



# The ThunderWord

Thunderbird Field EAA Chapter 1217 January 2014

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar! Another year has passed and I am really looking forward to 2014. I finally passed the 1000 hour mark flying the Airbus for work and feel that I have been fully assimilated to the fly-by-wire flight control system of this futuristic jet. The other great news is that we will be painting the American Airlines livery on all of our planes, making us part of the world's largest airline.

At the November meeting, Dr. Sharon Taylor took us through many years of research she went through to learn about the last flight of her father, WW II P-38 fighter pilot, Lt. Shannon Estill. Sharon gave us the history of her quest, showed us the documentary that the German version of PBS did, and even brought a box of parts recovered from the crash site for us to look at. It was a really emotional story, and it was great that she came and told it to our Chapter. Ron Landon was the spark behind finding Sharon and getting her to talk. Thanks, Ron!

The article, "Did you Hear it Sizzle," was sent to me by my old twin Beech pilot buddy Grant. He said that it pretty well summed up why we fly, and after reading it I have to agree. After tracking down the author to get permission to use it, he said he would forward future stories as well. Sometimes we get caught up in what we fly and where we fly, and forget how much fun it is to just get out and fly! Speaking of cool, the good luck of one of our members is something you will also want to read. See you at the January meeting!

*Curtis*

## **JANUARY CHAPTER MEETING**

The January meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, January 16<sup>th</sup>, starting at 7 pm, in the Scottsdale Aviation Business Center. This month's guest speaker will be Chapter 1217 member John Washington. John is going to tell us about the history of the first Air Commando Squadron. It should be a very interesting meeting.

Guests are always welcome!

## **CHAPTER 1217 HOLIDAY PARTY.**

Last month Ron Landon and his wife, Sherrie, opened the doors to their home for our annual EAA Chapter 1217 Holiday Party. This was the fourth time they have hosted the event. There was lots of food, libations and live holiday music by the Sonoran Horns & flute duet to put everyone in the spirit of the season. Everyone is busy around the holidays with parties, traveling and shopping, so thanks to everyone who made the party a priority. Plans are already under way for next year's party – with a few twists!

## **CHAPTER MEMBER**

### **WINS LUSCOMBE**

Long time Chapter 1217 member Steve Wieneke had some great news just before Christmas. He was the grand prize winner in the Luscombe Foundation raffle! He won a beautifully restored Luscombe with electrical system and new radios. Steve was elated, as the first plane he owned was a Luscombe that he kept at Scottsdale Airport but had sold many years ago. He plans to keep the plane, rather than take the cash. It will be hangered at Casa Grande along with his Cessna 170B. He said it was ironic how he started out in a

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Luscombe, flew S-2 Vikings in the Navy, and has flown the past 25 years for American Airlines. And now he is back in the plane that

got him interested in flying. Having known Wink (his prison nickname) since we were kids, it couldn't go to a nicer guy!



**Restored Luscombe 8A) won by Steve Wieneke**

## **SCOTTSDALE HOMEBUILDER PASSES AWAY**

Dr. Bob Huntington, a retired dentist, passed away last month at the age of 90. Bob built two homebuilts – a Starduster Two and a Glasair that he kept in the City Hangars at the west end of Scottsdale airport. Bob loved to give his family, friends and patients rides in the open cockpit Starduster, and nearly every afternoon you would see him flying. Bob passed the homebuilding bug to his son Rob who works for Phoenix Composites.

## **LUKE FIELD AIR SHOW BACK ON**

Luke Air Force Base has scheduled its 2014 air show and open house for March 15 and 16. 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. The 2013 event was canceled due to federal budget cuts, but organizers are optimistic that this year's show will be bigger than ever.



**Ron Landon being the Perfect Host at the Chapter 1217 Holiday Party**

## **EAA ANNOUNCES 2014 RAFFLE PLANE FAIRCHILD 24**

An immediate favorite of outdoorsmen and the Hollywood elite in the 1930s, Fairchild opened up a new realm of recreational possibilities. The 2014 EAA "Classic" Sweepstakes Fairchild 24H, with seating for four, an icon of a bygone era, was

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meticulously restored in the late 1990s and is powered by a 175 hp Ranger 6-440-C2 engine.

Second Prize is a 2013 Can Am Maverick XRS. Built to satisfy the appetite of any high-

performance side-by-side (golf cart) enthusiast, the Can Am Maverick 1000R XRS will take trail riding, dune whacking and rock crawling to the next level.



**Fairchild 24H that will go to the Lucky Winner of EAA's 2014 Raffle**

#### **GLASAIR GETS LODA FOR TRAINING**

On December 13, 2013, Glasair Aviation announced they have received a Letter of Deviation Authority (LODA) to conduct Flight Training in their Experimental Aircraft. This is a big hurdle and offers pilots the opportunity to get quality aircraft specific ground and flight training in their Glasair Sportsman.

Glasair developed a transition training program and applied for the LODA in direct response to recommendations made to the industry by the NTSB in their 2012 study into safety of Experimental Amateur-Built Aircraft (NTSB/SS-12/01).

Flight training considered acceptable with a LODA includes:

1. Initial flight training for the operation of a specific make and model of experimental aircraft.
2. Recurrent flight training for the operation of a specific make and model of experimental aircraft.
3. Instrument competency training for a specific make and model of experimental aircraft.

4. Training for a flight review in a specific make and model of experimental aircraft.

In addition to Glasair Aviation Instructors, other Instructors approved to operate under this LODA are:

Richard Eastman, Newport Beach CA., 714-404-3325 reastman@eastmangroup.com

Richard Adams, Franktown CO, 303-513-2594 secondstoryflyer@gmail.com

Dan Dudley, Oregon WI, 608-835-8931 ddudley@fpm.wisc.edu



**Airplanes were the main topic of Discussion at the Holiday Party**



**Three-quarter Scale Radio Controlled Model of the Fokker Dr.I Triplane**



**Conversation, Food and Drink**



**Enjoyed by All at the Holiday Party**

**DID YOU HEAR IT SIZZLE?**

*By Dale Anderson*

November 12, 2013, a beautiful day to be flying. This morning the day started out as a high overcast day, nothing audacious just there, with whispers of lenticular clouds letting you know that somewhere up here in the realm of nosebleed altitudes the winds are blowing. Ahhhh, but here in the 3000 foot or lower elevations the winds are calm, gentle and behaving ... my realm.

Coming off what seemed to be a rather long spell of hangar flying, I gathered up my yellow Lab, Buster, and headed for the airport to give him some exercise. We were only there for about 15 minutes when Kenny came cruising up in his pick-up. "You going up?" he asked. "I wasn't thinking about it, but that could change." I asked him, "where do you want to go?" I could tell by his eyeballs bouncing back and forth that somewhere in that water head of his, a decision was having

trouble formulating. So I suggested we go fly the riverbed. He was all over that like white on rice. He asked me, "are you gonna fly in those Crocs?" I told him "yeah, you got a problem with my Crocs?" "No, no I used to fly in some sissy tennis shoes, I don't anymore, I understand." "There's nothing wrong with Crocs" I said in a whisper, as I was walking away to open the hanger doors.

We rolled the planes out, did our pre-check and gave the blades a throw to start our trusty Continentals. I put Buster on a rope with some water and told him to guard the hangar, like that would really happen. He's never guarded anything in his life, not even his dinner.

Runway 11 looked like the direction of departure for the evening as spoken by the windsock. We positioned ourselves on the taxiway for run-up and system checks. With everything in the green we pushed the throttle forward and did our rollout as a flight of two joined at the hip. We both broke ground at the same time and started climbing elevator style. Like two guys taking the same elevator we must have pushed the same button because without communicating we both leveled out at 500 feet and started skirting the countryside heading toward the Santa Maria riverbed. It was beautiful. Flying does not get any better than when you're flying with your buddy and you have flown so much with him that his moves and thoughts are your moves and thoughts. Kind of scary too, he's about as warped and twisted as a well used Weber grill.

Ken hugged the Mesa while I fanned out over the sand dunes and farm lands. We crossed several fields where farmers were finishing up their day of planting and doing whatever farmers do. It's always entertaining to fly over and watch their heads roll upward to see what is going over, kind of like cows. Some will even throw a greeting up in the fashion of rocking their arms and in return I'll rock the wings. Somehow, they seem to really get a kick out of this. I guess it's a human need to be noticed or a feeling of being one with the

aviator. I'm not a psychiatrist so I won't try and dissect that one any further. All I know is they like it and that's ok with me.

We continued down the river bed pass Santa Maria bridge and the city of Santa Maria. We shed off a hundred feet or so to get a better look at the surroundings. I see a potential field for maybe a landing so I pull back the throttle and do a fast glide over it looking for anything that would be detrimental to my faithful airknocker. I gave it the mental, "interesting, maybe another day" grading and powered up to scope out another field ahead.

They seem to drive a lot of heavy equipment through the river bed down closer to the township of Sisquoc. I made a low pass over one such road and gave it a definite, "doable" grade for landing. Maybe even on my way back I'll shoot an approach to the road.

By now Ken and I were approaching the Union gravel pit which is positioned right next to Ed Wood's old homestead. Well it would be sacrilegious to fly by Ed's place and not say hello. So we both pushed up a couple of rpm's to give Ed, if he's around, a slow motion, high-speed fly-by. What can I say, that's what Champs do. At break-neck speed we roared down his, much-needed-mowing, grass airstrip; leaving the blades bending almost past their abilities to recover, possibly falling on deaf ears and blind sight. As I pulled up into almost blackout G's I saw no one come from the house or old hangar. If a tree limb falls in the forest and no one is around, does it still make a sound? If you make a bitch'n fly-by and no one is at home, is it still bitch'n? Alas, the secrets of the universe.

Ken and I pushed further down the riverbed toward its origins. Again, I spotted some roads that were wide and well used, obviously used by some sort of heavy equipment. I told Ken to check out this roadway below his right wing, "it looks as good as any airfield". He replied that it surely did. I told him I was going to check it out. I pulled out wide to my right and set up for a right base on the road. I

pulled the throttle back, pulled carb heat and trimmed for a 60 mph glide. I slipped over some power lines and a mound of dirt and began my flare to lose airspeed right at the would-be numbers. I floated for a short distance and made a three point landing with an uneventful roll out. I called Ken, "it's as good as any airport" just as he made a low pass overhead. I spun a 180 and departed the direction I came in.

Ken and I hooked up in a loose formation and started heading back home. The sun was now setting over the mountains and dipping into the sea. It was giving out a beautiful orange glow like an erupting volcano making a last stand resulting in a breathtaking sunset. Ken must have been absorbing the affects as I was because he came over the airways saying, "it sure is neat being a pilot." Knowing exactly how he was feeling, all I could say was, "it sure is".

We continued on at about 800 feet in silence all the way home. Two aviators lost in a moment, both of us soaking in the moment like sponges. I was watching the sun set in the ocean, a bright orange ball half submerged in the deep sea. I asked Ken, "did you hear it?" "Hear what?" "The sun setting in the ocean, did you hear it sizzle?" He must have thought I was getting too sentimental or weird or something because he didn't answer.

We continued into Oceano and I got to thinking it sure is getting dark quick since the

sun took a dunking. I clicked the mic several times to get the runway lights on, but to no avail. At least I couldn't see them. I heard Ken give his multiple clicks with what appeared to be a waste of thumb movement. Oh well, we'll make do. A thought came to me, "hey stupid, take your sunglasses off." I shed my glasses and "whoa!" there's all kinds of light. I should have kept them on it ruined my spiffy moment of coming in at dusk.

I made a three mile final for runway 29'er. As I got into my flare I could tell I was going faster than normal. I greased the landing, but knew I was doing a fast roll out. I threw a quick glance out my side window and saw the windsock flickering in the same direction I was going. This is not conducive to making a good landing, but in this case no problem.

Moral of the moment, it doesn't hurt to check the wind sock even if you think its calm. I informed Ken that his runway of choice should be runway 11 and that 29'er has a tailwind. He saw my long roll out and chuckled, "I'll say, where you going? I'll take one one."

Ken rolled in without incidence and we both secured our planes and closed the doors to another memorable flight, we saw the sun set and heard it sizzle.

*Note: These guys fly out of Oceano County Airport at Pismo Beach in California, it must be a work of fiction because no one could have that much fun...or could they???*



**Paul Besing restored this LS-3 sailplane between deployments**

# 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, TTAFE 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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