



The ThunderWord

Thunderbird Field EAA Chapter 1217 January 2018

Scottsdale, Arizona

PRESIDENT'S CORNER*

Greetings from my corner of the hangar! Last month's meeting was dedicated to the triple presentation of the Wright Brothers Master pilot award to three distinguished aviators and Chapter 1217 members; Robert "Stu" Bloemer, Bernie Gross, and Arv Schultz. The FAA Safety Team of Ernie Copeland and Tina Buskirk did the honors to a record attendance. It was very interesting to hear the award recipients talk about their careers and opportunities they had along the way.

After a holiday break, where we had a very successful Holiday Party, we are hard at work on our January meeting program. When limited flights to Cuba started being allowed I thought it would be a great adventure to fly my plane to Cuba, more for the fun of going somewhere that has been prohibited, than for the cultural education. It's close to the US mainland and I hear they have some pretty good rum! This month's speaker is going to go over his planning, preparation and actually flying the trip. It should be interesting.

It's great to see members that have gotten out of sport flying reappear. Last month after three years MIA Kevin Hebstreit showed up with a beautiful RV-4 he found in Napa California. He has been making up for lost time and flying it at every opportunity.

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 18th, beginning at 7 pm. As far as great adventures, one of the new opportunities that has opened up is flying your plane to Cuba. We are going to hear from Norm Rainey who built an RV-10 and then, after a bunch of research and planning,

flew it to Cuba. This month's program was the idea of Chapter member and RV-6 owner Judy Meyer and we have been waiting for the stars to align so she can hear his presentation too!

Guests are always welcome!

MEETING LOCATION

The location is Paradise Valley Community Center, 17402 North 40th Street. It is on the west side of 40th Street just north of Paradise Valley High School. Basically 1/4 mile north of Bell on 40th Street. We will meet in the large multi-purpose room. We learned last month you can park on the south side of the building and have more parking options that are closer to the door. Look for the signs!

CHAPTER 1217 HOLIDAY PARTY

We decided to have the nineteenth annual Thunderbird Field EAA Chapter 1217 Holiday Party a little earlier in the month because of scheduling conflicts. A big thanks go out to Ron Landon and his wife Sherri who once again hosted the party at their home. Based on a few suggestions we moved the party to a mid-afternoon event to enjoy our great Arizona weather. A special treat was Stu Bloemer bringing his keyboard so we could all enjoy some music to go with the festivities.

WELCOME NEW MEMBERS

Two new Chapter members have been added to the roster since our last newsletter. We look forward to seeing them at our meetings, Scott Emerson is the Grandson of Chapter member Paul Good. In the past year he has finished his private license, bought a Cherokee 235, and started on a RV-14 kit. Scott works for APS in the same office as another Chapter member Larry Keeling.

Gary Mowad is an avid canard builder/pilot. His current plane is a Long Eze that he

hangars by the tower at DVT. Gary has been a past EAA Chapter President. Gary has his

own business and works in environmental consulting.



New member Scott Emerson and his daughter Audrey, and their Cherokee 235

ONEX INVASION UPDATES

Chapter members Micah Martin and Denny Myrick are both building ONEX kitplanes sold by SONEX. The single seat plane is all metal and features folding wings and an AeroVee engine that the builder assembles. After Chapter meetings Micah and Denny have been comparing notes, frustrations and successes but are independently building their projects.

Dennis Smith was on hand for the first engine run of Denny Myrick's Onex. It happened on 21 Nov 2017 and started surprisingly easily. He had some of the usual issues with instrumentation and carb setup, but he now has 3 or 4 runs on the beast and has worked out most of the trouble spots. The next run may be during the first flight

Micah Martins ONEX is waiting for a DAR and final signoff. It is wrapped instead of painted and looks really cool with a bright green and black covering. Micah's build blog www.micahmartin.com/onex/ takes you through the building of the plane. One of the interesting things for me was he counterbalanced the ailerons after he wrapped them so they would be correctly balanced. I am looking forward to seeing them both in the air in the near future.

THE LAST RAF CADET

AT FALCON FIELD

By Mike Doyle, Stearman pilot

Mike Doyle of the Wings of Flight Foundation hosted a film maker as he documented the life stories of Stan Whalley, the last remaining RAF Cadet to train at Falcon Field in Mesa.

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Micah Martin's Beautiful ONEX

In 1942, at the age of 18, Stan enlisted in the RAF and was initially trained on the Tiger Moth, amassing 90 hours in England. His class was then divided into 3 random groups which were all told to go pack quickly and return as the training from now on will be either Canada, South Africa, or the States. "Pack for all three, you won't know where you are going till you get there." Stan boarded a steamer and zig zagged across the Atlantic arriving in NYC in November of 1943, then hopped a train to Phoenix AZ. His stories of the Mesa/Apache Junction area were mesmerizing. He's forgotten nothing as he recalled his next 90 hours in the Stearman, identical to the one he sat yesterday in front of the Wings of Flight Foundation, then 90 more hours in the T-6.

In Mike's words he said there was only three of us in the hangar watching this unfold. It was the greatest front row seat I've ever had and when it was over we were able to ask questions as the director kept rolling. Stan showed us pictures of himself receiving his RAF wings in a small ceremony at Falcon Field.

We listened as he remembered his American friend who did some electronics work at the airport and opened a small theater and let the Britts in free if they wore their uniforms. He visited this place many times with a young lady from Apache Junction and in the years after the war often wondered what ever became of that kind friend Mr. Harkins ... Stan went on to fly the P-51 but "never fired a shot in anger"

I felt guilty when he left that more people were not here to see and hear this man, the last surviving Falcon Field RAF Cadet. When the documentary is finished I'm sure it will be posted on the WOFF web site and Face Book page. Stay tuned. His only request before he left was that we take his Daughter for a Stearman ride. Wish granted. I wish every one of you could have been there.

Side note: Mike Doyle worked his way up in the airlines from being a flight attendant for America West to getting to be a pilot. He now flies as Captain for American Airlines on the Boeing 757, flying the Hawaii routes. On his days off he flies his 450 hp Stearman based at Falcon Field and tries to balance his time

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between his head in the clouds and his feet in the sand.

10,000th VAN'S AIRCRAFT FLIES

Congratulations David Porter, who recently reported the first flight of his RV-7 and became the official 10,000th Van's RV aircraft to transition from a collection of parts and take to the skies. We say "official" because there are certainly more than 10,000 flying, but we don't know about all of them. Many builders have taken to the air and, doubtless, the thrilling experience caused them to overlook alerting anyone at Van's.

Mr Porter lives in Martinsburg, WV and spent 3 1/2 years building his RV-7 from a standard kit. It's the first airplane he has built. He's also the President of EAA Chapter 1071 in Martinsburg, where several members are also RV builders and pilots. Serial number 74311 (the 4311th RV-7/7A empennage kit sold) is the 1,662nd RV-7 to fly, and a splendid example of the marque. It's fairly typically equipped for a modern RV, with a Lycoming O-360-A1A, Hartzell blended airfoil prop, GRT/Garmin VFR avionics and seats by Flightline Interiors. His first flight was on November 24th, 2017.

David is an experienced CFI, but a relative newcomer to the RV world. As he says: "I had never considered building an airplane until one day in late 2013 when I got a ride in the back seat of an RV-8. It was my first time in an RV, and I was amazed by the performance. I immediately started running calculations about whether I could afford to build an RV. Before long, I ordered an empennage kit and sold the Piper Warrior I had owned for several years."

Van's Aircraft began to sell RV-3 plans back in 1973, so over the last 44 years a new RV has taken to the air every 1.6 days, on average. No-one is exactly sure when the 1,000th RV flew - best guess is around early 1994. The 2,000 mark was passed in November 1998, nineteen years ago.

The increase from 9,000 flying RVs to 10,000 took just 33 months or under 1,000 days. So

currently, about one new RV airplane leaves the ground each day, 360 in the last year. An interesting sidebar is that the shortest time taken to gain 1,000 flying RVs was from 6,000 to 7,000 in the 23 months leading up to October 2010. At that time, three new RVs flew every two days.

Cirrus, the leader of the certified single piston pack, will deliver around 300 airplanes in 2017, so the "distributed production" of RVs is the largest addition to the worldwide piston fleet each year. Van's continues to democratize general aviation, to offer as many people as possible the opportunity to experience affordable RV "Total Performance". RVs have flown around the world, over both poles, and in more than 50 countries.

None of this would be possible without the dedicated efforts of thousands of builders, each one with their personal dream to fly an RV that is uniquely their own. Van's can supply the raw material, but our customers provide the blood, sweat and tears that transform those parts into flying aircraft. Thanks are due to all RV builders, whose work has changed the world of personal aviation.

Dick Van Grunsven, founder and CEO commented: "If we step back and take a historical view of the RV phenomenon, we realize that "RVs" have been part of the aviation scene for over half of the "personal aircraft" era which began in the late 1920s. Over that period RVs have morphed from interesting fringe area curiosities to GA mainstays. Credit is due both to the dedicated and talented staff at Van's Aircraft and to the thousands of aviation enthusiasts who had faith in the perhaps understated performance and value of our traditional designs. I cannot overemphasize the importance of the countless builders and pilots who have supported each other, and created a community that is now an aviation icon. Together, we have advanced the enjoyment and safety of personally built aircraft. On this strong foundation, I see no

end in sight to the growth and energy the RV community is offering to GA."

We look forward to the next 10,000. At current rates, that should take only about half as long as the first 10,000, so watch this

space in 2040 or so. We're confident that Van's will be there, and that plenty of RVs will still be delighting their owners, and taking new generations of builders into the sky.



Bill Unternaehrer's Skybolt going back together after Being recovered with Stewart Systems

RV-10 CIRCLES THE GLOBE

Sylvia and Brian Foster from Port Alfred, Eastern Cape, South Africa have just returned from a 160-day trip around the world in an airplane they themselves built.

The aircraft, a Vans RV-10, is an American-designed four place single piston engine "kit plane". It features a 260 horse power Lycoming engine and is capable of a cruise speed in excess of 160 knots (200km/h) and has a range in excess of 800 nautical miles.

Sylvia and Brian left Port Alfred off the 43 Air School runway on May 31 and took on the journey that would last them 160 days. During the trip they flew a total of 52 flights and total flying time of 259 hours, with the shortest flight lasting only 12 minutes, from Kilimanjaro to Arusha, and the longest of over 14 hours from Merced, California to Honolulu.

Sylvia said that among the highlights was the approach to Nuuk airport in Greenland. "After flying over the ice cap, then past glaciers, and icebergs, up a fjord was unforgettable. [And] walking back from the pub in Nuuk at midnight and it was still light," said Sylvia.

The plan to fly around the world started when the couple wanted to buy a Mooney airplane in the USA and fly it back to Port Alfred. Sylvia said it got them thinking that they might as well make a trip of it and go all the way around.

"We then moved on from buying a second-hand Mooney to building our own plane," she said. Sylvia said the Vans RV-10 took two years to be built and that the kit was modified to double the fuel capacity and state of the art avionics were installed.

“Brian worked from 8am to 6pm seven days a week for very long stretches, then we would have unplanned breaks waiting for parts to come from America. I went in most days to help, but did not put in the same long hours. We had support from all our friends at the Albany Airpark. While building the plane we planned our trip,” she said.

Sylvia said the epic journey was not entirely smooth sailing, and a particular low point was at Cassidy International Airport, Christmas Island, in Kiribati where they were held for several hours because of problems with “paperwork”. Ultimately Brian and Sylvia were not allowed to leave the island for six days until a 10,000 Australian dollar “fine” was paid.

“The hotel ran out of most basics so it was fish and rice for several days,” she said. With the highs and the lows, Sylvia said there were several unexpected moments added to their trip. The night before a scheduled flight from Seychelles to Mozambique at 10pm, despite flights agents’ reassurance, they learned that no Avgas was available.

“They had no fuel for us. We then had to change plans and wait for flight permits to fly

to Madagascar instead,” she said. Sylvia said the couple had a great experience flying into Auckland International, a very busy airport, and Air Traffic Control asked an airbus on the taxiway to “let the little guy go first”.

“The trip has been as much about the people they met as the places we have seen. The flying community is on the whole a very friendly one and we have met several people in USA, New Zealand, Greenland, Australia and UK who we are sure will be friends for life,” she said.

For the couple the best views included Iceland, Sicily, Greenland, the Grand Canyon, Red Rocks of Sedona, Washington DC, Atherton tablelands, the Maldives and Queensland, Australia.

Despite being happy to be home, the couple are a bit sad that the adventure has come to an end. They encourage other interested people to do it. Before embarking on a trip like this, Sylvia advised to talk to lots of fellow aviators, carry enormous amounts of US dollars cash with you and be prepared to spend hours looking at weather forecasts. “You will spend lots of money, your hair will turn grey but do it anyway,” she said.

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ThunderAds

FOR SALE, ETC.

VANS RV-12 EMPENNAGE KIT

Paid \$2495 obo; Fasteners for the entire kit, paid \$285 obo; Avery/Cleveland RV-12 Tools, paid \$1800 obo; RV-12 kit and tools are in new/unused condition; All reasonable offers. Thomas Harper 480-268-5499 Tm00harp@yahoo.com

COOL PLANES FOR SALE

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

BAKENG DUECE

On gear, most of structural fabrication complete, wings, ailerons, flaps, tailfeathers and fuselage 90 percent done. No engine but dynafocal ring for a 0-320, new cleveland wheels and brakes. Located in hangar at Prescott \$3500, Charlie 602-377-2271 cdmichael1@gmail.com

Mooney for Sale

Terry Emig has a friend in New Mexico who is selling his Mooney. For more info, call Terry at: 520-836-7447 or email terry@valleypumpandmachine.com

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

Completed RV-7A tail kit.

Completed and zinc chromated. Nate D'Anna 602 891-4771 Email Natedanna@q.com

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 birdgangft@gmail.com

'65 MOONEY

Very clean, 4000TT, 22 hours SMOH, \$41K with new annual, Goodyear hangar, Joe Hobbs joseph.hobbs@cox.net for more information

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

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

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

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, buddairbum@cox.net

OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 www.oilcoolersvs.com

ANNUALS

Owner Assisted. Jim Moss had to move to Alaska to care for sick parents. He may be back later.

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

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-3442

MACHINE SHOP

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

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