



The ThunderWord

Thunderbird Field EAA Chapter 1217

July 2016

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the June Chapter meeting Mike Sommars from Wing of Ageless Aviation Dreams Foundation did a presentation on what their program is all about and the positive impact it has had on veterans. The foundation's mission is to "Give Back To Those Who Have Given" by providing Dream Flights in their four Boeing Stearman biplanes. In celebration of our Chapter's birthday we had cake, and VP Terry Emig brought a giant cooler full of cold drinks for everyone to enjoy.

The FAA-mandated ADS-B equipment requirement is sort of like a colonoscopy in that you don't want to do it but know you have to. This month Chapter member Richard DeWitt will take us through the process of what he did, and how you can install the equipment yourself and save a ton of money. The topic of converting a Harbor Freight boroscope for doing your own colonoscopy will be saved for a later meeting.

I hope we don't knock the aviation world off its axis, but we had to move the July meeting only to the second Thursday, because everyone had scheduling problems on the third Thursday. I think we will more than make up for the inconvenience with the great program. I am always on the prowl for interesting speakers, so if you have any ideas please let me know. We are still on the hunt for a new meeting venue since the current building is scheduled to be demolished in January 2017. A couple of our members are looking at the Thunderbird Inn as a possibility.

July is always a month I look forward to because it means it's time for the EAA AirVenture Oshkosh Fly-In. It's a great place to go to meet up with old friends, make a few new ones and see what latest, greatest flying

machines are being introduced. Next month I will have lots of pictures and my observations on what was cool and what new Ponzi scheme is being advertised. See you at the July meeting!

Curtis

JULY CHAPTER MEETING

The next meeting of Thunderbird Field EAA Chapter 1217 will be held on **Thursday, July 14th**, starting at 7 pm, at the Scottsdale Aviation Business Center, 15041 North Airport Drive.

This month's guest speaker is Chapter 1217 member Richard DeWitt who is going to talk about how he installed ADS-B equipment in his RV-6. Every one of us who owns an airplane is going to have to install this equipment before 2020, so Richard's talk should be very interesting and informative. Guests are always welcome!

AIRVENTURE HAPPY HOUR

It has now been an 18-year tradition of Chapter 1217 members attending the Oshkosh AirVenture Fly-In to get together one evening and compare sightings and stories. This year on the first day of the Fly-In, we will have our annual AIRVENTURE HAPPY HOUR AND FISH FRY at WENDT'S ON THE LAKE. We have also invited folks from EAA Chapter 538 at Deer Valley to join us. Come and join us for some traditional Wisconsin food and libations. That's on Monday, July 25 2016, around 7 pm.

If you want to plug it into your GPS, the address is N9699 Lake Shore Road, Van Dyne, WI 54979-9703, phone (920) 688-5231; www.wendtsonthelake.com. They are located 3.8 miles south of the seaplane base.

JULY CHAPTER MEETING IS MOVED TO SECOND THURSDAY - JULY 14



Mark Burdick Stands Before the Cessna 182 That He Recently Purchased

GLASAIR WHOLE PLANE PARACHUTE

Glasair Aviation, in partnership with BRS Aerospace, now offers whole-plane parachute recovery systems for the company's popular Sportsman line of aircraft!

Parachute recovery systems are the best last option for pilots caught in unrecoverable spins, or disoriented in nighttime or IMC conditions, without a clear sense where or how to land. BRS Aerospace leads the industry with its aircraft ballistic recovery systems, which are credited with saving more than 350 lives. The BRS system is available immediately on new Sportsman planes as a purchase upgrade and on previously built aircraft as a retrofit.

Glasair offers the system for \$33,950, which includes installation, deployment-compatible hatch, and pilot-activated in-cockpit release -- and increased peace of mind, especially for pilots who fly with their families.

The recovery system weighs 65 pounds installed and sits behind Bulkhead A, so no passenger/storage space is lost. Glasair anticipates no more than 30 days turn-around time from drop-off to pickup.

Questions? Ready to order? Call Glasair Aviation Customer Service's friendly Harry DeLong at 360-435-8533, ext. 232, or e-mail him at info@glasairaviation.com.

NEW WWII FLYING MOVIE

Contributed by Hollywood insider Billy Walker

This is something we've been waiting for, for the longest time. Although the subject matter is quite intense and even morbid in a sense, we're excited that one of the best squadrons of World War II is getting their own show on HBO. We're talking of course of the famous Eighth Air Force.

Steven Spielberg and Tom Hanks have teamed up again to bring us a little closer to

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World War II history. Known for creating extremely successful big screen hits such as *Saving Private Ryan*, *Band of Brothers* and *The Pacific*. It will be exciting to see what this duo will develop in regards to the war in the air. The Eighth Air Force lost 26,000 airmen in a span of a year and a half. Originally called *Masters of the Air*, the producers decided to rename it as *The Mighty Eighth*. The latter title has a more powerful meaning to it, as the Eighth Air Force packed a mighty punch on its missions.

As a short synopsis for those of you who are not familiar with this squadron, The Eighth Air

Force was formed on February 22nd, 1944. Fighting in the European theater, they carried out strategic bombing of key Nazi targets which were heavily guarded. Out of all air losses in that theater, the Eighth suffered half of them.

Like the 101st Airborne in *Band Of Brothers* and USMC in *The Pacific*, the Eighth Air Force is a much deserving chapter of World War II history that should get its own show. We should see the first episode sometime in 2017. With a \$500 million dollar budget, it should be pretty spectacular



Shawnee Airlines Twin Otter that Formerly Landed on The Singing Runway

THE SINGING RUNWAY

Known as the Lake Buena Vista STOL Port runway, what appears to be just a wide spot in a side road was once a landing strip for small aircraft flying between EPCOT and Disney World in Florida. Built in 1970, the runway was only used for a year or two – by Shawnee airlines, the only airline ever to fly directly into the Magic Kingdom – before flights were discontinued.

The area is now used as a parking lot and is easily accessible by turning right under the monorail before entering EPCOT. The parking lot was later used as a training area for Disney's bus drivers which revealed a

hidden surprise for the trainees. Originally used to surprise the airplane passengers, the set of grooves, like those on the side of a highway, that line this runway play: "When you wish upon a star" when driven over at roughly 45 miles per hour.

Curiously, even if a plane desired to land on this musical runway it would be unable to do so, for multiple reasons. In the late 1970s the elevated monorail was extended near the end of the runway, making landing a plane there much too dangerous. Even Disney's official plane "Mickey Mouse One" was forced to land on World Drive rather than Disney's own abandoned runway.

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There is yet another, even stranger, reason that planes are not allowed to land here. After 9/11, Disney was given its own protected airspace and no-fly zone known as TFR 9/4985. Essentially, Cinderella's castle has the same airspace protection as the White House. Florida's pilots are all very familiar (and annoyed) with the TFR and give the parks a wide berth. Recently Disney has

applied to be able to fly its own drones within the zone, angering pilots who felt Disney never should have gotten the protection in the first place.

Despite the many reasons that no planes will ever again land on the Lake Buena Vista STOL Port, the Magic Kingdom's musical runway remains, waiting to "wish upon a star" with you.



The Ghost Ship N-2XF

FLYING THE GHOST SHIP PART DEAUX

By Billy Walker

Editor's Note: The first part of this article appeared in the Thunderword June Issue

Sporting a fuel injected Covington Engines Pratt & Whitney R-1340 producing 600 horse power, and turning a 109 inch Hamilton Standard two-blade prop, provides incredible performance. NOISE & SPEED trailing smoke, be careful not to snap your neck watching as the Ghost Ship roars by!

John Pike said, following his first test flight in N-2XF, "The only purpose of this aircraft is to make a lot of noise and lots of smoke. The noise is perfect, recreating the sound of early biplane fighters with short exhaust stacks.

I just need to find an aircraft carrier I can get qualified on!"

Pike started constructing his uniquely one-of-a-kind dazzling aircraft in 1990 at his Oregon City facility "Big Sky Aviation." There he began to assemble a number of surplus Boeing 75 parts beginning with a fuselage and some of his famous Big Sky wings. Just twenty years later the Ghost Ship had its certificate of airworthiness.

Fuselage bulkheads were fabricated producing the shape that resembled the F4B or Goshawk lines. The landing gear was re-shaped with Fisher 32X6 wheels supporting Ford Model A tires. The tail wheel is a solid rubber Stearman tail wheel.

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Next, Pike carved wooden frames to form aluminum wheel fairings just like those of the early era aircraft. Ten years after the start of this labor of love, Pike was fitting customized panels and other metal components to the airframe. It was beginning to look like the airplane Pike had flying around in his very inventive mind.

Then, Pike took standard Stearman model 75 wings and re-worked them, which resulted in shortening each lower wing a foot and a half to create a sesquiplane. He added a couple of 12 gallon auxiliary wing tanks. Each would be mounted in the upper wing separated by the main 46 gallon tank.

Four ailerons were constructed with balance tabs on the lower ailerons. The larger squared rudder was further modified with an adjustable tab. Everything was reworked knowing it would be a much faster, heavier, albeit more maneuverable airplane. Flying the Ghost Ship causes my admiration for John Pike to grow even more. This is a well thought out and engineered aircraft. Larry Dustman's improvements have been a real plus as well.

The 10 gallon oil tank sits aft of the pilot. The 12 volt battery is in the far aft fuselage. It is a very well balanced aircraft. There is even a 12 V Booster Battery installed in the baggage bin.

Eventually, Pike would add a replica bomb beneath the center fuselage that would hold an extra 32 gallons of gas. This is the only criticism I can come up with! The bomb is too close to the exhaust stack and oil cooler. It is likely OK, but I'm just not comfortable using it as auxiliary fuel albeit there is a well-designed transfer system to move that fuel to the main tank where it would gravity feed to the engine as do all Stearmans. Additionally, Pike installed a header tank of some five gallons to keep the fuel injection running for several minutes during inverted flight.

Larry Dustman installed a 20 gallon smoke tank replacing the 12 gallon one that John Pike had first used. And, to make it appear

even more menacing, Dustman installed replica Browning .50 Cal. machine guns under each wing.

Pike adjusted the R-1340 for a maximum power setting of 32" and 2100 RPM's roughly climb power for the Pratt & Whitney. Undaunted, Dustman had Dave Goss (GossHawk Aviation, Casa Grande, Arizona) adjust the power to 35" and 2250 RPM. Just when I thought it couldn't get better it did!

This Pratt & Whitney's R-1340 maximum setting is 36" at 2250 RPM. So, the Ghost Ship is still an inch shy of the maximum. But, you know what? 35" is PLENTY! The ship is airborne with the throttle half way and you feel like you are going straight up by the time you have full throttle! Did I already say this is a "WOW" airplane!

I was surprised with the ease of handling from the start up thru taxiing-in from a no-sweat landing where I discovered the airplane tracks straight with ease. The "Ghost" lands equally well in a three-point as the wheel landing. The four ailerons are noticeably more effective as one might guess. This makes cross-wind landings easier than the stock Stearman.

The Ghost Ship, while heavier than the stock Stearman, is nice and light on the controls. However, it does not float like its lighter "cousin." I had good over-the-nose visibility turning final at 100 MPH indicated. The Ghost Ship drag bleeds the speed off nicely for an over-the-threshold-speed of 85 MPH. Touchdown is 70-75 MPH. Throttle fully closed will normally cause a slight skip whereas a skoch of power will squeak it on every time. Did I already mention how easy the Ghost Ship flies!

Landing at KSEE May 21st I had a gust grab the airplane at touchdown. I was able to correct to an ugly but good 20 knot crosswind landing. In that case I thought that the extra weight along with the shortened lower wings were an asset. Landing on the upwind wheel adding a skosh of power and the airplane made me look better'n I was! See page 6

THE JULY CHAPTER MEETING WILL BE HELD ON JULY 14TH

The usual pit found in stock Stearmans with dual controls, is hidden by a nifty cover that is fastened by Dzus buttons. It is easy to remove along with adding a Dzus fastened front wind screen and, presto, you have a two place airplane. A nifty Spitfire-type drop down door makes it an easy entry/exit to/from the front cockpit.

Dustman, e-mail at www.stearman181.net, sells many desirable aftermarket supplies for the Stearman thru his website. Dustman's home, business, and hangar are located at Stellar Airpark (P19), Chandler, Arizona. Until he sells the Ghost Ship it will be on display at Airbase Arizona KFFZ - the CAF Museum.

When I restored my N2S-3 it was done at Dustman's hangar with IA Lance Winter's talented efforts along with Larry Dustman himself making sure I didn't cut any corners.

Good thing too! N-47964 won three first place awards along with "Best of Show" at Midland, Texas. I sold 964 to the CAF's Airbase Arizona. I reckon I'm like the ol' prostitute! I sold it, but still got it! ...and I fly 964 more now than when I owned it.

Larry Dustman and I are part of a group of intrepid aviators who fly formation flights, smoke-on, to honor our nation's veterans. Our main mission is to provide flights on Memorial Day; Veterans Day; and the Missing Man formation on special occasions. Often, you will see us overhead flying to the sound of Taps at the National Veteran's Cemetery.

The Ghost Ship promises to be the "Daddy of 'Em All" flying in the Number 3 position in our Missing Man Formation. At Lead's signal, powering up and simultaneously pulling up as the smoke comes off with the Ghost Ship turning West.



The Martin Mars Flying Boat

MARTIN MARS FLYING BOAT COMING TO AIRVENTURE

The Martin Mars is the largest flying boat ever flown operationally, with a height of 38 feet, a length of 120 feet, and a wingspan of 200 feet. It's powered by four 28-cylinder Pratt & Whitney 4360 engines, commonly referred to

as the "Corncob." Only six of the massive aircraft were built, with Coulson Flying Tankers of Port Alberni, British Columbia, owning the two remaining examples since 2007, and using them as water bombers on forest fires throughout the western United States, Canada, and Mexico.

ThunderAds

FOR SALE, ETC.

Completed RV-7A tail kit.

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

RACE PLANE MECHANIC NEEDED

Someone with airplane building experience to help finish a Reno race plane. We are about 75% done building a twin engine Unlimited Reno racer. You would need to move to, or be willing to travel to, Port Angeles, Washington at least 4 days a week. At least one year's employment guaranteed. Salary negotiable depending upon qualifications. Must be a self-starter who can think on one's own. You will be working under an experienced A&P IA. Some Composite experience preferred. This is an exciting project. Contact: jd_crow@yahoo.com

T-34 MENTOR PARTNERSHIP.

This is a turn-key, established partnership in a very nice Beech T-34. Plane is hangered at Falcon Field. Contact Lynn Miller 602 448-7487 or 602 585-0795 e-mail Lynnmillier777@gmail.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 birdqanqft@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 O-290-D2 \$3,000 or \$16,000 for both. Bill Refrow 602-843-9862 w7lov@cox.net

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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

CURTISS REED PROPELLER

Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) Make me an offer, I want it gone. Patrick McGarry: 602-430-0140

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.

OIL COOLER REPAIR AND SALES

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

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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

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Eloy Airport Julie White 520-466-3442

AIRMEN PHYSICALS

Dr. Henry Givre AME, Chapter member and RV-4 owner. 520-836-8701

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