



# The ThunderWord

Thunderbird Field EAA Chapter 1217

June 2012

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! For last month's meeting, Dan Muxlow lined up Nova Hall to speak about his grandfather's designing and building of the Spirit of St. Louis. Nova had lots of great pictures of Charles Lindbergh and the Spirit of St. Louis as well as an interesting story of how it came to be in his possession. This fall, Nova is planning a Lindbergh themed dinner event at the Challenger Learning Center; we will keep everyone up to date as plans are finalized.

One of our major goals as an EAA Chapter is to promote the fun, safe utilization of our flying machines. After a couple of years away from gliders I had an event in mind where I wanted to fly my new glider. Rather than hop in it cold and run the risk of scratching its paint job, I decided to take some recurrency training at Estrella Sailport south of town to dust off the cobwebs. Bernie Gross agreed to go along as moral support and wingman. After renewing old acquaintances, the instructor and I sat down, went over the POH for the Grob 103A, reviewed the hand and aircraft signals, and changes to the airspace around E68. We did three flights and did two of everything that would be on a commercial check ride, as well as practicing different kinds of approaches and emergencies. Even though it was really hot, windy and dusty, it was a fun positive experience that made my first flight in my glider a non-event. The best part was that Bernie bought lunch!

We have a great variety of unique planes and instructors available here at Scottsdale and Deer Valley. Going out and getting a little training is the smart thing to do to as well as cheap insurance to make sure you are at 100% when the manure hits the rotating

airfoils! No matter how many hours you have in your logbook, it is smart to get some instruction once in a while to keep your smiling face off the ten o'clock news.

Remember, this is our annual Chapter 1217 Birthday Party, so plan to bring your appetite for birthday cake after the meeting. I look forward to seeing everyone at the meeting!

*Curtis*

## JUNE CHAPTER 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. Bob Carter has lined up John Washington to talk about a really interesting plane from the past. The plane is called Laminar Magic, and it was designed and built by Dr. Alex Stronik. John assisted with the finishing of the plane, and was the pilot when it set its speed records many years ago. Even today no aircraft has ever gone faster on less power! To get a heads up on what he is going to talk about, visit: <http://www.reactionresearch.com/aircraft/aircraftindex.htm> .

One very interesting fact about John is that he is also running for Mayor of Scottsdale!

Remember, guests are always welcome!

## FUTURE MEETING SPEAKERS

It looks like Dean Gilderoy has landed a great program for our August meeting. Mark Kusbel, president of Wamore Incorporated, will fill us in on the projects his company is working on. When you get some free time check out [www.wamore.com](http://www.wamore.com) to learn about his projects. Thanks Dean!



**John Washington Flying the Record Setting Laminar Magic**

## **WELCOME NEW MEMBER**

Pete Giorsetti joined our ranks at the last meeting. Pete is a glider guy and loves almost anything to do with grassroots flying. Welcome aboard Pete.

## **CHAPTER 1217**

### **CELEBRATES 14 YEARS**

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 Gavigan who handles the dues notices, Denny Myrick who handles the "Chapter Boutique," 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 14 years!

The barometer we use to measure how good a job we are doing is how many people show up for meeting and events. So far attendance has been outstanding. Besides serving as a clearing house for information on the EAA we want to force/ encourage everyone, young and old, to get off the couch one night a

month and come to the Chapter meeting. In addition to the program and stale jokes, there probably Chapter friends who want to see your smiling face!

Chapter 1217 is in excellent health with a little over \$2,000 in the bank. Our single biggest expense in the past has been printing and mailing newsletters. Thanks to 90% of you, we are now e-mailing the newsletters, allowing us more funds for other programs. Thanks to Denny Myrick, we have 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 to have the rotating inventory fully stocked.

What does the future hold for us? In the past year we have joined the social media circus – thanks to Paul Rhodes we have our own Facebook page. We are making efforts to keep collecting parts and books for a future Chapter hangar/library/clubhouse, with tools and some storage space available. Probably the biggest thing the future holds is exciting new speakers. Thanks to everyone who identifies potential speakers so we can reel them in for our meetings. We appreciate all the input about what's important to you and

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run each and every idea up the flagpole. Some ideas like one Chapter member's suggestion to invest heavily in Facebook end up on the scrap pile!

## **AGUILA GLIDER ROUNDUP**

Last month local sailplane guru Bob Hurni put out the notice that there was going to be a soaring rendezvous at Sampley Field in Aguila, Arizona about 20 miles west of Wickenburg. The event was open to pilots flying Schweizer 1-26 sailplanes. Thirteen of the venerable Schweizers showed up and a good time was had by all. With very little structure, some pilots were off on distance flights, some flew triangular courses and some just enjoyed the killer soaring and cheap tows.

Chapter 1217 member Jerry Lane decided this would be the perfect opportunity to test fly his newly restored bird after he rebuilt it from a prior owner who had a run in with a barbed wire fence. The glider flew perfectly on his 3.5 hour test flight. Chapter President Curtis Clark also decided it was time to fly his 1-26 and was able to stay up 2.5 hours on his flight.



**Jerry Lane's SGS 1-26 after Restoration**

One really nice thing about the 1-26 group is the feeling of community where everyone helps assemble and drag the gliders out to the takeoff spot. The time to put a 1-26 together from its trailer to flight ready is around twenty minutes and with many willing hands it makes the job fun. Also, when someone ends up landing out its nice to know that someone will come rescue you, even though it might cost you a few beers and dinner at one of the high-end establishments in Aguila!

Chapter 1217 was well represented by Jim Armstrong, Pete Giorsetti, Bernie Gross, Rich Lyons, and Jack Pollack in addition to Jerry and Curtis. After the gliders were back on their trailers and a few cold ice teas were downed to ward off the heat, one of the pilots heard Jack Pollack didn't have a glider and offered to give him a LK-10A project for free! What a nice bunch of guys. Another event is planned for the fall, and if you are interested in learning about the most fun and economical sailplane ever invented you might want to come out.



**Curtis Clark gets ready to fly his 1-26 at the Aguila Glider Meet**



**Bernie Gross Testing the Tow Rope before Launching Curtis**

## CAVEMAN RANCH FLY-IN 2012

By Adam Rosenberg

122.9 MHz is usually quite quiet in southeast Utah. Twice a year I've been flying to Moab and I make my calls to back-country strips Hidden Splendor, Cedar Mountain, Mexican Mountain, Angel Point, Sage Brush, Sand Wash, Mineral Canyon, Happy Canyon, Dirty Devil, Brown's Rim, Caveman Ranch (Tangri-La), White Wash Sand Dunes, Eagle City, and Nokai Dome "in the blind" without hearing much back. This trip, 2012 April 30 to 2012 May 5, was quite different.

When I stopped at Nokai Dome on Monday I saw a couple of airplanes taking off. As I worked my way north to Moab (CNY), Utah, I heard somebody on the radio going into Mineral Canyon. With my rental car not available much after three o'clock, I didn't have time to join them for lunch at Monument Valley. As winds were picking up, I was relieved to see an airplane on the ground there. Canyon winds can get exciting, especially when I'm flying low and slow on final to a short airstrip. When I did my fly-by to check runway conditions, I got a call (by name, from my web page, not the first time) from Jerry and Deborah who were staying there.

Lori MacNichols was offering her McCall Mountain/Canyon Flying Seminar

"Canyonlands Safari" once again, this time from Bluff, Utah. (She may charge a lot for the course, but people seem to feel they got their money's worth.) My Utah-back-country instructor and friend LaVar Wells was one of her training instructors for the course and we agreed to listen for each other on 122.9 when I called to tell him I was coming to visit his home area.

Wednesday was some back-country flying with solitary experiences at White Wash Sand Dunes and Sand Wash as well as a stop at Mack Mesa in Colorado. While winds were picking up enough to keep me out of Hidden Splendor and Happy Canyon further south, Sand Wash remained calm enough to land there.

The Great Big Event of the week was a back-country fly-in right on the Colorado River at Caveman Ranch (UT68), also known as Tangri-La. (It's owned by the Tangren family.) I planned my trip around this event and so did a lot of other pilots. Before going to Caveman Ranch on Friday I set down at Cedar Mountain with nobody else around and then at Mexican Mountain where I saw a couple of airplanes. One was temporarily abandoned with a flat tire while the owners were getting help and the other was a Piper Cub called "CoyoteUgly" owned by Theresa and Jim. While Theresa, Jim, and I were checking out some petroglyphs and other local scenery, another airplane landed, the tire was repaired, and both airplanes departed. After that, high winds kept me away from the shorter, narrow, scarier airstrips. While I was flying I heard LaVar on the radio wishing me safe and happy flying. I also heard pilots going into lots of the local airstrips including a couple too rough-and-tumble for my comfort in my Piper Cherokee. The radio wasn't quite as busy as Deer Valley (DVT) here in Phoenix, but it sure was hoppin'.

By Friday Caveman Ranch was packed with airplanes, especially Maules. They were almost all high-wing airplanes with big tires for back-country adventures. Most of the

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**Adam Rosenberg at the Caveman Ranch Fly-In**

airplanes had tents next to them as people were camping. Diane and Joe were in from Tucson and I met folks from Idaho, Nevada, and Colorado. Everybody had stories to tell, many of their experiences that morning at the local airstrips. One fellow mentioned using my [videos](#) to prepare for landing on these airstrips. It was fun meeting other back-country pilots, many of whom had never flown in this strikingly-beautiful area. Friday dinner was a barbecue 60 nautical miles up the Colorado River at Mack Mesa (C07), Colorado. Food was good, company was better, and the almost-sunset flight back was wonderful.

Saturday I stopped at Caveman again before heading back home to Phoenix to rejoin my regular life.

For those interested in more information about southeast Utah in general and these airstrips in particular, I heartily recommend joining the Utah Back Country Pilots <http://www.utahbackcountrypilots.org> and buying a copy of Galen Hanselman's book ***Fly Utah!*** Besides the charts, maps, and airstrip data and photos, the stories are terrific. Who knows? Some of them may

even be true. I have a list of all my back-country airstrips with links <http://the-adam.com/adam/airports/latlong.html> on Google Maps and <http://the-adam.com/adam/airports/sky.html> on SkyVector. My Vimeo videos <http://the-adam.com/stuff/movie/list.html> have been used for amusement and education.

### **VELCRO A NO GO FOR ELTS**

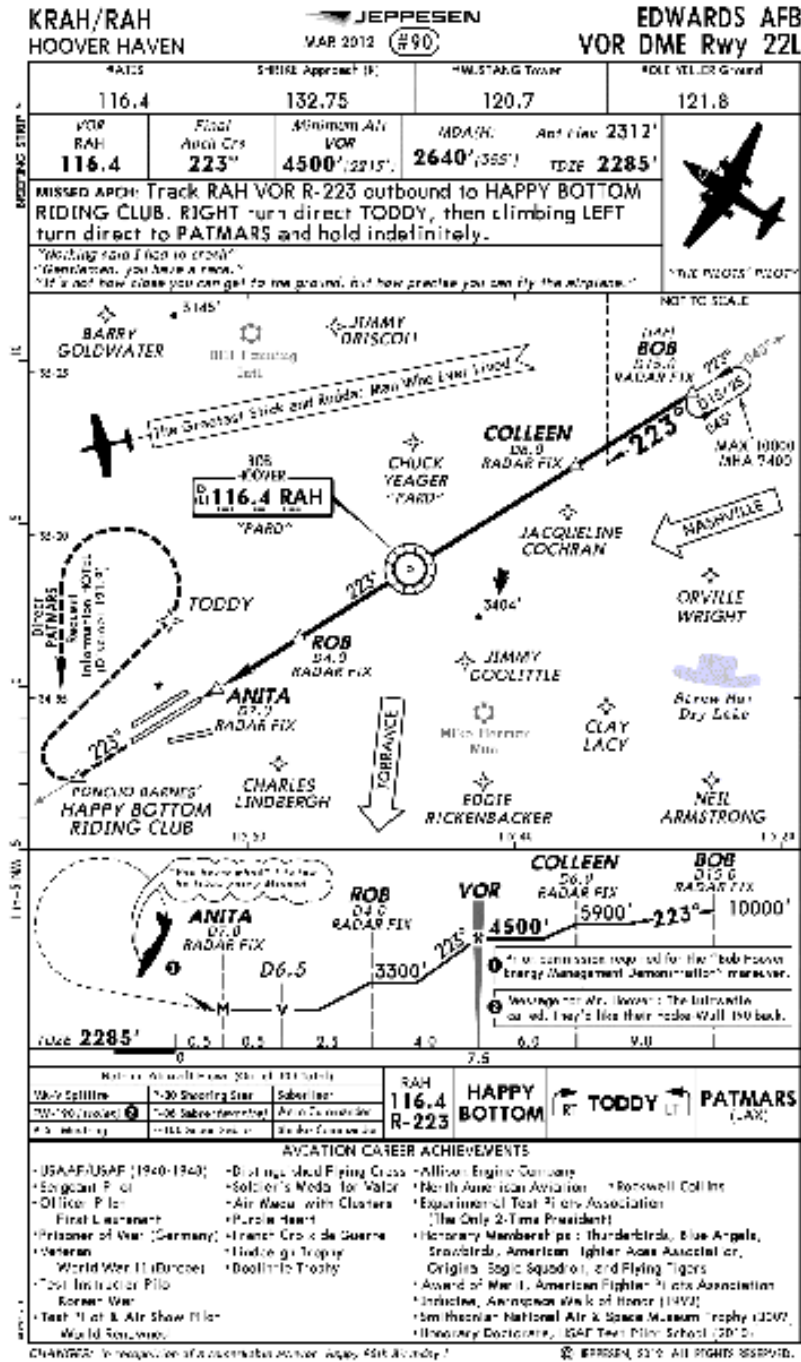
The FAA is advising manufacturers, installers and users of Emergency Locator Transmitters (ELT) that hook and loop fasteners are no longer an approved method of installing these devices. After analysis of many accidents, the FAA has concluded that the hook and loop fasteners, more commonly known as Velcro, comes detached in hi-G impacts. Besides not allowing the unit to activate as it is designed, the ELTs have been found to become projectiles flying about the cabin. In many cases the unit has severed the antenna connections, which renders the ELT ineffective. It might be a good time to look at how your ELT is installed. One local IA says that one of his customers actually had Velcro attached to the ELT case and it was stuck to the carpeted hat shelf.

# AIRVENTURE HAPPY HOUR

It has now been a 14-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.

Come and join us for some traditional Wisconsin food and libations.

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



Bob Hoover's 90th Birthday Approach Plate Retirement Chart

# ThunderAds

## FOR SALE, ETC.

### PILOT PA-400ST FOUR PLACE INTERCOM

\$50- Curtis e-mail: [Azskybum@aol.com](mailto:Azskybum@aol.com)

### HENDRICKSON H78 A38 PUSHER 2 BLADE PROP

Reconditioned by Performance Propeller Fits Cont. C-85/ 0-200. \$800.00 Four inch extension \$100.00 Curtis 602 7120-4494 [azskybum@aol.com](mailto:azskybum@aol.com)

### COMBINATION VHF/GPS ANTENNA

Comant Model CI 2480-201, Separate connectors for Comm and GPS. Never installed. See AS&S pg 616. Their price \$568.75, sell for \$250.00 Ron Kassik 480-948-0168 or [ronkassik@cox.net](mailto:ronkassik@cox.net)

### 1956 CESSNA 172 TD CONVERSION

TT 2300, O-300B 350 SMOH. Imron, new interior, lots of STCs. Hangared DVT. Mike Straley 602-524-0333, [rkaviationinc@netscape.net](mailto:rkaviationinc@netscape.net) Asking \$53K or possible trade

### PROJECTS FOR SALE

Protech, PT-2, folding wings & trailer, 82 hp Mosler engine. & Gere bi-plane, about 75% complete, built from magazine plans, circa 1932, completely rebuilt Model A engine. Pat Wall 928-851-2244.

### 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](mailto:mbuc310@cox.net)

### 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](mailto:maxeybill@hughes.net)

### GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000.<sup>00</sup> Estate sale. Lesley Morgan 480-834-4831 or e-mail Curtis at [EAChapter1217@aol.com](mailto:EAChapter1217@aol.com) to receive a digital slideshow of the plane.

### 2009 LANCAIR 360

Superior IO-360 engine, TTAFE 20 hours, mineral oil, every thing new including paint, GPS, loaded must see. Fred 630-897-7706

### 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, TT 18 hrs. Fred 630-897-7706

## SERVICES

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602-942-2255, Cell 602-418-2045, [fgorrell2@cox.net](mailto:fgorrell2@cox.net)

### HOMEBUILT AIRCRAFT CERTIFICATION

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### 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](mailto:CrashOConnor@aol.com)  
480-515-5105

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