



The ThunderWord

Thunderbird Field EAA Chapter 1217

June, 2011

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month we had a very well attended meeting to hear globe trotting balloonist Kevin Uliassi talk about the planning, construction and actual flying of his around the world balloon flight attempt. Kevin really kept everyone's attention with the myriad of details that went into the flight. I have always admired people that attempt great challenges; they exhibit a lot of the traits that make our country great. A belief that a goal is attainable if you work hard enough for it and willingness to put yourself in harms way to get it done. I was going to say that Kevin is part cat, but he used up a lot more than nine lives on his flight. Ron Landon deserves a big thanks for getting Kevin to speak.

This month is our annual Chapter 1217 Birthday Bash so everyone should make a little extra effort to come to the meeting. Terry Emig is bringing drinks and I am going to bring a cake for everyone to devourer!

I hope to see everyone at the June meeting!

Curtis

AIRSPACE DEVIATION TRAINING

Pilot airspace deviations continue to be a major risk in the national airspace system. To reduce the chance that you might be involved in an airspace deviation incident, you are highly encouraged to take an on-line learning center course on <http://www.faasafety.gov/>. Or search the learning library for associated guidance on airspace incursions. Remember, safe and prudent airmen have superior situational awareness and have a plan to keep it that way.

JUNE CHAPTER MEETING

The June meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, June 16th in the Scottsdale Airport Terminal Building at 7pm. Our featured guest speaker will be Mike Poulsen who is going to talk about the Super RV-6A that he has built. The plane has a lot of engine modifications as well as some unique airframe mods to handle its higher speeds. Thanks to Bernie Gross for lining up Mike to talk at this month's meeting.

Since it is our twelfth anniversary we will also have cake and drinks after the meeting so plan to have desert with us!

It will be a great meeting and guests are always welcome

TWELVE 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 non-alphabetical order) VP Terry Emig, newsletter editor Ron Kassik, Jack Pollack who runs the business side of things, Rusty Gavagon who handles the dues notices, Denny Myrick who handles the "Chapter Botique" 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 as a clearinghouse for information on the EAA, we want to force everyone, young and

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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 are probably Chapter friends that want to see your smiling face!

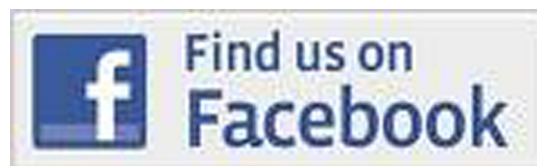
Chapter 1217 is in excellent health with a couple of thousand dollars in the bank and for once decreasing overhead and operating costs. Our single biggest expense is printing and mailing newsletters. Thanks to 90% of you, we are now e-mailing the newsletters giving us more funds for other programs. We have thanks to Denny Myrick, a fully stocked Chapter store with hats, patches and shirts available at the meetings. We sell items at fairly close to break-even prices but it does tie up about \$600.⁰⁰ to have the rotating inventory fully stocked.

What does the future hold for us? We are now joining the social media circus and thanks to Paul Rhodes have a Facebook page. We are making efforts to have a Chapter hangar with tools and some storage

space available. Probably the biggest thing the future holds is exciting new speakers. Thanks to everyone who identifies a potential speaker so we can reel them in for our meetings.

EAA CHAPTER 1217 NOW ON FACEBOOK

At last month's meeting, Paul Rhodes brought us up to date on the Facebook page he created for Chapter 1217. You can log into www.facebook.com and search for Thunderbird Field EAA Chapter 1217 and you will find it. You can post messages and pictures about Chapter happenings, pictures of your plane, anything you like. Be sure to click on the button that you "like" this site so we know people are looking at it.



The Restoration of Billy Walker's Stearman is Almost Finished



The Stearman's Outstanding Paint Job

THE FUTURE IS HERE

By Fareed Guyot

This homebuilt plane is so cutting edge we wanted Chapter 1217 members to get a glimpse into what could be the future of general aviation...Curtis

Ike Aerospace previewed its Seraph technology demonstrator aircraft at the CAFE Electric Aircraft Symposium last week as its entry into the \$1.65 million NASA/CAFE Green Flight Challenge scheduled for July 11-17 in Santa Rosa, California. The Seraph marries blended-wing and lifting body aerodynamic concepts, along with carbon fiber construction techniques and design for maximum weight savings and efficiency. The single-place, twin-engine hybrid powered aircraft will use biofuel-to-electric conversion to power the electric engines. This design is

the forerunner to Ike Aerospace's more ambitious project to build a business jet that will go beyond Mach 1.

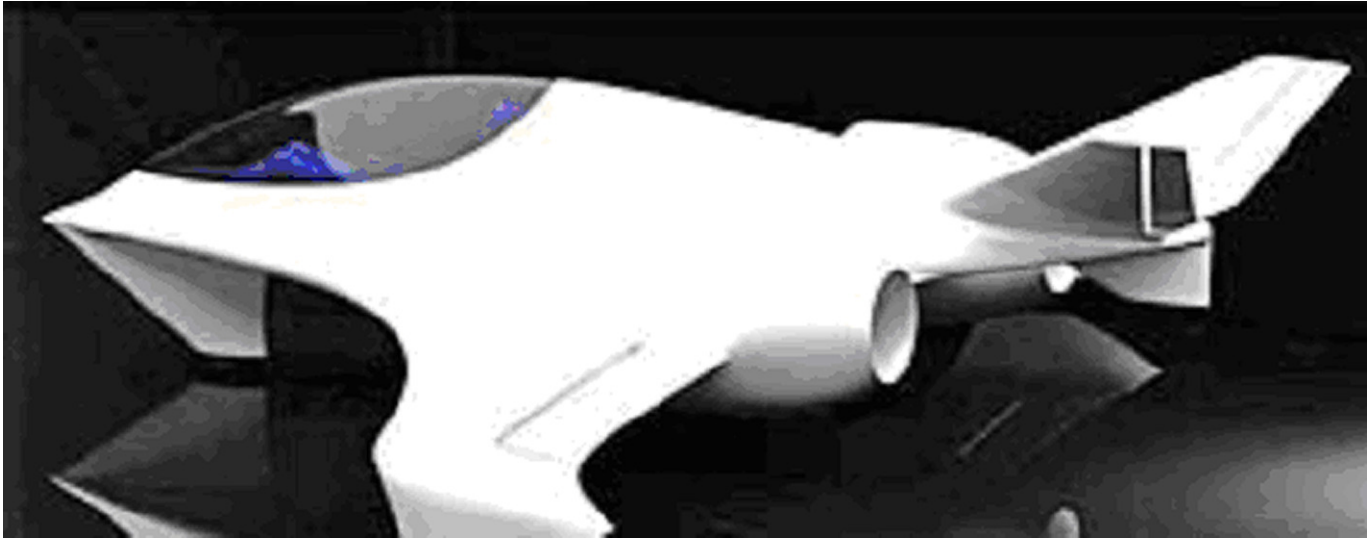
Ike Aerospace founder Richard Ike bases his aircraft design on the concept of "biomimicry": using nature as model, mentor, and measure. In aviation this is called organic aeronautics or aerospace inspired by nature. The Seraph hopes to achieve efficiencies through carbon fiber construction using an exo-skeletal approach to the fuselage, fixed-gear integrated into flight stabilizers, and lift generated by airfoils and vortex through the blended-wing and lifting body concept.

Further efficiencies are expected by mounting the engines inside the wing and using ducted propellers and even a special coating in the

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engine wind funnel to reduce noise. To save even more weight, Ike is proposing to eliminate the instrument panel, opting for an off-the-shelf, goggle-mounted heads-up display to feed all the necessary parameters to the pilot who, in this aircraft, can be up to 6 feet tall, enjoying 3 feet of elbow room.

According to its website, Team Ike Aerospace is confident in its chances of winning the Green Flight Challenge. The company sees the Seraph as the steppingstone to the StarCruiser, a quiet supersonic, intercontinental, all-weather business jet.



WORLDS LARGEST AIRSHIP TO VISIT OSHKOSH

The largest flying airship in the world - the *Farmers Airship*, a Zeppelin NT owned and operated by Airship Ventures - is headed to EAA AirVenture Oshkosh 2011, where it will offer 45-minute scenic flights over the AirVenture grounds and WinnebagoLand.

Airship Ventures, based at Silicon Valley's Moffett Field in California, is touring the *Farmers Airship* throughout the country this summer for the first time, in partnership with Farmers Insurance. Flying since 2001, Zeppelin NTs have carried more than 80,000 passengers. The *Farmers Airship* is the fourth and most recent Zeppelin NT to be built and has been offering scenic "flightseeing" tours over California since 2008.

"Crossing the country with our partners, Farmers Insurance, we've brought the joy of the Zeppelin experience to dozens of communities and events, but I am not sure we've ever experienced one quite like AirVenture," said Alexandra Hall, Airship

Ventures CEO. "We're thrilled to be bringing the first Zeppelin to sail the U.S. skies in more than 70 years to Oshkosh and celebrate aviation alongside so many enthusiasts and fans."

At 246 feet in length, the airship is 15 feet longer than a standard Boeing 747, and 50 feet longer than the largest blimp currently operating. The gondola accommodates one pilot, one flight attendant, and up to 12 passengers, with luxury features including huge panoramic windows, onboard restroom with window, and a 180-degree rear privacy suite with observation window.

With a top speed of 77 mph and maximum flight range of 500 nautical miles, the Zeppelin NT is able to land, exchange passengers, and take off again in under five minutes - all within a 600-foot-diameter landing area. The ship's maneuverability is due in large part to its innovative propulsion system, utilizing three 200-hp, variable-pitch, vectored engines manufactured by Lycoming

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Able to work independently of each other, two engines are mounted on the side of the hull, with the third mounted at the rear - powering two propellers, one for lift and one for thrust.

The engines are mounted to a light, yet rigid framework, composed of triangular carbon-fiber frames, and three aluminum lengthwise beams braced by polymer cables. This distinguishes a Zeppelin from "blimps," which maintain their shape entirely due to the internal pressure from contained lifting gas.

Like blimps, the Zeppelin NT uses non-flammable helium for lift, contained in a tear-proof outer envelope composed of high-strength multi-layer fabric - manufactured by ILC Dover, the same company that creates the fabric for NASA space suits.

The *Farmers Airship* will be based at Pioneer Airport during AirVenture. Public tours aboard the *Farmers Airship* will be offered for \$399/person July 22-31; tour duration is 45 minutes. To purchase tickets in advance, call 650-969-8100 ext. 111.



The Stearman boys at Bill Allen's Stearman and Waco Fly-In last month in San Diego

4130 TUBING - A NEW SOURCE

AED Motorsports is promoting itself as a source for the homebuilder for fabrication metals. AED stocks 150 sizes of 4130 alloy tube, either domestically produced or German origin. They also maintain a large inventory of 4130 sheets, aluminum tubing and aluminum sheet for your project. You can check out their complete product line at June, 2011

www.ThunderbirdField.org

www.aedmotorsport.com or call 888-413-0233. They are located in Indianapolis, Indiana.

CHANDLER AIRPORT HISTORY WEBSITE/VIDEO

Billy Walker forwarded a link to the City of Chandler's new video production "Stories from the Chandler Airport". Crop dusting

pilots, helicopter flight instructors, local news reporters -- they all have a story that connects to this airport.

Get to know some of the people who made the airport what it is today, in this 28-minute video! www.chandleraz.gov/airporthistory

Pictures From Out of the Past



ThunderAds

FOR SALE, ETC.

Glasair IISRG kit

For sale contact Paul Basing, paulbasing@me.com

BELLANCA CRUISAIR 14-13-2

Contact Ray via e-mail: classichunters@charter.net, or phone 775-671-7733. Plane is in Carson City Nevada

COMBINATION VHF/GPS ANTENNA

Comant Model CI 2480-201, Separate connectors for Comm and GPS. Never installed. See AS&S pg 567. Their price \$576.00, sell for \$288,00 Ron Kassik 480-948-0168 or ronkassik@cox.net

THREE-BLADE PROP SHIPPING BOX

Previously used for a MT prop for a Velocity. Will fit most normal size 3-blade props. Available to anyone who needs to ship a prop. Matt Bucko mbuc310@cox.net

2009 LANCAIR 360

Superior IO-360 engine, TTAFE 20 hours, mineral oil, every thing new including paint, GPS, loaded must see. Fred 480-661-6613

PARTS

Fuel pump core, 23psi, Dukes Inc total time 18 hrs. Inline fuel filter, 3/8", Performance Mfg, tt 18 hrs. Slick magneto model 4771, tt18 hrs. Fred 480-661-6613

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) Rosie Braden 520-682-7285 billw7xh@gmail.com

1979 CESSNA 182Q

Arizona Airplane on SDL Tie Down K-137, TT 3500 hrs, Engine 1262 hrs SOH, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 maxeybill@hughes.net

1995 JABIRU ST

Two place, 3300 cc Engine, 10 hrs. Total Time Make Offer Al Ross cell: 602-320-7498

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.

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

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. Contacts

President	Curtis Clark	602 953-2571	EAChapter1217@aol.com
Vice President	Terry Emig	520 836-7447	dprez@cactusflyin.org
Secretary/Treasurer	Jack Pollack	480 585-1885	Jack.Pollack@Analyticalgroup.com
Newsletter Editor	Ron Kassik	480 948-0168	ronkassik@cox.net
Technical Counselors	Dan Muxlow	480 563-4228	N27DM@cox.net
	Jim Berdick	623 293-2708	jimberdick7@gmail.com

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

