that seaplane use is consistent with the Lake's Mission Statement and would increase the park-goer's outdoor experience, as well as provide additional income for the Park.

Continued on page 2

Tod is looking for Chapter 1217 members that can help out with the ground duties for this one-day event. If you can help out drop him a note at tdickey@vmiholdings.com.

CHAPTER 1217

HOLIDAY EXTRAVAGANZA

Last month we had our tenth annual EAA Chapter 1217 Holiday Party. Around forty Chapter members and families enjoyed a nice evening of snacks, drinks and door prizes. Thanks to Brian Mitchell, Ron Landon, and Terry Emig for donating the door prizes.

CACTUS FLY-IN

The Fifty-first annual Cactus Fly-In will be held at the Casa Grande Airport Friday and Saturday March 6 and 7. It's not too early to mark your calendars to come down and be part of this great Arizona grassroots aviation event. As the date gets closer we will send you e-mails and put articles in the February Thunderword. Chapter 1217 has provided the manpower to run this event for the past five years and we hope to make it more fun for our members this year.



Tod Dickey's Grumman Super Widgeon

,Learn more about the exciting world of seaplane flying at this month's Chapter meeting

FIRST FLIGHT FOR

WHITE KNIGHT TWO

White Knight Two, the 'Mothership' for SpaceShipTwo, completed its maiden flight on Sunday, December 21, moving Virgin Galactic one step closer to becoming the world's first commercial "spaceline."

The twin-fuselage aircraft being developed by Scaled Composites reached a maximum altitude of 16,000 feet during the 59-minute flight, which took place at the Mojave Air and Space Port at 8:16 a.m. PDT, following

successful taxi trials earlier last month. White Knight Two is scheduled to appear next summer at EAA AirVenture Oshkosh.

WORLDS SHORTEST

FLYING STORY

One day a long, long time ago, there was this pilot who, surprisingly, was not full of BS. But it was just one pilot a long, long time ago. And that was just for one day.



Picture by Lacy Parker

Mr. Santa Claus arriving at Deer Valley's terminal in Brian Mitchell's Bell 47.

NEW INTERIOR SHOP

We would like to introduce ourselves to the Thunder Field EAA and Scottsdale! We are a woman-owned FAA repair station located at Falcon Field, Mesa. We specialize in aircraft interiors. A new repair station, however we are not new to the aircraft industry. We have engaged in private work for many years including vendor work for Mesa Airlines during the past four. Primarily for Mesa Air Group, we have supplied carpet shipsets, seat covers, literature pouches, special projects, and cockpit packages including carpet, seat covers and headrests. We do custom work of all kinds including plane covers! We specialize from headliner to floor covering and in between! Available to our clients is a wide assortment of materials from which to choose and guidance in the selection process. We will refurbish to original or update for a new look. With the FAA certification, we are able to step out on our own, and supply direct to airlines, businesses and individuals, complete with air-worthiness and return to service paperwork for our products and services.

We would encourage you to keep our information on file and give us a call if you are in need of aircraft interior work or covers. We can offer competitive pricing. We pride ourselves in the complete quality of our products. Our attention to customer service is never a question for our clients. We are close and can provide prompt service. Visiting airwestinc.com can access our web page. Feel free to contact us with any questions you may have. interiors@airwestinc.com or Phone 480-396-0688.

Ed note. Kim Churchill, who wrote this, and her husband Dale have an AT-6 and an Aeronca Champ they fly when Kim isn't sewing.

MYSTERY PLANE CONTEST

UNVIELED

We got four responses to our November "Mystery Plane". It is a highly modified North American AT-6 built and owned by John Shell from Myrtle Beach, South Carolina.

AIRSHOWS AND FLY-INS FOR 2009

Below is a listing of a number of great Fly-Ins and Airshows that will occur in the first half of 2009.

01/10-11 CABLE AIR SHOW, Upland CA
03/06-07 CACTUS FLY-IN, Casa Grande AZ
03/13-14 MCAS Yuma Airshow, Yuma AZ
03/14 NAF El Centro Airshow, El Centro CA
03/21-11 Luke AFB Airshow, Glendale AZ
03/28 Riverside Airport's AS '09, Riverside CA
05/16 Armed Forces Day Parade, Torrance CA
05/16-17 Planes Of Fame AS 2009, Chino CA
05/22-24 Watsonville Fly-In & Airshow, Watsonville CA
06/06-07 Ramona Airshow, Ramona CA
06/12 Golden West Reg'l Fly-In AS, Olivehurst CA
06/27 High Country Warbirds Fly-In, Valle AZ

325,000 HINTS FOR HOMEBUILDERS DOWNLOAD WWW.EAA.ORG

Ever wondered how people get the skills and ideas required to build an airplane. One of the easiest ways is to download episodes from the EAA.org website. They consist of brief how-to hints, and demonstrate helpful, timesaving tips for aircraft homebuilders and restorers. Since March 7, 2008, when the

first video ("Bending Tubing," by Earl Luce) was posted, more than 325,000 downloads, or about 6,700 per episode.

Link to EAA for video: http://www.eaa.org/news/2008/2008-10-16_homebuilders.asp
We couldn't be more pleased with how our members have embraced this series," Becker said. "Hints for Homebuilders captures what EAA is all about: Members helping each other, passing along their knowledge and skills to others, inventing better, simpler, and less expensive ways to do things and sharing with anyone who wants to learn."

Beginning with hints taped by Luce and several EAA staff members, the series has expanded to include ideas submitted by members and volunteers at EAA AirVenture Oshkosh. In fact, at AirVenture last summer, EAA videotaped 50 new hints provided by attending members. The hints focus on sheet metal, tube and fabric, wood, and general construction methods.

Appropriately, Luce is also featured in the milestone 50th video, "U Brackets Made Easy," in which he shows a simple way to ensure perfect U brackets for wing fittings, rudders, etc. EAA welcomes your ideas for future Hints for Homebuilders. If you wish to contribute an idea, send an e-mail to Info@EAA.org, and please put "Hints" in the subject line.

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AUTO COMPANIES SELLING OFF FLIGHT DEPARTMENTS

By Nancy McMath

It was a dark day for the corporate aviation world when last month the Ford Motor Company said it will sell all five of its corporate jets, following close behind General Motors who said it will sell off the leases on its fleet. The companies are hoping the move will regain some of the PR ground lost when they flew via private jet to Washington last month, hats in hand, looking for government bailouts.

Reading the news of Ford Motor Company selling all of its corporate jets was a surprise; the end of a long chapter in aviation history.

My dad, Retired USAF General Robert McMath, flew for Ford from the mid 50's to the early 70's and I have a book that he saved, History of Ford Aviation Department. The book covers the years 1909-1979. I was amazed to see 1909! I've put together a short version of the various aircraft that made up the flight department over the years.

Henry Ford's first attempt to build an aircraft began with a Model T engine on an airframe modeled on the Bleriot and built by Charles van Auken.

In 1924 Mr. Ford built an airfield, airplane factory and hangar in Dearborn. This is where the Stout Metal Airplane Company and Aircraft Development Company were housed. Stout built the first Tri-Motor.

April 1925: Ford Airlines began operation. They carried freight between Chicago and Detroit with Stout Air Transports. In August 1925 Stout Metal Airplane Company was purchased by Ford Motor Company and began manufacturing commercial airplanes.

February 1926: The first airplane flight in the US to carry air mail under contract flew in a Stout Air Pullman from the Ford Airport to Cleveland, Ohio. Also in 1926, Ford built a dirigible mooring mast on Ford Airport. They
January, 2009

also began tests on the Ford Flivver plane and a completely redesigned Ford Tri-Motor.

1927: Mr. Ford produced the first Radio Range Navigation System which was used to guide aircraft into the Detroit area. This was also the year he went for his first and only flight with none other than Charles Lindbergh.

1931: The Dearborn Inn was built at Ford Airport. It was the first airport hotel.

1940: Ford Motor signed a contract with the US Government to build B-24 bombers at Willow Run Airport.

1941: Marked the beginning of the Ford Air Transportation Department. The first airplane purchased was a Grumman G-21 Goose.

1944: The Grumman was sold to TACA and replaced with a Beech C-45.

1945: The B-24 program and the Willow Run operations closed. Mr. Henry Ford II became President of Ford Motor.

1946: Added two C-47's to the flight department.

1947: Sold one C-47 to GM and the other to a freight operator in South America. Sold the C-45 to a private buyer. Bought a Lockheed Loadstar C-60 and a Grumman Mallard G-73. Moved the Air Transportation Department from Ford Airport to Detroit Wayne County.

1948: Purchased an A-26B from Standard Oil.

1949: Sold the Lockheed C-60 to General Motors. Purchased a DC-3 from United Airlines. Purchased another DC-3 from Swiss Oil Company.

1950: Purchased a Convair 240 from Consolidated Vultee Aircraft Corp. Also purchased a Beech D18N and yet another DC-3.

1951: Purchased another DC-3 from Johnson Equipment, Wyoming. Sold the Grumman Mallard G-73 to the Government of Tahiti.

1952: Sold the Douglas A-26 to Government Francais Ministere de La Defense Nationale.

1954: Began scheduled flights: 5x week Cleveland, 3x week Cincinnati, 3x week Louisville-Nashville-Muscle Shoals, 2x week Indianapolis, 2x week Philadelphia, 2x week New York, 2x week Buffalo-Toronto, 3x week Chicago, 2x week St Louis. Quite a busy flight department. This is the year my dad went to work for them.

1955: Purchased a Beech E18S from Beechcraft, Wichita KS.

1957: Purchased a Convair 540 from General Dynamics.

1958: Sold Convair 240 to Wayfarer Ketch Corp. Purchased a Convair 440 from Continental Airlines.

1960: Converted the Convair 540 to a 580 turbo prop with Allison engines. This was their first start to move the fleet to the jet age.

1961: Sold the Beechcraft E18S to Ford of Canada. Purchased Lockheed JetStar. This was their first pure jet. Purchased Gulfstream G-I.

1962: Purchased 2nd Gulfstream G-I.

1963: Sold a DC-3 to General Foods, White Plains NY.

1965: Purchased another G-I From Niarchos Ltd, London. Purchased 2nd Lockheed JetStar. Truck division requested flights from all over the US to Louisville, KY to carry prospective purchasers of trucks. Sold one million dollars worth of trucks on one flight.

1967: Purchased 4th Gulfstream G-I. Sold remaining 3 DC-3's. Purchased 3rd JetStar. Flight department was then powered by either turbo props (the two Allison converted Convairs) or jets (4 G-Is and 3 JetStars).

1968: Purchased first Gulfstream G-II.

1969: Purchased 4th JetStar. Sold a G-I to Ford of Europe, Stanstead. Sold a JetStar to Amway Corp.

1972: Purchased a Boeing 727 from All Nippon Airways.

1974: Sold the Boeing 727 to the Shah of Iran. Bought a Sabreliner 75 from Rockwell International. Bought two Convair 580's from General Motors.

1975: Sold the Sabreliner to Executive Aircraft Service.

1976: Sold one JetStar to Executive Aircraft Service, Dallas TX. Purchased another Gulfstream G-II.

1977: Sold one G-I to Ford of Brazil.

1979: Sold another G-I to Coleman Air Transport.

This is where my history book ends. Interesting aircraft and flight operation. All of their aircraft 'N' numbers ended with a single 'K'. Not sure of the significance. There was also a time frame when they painted all of their aircraft tails bright yellow.

I remember a few funny stories from my dad. Just as they decided they were smack dab over the middle of the Andes they had to do a precautionary shut down of one engine on their relatively new JetStar. Another classic was when they arrived in Florida without Mr. Breech's briefcase and flew all the way back(empty) to DTW to pick it up! (When I started to fly corporate aircraft my dad used to tell me not to forget Mr. Breech's Briefcase!) My other memory of Ford Air Transport was when Santa would taxi to the hangar and pass out presents to all of the kids at Christmas.

I don't quite understand the logic of the top executives driving across country when their time would be better spent focusing on the operation of the company during this economic crisis. Flight departments serve a purpose. Something tells me we are going to see a lot more changes over the next couple of years. Buckle your seat belts.

ThunderAds

STEARMAN FOR SALE

\$97,825 . • 1943 former N2S, now PT-19 livery. N-47964 (SN 75-7540) Low time Continental 220 (roller bearing mod). New wood. 2 McCauley props (AD good). Micro-Air 760 Transceiver and Mode C transponder. Dual leather helmets, one with noise-canceling. Smoke system, Jasco alternator, new Concorde battery, Air Wolf oil filter, Brackett air filter, strobe lights, new parachutes, new ATC GPS, also Garmin GPSIII, RedLine brakes, rubbers. Burns less than a quart oil/hour. Annual good to May 09. Located at KCHD (I-7) • Contact Billy Walker, Telephone: 480-773-2823 Cell, 480-705-5188 Home, or 480-705-5189 Fax

PROP WANTED

To purchase, or temporary loan, a prop for a Ranger engine installed in a PFALZ D.XII under construction. Call Rich Ivansek 602-971-2789, DVT hangar 42-11

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, interior upgrades & wing tip replacement underway. Bill Maxey 602-820-5722 maxeybill@hughes.net

WAG-AERO CUB

Completed in 1999; approximately 200 TT; 65 h.p. Continental approximately 700 SMOH; Cub yellow; no electric; excellent condition; light sport aircraft. Contact Don Lindholm at 602-996-3612 or dlindholm@bcattorneys.com

RV-10 PROJECT

Switched to an RV-12. RV-10 emp / tail cone kit. \$2800.00 (negotiable) for the project. Savings of over \$700. Some tools that may be included if interested. Project located in Prescott, AZ. Frank Benedict c-140@juno.com 928-778-1977 H 928-899-8365 C

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)

GLASTAR PROJECT

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

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 to receive a digital slideshow of the plane.

1979 CESSNA TURBO 182RG

287 SMOH, O₂, A/P, NDH Arv Schultz 602-275-1016

SERVICES

Flight Instruction- BFR's

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

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Dr. Henry Givre AME, Chapter member and RV-4 owner. 520-836-8701

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Mike O'Connor CrashOConnor@aol.com 480-515-5105

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Fred Lloyd 602-234-1940

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

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



Larry Keelings RV-8 fastback project just out of the paintshop

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