



The ThunderWord

Thunderbird Field EAA Chapter 1217

July, 2010

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! We had excellent attendance at the June meeting to hear Steve Lund talk about aircraft accident survival and rescue. Steve took us inside a mid-air collision with his Swift and a Stearman that he was able to survive; as well as participating in the rescue of the crew of a crashed Bushmaster trimotor. When you hear the stories from his perspective the ideas he has make a lot of sense. A big thanks to Bernie Gross for getting Steve to fly over from California and put him up for a couple of days!

July is going to be a great month for your President. First off, as soon as this newsletter heads off to Ron Kassik our Editor I am hopping on a jet for the Arlington Fly-in in Washington State. After a weekend of Fly-in and maybe a little sailing, it's back to Scottsdale for our Chapter meeting. This month's guest speaker is former NASA Astronaut Ed Gibson. I have been working on getting him to speak for several years and am looking forward to hearing his presentation. After the meeting it's off to Oshkosh for the biggest show on earth the AirVenture Fly-In. I keep hoping for no rain and can rest assured it will be cooler than Scottsdale!

If you attend an interesting Fly-in or stumble across and interesting plane drop us a picture so we can put it in the newsletter!

I hope to see everyone at the July 15th meeting!

Curtis

JULY CHAPTER MEETING

The July meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, July 15th in the Scottsdale Airport Terminal Building. The time is 7pm.

This month's featured speaker is former NASA Astronaut Ed Gibson. He will be talking about the characteristics of the leaders in the space program who landed us on the moon as well as what it is like to fly in space.

Be sure to get the word out that this will be a great meeting and guests are always welcome.

AIRVENTURE CHAPTER 1217

HAPPY HOUR

It has now been a twelve-year tradition of Chapter 1217 members attending the Oshkosh AirVenture Fly-In get together one evening and compare sightings and stories. This year on the first day of the Fly-In, Monday July 26th, we will have our annual AIRVENTURE HAPPY HOUR AND FISH FRY at WENDT'S ON THE LAKE. Come and join us for some traditional Wisconsin food and libations.

We will have a table reserved for Chapter 1217 members, family and friends. Besides getting some great food you won't have to wait in line for two hours like at every other restaurant in Oshkosh!

No need to RSVP, everyone is welcome, as well as expected to show up! Wendt's is located in Van Dyne N9699 Lakeshore Drive which is the same as Highway 43. 3.8 miles south of the Seaplane Base.

AIRCRAFT AND PROJECT MOVING

There are some things you just have to learn on your own, the hard way, and it always seems each new project has its lessons. One lesson usually learned the hard way is how to transport your newly acquired project or plane from where you bought it to Scottsdale. When 99% of us buy a project we fly out and take a look at what it is after many phone calls and emails. Since it seems no one lives next to major airports, usually you have car rental, motels, and meals on top of the airfare to look at your potential project. After getting back home and arranging to pay the seller you face the problem of how to get it home. The fly out and rent a U-Haul is a favorite option although the expenses quickly add up. These were the problems up until now.

When our secretary/treasurer Jack Pollack went on the prowl for a project to fill his workshop his hunt took him to Bristol, Tennessee which is in the deepest part of the southern USA, it is also Mecca for NASCAR fans. Being a good friend your Chapter President tagged along to offer moral support and to sample the local BBQ. The plane was cool and everything came together perfectly. The icing on the cake was the seller had a friend who had a big trailer and delivered airplane projects all over the country.

The guy with the trailer was Bill Willmeroth and his company is called DeLand Barnstormers after his home base of DeLand, Florida. Bill found that working on airplanes using his A and P ticket was hard, hot work in

Florida and came up with the idea of buying a fifty foot triple axel enclosed trailer and a toterhome to pull it. He figured he could put three normal size planes in the trailer and live in the toterhome when he was on the road. He also figured that with his background in GA maintenance he would know how to load and if required dismantle the planes for shipment.

After placing a fancy picture ad on the Barnstormers.com website for his services he headed out and has been on the road ever since. He has moved everything from a Beech Staggerwing, about the biggest, down to an ultralight. By combining loads and carefully planning his pickup, drop off, and haulback it has turned into a very profitable business for both the customer and himself. Besides half built and restoration projects, a lot of times it is simply safer and less costly to take the wings off a plane and truck it across the country rather than fly it, insure it and wear it out. He also updates you on progress by phone so you don't have to take time off from work or disrupt a family vacation. The cost to go from the Atlantic to the Pacific side of our great country is around \$1,500.-. Compared what it costs to have my brother drive to Toronto and tow my glider back at Christmas time last year it is a screaming good price!

So if you hear the call of a distant project you need to put Bill and DeLand Barnstormers on your rolodex, 386 453-7576 or delandbarnstormers@hotmail.com.





THE SEVEN MINUTE RULE

Building an airplane takes patience, dedication, money, and lots and lots of time. Every interruption delays the completion of the machine. We offer you little bit of advice, third hand, from one of the living legends of aviation, homebuilding, and space flight. The following is from Jon Ross about something Burt Rutan told him a long time ago.

"What it takes to finish is doing something every day. I was told by Burt Rutan many years ago about the 7 minute rule. When someone shows up at the shop I take a 7 minute break; then I ask for help of some sort, handing me tools, assisting in some way or even emptying the trash. Pretty soon all those that visit are people that want to help. Burt actually had a sign in his shop that said: 7 MINUTE RULE IN EFFECT."

THE TEN MINUTE RULE

Since you have just learned about the "Seven minute rule" now it's time to learn the "Ten minute rule". The originator is unknown but the gist of it is to spend a minimum of 10 minutes a day on your project. It's not that

you don't dedicate large periods of time, but that isn't practical to do every day. Even if you don't feel like it, you can spare 10 minutes to straighten up tools, clean up or just study the plans. If you have a part that can be made, you are one part closer to finish. The benefits are that you keep your head in the project and many times you find you've spent more than 10 minutes time doing something positive.

FCC BANS 121.5 ELTS

The Federal Communications Commission took the general aviation world by surprise when it said in a recent report it will prohibit the sale or use of 121.5 MHz emergency locator transmitters, effective in August. The 121.5 ELTs are allowed under FAA rules. The FCC said its rules have been amended to "prohibit further certification, manufacture, importation, sale or use of 121.5 MHz ELTs." The FCC says that if the 121.5 units are no longer available, aircraft owners and operators will "migrate" to the newer 406.0-406.1 MHz ELTs, which are monitored by satellite, while the 121.5 frequency is not. "Were we to permit continued marketing and use of 121.5 MHz ELTs ... it would engender the risk that aircraft owners and operators would mistakenly rely on those ELTs for the relay of distress alerts," the FCC says.

There is no FAA requirement to replace 121.5 MHz units with 406 MHz technology according to the FAA, it is an FCC rule.

FAA ISSUES RUNWAY CROSSING CLEARANCE CHANGES

Effective June 30, 2010, air traffic controllers will no longer use the term "taxi to" when authorizing aircraft to taxi to an assigned takeoff runway. With the change, controllers must issue explicit clearances to pilots crossing any runway (active/inactive or closed) along the taxi route. In addition, pilots crossing multiple runways must be past the first runway they are cleared to cross before controllers can issue the next runway-crossing clearance. One exception to the

new rule is at airports where taxi routes between runway centerlines are fewer than 1,000 feet apart. In this case, multiple runway crossings may be issued if approved by the FAA Terminal Services Director of Operations.

The elimination of the “taxi to” phrase will apply only to departing aircraft. Arriving aircraft will still hear the phrase “taxi to” when instructed to taxi to the gate or ramp. However, controllers in these situations still will be required to issue specific crossing instructions for each runway encountered on the taxi route. For more information on the change, refer to FAA Order N JO 7110.528,

which can be found at: <http://www.faa.gov/documentLibrary/media/Notice/N7110.528.pdf>

MEMBERS ATTEND

ALLEN AIRWAYS FLY-IN 2010

Several Chapter 1217 members flew over to the Allen Airways Fly-In 2010 held at Gillespie Field in San Deigo. The bi-plane fly-in attracted a number of Stearmans, Wacos, etc., which made for great plane watching.

The flight back was non-stop in smooth air and with a block-to-block time of 2 hrs 30 min (Santa Anna winds provided a little help). Not bad for antique bi-planes.



WICKS AIRCRAFT CATALOGS

Wick Aircraft Supply Co is pleased to announce that their 2010 Catalog is now available. They gave thousands of them out at the Sun & Fun Fly-In. Many people expressed how pleased they were with the improvements made to this year's edition.

They would be happy to ship you a catalog. Send an e-mail to scottw@wicksaircraft.com and include your name and shipping address. If you want, they will send you as many as you ask for so you can give them to your EAA Chapter buddies.



A Waco at the Allen Airways Fly-In

EAA AIRVENTURE OSHKOSH 2010

Airplanes, fireworks and entertainment will be part of the action as a full week of "The World's Greatest Aviation Celebration" reaches a spectacular finale during the final three days of EAA AirVenture Oshkosh 2010, which will be held July 26 - August 1 at Wittman Regional Airport in Oshkosh.

Among the highlights of the final three days at Oshkosh on July 30 - August 1 are: Warbird extravaganzas during the Friday and Saturday air shows; a rare night air show; a special "Salute to Veterans" reunion day with the Disabled American Veterans; the "WomenVenture" recognition of women pilots; a morning balloon launch; musical entertainment from actor Gary Sinise's Lt. Dan Band and the legendary Asleep At The Wheel; an impressive fireworks display; and

much more included with regular AirVenture admission rates.

On AirVenture's final day, two huge drawings will be held, including the winner of a new Aviat Husky airplane in the EAA Aircraft Sweepstakes and a 2010 Ford Mustang in the Young Eagles program fundraising raffle

HUGE DC-3 ACTIVITIES AT OSHKOSH

More elements to the huge DC-3 75th anniversary celebration at EAA AirVenture Oshkosh have been added, creating more opportunities to enjoy a unique gathering of these aircraft at "Aviation's Family Reunion."

The latest addition is a DC-3 and C-47 "Max-Effort Day" on Tuesday, July 27, that will include formation flights and aerial displays from all DC-3 aircraft that wish to be flown that day. That includes groups of the aircraft type in both airline and military configurations. Other highlights of the weeklong DC-3 celebration include:

- A very special DC-3 / C-47 reunion evening at Theater in the Woods, hosted by David Hartman and including special guest Jim Douglas, son of DC-3 designer Donald Douglas;
- "Salute to Veterans" activities in cooperation with Disabled American Veterans (DAV) to include re-enactor displays and personal appearances by WWII veterans of "Easy Company" (known from the HBO series "Band of Brothers");
- Air Show programs throughout the week to include a parade of classic airliners, a unique heritage flight that pairs the C-47 with the modern C-17 Globemaster;
- An appearance by the aircraft and stars of hit Canadian reality TV series "Ice Pilots", still operating the DC-3 in daily passenger service;
- DC-3 movie screenings, including the John Wayne classic "Island in the Sky" at the outdoor Fly-In Movie Theater;

- Numerous public forums related to the people, history and operations of the DC-3;
- A major week-long effort by the EAA Timeless Voices of Aviation team to capture and preserve the video oral histories of all people connected with the DC-3.
- An exclusive DC-3 community cookout hosted by Basler Turbo Conversions of Oshkosh, which refurbishes DC-3s from its base at Wittman Regional Airport for continued use at locations around the world;
- A luncheon on Wednesday, July 28, in the EAA AirVenture Museum Founders' Wing

for anyone who has even been connected with the DC-3, including pilots, mechanics, flight crew, veterans, etc.

Many of the aircraft will be arriving at Oshkosh after first visiting the separate "The Last Time" DC-3 reunion at Rock Falls, IL, on July 24-25. Those airplanes, along with other DC-3 aircraft, will be arriving at Oshkosh just before AirVenture or on opening day, in time to participate in the many activities. In addition, a rare DC-2 aircraft will be joining the assembly at Oshkosh, as well as a beautifully refurbished DC-7B aircraft.



**Since the temperature is running between 106 and 112 every afternoon
We thought that this Pitts in the Snow would help you to Think Cool**

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ThunderAds

FOR SALE, ETC.

HANGERS AT DEER VALLEY AIRPORT

Large and small hangars available at Deer Valley Airport. Deal directly with the hanger renters for setting up a lease. Certain types of sublets are allowed.

Email EAACChapter1217@aol.com

AIRCRAFT AND ENGINE FOR SALE

1983 Thorp T-18, N583C, Home built, with rebuilt Lycoming O-290G, \$25,000.00

1954 Story Experimental #2, N1338N, Continental \$10,000.00

1956 Tri-Pacer N9950D; Converted to Pacer and restored to new condition.

ENGINE Lycoming O-290G no accessories \$1000.00

Contact: cefann@peoplepc.com. Please use "EAA" in subject line of E-mail. located in Yelm, Washington.

1995 JABIRU ST

2 place, 3300 cc Engine, 10 hrs. Total Time

Make Offer Al Ross cell: 602-320-7498

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

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

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 EAACChapter1217@aol.com to receive a digital slideshow of the plane.

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

SERVICES

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

FLIGHT INSTRUCTION- BFR'S

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

PROP BALANCING, ANNUALS, PREBUYS

Jim Berdick Al 623 293-2708

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 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

Want to see your aircraft-related ad here in the Thunderword?

Send an E-mail to:
EAACChapter1217@aol.com

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