



The ThunderWord

Thunderbird Field EAA Chapter 1217

July, 2009

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the June meeting Chapter VP Terry Emig gave a light hearted slide show on going for a ride in the Goodyear blimp for his 50th birthday. After the meeting we celebrated the eleventh birthday of our Chapter with birthday cake and drinks.

Somehow I managed to get the weekend of the Arlington EAA Fly-In off and since it is going to be 114⁰ in Scottsdale that weekend, I figured it was a good time to escape. There will be a report in the August ThunderWord of the highlights.

The annual Oshkosh AirVenture pilgrimage is this month! If you are thinking about going its never to late to find a place to stay so don't let that slow you down. EAA has a housing hotline and I have some contacts if you are hunting for last minute accommodations.

I hope to see everyone at the July 16th meeting!

Curtis

JULY CHAPTER MEETING

The July meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, July 16th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Mike Still, Chairman of the Board for COPPERSTATE Fly-In. He will be presenting a program update on the 2009 COPPERSTATE Fly-In to be held October 22-24th. This is the 37th Annual Fly-In and is shaping up to be even larger than last year's event with an expansion of the FuelVenture 400 competition. Be sure to check out www.copperstate.org for an update before the meeting. Guests are always welcome.

AIRVENTURE CHAPTER 1217

HAPPY HOUR

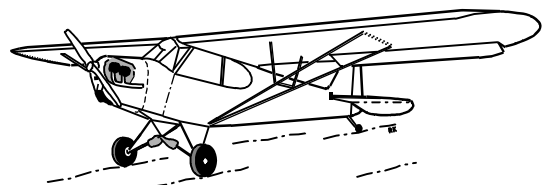
It has been an eleven-year tradition that Chapter 1217 members attending the Oshkosh AirVenture Fly-In get together one evening and compare sightings and stories.

We will have it on the first day of the Fly-In **Monday, July 27th**, the location is WENDT'S ON THE LAKE on Highway 45 in Van Dyne. If you follow highway 45 south from the seaplane base it will be about a ten minute drive on your left. Wendt's is famous for its lake Perch fish dinners; they also have a full menu and bar. Time is around **7pm** so plan on enjoying some good old-fashioned Wisconsin hospitality. Feel free to bring family and friends as we always have plenty of room for new friends. We will have reservations for our chapter so you shouldn't have to wait in line. If you get lost their phone number is 920-688-5231.

This year's AirVenture Oshkosh Fly-In plans to feature the Pitcairn PT-18 Autogiro, Goodyear Blimp, Airbus A-380, and many more new designs.

DR. MIKEY'S WACO FLIES

Mike Braegger has a lot to be happy about, he has finished the restoration of his Waco UPF-7 and it has made its maiden flight! This was an enormous project, and it is sure to be an award winner at every Fly-in he takes it to. He plans on restoring his checkbook as his next project.





Mike Braegger's Newly Restored Waco UPF-7



Another View of Mike Braegger's Waco

RICH SCHULLER HONORED

Chapter 1217 member, Rich Schuller was honored last month by the Federal Aviation Administration. Rich received the coveted Charles Taylor Master Mechanic Award for fifty years of excellence in the aviation maintenance sector. We will have to get Rich

to speak again at a Chapter meeting about his interesting career. Congratulations Rich!

WHAT DID YOU DO ON SUMMER VACATION?

Long time Chapter 1217 member, Pat McGarry, decided that he needed a new challenge for this summer. He joined the Wings of Freedom tour, sponsored by the Collings Foundation. His assignment is to give demonstration rides in "Betty Jane", a P-51C Mustang. Accompanied by the foundation's B-17 Flying Fortress and B-24 Liberator, they are barnstorming across the country as a tribute to the men and women that served in Armed Forces. The Mustang Pat is flying has been fitted with dual controls so it is possible to get some stick time in a real Mustang. While the bombers are giving walk through tours, the Mustang is kept busy giving rides to those who want to relive the past or simply cross another item off their "bucket list".



P-51c "Betty Jane" Ready for Take-Off



Pat McGarry in "Betty Jane"

HANGER TREASURES

Wendel Waltz have some stuff in his hangar he wants to get rid of, there is an old refrigerator, wood working benches, chairs, couch, bags of cash. All of this is free to a good home. If you know of anyone who would be interested, have them contact him. It is located inn hangar 26-9 at DVT.

wendel@waltzmail.net

LOST CHAPTER MEMBERS

Last month we posted a notice that a few members were missing in action. Well the word got out and several sent us e-mails to EAChapter1217@aol.com. Also, if you are one of the many folks whose zip code is changing please drop us a short note with the new number so your newsletter will arrive on time.

ST JOHNS AVGAS (SJN)

In an effort to support the burgeoning economy of St. Johns, Arizona, we wanted to let everyone know that AV GAS is still only **\$2.95** gallon for full service at St Johns (SJN). Please stop by and fill up whenever convenient.

If you have any questions 24/7 call Gary Liston, the airport manager (928-337-4254). St Johns has a couple courtesy cars and several restaurants just blocks away in town. Call (from the airport) to confirm which ones are open on the day you're there

- Speedy B's (diner) 928-337-2502
- Iggy's (family) 928-337-4447
- El Camino (Mexican) 928-337-4700
- Capt Billy's (roadkill)



Photo by Wayman Dunlap from Ron Opatriis WACO YMF-5.

Flight of Biplanes over San Diego Bay, May 16, 2009

COL. EDWARD P. MCMAHON JR

By Major Van Harl USAF Ret.

He wanted to be a Marine fighter pilot. The US was building up their military force, but they were not at war yet and the Navy required all its potential Navy and Marine pilots to have two years of college. So Ed started classes at Boston College.

When Pearl Harbor was attacked, the Army and the Navy both dropped the college requirement and Ed applied to the Marines. His primary flight training was in Dallas and then he went to Pensacola, Florida. He was carrier qualified, which means he knew how to perform a controlled crash of his single engine fighter, onto the rolling deck of a Navy floating runway.

It took Ed almost two years to get through all the Navy flight training. His problem was he was a very good pilot and the Marines needed flight instructors. He had a great command presence and public speaking ability, which landed him in the classroom, training new baby Marine pilots.

His orders to the Pacific fleet and the chance to fly combat missions off a carrier came in the spring of 1945, on the same day the Atomic bomb was dropped on Hiroshima. Of course his orders where changed. He never went to sea and he was out of the Marines in 1946.

Ed stayed in the USMC as a reserve officer. He became a successful personality in the new TV medium after the war. His Marine command presence helped. He was recalled to active duty during the Korean War. He never got to fly his fighter aircraft, but he saw his share of raw combat. He flew the Cessna O-1E Bird Dog, which is a single engine slow-moving unarmed plane. He functioned as an artillery spotter for the Marine batteries on the ground and as a forward controller for the Navy & Marine fighter / bombers who flew in on fast moving jet engines, bombed the area and were gone in seconds. Captain Ed was still circling the enemy looking for more

targets, all the time taking North Korean and Chinese ground fire.

He stayed with the Marines as a reserve officer and retired in 1966 as a Colonel.

The world knows Ed as Ed McMahon of the Johnny Carson, Tonight Show. One night I was watching the show when the subject of Colonel McMahon earning a number of Navy Air Medals came up. Carson, a former Navy officer, understood the significance of these medals, but McMahon shrugged it off, saying that if you flew enough combat missions they just sort of gave them to you. McMahon flew 85 combat missions over North Korea; he earned every one of those Air Medals. The casualty rate, for flying forward air controllers in Korea sometimes exceeded 50% of a squadron's manpower. McMahon was lucky to have gotten home from that war.

Once a Marine, always a Marine.

When the public was spitting (taking their personal safety into their own hands) at Marines on the streets of Southern California during Vietnam, Colonel McMahon was taking Marines off the streets and into his posh Beverley Hills home. I spoke to a retired Marine aircrew member the day Colonel McMahon died and he personally remembered seeing McMahon at numerous Marine Air Bases in California in the 1960s. He was known for going to the Navy hospitals and visiting the wounded Marines and Sailors from this country's conflicts, even in the last years of his life.

After retiring from the Marine Reserve, one night on the Johnny Carson show, members of the California Air National Guard came on stage. Colonel McMahon was commissioned a Brigadier General in the Air Guard in front of millions of Americans who watched it happen live. You will not see anything like that on TV anymore.

The three core values of a United States Marine are; honor, courage and commitment.

This is what a Marine is taught from the first day of training and this is what that Marine believes. That was Colonel Edward P. McMahon Jr. USMCR Retired. Before he was a national figure he was a true combat

hero and a patriot the nation needed then and this country needs now.

Your war is over. Thank you Colonel McMahon. Semper Fi sir.



Mike Still with His Fairchild Preparing to Give a Young Eagles Ride at Casa Grande

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Chapter Website: www.ThunderbirdField.org

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

AERONCA 11AC CHIEF

N9677E, Restoration project in good condition, Sport Pilot legal certified aircraft. \$4,800.00 or trade for sheep, Curtis Clark azskybum@aol.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

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

BENDIX/KING KLX-135A COM/GPS

(VFR) in excellent condition. Comes complete with tray, antenna, connectors, manuals, and 2008 USA data base installed. Selling because it is not compatible with RV-9A TruTrak auto-pilot. Asking \$1,500.00. Bob Kruse 480-391-1228

CONTINENTAL IO-360 ENGINE.

210 Horsepower, Newly overhauled, ported and polished with ceramic pistons. Overhauled by Performance Engines in La Verne, CA. Includes: starter, alternator, single magneto, and exhaust. Originally built up for an RV-10, Vans dropped support of the Continental engine option. Great experimental aircraft engine. Make reasonable offer, or trade ? Bob Kruse.480-391-1228 or point9kruse@aol.com

1946 TAYLORCRAFT BC-12D

TT 2987 SMOH 196 with comm radio. Fabric tests good. All AD's OK incl new struts Sport pilot aircraft \$15,500. Call Wendel Waltz 602-770-9245 wendel@waltzmail.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

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

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. \$6,000. 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

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FLIGHT INSTRUCTION- BFR'S

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

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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 480-515-5105

BFR's

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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