

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! We had a good turnout of Chapter members to hear Sky McCorkle talk about silver Sky Aviation and the line of Zenith planes he markets.

June month is our ninth anniversary as an EAA Chapter and what's the point in having a birthday without a celebration! Chapter member Jim Berrdick has lined up the Phoenix Police Department to bring over one of their state of the art police helicopters for us to take a look at. After the meeting we will have cake and drinks to congratulate ourselves on nine years of good times and grass roots aviation.

I would like to extend a big thank you to those of you who have volunteered for the entire lifespan of the Chapter especially Jack Pollack and Terry Emig. Without their support and willingness to get the job done we could never have survived for nine years. Next time you see either of them take the time to thank them for their support.

I hope to see you at the June meeting.

Curtis

## JUNE MEETING

The June meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday June 21<sup>st</sup>, in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Steve Gillooly from the Phoenix Police Department helicopter unit. He plans on bringing over one of the newest Phoenix Police Department helicopters for us to check out. He is also going to give a presentation on what their mission is. A big thanks to Jim Berrdick who has been working hard on getting this set up. There will also be cake and drinks after the meeting. Guests are always welcome.

## NEW MEMBERS

In June we had Dick McNaney join our Chapter. Dick lives in Scottsdale and has his Mooney at Deer Valley Airport. Welcome aboard.

## FIRST FLIGHT

Bob Kruse reports his RV-9A flew successfully for the first time Wednesday, May sixteenth, at Deer Valley Airport. Everything went fine. Engine, rigging, temperatures, and numbers all okay. Bob says "you're never too old to start building and this old fighter pilot is proof!" Congratulations Bob.

## AIRVENTURE CHAPTER 1217 HAPPY HOUR

It has been a tradition that Chapter 1217 members attending the Oshkosh AirVenture Flyin get together one evening and compare sightings and stories. We usually have it on the first night of the Flyin but the Beach Boys fans have asked us to move it to **Tuesday July 24<sup>th</sup>**. We also have a new location since the last place was bulldozed. It 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. If you get lost their phone number is 920 688-5231

## CHAPTER 1217 SHIRTS & HATS

The shirts have arrived! They are a slightly off white very light tan and have a pocket with the Chapter 1217 logo on the back and a smaller one on the pocket. Price is \$15- and they will be available at the next meeting. Get them before your size sells out!

## FINAL FLIGHTS

**Joseph Morgan Battersby, D.O.** passed away May 19, 2007. Joe was born a month before Lindbergs historic flight on April 27, 1927 in Chicago, Illinois, and always said he remembered it well.. After being raised in the Chicago area Joe served in the Merchant Marines during World War II. Joe practiced medicine in Phoenix for more than fifty years, a substantial portion of that time as an FAA Aviation Medical Examiner. Over the years he gave physical exams to literally thousands of certified pilots and was often called upon by Southwest Airlines, America West Airlines along with numerous aviation publications and pilot organizations for his advice and expertise on Aviation Medical matters. His office, filled with hundreds of signed pictures, postcards and airplane models, was a monument to the affection of his pilot patients. Unlike many medical examiners a visit to Dr. Joe's office was not a threatening experience. Joe said his job was not to "ground" aviators but to "keep them flying"; he was the consummate pilot advocate. Joe's patients were by extension his family. A visit to Joe was like a visit to a favorite uncle; he was a respected and trusted confidant. Joe was definitely "old school" and will be greatly missed for his practical doctoring, sage advice and common sense wisdom (which seems all too uncommon today) Joe was blessed with a brilliant mind and wonderful sense of humor. He was a gifted writer and accomplished artist. He taught oil painting at Scottsdale Community College for more than twenty years. His interests were endless, including smoking, building and flying radio controlled airplanes, sailing, soap making, fishing, archery and collecting and breeding birds.

**Robert Praker**, Bob was an early member of Chapter 1217 and attended many meetings. Bob lived on Aire Libre Drive and built a beautiful 200hp Thorp T-18. As the airplane neared completion Bob discussed with many of us how to get his flying skills up to speed for the first flight. Bob elected to hire a professional Test Pilot that had over 1000 hours in T-18s and lots of first flights under his belt. Something went terribly wrong and the plane spun in after taking off from Deer Valley on the second flight. Bob stuck to renting Cessna's after that and was always glad for the advice he received.

## SAN DEIGO STEARMAN ROUNDUP

Five of our Chapter members flew their aircraft to San Diego the weekend of May 18-20th to attend a Stearman get together at Gillespie Field that was hosted by Bill and Claudia Allen. The Allen's were gracious hosts and opened their personal hangar / museum to the attendees for the weekend. Among the weekend's highlights was a trip to the San Diego Air & Space Museum, a flight of 12 Stearmans over the Midway Museum, lots of formation flying and seeing Bill cooking steaks for everyone at the BBQ.

## GREAT WAY TO WASTE AN EVENING

Tired of watching Law and Order reruns? Well here the ultimate Phoenix airport trivia website that no one knows about. Go to <http://www.sierraestrella.com/ports.html> and they have the location and history of 300 airports that once existed in the Phoenix Metropolitan area. You can learn that there were once two Glendale air Haven Airports at different times, one in Peoria and one in Glendale. You can make a list of the ones like Air Haven. Mosleys, Fram, Casa Blanca, Happy Landings, Tempe, Sunshine, and Christies that you might have flown into. Each airport has several aerial pictures over its life span as well as a little history. There is also a link to this guys other website that deals with the lurid history of Van Buren Road, but you have to look at all the old airports first!! I received this information from Art Christensen who after building and flying his CriCri twin spends too much time on the internet.

## ONLINE SECTIONAL CHARTS

Before you plan your next cross country flight check out <http://skyvector.com>. They have interactive online sectional charts. You can even get the current weather at airports that report weather just by dragging the cursor over the airport. This is one hundred times better than calling FSS when you are in the early flight planning stages.

## PARTS IS PARTS

One of the most common statements from uninformed aircraft owners is that they are going to take their certified plane and put it in the EXPERIMENTAL category for some twisted reason. Every time I try and point out how flawed their thinking is they point out to the fact that Breezys use Cub wings. The situation got more confused when someone rebuilt a Seabee and put a Corvette engine in it. They claimed it was a homebuilt and got it licensed that way. Unfortunately it was so beautiful it ended up on the cover of almost every aviation publication and started a controversy.

The FAA recently clarified aircraft certification policy regarding the use of parts from previously type-certificated aircraft in the construction and certification of an amateur-built aircraft. The agency added the following statement to FAA Order 8130.2F change 3:

*"NOTE: A rebuilt, altered, or repaired type-certificated aircraft DOES NOT meet the intent of § 21.191(g) and DOES NOT meet the § 21.191(g) requirement that the major portion of the aircraft be fabricated and assembled."*

In the past some people in the aviation community believed that by rebuilding or restoring entire aircraft or sections of a type-certificated aircraft, they could receive credit for the fabrication and assembly done.

The FAA has indicated to EAA that the intent of the note is to make clear that the rebuilding, restoring or any other work done to airframe components that were previously type-certificated will not count toward the majority portion requirement of 21.191(g) experimental amateur-built regulation. There have been attempts to certificate rebuilt vintage aircraft as amateur-built, but the FAA does not wish to allow this type of activity.

This is not a new policy and does not prevent builders from using salvaged or new aircraft parts from other aircraft. It simply states that no fabrication or assembly credit will be given for work done on these parts to make them airworthy for use on an experimental aircraft. The FAA has never given credit--or taken credit away - from an amateur builder for "off the shelf" components such as wheels, brakes, engines, propellers, or other accessories. It's perfectly acceptable to use these items, either purchased new or salvaged from a pre-existing aircraft.

A builder may continue to use structural parts from previously type-certificated aircraft, such as using a Piper Cub wing to build a Breezy. However, no credit for the assembly and or recovering of that wing will be given toward meeting the majority portion as required by the regulations. In the case of the Breezy, the wing is the only part that is typically salvaged from a previously type-certificated aircraft and usually would not prevent the aircraft from being certificated as in the amateur-built category.

This new guidance is consistent with EAA's understanding of the amateur-built regulations but does address a subject area in which EAA receives many questions.

"There's never any problem with using salvaged wheels, engines, props, or other 'bolt-on' components like that, so long as these items are in a condition for safe operation," said Joe Norris of EAA senior aviation specialist and an FAA Designated Airworthiness Representative. "This new guidance does not affect the use of such parts. It does, however, make clear that 'restored' or 'rebuilt' aircraft will generally not qualify for an amateur-built certificate."

Hopefully this will answer your questions when you see a three place Ag Cat on amphib floats sitting at a Flyin calling itself a homebuilt, there is such a plane out there flying around.

## UPCOMING MEGA FLYINS

June 22-24, 2007 Rocky Mountain EAA Regional Fly-In, Front Range Airport [www.rmrfi.org](http://www.rmrfi.org)

June 29-July 1, 2007 Golden West EAA Regional Fly-In.Marysville, California [www.goldenwestflyin.org](http://www.goldenwestflyin.org)

July 11-15, 2007 Arlington Northwest EAA Fly-In, Arlington, Washington [www.nweaa.org](http://www.nweaa.org)

July 23-29, 2007 EAA AirVenture , Oshkosh, Wisconsin [www.airventure.org](http://www.airventure.org).

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## THUNDERAD ADDITIONS

SPORT LIGHT AIRCRAFT. Titan Tornado II with an 80hp 4-stroke, dual ignition Australian Jabiru 2200 engine with 153 Hrs TTAE. **You can now legally fly this "Poor Man's Fighter" without a medical.** Aircraft has **Dual STICK Controls** (Tandem), EIS system, New Icom IC-A6, Garmin GPS 195, Altimeter, ASI, VSI, Whisky Compass, Electric Flaps and Trim, Strobes, BRS, Landing Light, Sigtronics Intercom System, two props included, and tow-bar, **Burns 3.4 gal /hr** during climb-out and 2750rpm cruise. This aircraft flies great with a quick roll rate and is light on the controls. \$24,900. Call Todd @ 480-755-4200 [www.djs4u.com](http://www.djs4u.com)