



The ThunderWord

Thunderbird Field EAA Chapter 1217

June, 2010

Scottsdale, Arizona

HAPPY BIRTHDAY CHAPTER 1217 ELEVEN YEARS !!!

PRESIDENT'S CORNER

Greetings from my corner of the hangar! We had excellent attendance at the May meeting where long time valley aircraft historian Brian Baker gave a photo slide show of antique and homebuilt aircraft. Thanks to Dennis Smith for getting Brian lined up. It was nice to meet a guy that likes old planes as much as Brian does.

As the hot weather descends on Arizona many members are hitting the roads and airways for cooler climates. If you attend an interesting Fly-In or stumble across an interesting plane, drop us a picture so we can put it in the newsletter!

I hope to see everyone at the June 17th meeting! Remember we will have cake and drinks!

Curtis

JUNE CHAPTER MEETING

The June meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, June 17th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's featured speaker is Steve Lund from Corona California. Bernie Gross has put a lot of time into getting Steve to speak to our group and is even putting him up at his house! Besides being an avid homebuilder, Steve has a colorful background in the public sector flying both fixed and rotary wing. He is going to give us a unique perspective from a different angle on what it takes to survive an accident.

Remember guests are always welcome. Your attendance will be rewarded with a Chapter birthday cake and beverages after the meeting!

ASTRONAUT TO SPEAK

AT JULY CHAPTER MEETING

Two things you can count on in July are it will be hot and we will have a great program at the monthly Chapter 1217 meeting. It has long been a goal to get someone from NASA to speak. and in July we will have former NASA Astronaut Ed Gibson do a presentation.

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. The presentation will last about an hour and he will answer any questions afterwards. He said as long as a general interest remains, he will stay till he has worn everyone down; it is topic he can talk about all night!

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

ELEVEN YEARS OF CHAPTER 1217

As June rolls around each year we have to raise a glass and celebrate another year as an EAA Chapter!

It couldn't happen without (in alphabetical order) VP Terry Emig, newsletter editor Ron Kassik, Jack Pollack who runs the business side of things, and myself Curtis Clark who pushes the panic button each month trying to put together programs that will make people show up at the meetings. These guys have been working hard to make Chapter 1217 the best Chapter in the country for over a decade!

The barometer we use to measure how good a job we are doing is how many people show up for meeting and events. Besides serving

Continued on page 2

as a clearinghouse for information on the EAA we want to force everyone, young and old, to get off the couch one night a month and come to the Chapter meetings. In addition to the program and stale jokes, there will probably be Chapter friends that want to see your smiling face!

Chapter 1217 is in excellent health with a couple of thousand dollars in the bank and for once decreasing overhead and operating

costs. Our single biggest expense is printing and mailing newsletters. Thanks to 85% of you, we are now e-mailing the newsletters giving us more funds for other programs. We have also taken the big step, thanks to Denny Myrick, of having a fully stocked Chapter store with hats, patches and shirts available at the meetings. We sell items at fairly close to breakeven prices but it does tie up about \$600.00 to have the rotating inventory fully stocked.



Bernie Gross' Highlander

UNIQUE STOL AIRCRAFT

Bernie Gross' unique STOL Highlander is built from a kit, has folding wings, and has probably the largest cockpit of any of the Light Sport Aircraft.

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 "Women Venture" 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.

Continued on page 3

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.



Flags and a Flyover in a Memorial Day Commemoration of Our War Dead

SIX P-38S TO FLY AT RENO

A report is circulating from the project officer for the "Lightning Strike" P-38 Gathering taking place this coming September, first at the California Capital Airshow, and then at the National Championship Air Races.

Of the seven flying P-38s, six are presently in the United States, making the gathering of them for the 2010 California Capital Airshow a real possibility. As we all know, White Lightning' is currently in Austria, and since the location of that particular aircraft presents such a major logistical problem it would be

cost-prohibitive to attract it to the P-38 gathering.

The P-38 National Association and the 475th Fighter Group Historical Foundation are involved in this endeavor on a large scale. It is an outstanding opportunity for everyone to showcase this amazing aircraft and pay tribute to the designers, manufacturer, maintainers, and the brave aviators who trusted their lives to the "Forked-Tailed Devil."

The initial plan for the six P-38s was static display; however, that has since changed and these airplanes are going to be flying during the show. USAF Heritage Flight formations in the past have never featured more than two P-38s simultaneously, nor has there been such a gathering of P-38s since a large ferry-flight from Japan over to Korea more than fifty years ago. The California Capital Airshow may have three Heritage Flight-certified pilots in attendance this year, increasing the probability of having three of the Lightnings in formation with our headlining act, the F-22 Raptor. A single-ship P-38 aerobatic routine is also on the menu, in addition to several multi-ship formations, a tail-chase, and echelon break to land..

The California Capital Airshow is also offering an exclusive "photo tour" this year, so if you would like more information on what that entails, send an e-mail to: executivedirector@californiacapitalairshow.com

APPROVED KIT LIST

Many manufactures of so called kit planes aren't always what the seller claims to say they are. If you are thinking of building a kit plane and are wanting to find if the kit is on the FAA list of approved kits, go to this website.

[http://www.faa.gov/aircraft/gen_av/ultralights/
amateur_built/kit_listing/](http://www.faa.gov/aircraft/gen_av/ultralights/amateur_built/kit_listing/)



Chapter 1217 Members Form up for a Memorial Day Flyover of the Phoenix's National Veteran's Cemetery. The Commemoration had the 2nd largest turnout in the nation.

HOW THE FAA KNOWS YOU ARE THE ACTUAL BUILDER

Here are the Top Ten Ways an Inspector Knows that an Amateur Builder Constructed the Aircraft:

10. Bloodstains on plans seem to emphasize the middle digit.
9. Builder knows how to pronounce "Bingelis"
8. Shop has at least one piece of hardware inadvertently attached to the floor.
7. "Hired Gun" shop pin-up: Claudia Schiffer. Homebuilder shop pin-up: Burt Rutan
6. Builder owns no clothing without bits of wood, aluminum, and/or epoxy stuck to them.
5. Whole 'nother airplane in the scrap bin.
4. At least one template made out of a pizza box.
3. Bumper on builder's car held on by clecos.
2. EAA Technical Counselor's phone number on telephone speed dialer.

And finally, the Number 1 way an FAA inspector knows that an Amateur built the aircraft:

1. The builder's children look like the UPS deliveryman!

WHAT MY JOB AT THE FAA WAS

By Chris Clark

There is a job description – officially called a Position Description (PD) – for every federal job. One must apply and be selected for the job. It describes the work that the employee working under that PD is supposed to do. Including the job title, each PD shows the position's occupational group, Series & Grade. The occupational group for many federal employees is GS, the General Schedule. ES is Executive Schedule, for higher level jobs usually at headquartered offices. Several years ago, FAA broke away

Continued on page 5

from some of the employment rules of the US Office of Personnel Management (OPM), and established its own occupational group called FG for FAA employees. The Series classification is made in terms of the kind or subject matter of the work, the level of difficulty and responsibility, and the qualification requirements of the work. The job's Grade is the last element. That's the pay grade, within which are 10 steps. My job was classified as an FG-1802-9. The step within grade is not shown on a PD, since it is attained by the employee within the grade for varying reasons. In short, that spells your pay!

The PD then describes the tasks in general, and some tasks specifically, that the employee is to do. My PD was 8 pages long – 5 pages of what the Aviation Safety Technician (AST) is supposed to do, plus 3 pages of what's called Job Task Listing.

The AST can conduct or assist with investigations, depending on the complexity. A FSDO investigates complaints, accidents, incidents, and occurrences, which sometimes require a turn to enforcement action.

One of my daily tasks at SDL FSDO included looking at the "Daily Report," to capture and research the basic information noted for accidents, incidents, occurrences, pilot deviations, and near mid-air collisions, that happened in our District. I'd research FAA databases for the aircraft registration information, pilot information, and depending on the kind of event, maybe find an online news article about it. I might need to call airport managers, pilots, aircraft owners, or law enforcement people, to find out the basic

information of the event so I could pass it along to my supervisor. My supervisor would assign the event to an inspector in the office to investigate.

I reviewed airman files submitted to the FSDO by the DPE's, the designated pilot examiners, after a practical test. If the file contained an error, it was returned to the DPE for correction. If the file appeared correct, I sent it to the Airman Certification Branch in Oklahoma City.

An AST is allowed to issue a ferry permit for a small aircraft that is out of annual; conduct an operational color vision test (this is now a 2-part test that includes reading an aeronautical chart, and the signal light test); and conduct inspections of the FAA's authorized computerized testing sites within the district. I also took many complaints by phone and e-mail, many of which were unable to be pursued for investigation due to lack of factual information, like low flying complaints where the aircraft could not be described or identified.

I also conducted initial orientation for people who were interested in starting up an air carrier operation, usually under part 135 but occasionally under 121. I've sat in on pre-application meetings with the principal inspectors and the applicants once the certification process would begin.

That only begins to describe all the many things an AST would do in one day. Some days would be filled with accident or incident investigations, with room for little else. Many days were very interesting!

Thunderbird Field EAA Chapter 1217. Contacts

President	Curtis Clark	602 953-2571	EAACChapter1217@aol.com
Vice President	Terry Emig	520 836-7447	dprez@cactusflyin.org
Secretary/Treasurer	Jack Pollack	480 525-1885	Jack.Pollack@Analyticalgroup.com
Newsletter Editor	Ron Kassik	480 948-0168	ronkassik@cox.net
Young Eagles	Chris Galli	712 574-1001	chapter1217ye@gmail.com
Technical Counselors	Dan Muxlow Jim Berdick	480 563-4228 623 293-2708	N27DM@cox.net Berdick@q.com



Bernie Gross' Storch at Chino California, where it was featured with the "German reinactors"



HAVE YOU SEEN THIS AIRCRAFT ?

On the night of March 13th 1997, a gigantic "V-shaped" object was sighted over the Phoenix metropolitan area (see computer generated forensic composite illustrations above). The craft was described as dark gray or black in color, and looking like a giant "carpenter's square", or a boomerang. Five distinct white lights were visible on the lower portion of the craft. Starting at the Nevada state line at 6:55 PM, the craft moved south east, and made its way over Prescott at 8:15 PM. Next, the craft continued south, and passed over Phoenix at 8:30 PM, eventually ending up over Tucson by 8:45 PM. Over 5,000 eyewitnesses (including former Arizona

governor Fife Symington) confirmed that when craft passed overhead, it blocked out the background stars. Attempts to explain away this historically significant event as "flares" dropped by A-10 military aircraft (from the 104th fighter squadron) on the Barry Goldwater Range, fail to address three specific points: 1) earlier reports near the Nevada state line, 2) how they could have stayed in a locked formation for hours, 3) how they could have "drifted" 100 miles south to Tucson. If you have any photos or video tape footage of this craft, taken during the night of the event, please contact aviation historian Michael Schrott at 815-814-2145 e-mail: auroracad5@aol.com

ThunderAds

FOR SALE

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 EAChapter1217@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: EAChapter1217@aol.com

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

