



# The ThunderWord

Thunderbird Field EAA Chapter 1217 January, 2010

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar! At the November meeting we learned a lot about the history of Jeppesen from James Terpstra who retired as Senior Corporate Vice President of Executive Aviation and still serves as a consultant to Jeppesen. Thanks to Bill Unternaehrer for getting Jim to speak.

A heartfelt thanks goes out to everyone who helped me through the difficult period of my Mother passing away just before the November meeting. Terry Emig and Jack Pollack stepped up to run the meeting on short notice. Also, a big thanks to those of you that knew her and came to the service, sent flowers or cards. She was a regular, always enjoyed the Chapter Holiday Parties, and especially the hangar parties at Jack's hangar in the springtime.

With the coming of the New Year comes a time to write down resolutions for the year ahead. Let's all put attending more Chapter meetings and volunteering at the Cactus Fly-In on that list!

I hope to see everyone at the January 21st meeting!

*Curtis*

## **HOLIDAY PARTY.**

A big thanks goes out to Chapter member Ron Landon and his wife Sherrie who once again opened the doors of their home for our Chapter Holiday Party last month. Throughout the night close to sixty people showed up to share in the holiday camaraderie. The Phoenix Police Air Unit even made an appearance turning night into day. Everyone left with a full stomach and some holiday spirit.

## **JANUARY CHAPTER MEETING**

The January meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, January 21st in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Randy Prine, FAASTeam inspector from the FAA Scottsdale Flight Standard District Office. Besides his work in Aviation Safety, Randy is a great cook with Cajun cuisine as his specialty. He was involved with starting Native Air and Williams-Gateway Airport. Guests are always welcome.

## **FEBRUARY MEETING**

Chapter member Bernie Gross has lined up National Glider Aerobatic Champion Jason Stephens from Estrella Sailport to be our February guest speaker. Jason has put together a great presentation and talk that he will premier with us before delivering it at the Soaring Society of America Convention in Little Rock later in the month.

## **CACTUS FLY-IN**

### **JUST AROUND THE CORNER**

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 the event ran perfectly, 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

Continued on page 2

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.

### Remembrances of the 2009 Cactus Fly-In



Photo by Bill Unternaehrer

### Three Stearmans in a Fly-By of the 2009 Cactus Fly-In Ramp



### Les Whittlesey's 2009 Cactus Fly-In Grand Champion Lockheed 12A

#### 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 January, 2010

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.

## MY CAREER WITH THE FAA

By Chris Clark

Many of you Chapter 1217 members already know that I've retired! I worked at Scottsdale GADO/FSDO for over 27 years, and about 3 years at the Milwaukee GADO/FSDO before that. I'm really happy that I've finally got time to do the day-to-day things that I've been unable to for many years. I haven't been missing that "get up and go to work" thing, but I do miss my work friends.

What's it like to work in a FSDO? Are they real bureaucratic in the office? What do they do all day? How does the FAA hire those people?

I worked in two GADO/FSDO's for over 30 years. That says something right there about the enjoyment of the job. There are vacation & sick leave, health & life insurance benefits, a 401(k)-type opportunity, flexible work schedules, advancement opportunities worldwide, and many of the same things offered by private industry employment. The people in the office come & go, as is the nature of an aviation field. There are always new work friends to make! I've found it's easier to remember the good people (almost all of them) rather than the few who made life miserable.

FSDO's are tasked with a variety of daily work functions that have to be accomplished and balanced with the office budget and staffing. FSDO's have required inspections to accomplish on certificated operators, air agencies & designees. They investigate aircraft accidents & incidents, separate from yet concurrently with the NTSB. They are required to prioritize the applications for incoming air operator & agency certificates, and can work on them only when the office staffing & budget allows. The offices receive numerous complaints & questions from citizens about everything under the sun, a lot of which they can do nothing about. Inspectors have to attend a multitude of training courses in Oklahoma City and other

places, as well as scores of required on-line courses. The range of daily functions accomplished at a FSDO is mind boggling, yet the people are cheerful and truly do want to help when asked.

FSDO's too have to be patient with bureaucracy. After the September 11 attacks, it became necessary for visitors to make appointments to conduct business in the FSDO, such as renewing a CFI or replacing an airworthiness certificate. That alone created an additional burden on the front desk administrative employees – explaining to those without appointments that it is necessary, making & changing appointments that are made. FAA rules change from time to time, affecting many aspects of aviation. FAA guidance sometimes lags behind the rule changes. This adds to the complexity of helping out with an issue brought in perhaps by one of you!

When a FSDO needs to hire inspectors, they are sometimes limited by staffing ceilings of the Region, or possibly the entire country. The hiring process for inspectors in the FAA begins with an on-line application process. When the FSDO is able to hire, they are required to consider only the qualified applicants who are on the "list" from the on-line application process.

It has been a fun career, and the people are fabulous to work with. Scottsdale FSDO has a bunch of really nice, smart, helpful people. They truly love aviation, and want nothing more than aviation safety.

## DC-3s FLOCKING TO AIRVENTURE BIRTHDAY BASH

They're coming from everywhere; some three dozen DC-3 and C-47 aircraft that have already shown interest in participating in "The Last Time..." 75th anniversary celebration of the aircraft at EAA AirVenture Oshkosh 2010. The list of potential aircraft that will be participating in the DC-3 mass arrival is still

Continued on page 4

being finalized, but many of the participants are listed at [www.TheLastTime.org](http://www.TheLastTime.org) website dedicated to the formation arrival coming to Oshkosh.

The registration list for the mass arrival on July 26 has reached its limit of 35 aircraft, because of limitations at the staging airports. Other DC-3/C-47 operators are welcome to participate, however, by individually flying to AirVenture, which will be held July 26-August 1 at Wittman Regional Airport in Oshkosh.

Several of the DC-3s have been regular visitors to Oshkosh in past years, while others have made only rare appearances or have never been here. In all, it promises to be the largest airborne group of DC-3s assembled

since World War II, and likely for the last time ever.

One of the details being solved currently is parking for this many magnificent DC-3s at Oshkosh. It's anticipated that AeroShell Square, along with the Warbirds and Vintage Aircraft parking areas, will be fully engaged in showcasing these venerable airplanes.

Fewer than 100 of the aircraft remain airworthy in the United States, meaning that nearly half of the current fleet could be present at AirVenture 2010. The weeklong festivities at Oshkosh will also include historical and technical forums/presentations, fly-bys and a special evening DC-3 commemorative program at Theater in the Woods.



Photo by Ron Kassik

**Gull Wing Stinson seen at the 2009 Cactus Fly-In  
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Chapter Website: [www.ThunderbirdField.org](http://www.ThunderbirdField.org)

## **BUILD A PLANE LOOKING FOR YOUR SUPPORT**

Build A Plane (BAP), the non-profit organization that helps kids learn science, technology, engineering and mathematics by building real airplanes, is completing its seventh year. Officials of BAP say in fact it's been our most successful ever! BAP works to place donated aircraft across the country into schools that want to add aviation to their curriculum or groups who are willing to use aviation to enhance other educational objectives.

Currently there are over 130 projects across the United States, plus others in India, the United Kingdom and Nigeria, and we've set a target to have more than 200 projects operating by the end of 2010. Kids are given aircraft of all descriptions, from cabin class twins to singles to partially completed kits as project planes to build, rebuild or refurbish. BAP understands the correlation between aircraft construction and real-world applications of math, science, engineering and technology. Any aircraft, kit or aircraft component is valuable to a school program somewhere. And since school funds are always limited there are no charges for BAP services.

In addition to offering schools real airplanes as aids to learning science, technology, engineering and math, Build A Plane is working with a variety of partners around the country to develop and disseminate aviation-themed curricula for kids in grades K-12. The results of Build A Plane's widening efforts will not only impact American schools, but also many facets of aviation, from vocation to avocation.

Here's where you come in. Build A Plane doesn't receive nor expect payment from donors or school groups for the donation facilitation services provided. And now, we're in serious need of operating capital to ensure that our services continue. Our goal is to

raise \$75,000 to meet our operating expenses for 2010. To put that into perspective, each donation costs about \$500 to put an airplane in a school – your company or personal contribution can help us keep our facilitation or “adoption agency” services active.

Your donation will complement our own fundraising: our current plans to add curriculum sales and services will be announced in early 2010. However, our needs are larger and we'd appreciate your financial support now. The Build A Plane organization is recognized by the IRS as a 501(c) (3), non-profit organization, so your donation is fully tax-deductible. Donate today at <http://www.buildaplane.org/contribute> or mail your donation to us at Build A Plane, 3819 Seahorn Drive, Malibu, CA 90265.

There's nothing more gratifying than the calls we receive from school groups who have just picked up their airplane – kids cheering in the background is what we're all about. Hopefully, you can help us help keep them cheering.

## **TWO WAY RADIO REQUIRED NEAR LUKE FIELD**

The FAA has issued a final airspace rule requiring two-way radio communication in the vicinity of Luke Air Force Base near Phoenix. Effective May 6, 2010, all VFR aircraft operating in the vicinity will have to establish communication with the Luke Radar Approach Control prior to entering a Special Air Traffic Rule (SATR) area and maintain communication while operating in the area. The SATR will be active during official daylight hours Monday through Friday while Luke pilot flight training is underway, as broadcast on the local automatic terminal information service (ATIS). When it is active at other times, pilots will be notified by notam and through the ATIS broadcast. The SATR will be charted and will make use of a number of prominent visual landmarks.

According to the FAA and Luke officials, the rule is necessary to address reported near midair collisions in the area and will help reduce the potential for midair collisions in the vicinity. The Air Force had initiated voluntary efforts to reduce the risk, but ultimately the FAA determined that additional communication efforts would help mitigate the safety concerns.

The initial proposal would have required a clearance to enter the airspace. Pilots with no radio can call Luke by telephone to request transition. Many pilots are concerned that because VFR pilots tend to avoid controlled airspace, the SATR could push more VFR pilots closer to sailplane operations

from Pleasant Valley and make that area more congested.

Luke and Air Force officials might have driven another nail in the coffin of closing the base with local pilots who have in the past been very supportive of keeping the base open. If their operations require that much airspace and are that dangerous maybe they should shut the base down and move to a more remote location that would protect the public from those trainee pilots.

Watch your notams and read your charts carefully before flying near Luke Field after May 6.



**Great place to watch the runway action at the 2009 Cactus Fly-In**



Photos by Ron Kassik

**F4U Corsair in Racing Trim taking off at the 2009 Cactus Fly-In**

# ThunderAds

## **FOR SALE**

### **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 [EAAChapter1217@aol.com](mailto:EAAChapter1217@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**

### **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)

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