



# The ThunderWord

Thunderbird Field EAA Chapter 1217

June, 2008

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar! We had a good turnout at the May meeting to learn all about the Arizona Game and Fish Department Air Wing. Besides doing a nice presentation on all aspects of their organization they brought over a Super Cub for us to look over that had all the goodies for tracking animals.

The June meeting marks the tenth birthday of our Chapter. That means we have had one hundred and twenty meetings, nine Christmas party's, flown over eleven hundred Young Eagle rides, and a million memories. We currently have around one hundred and twenty members, which seems to be around the perfect number.

Several things have gone into making our Chapter function so well. Trusted key members, Jack Pollack and Terry Emig, have been there since day one to take on any task that gets asked of them, without the three of us working together it just wouldn't happen. We also have our newsletter Editor, Ron Kassik, who handles the huge task of putting together the newsletter, printing and mailing it. Lastly, the one thing we take for granted is the beautiful climate controlled meeting area in the terminal building that Scott Gray and the City of Scottsdale let us use for our meetings.

So come out to our Tenth Anniversary meeting, enjoy a great program and afterwards we will have some cake and share some ideas for the next ten years!

I hope to see everyone at the June meeting.

*Curtis*

## **JUNE CHAPTER MEETING**

The June meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, June 19th, in the Scottsdale Airport Terminal Building. The time is 7pm. This month we will meet Bwana Hal and hear about his bush flying adventures in Africa. Hal has worn many hats including past: Member East African Professional Hunters Assoc. Honorary Kenya Game Warden, Bush pilot Safari Guide (hunting & photographic), African Wildlife Photographer, and Board member of several Wildlife conservation societies.

Thanks to Chapter member Bob Carter for coming up with the idea and setting up this month's speaker. Don't forget that we will have cake and drinks after the meeting so bring your appetite. Remember guests are always welcome!

## **THIS MONTH'S MEETING SPEAKER**

Hal Cope (better known as "Bwana Hal") first traveled to Africa in the 1962 after purchasing Safari Air Services, based in Nairobi, Kenya. As a young man, he always dreamed of going to Kenya to hunt the "big five" - Lion, Leopard, Rhino, Elephant and the always dangerous Cape buffalo.

It was the late actor William Holden who turned Hal's hunting ambitions from gun to camera and instilled in him the need to work with African wildlife conservation programs. Elephants became Hal's passion. During the five years he lived in Kenya, Hal became an approved Professional Hunter (BWH - Big White Hunter) and was inducted into the East African Professional Hunters Association. The Kenya Government honored him by naming him an Honorary Kenya Game Warden. He was given several assignments to do game control work. Hal conducted both

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hunting and photographic safaris in Kenya for family and friends. He served on the Board of Directors of the East African Conservation society, and in later years served on similar boards in Botswana, Zambia, and Zimbabwe.

During the Kenya years, Hal had the honor and privilege of working with many well known personalities of the era including his friends Bill Holden, General Jimmy Doolittle, George and Joy Adamson of "Born Free" fame, President Jomo Kenyatta, Ray Ryan who owned the Mt. Kenya Safari Club, Astronauts Conrad and Cooper on their visit to Kenya, Sir Michael Wood of the East African Flying Doctor Service and actor John Mills during the filming of "Cowboy in Africa".

After retiring from his 42 year career in airline management, Hal continued his African Odyssey becoming a volunteer for the International Executive Service Corps serving in Belize, Croatia (at the height of the war), Botswana, Zambia and Zimbabwe for the past twelve years. During this period Hal has continued his interest in photography of

African Wildlife by conducting photographic safaris & working in elephant conservation activities, including befriending an elephant named Mphamvou whose mother was killed by poachers when she was less than a year old. Hal assisted in the training of Mphamvou who now responds to commands which allow her to be controlled around people. Each Sunday, citizens of Lusaka come to the Game Ranch where Mphamvou lives to see and pet her. Hal now is trying to raise funds to have Mphamvou inseminated so she can produce her own child.

Hal also constructed and managed four African wildlife parks known as "Lion Country Safari" as a means of introducing masses of people to the wonder and beauty of African wildlife. Hal was raised in Cottonwood, Arizona, recently returning to his home state after almost 60 years, relocating in Scottsdale. Bwana Hal would return to Africa on a private treaty basis to lead a safari or two a year.



**Fly-In / Drive-In Photos courtesy of Jordan Ross  
Jim Armstrong's homebuilt Cubby at the May Day Fly-in / Drive-In**

## CHAPTER 1217 MAY DAY

### FLY-IN / DRIVE-IN

This year's annual Thunderbird Field EAA Chapter 1217 Fly-In / Drive-In was held on the Saturday after our May meeting. Jack Pollack played host with his front row hangar and Tom's BBQ did the cooking. Even though it was a little warm, lots of Chapter

1217 members both drove in and flew in. There were six Stearmans, two Chipmunks, a Murphy Moose, PT-22, Skybolt, Cub, Cubby, and Legend Cub in attendance. Tom, the chef, said he served seventy-five meals so no one went hungry. It was a great time and had all the components of a great Chapter event people, planes and food.



**Joe O'Neill's Skybolt at the Fly-In / Drive-In**

## REUNION WITH DEHAVILLAND CHIPMUNK 038

*By Robert A. B. Muir R.C.A.F (Retired)  
Service #243965*

I joined the Royal Canadian Air Force on August 22, 1956 (age 19) and was initially sent to London, Ontario to undergo an intensive selection process to determine whether I would be trained as a pilot or navigator. Chosen for pilot training, I was posted to the R.C.A.F. station at Centralia, Ontario for 12 weeks of pre-flight ground school on course #5611. After graduating from P.F.S. I stayed on at the Centralia base

to begin my initial flying training at the #1 primary flying training school – along with a number of Canadian and N.A.T.O. students – where I flew 25 hours in the De Havilland DHC-1 Chipmunk. This training ended late in December of 1956 with a new posting on January 2, 1957 to the #2 flying training school at R.C.A.F. station Moose Jaw, Saskatchewan to further train on the North American Harvard Mk II and Mk IV.

Fast forward to Yuma, Arizona, February 24, 2007.

While spending the winter of 2006 -2007 (from my home in Sundre, Alberta – Near Calgary) in the Yuma, Arizona area, I attended an airshow at the Marine Corps Air station in that city. To my surprise, while touring the tarmac, I came across a beautifully restored de Havilland DHC-1 Chipmunk all painted in R.C.A.F. yellow with the well-known roundel, and number “038” on the fuselage.

It was on display during the airshow, along with a number of other restored older aircraft. At the invitation of the airshow organizers, I met the owner, Jack Pollack, from the Phoenix area. We met and discussed the fact that I had trained on Chipmunks in 1956 in Centralia, Ontario when I was 20 years old.

On checking my logbooks from 1956, I discovered that I had flown “038” on December 12, 1956 for one hour in the morning with instructor f/o Broadbent, and for one hour solo that same afternoon.

Jack later e-mailed me with some details of his ownership along with a picture he had taken of me next to “038”. He also included an invitation, If I happened to be in the Phoenix area the following winter, to go for a ride with him in “038”. I did spend the following winter, 2007-2008, in Arizona. On March 3, 2008, Jack picked me up at a local airport (Falcon Field) for a 40 minute flight in “038” – 30 minutes of which he kindly gave me the controls. How incredible it was, at age 71, to again fly “038”, over 51 years after my original flights in her. I can never thank Jack enough for that wonderful opportunity.

Comment from Jack:...It was a thrill to reunite Robert with “038”. I enjoyed the experience more than Robert. It was appropriate that Robert’s flight in “038” was at Falcon Field. Prior to, and during WWII, Falcon Field was a training base for British and Canadian pilots.

Shortly after Robert and I departed Falcon Field, Robert once again took the controls of “038”. After 51 years, Robert was again flying

“038”. We climbed to 2,500 ft., I gave control to Robert. Two minutes later, Robert was 20 years old again. He flew the Chipmunk smoothly and confidently. It was a pleasure to watch.

History of de Havilland “038” N58308  
1956 de Havilland Chipmunk DHC-1B-2-S5  
Serial #176-214  
Powered by Rolls Royce Gipsy Major 145hp

Owned since 1994 by Jack Pollack & Clare Stewart. Jack has flown “038” for over 1200 hours.

Accepted by the R.C.A.F. on 4/12/1956  
Stationed at: Fingal 5/16/56  
Centralia 8/16/56  
Dunnville 9/22/58  
Centralia 5/30/61  
Borden 9/6/66

Released from service 5/21/71 Saskatoon, Saskatchewan Canada

Only 250 Canadian DHC-1 were built.



**Robert at the controls of “038”**

## OSHKOSH FLYIN AND NOTAM

AirVenture Oshkosh 2008 is just around the corner and it promises to be memorable and filled with one of a kind aviation experiences. This year the F-22 raptors will be back, the 30,000<sup>th</sup> homebuilt will be honored, a Hatz celebration, and a salute to the 70<sup>th</sup> anniversary of the AT-6 Texan trainer.

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We also will be planning our tenth annual Thunderbird Field EAA Chapter 1217 Happy Hour at Wendt's on the Lake on July 28<sup>th</sup>, the first day of the Fly-in.

If you plan to fly in you need to go to [www.airventure.org](http://www.airventure.org) to get the latest information. A complete copy of the NOTAM, field closure times and arrival procedures can be downloaded at:

[www.airventure.org/2008/flying/2008\\_notam.pdf](http://www.airventure.org/2008/flying/2008_notam.pdf). There is an underscore after 2008 and before notam. Hope to see your sunburned face at Oshkosh!

## **YUM YUMA TO GO AWAY**

The FAA will change the "Location Identifier" of Yuma International Airport to NYL from YUM effective June 5, 2008. This will probably be the big aviation headline for this town for 2008.

The Airport Authority strongly encourages all organizations engaged in flight operations to or around Yuma International Airport to obtain current NOTAMS and Weather for KNYL during flight planning.

The "location identifier" is the pilot's shorthand name for each airport. You can see this name printed on your baggage claim tickets, like PHX for Phoenix Sky Harbor, SLC for Salt Lake City or LAX for Los Angeles International. Every airport in the world has a "location identifier." When referring to the identifier internationally, i.e. in the International Civil Aviation Organization (ICAO) vernacular, it has four letters; the same three letters preceded by the letter "K"; i.e. KYUM. ("K" is for airports in the USA.)

Unfortunately, over time Yuma International Airport has been assigned two (2) separate location identifiers by two separate Federal Agencies. Decades ago, the FAA assigned the three letters "YUM" to Yuma's Airport. More recently, the Department of the Navy, the current "owner" of the aerodrome, assigned three different letters, "NYL", as the identifier for "MCAS Yuma". As a courtesy,



**Robert Muir with Chipmunk "038"**

the Marines continued to enter all NOTAM and Weather information for both identifiers into the worldwide reporting systems. And because Yuma International remains a "shared-use" airfield, i.e. one shared by both military and civil aviation, the FAA never dropped the original KYUM identifier. Instead the FAA gave the airport a dual name, not an uncommon practice. The airport is often identified as "MCAS Yuma/Yuma International Airport" and sometimes as "Yuma International Airport/MCAS Yuma."

But the underlying fact was still there. The airport had been assigned two different identifiers. It became a problem only recently when MCAS Yuma adopted new electronic systems for weather and NOTAM reporting. The new software allows input only to a single identifier. It is physically impossible for them to simultaneously maintain all the information on two separate identifiers. It should be noted that the "new" airport will be exactly the same configuration and appear to be unchanged to the naked civilian eye.

## **MONTEZUMA HEIGHTS**

### **AIRPARK RENTAL**

Mike and Jayneen Muetzel have moved to Florida to fly medical helicopters and have moved their Mustang 2 from the AZ hangar to a FL hangar! This means that the Montezuma Heights Airpark house and hangar are totally ready for occupation. Would you or anyone you know be interested

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in renting the house and hangar long term or seasonally? It can be furnished if needed for seasonal rental.

It's over 2 acres; 2 br; 1.75 ba w/AZ room (1400sf in house); 750 sf hangar apt w/.1br; .75 ba; lots of cabinets; 45 X 35 hangar all on

corner lot w/beautiful sunset views overlooking Verde Valley; lights of Jerome twinkle in the evening. Five min. flight to Sedona airport - or 30 min. drive; all the attractions of Phoenix are an hour south on I -17. Monthly rent is \$1000 plus electricity.



**Jack's Chipmunk "038" and matching bicycle**

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Chapter Website: [www.ThunderbirdField.org](http://www.ThunderbirdField.org)

**HAPPY TENTH ANNIVERSARY  
THUNDERBIRD FIELD EAA CHAPTER 1217**

# ThunderAds

## **FOR SALE**

### **25 Gallon Aux Tank**

Tank for sale. Also Complete set of portable runway lights for free. Dick Wall 602-809-0214

### **1979 Cessna 182Q**

Arizona Airplane on SDL Tie Down K137, TT 3500 hrs, Engine 1262 hrs. SOH, interior upgrades & wing tip replacement underway. Bill Maxey 602-820-5722 maxeybill@hughes.net

### **25 Gallon Aux tank**

For Sale. Dick Wall 602-809-0214

### **WAG-AERO CUB**

Completed in 1999; approximately 200 TT; 65 h.p. Continental approximately 700 SMOH; Cub yellow; no electric; excellent condition; light sport aircraft. Contact Don Lindholm at 602-996-3612 or dlindholm@bcattorneys.com

### **RV-10 PROJECT**

Switched to an RV-12. RV-10 emp / tail cone kit. \$2800.00 (negotiable) for the project. Savings of over \$700. Some tools that may be included if interested. Project located in Prescott, AZ. Frank Benedict c-140@juno.com 928-778-1977 H 928-899-8365 C

### **RANS S-5 COYOTE**

Tricycle gear, Rotax 447, two 9 gal. tanks, airspeed, ALT, HGT, EGT, elect fuel pump, hr meter, Sporty Radio SP-200. Hangered at GEU. \$6000 602-300-0007

### **TEAM TANGO KIT**

80% assembled in Tempe. \$24K for the complete kit and \$5k for the complete Subaru Engine, gauges Bart D. Hull 480-452-9208 (Cell)

### **TITAN TORNADO II**

Light Sport Aircraft; 80hp Jabiru 2200 engine. 153 Hrs TTAE. Tandem dual stick controls. Electric flaps and trim. EIS system, Icom IC-A6, Garmin GPS 195, Sigtronics intercom. ALT, ASI, VSI, strobes, landing light, BRS. Two props and tow-bar included. Burns 3.4 gal/hr during climb-out and 2750 rpm cruise. \$24,900. Call Todd 480-755-4200 www.djs4u.com

### **GLASTAR PROJECT**

Lycoming 0-320 engine. Located at Carefree Airport. Al Ross 480 595-9579

### **ANYWHERE MAP GPS**

PDI format displays: Artificial Horizon, "Gyro" compass, GPS altitude, distance and speed. Recent mfg check-out and new batteries. 4 hr internal batteries or plug-in to AC power. See [www.anywheremap.com/aviation-gps.aspx](http://www.anywheremap.com/aviation-gps.aspx) Great deal at 2/3 retail. Hal Rozema 602-553-8181 or Hartist1@cox.net

### **CESSNA SKYMASTER PARTNER**

Looking for qualified partner to share this well equipped, pressurized, well maintained twin that is in a legal hangar at DVT. Bill Pabst 602-953-2034

### **GRENGA GN-1 AIRCAMPER PROJECT**

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at EAACchapter1217@aol.com to receive a digital slideshow of the plane.

### **1979 CESSNA TURBO 182RG**

287 SMOH, O<sub>2</sub>, A/P, NDH Arv Schultz 602 275-1016

### **RV-4 PARTS**

RV-4 tail kit, new in box, minimum work done \$650., RV-4 wing parts: leading edge skins, tank skins, tank baffles, and top and bottom wing skins, prepunched, new \$500. Mike 602-862-0699

### **LYCOMING 0-235-C1**

673 SMOH, Sky Tec starter, removed from Long Eze for 0-320 upgrade. \$6500. Mark Boram 520-883-0672

### **JEFFAIRE BARRACUDA PROJECT**

Fuselage on gear, wings built. 80% complete. Must sell for only \$9,900. Hangered at Glendale, AZ. Call John 480-704-3250

## **SERVICES**

### **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 623-581-9152

### **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 602-234-1940

### **Machine Shop**

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

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

**Send an E-mail to  
EAACchapter1217@aol.com**

**Thunderbird Field  
EAA Chapter 1217  
5450 East Voltaire  
Scottsdale, Arizona 85254**

