



# The ThunderWord

Thunderbird Field EAA Chapter 1217 January 2015

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar! It seems like the November meeting was eons ago! We heard from Dee Grimm who did a great presentation that had three parts: first was his involvement with formation training with his CJ-6A. The second part was about his adventures flying a converted Lockheed L-1011 flying hospital. Lastly he talked about the need for each of us to recruit, mentor and encourage the next generation of pilots.

It was great to see so many members show up on a rainy night for our annual Holiday Party. It was a fun filled evening with good friends and great food!

See you at the January meeting!

*Curtis*

## **JANUARY CHAPTER MEETING**

The first meeting of 2015 for Thunderbird Field EAA Chapter 1217 will be held on Thursday, January 15th, starting at 7 pm. The location is the Scottsdale Aviation Business Center, 15041 North Airport Drive. This month's guest speaker is Jeff Overby who owns a Harmon Rocket based at Deer Valley. He is going to talk about his involvement with Airshows, and the impact for both aviators and the non-flying public. Thanks to Jack Pollack for recruiting Jeff to speak.

Guests are always welcome!

## **CHAPTER 1217 HOLIDAY PARTY**

For the fifth time Ron and Sherrie Landon have opened the doors of their beautiful home and hosted our annual Thunderbird Field EAA Chapter 1217 Holiday Party. Throughout the evening about half of our

members stopped in to enjoy the festivities. Chapter 1217 provided the munchies and everyone brought something to drink so we had very little left over food.

## **SKY KIDS**

### **A VOLUNTEER PILOTS STORY**

*By Brian Ryckmen*

I thought that I would share one of my Sky Kids adventures from the last event on November 8<sup>th</sup>. I believe it was when I returned from my third flight of the day that one of the flight coordinators stopped me and asked if I had shoulder harnesses for the front seat passengers in my plane, and I said that I did. They said that the reason for the question was that they had a little boy that was unable to hold his head up, so the consensus was that the shoulder harnesses would do the trick keeping his head from falling sideways during the flight even if Dad had to hold them from the back seat. Well, it worked.

Let me back up a couple of steps to set this story up. After the initial contact inquiring about my shoulder harnesses, and the agreement that it all might workout, my loaders and I located my next "Sky Kid", his name was AJ, and he was 8 years old. I'm sure all of you saw AJ cruising around in his electric wheelchair with his "skeleton" face paint with his Dad and his sister. At this point, I had a feeling that this was going to be an extra special flight. On my initial contact with the family I introduced myself and in an upbeat mode, asked them if they were excited to go for an airplane ride? In an upbeat mode AJ and Dad (Norm) said yes, but Sister (Debbie I think?) wasn't so excited. So I quickly explained the process to them.

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**January 15<sup>th</sup> Chapter Meeting Speaker Jeff Overby with His Harmon Rocket**

how we would go to the plane, where we would fly, how we would unload safely, and then I explained that when we were in the plane if I held my hand up, that it meant that I needed to either hear the radio, or talk on the radio and that everyone should try to keep quiet. At that point, Sister, emphatically told me that “she didn’t talk”. I said “OK” and we proceeded to head to the plane to go flying. When we got to the plane, three firefighters (thanks fellas) helped me load AJ into the front seat and we got him buckled in, headset on, and ready to go. Here is the first thing that happened that touched my heart. After I slid AJ’s seat forward so that we could load his Dad and Sister into the back seat, AJ asked me if I could put his arms in his lap so they wouldn’t get in my way while I was flying. I said “sure”, and I did. Next, he asked me if I would turn his head so he could see out of the side window, I said “sure”, and I did. (At this point I was sure glad that I had sunglasses on so they didn’t see me tearing up.)

Well, now the plane is running, avionics on, taxi clearance received, and we’re on our way. It’s a little warm out, so I have the windows open, and here it goes. Our little “non-talker” sitting in the back seat definitely does not have “mic fright”, when she realizes that she can hear herself in the headset, IT’S ON! She’s now talking to anybody that will listen, even though it might only be her. After a couple of minutes AJ was getting a little intimidated with her nonstop talking, it was obvious. The next thing out of her mouth was, “it’s too hot”, and then “it’s too windy”; then I hear from AJ “just deal with it”! As I’m hearing all of this in the headset, the first thing I do is giggle thinking how normal all of this is between siblings, and then here comes the tears again, as I put it all in perspective when a non-handicapped kid is complaining about being hot and a kid that can’t even move his body is perfectly happy.

Well, were finally off of the ground, climbing out to the Northeast and everybody is taking

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in the sights and sounds, and guess who hasn't been quiet for one second?! We had a great flight seeing Pinnacle Peak, the fountain at Fountain Hills, Bartlett Lake Dam, and even Lake Pleasant off in the distance on the way back to Scottsdale. AJ asked me a couple of times to turn his head either towards the panel, or towards the window so that he could see all that was going on, and I did each time that he asked. I had been making position reports during the whole trip without any issue despite my little "talker" in the back seat, but as we approached the substation reporting point I couldn't get her to quit, so I had to push the "magic" isolate button on the audio panel so I could talk to the tower to get us back on the ground safely.

After taxing in and getting shut down, the firefighters again helped get AJ out of the plane and back into his wheelchair as I secured the plane, and then we all headed back into the reception area and the red carpet. At this time I gave him his flight certificate and his flight wings, and thanked him for being there for me to take him for a flight. As his Sister also came across the red carpet I made a point to thank her for flying

with us, gave her a set of her own flight wings and told her I was glad she went with us. (It wouldn't have been as fun of a flight if she would've been quiet!)

As we said our goodbyes and I watched them heading for the door, I was sure glad that I had a napkin in my pocket to wipe my eyes. I don't know what it was about that flight, but it was extra special....

As all of you know that participate in these Sky Kids events, whether you are an organizer, sponsor, greeter, loader, pilot, or whatever, you touch lives in a special way; and I know that all of you have touched my life. I feel so lucky that I'm in a position to be able to fly these families and make a kid smile who might not have a reason to smile every day.

FOURTH ANNUAL FLY DAY EVENT FOR SPECIAL NEEDS KIDS Goodyear Municipal Airport April 18, 2015 For more information visit <http://www.SkyKidsAZ.org> or E-mail: [Info@SkyKidsAZ.org](mailto:Info@SkyKidsAZ.org)

Sky Kids, Inc. is an Arizona 501c(3) Public Charity All donations are tax deductible.



**All Ready to Fly**



**AJ Given His Flight Certificate and Wings**



**Seattle World Cruiser First Flight**

## **SEATTLE WORLD CRUISER FLIES**

This month was a major milestone for the Seattle World Cruiser project, their first flight!

On a rainy Saturday it took to the skies for a brief hop down the runway at Boeing Field, but as the saying goes, "a journey of a thousand miles begins with a single step."

This small step is a very important stride towards their ultimate goal of the giant leap of flying around the world. This replica is being built by a highly motivated group of volunteers in the Seattle area. Take a few minutes and check out their website to learn more: [www.seattleworldcruiser.org](http://www.seattleworldcruiser.org)

## **SECOND PILOT NOW ALLOWED ON FIRST FLIGHTS**

AC90-116 - Additional Pilot Program for Phase I Flight Test, Date Issued September 23, 2014, Responsible Office AFS-800. Description: This advisory circular (AC) provides information and guidance on the Additional Pilot Program (APP) for flight testing experimental aircraft. The APP was developed to improve safety by enhancing Builder/Owner Pilot (BP) skills and to mitigate risks associated with Phase I flight testing of aircraft built from commercially produced kits



**First Flight Celebration**

through the use of a qualified additional pilot and powerplant testing. The APP is an optional program which provides another pathway to conducting Phase I flight testing.

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The traditional option for a pilot to test their aircraft solo during Phase I is not covered or affected by this AC, and remains an option for those who choose to do so in accordance with their aircraft's operating limitations.



## **ARLINGTON FLY-IN GETS FAA ATC FEES RETURNED**

It was a very Happy New Year for the folks that run the Northwest Regional Fly-In in Arlington, Washington. After much legal wrangling and political pressure the FAA has returned all the fees they had charged them in the past for ATC services at the event.

Our very good friend, Arlington Mayor, Fly-In Director, and Private Pilot, Barbara Tolbert passed along the news that, "Thanks to Senator Patty Murray, who was our advocate for having the FAA Administrator review this policy, the FAA has changed their policy about charging for the temporary control tower at our Fly-In. The review worked! We are receiving a refund for last year's costs and a determination that they don't need to charge the Fly-In for the temporary control tower in the years ahead, as long as the work load stays about the same."

In a letter issued by the FAA's Peter J. Basso III, Director of Financial Operations, (FAA-Washington DC): "The FAA has reviewed the actual expenses incurred to support the 2014 Arlington Fly-In and due to the small amount of costs incurred beyond the initial advance payment, we have made the determination to refund, to the Arlington Fly-In, all the funds provided to the FAA in support of the 2014 airshow."

Basso also noted that, "Given the size of the event and the FAA support requirements of the Arlington Fly-In airshow over the last two years, and in compliance with the FAA

Special Event Policy, FAA management has determined that we **will not seek reimbursement for support of future Arlington Fly-In** Airshows provided the level of support required of the Arlington Fly-In does not substantially increase. If the support requirements do substantially increase, we will coordinate closely with you well in advance to ensure you have adequately notification and the opportunity to plan accordingly."

How this may affect other organizations and Fly-In efforts, such as EAA's annual Oshkosh AirVenture and the Sun-n-Fun Fly-In in Lakeland, FL, is not yet known.

The annual Arlington Fly-In, located at the Arlington Municipal Airport in Washington State began as a one day fly-in and spaghetti feed in 1969. It has grown to become one of the most popular sport aviation events in the West. The "County Fair with Airplanes" has been named one of the friendliest Fly-In destinations by a number of entities. This event has something for everyone, from Airshows, to RC models, to massive homebuilt aircraft displays, to Hot Air Balloons to Military Vehicles. This year's event is scheduled for July 9th to the 11th, 2015.



**Brent Taylor New AAA President**

## BRENT TAYLOR

### NEW AAA PRESIDENT

Sixty-one years ago Robert L. Taylor founded the Antique Airplane Association (AAA) in Ottumwa, Iowa. Now, after six decades serving as AAA president, longer than the leaders of any other aviation organization, Bob has stepped aside to become AAA's Chairman Emeritus. At a recent AAA Board meeting, the Directors elected AAA Executive Director, Brent Taylor, to become the new

AAA President. According to the AAA, "Not since Michael took over from Vito Corleone has there been such a momentous change in leadership and, yet, one that preserves the link between past and present."

Robert L. Taylor may have handed over the reins, but you'll still find him at home on Antique Airfield in Blakesburg, Iowa making sure this new kid "Keeps The Antiques Flying!"



### Dennis Myrick's Onex Project

Denny comments that it is starting to look like an airplane. All the empennage surfaces are also complete and have been mounted but then removed due to space limitations.

### EAA Chapter 1217 Personnel

President	Curtis Clark	602 710-4494	<a href="mailto:EAACChapter1217@aol.com">EAACChapter1217@aol.com</a>
Vice President	Terry Emig	520 836-7447	<a href="mailto:terry@valleypumpandmachine.com">terry@valleypumpandmachine.com</a>
Secretary/Treasurer	Jack Pollack	480-695-4441	<a href="mailto:Jack.Pollack@Analyticalgroup.com">Jack.Pollack@Analyticalgroup.com</a>
Newsletter Editor	Ron Kassik	480 948-0168	<a href="mailto:ronkassik@cox.net">ronkassik@cox.net</a>
Young Eagles	YOUR NAME - HERE POSITION OPEN		
Technical Counselor	Dan Muxlow	480 563-4228	<a href="mailto:N27DM@cox.net">N27DM@cox.net</a>

# ThunderAds

## **FOR SALE, ETC.**

### **ZENITH STOL CH 710**

Estate sale. Aircraft close to finishing. Located in Yuma, AZ. Contact Bob Carter for more information [BobC@buildersguild.com](mailto:BobC@buildersguild.com)

### **VANS AIRCRAFT RV WHEEL PANTS**

Pressure recovery wheel pants. New never used, painted, or drilled \$400. Jack 480 695-4441

### **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)

### **MISC. INSTRUMENTS**

New Rapco Vacuum pump RA215CC-9, \$250.; New Electronics International oil pressure and temp, \$400.; New Elec. Int. carb temp and outside air, \$250.; New Elec. Int. volt amp gage, \$250.; New Elec. Int. single cyl head temp, \$250.; Ovh. RC Allen Horizon RCA22-7, \$400.; Ovh. Edo Air DG 4000B-8, \$400.; Repaired Cessna turn coordinator, \$200. Jerry 602- 663-2432, or e-mail: [JerryLane90@aol.com](mailto:JerryLane90@aol.com)

### **PULSE AUTOCYCLE**

FAA got you grounded? Want a fun project that captures the thrill of flying? Jim Bede designed Pulse Autocycle for sale \$22,000., Arizona title and current registration. Curtis 602 710-4494 [azskybum@aol.com](mailto:azskybum@aol.com)

### **TAYLORCRAFT BC12 D**

Beautifully restored BC12 D. TT: 2635 hrs. 255 hrs since total restoration. C-65 255 hrs smoh. Have all aircraft records & FAA data since new. Annual inspection with purchase. \$24,500. [Steve Trieber](mailto:SteveTrieber), Located in Casa Grande• Telephone: 207-853-6060

### **LYCOMING 0-360 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](mailto:delgiorgiopels@gmail.com)

### **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.

### **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.

## **SERVICES**

### **OIL COOLER REPAIR AND SALES**

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

### **ANNUALS**

Owner Assisted. Jim Moss 520-440-2191 [www.northside-aviation.com](http://www.northside-aviation.com)

### **FLIGHT INSTRUCTION, ETC.**

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

### **HOMEBUILT AIRCRAFT CERTIFICATION**

ABDAR Gary Towner 928-535-3600

### **PROP BALANCING, ANNUALS, PREBUYS**

Jim Berdick Al 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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EAA Chapter 1217  
5450 East Voltaire  
Scottsdale, Arizona 85254**

