

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At last month's meeting we had Ernie Copeland from the FAA Scottsdale FSDO assisted by Jim Anderson Sr. Vice President Starr Aviation Insurance talk about "*Basic Med for Pilots*". Ernie was a little under the weather so Jim, who volunteers as a FAA safety Counselor, took the lead and did a great job of explaining what's required to operate under *Basic Med*. He even went through some scenarios where a pilot might be able to have the Basic Med certification while they currently have a medical.

From my viewpoint *Basic Med* is a great way to bring down the cost of flying for pilots that don't fly commercially. At first glance it appears you save around a \$100- an exam but if in your distant past you have ever had a special issuance the requirement to get a yearly letter from your physician can save around \$1000- annually. Currently my insurance pays for these visits but when I retire it will be coming out of my pocket and I will be looking into *Basic Med*.

Last month was time my first condition inspection on my RV-8. Since I had purchased a flying plane I basically had zero knowledge of RV inspections. I contacted Brad Power with Power Aviation since he was building an RV-7A and had been doing condition inspections on RV's. Brad had Chapter 1217 member and RV guru Paul Shepard help him. I opened up all the inspection panels and took the seats out and they went through the plane from spinner to tail as well as all the service bulletins from Vans. It gives me complete confidence that the plane is a well maintained and safe as possible. It was money well spent and I can't say enough good things about the experience.

.See you at the June meeting!

Curtis

JUNE CHAPTER MEETING

The June meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, June 21st, beginning at 7 pm. This month's guest speaker will be Chapter member Brian Mitchell President of R and E Oil Cooler Service..

Over the past several years as Brian planned his exit from Shell he purchased an oil cooler overhaul and repair company in Prescott Valley. The company is an FAA approved Repair Station so there was mountains of paperwork to get the company in his name. Now that he has retired from Shell he is working full time on his "retirement job." Brian is going to talk about how oil coolers work and how they wear out and fail. He is also going to go through the process of what happens when you ship your oil cooler off for overhaul at his company as well as how they repair your cooler, exchange it for an in inventory cooler or sell you a new one as your situation requires.

Since it is our Chapters 20th anniversary we will have cake and drinks to enjoy as well as a special surprise at the start of the meeting you won't want to miss! I have also received some really great door prizes so bring your good luck and go home with a prize.

Guests are always welcome!

.

MEETING LOCATION

The location is Paradise Valley Community Center, 17402 North 40th Street. It is on the west side of 40th Street just north of Paradise Valley High School. Basically 1/4 mile north of Bell on 40th Street. We

will meet in the large multi purpose room. You can park on the south side of the building and have more parking options that are closer to the door. Look for the signs!

AIRVENTURE HAPPY HOUR

It has now been a 20-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. That's on Monday, July 23 2018, around 7 pm.

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.wendtsonthelake.com. They are located 3.8 miles south of the seaplane base.

EAA CHAPTER 1217 CELEBRATES 20 YEARS

This month marks the 20th anniversary of Thunderbird Field EAA Chapter 1217. It has been a lot of fun, and we even have managed to keep a few of our founding members. They are Jack Pollack, Gretchen Kinder, Terry Emig, Bill Grieme, Mark Nuessle, and Curtis Clark.

Thanks to our Chapter members we have managed to pile up an impressive statistics -210 meetings with an average of 35 people per meeting. That totals just under 7400 attendees!

One of the big things that keeps everyone's interest up are the ThunderWord newsletters, of which we have produced 210. Over the years we have had three different editors. They are Gretchen Kinder, Heather Baldwin, and our current hard-working editor Ron Kassik. We owe each of them a big thanks for their hard work! When we first started, we mailed out the newsletters; but when we figured out we had given the US Post Office over \$10,000, we started e-mailing most of the newsletters and saved boatloads of money. An interesting fact was the original name of our newsletter - it was dreamed up by Jack Pollack, and it was *Mensa Lite*.

As part the effort to keep everyone informed about Chapter 1217 and aviation events in general, Jack Pollack has tirelessly been the Secretary/Treasurer, as well as running our ThunderbirdField.com website. While it has been slow to take flight, 6 years ago Paul Rhodes jumped in and set up a Chapter 1217 Facebook page. Next time you're stalking your old girlfriends, take a moment to check it out and Like us.

It takes a team effort to keep a Chapter active and fun, as well as getting the membership engaged. We are always looking for more help. Some of the folks that have stepped up to the plate and donated their time are Rusty Gavigan, who sends out the dues notices; Denny Myrick, who runs the shirt and hat sales; as well Dave Kujawa, who does the meeting cards. We also have our entertainers to thank, Ron Landon and his wife Sherrie Zeitlin, for hosting many of the holiday parties, and Jack and Clare Pollack for the May Day BBQ. Also a big thanks to my wife Chrissie who puts up with all the craziness and forgotten deadlines.

XP-82 TWIN MUSTANG HEADED TO EAA

The restorers of a North American XP-82 Twin Mustang, one of the most unusual fighter/escort aircraft ever deployed by the U.S. military, are aiming to make EAA AirVenture Oshkosh 2018 its first public appearance to celebrate completion of an arduous 10-year restoration project.

The restoration project in Douglas, Georgia, began after aircraft restorer Tom Reilly discovered the complete airframe on a farm in Ohio. Reilly then scoured the earth seeking engines, propellers, and a multitude of other XP-82 parts to continue the restoration.

“The interest and enthusiasm for this restoration has been wonderful and gratifying,” said Reilly, who has chronicled the restoration process online. “There is no better place than Oshkosh to make the first public flights of this aircraft, which is why it is our intent to complete the restoration and testing so we can be a part of AirVenture 2018.”

The XP-82 restoration brings back a unique flying example of an aircraft designed late in World War II as a long-range fighter escort to accompany B-29 bombers for thousands of miles on missions over the Pacific Ocean. Based on the highly successful P-51 Mustang design, the XP-82 used twin fuselages and two specially designed Rolls-Royce, Packard-built Merlin engines to supply the speed, range, and armament needed for the task. Fewer than 300 of the airplanes were produced as the P-82, with all but five scrapped in the years after the Korean War as the military moved to jet aircraft.

“UAVIONICS SKYBEACON NEARS CERTIFICATION

One of the most promising and affordable ADS-B solutions is the uAvionics skyBeacon that mounts to the wingtip of your plane and is powered through the position light circuit. It is affordable, easy to install and has the ability to be turned off with a simple turning off of your position lights. Here is the latest update from the company in their own words. Any capitalization errors are the company.

What is the status of the skyBeacon certification?

FCC approval and FAA transmit licenses are approved. Environmental and performance testing is completed and skyBeacon has exceeded all required standards.

When does uAvionix expect to complete the certification?

We will file our TSO by the end of June.

Summary:

We are on the final stretch having achieved numerous major milestones in the skyBeacon certification process. Specifically, skyBeacon has seen rigorous environmental and performance testing, exceeding required standards and ensuring compatibility with a wide variety of aircraft. We've worked with the FAA to gain a groundbreaking approval for integrating the modern microelectronics necessary to make skyBeacon a reality. Despite these successes, we haven't yet crossed the finish line. Over the last several months we've quadrupled our team, devoting significant resources to quickly complete the skyBeacon TSO.

We are humbled by the response and continued support of our customers who have partnered with us to help shape a unique vision of aviation.

We hope to see each and every one of you at AirVenture. We will either bring skyBeacon to sell and install on your aircraft, or a dunk tank for our certification lead.

BALLYS BOMBER HEADED TO OSHKOSH

Jack Bally and test pilot Richard Kosi, have announced their plans to bring Jack's remarkable 1/3-scale B-17, named Obsession, but best known as the Bally Bomber, to EAA AirVenture Oshkosh 2018.

Jack, who worked for decades as a carpenter, started on the project in 1999, working from a set of plans for a 1/9-scale RC model. After scaling up the plans, he started toiling away at his home in Dixon, Illinois, estimating that the project would be finished in about five years.

Seventeen years, 25,000 rivets, and approximately 40,000 man-hours later, the airplane made its first flight in November of 2016. As that flight was unintentional — an unexpected gust turned it from a taxi test to a takeoff — the video that was shot that day doesn't actually show the airplane in the air, a fact that proved especially tantalizing to the thousands of enthusiasts who'd been watching the project for years. With the airplane on display at AirVenture, thousands of followers will finally get the chance to see it in person.

"The Bally Bomber embodies the spirit of homebuilt innovation and creativity,"

The Bally Bomber is expected to be on display all week, alternating between Boeing Plaza and the Replica Fighters Association, with exact details to be announced.

5,000 MILE SPITFIRE TOUR

This summer, Vintage Wings of Canada's newly-restored Spitfire Mk IX will depart from its home base in Ottawa on a 5,000-mile round trip to Comox, British Columbia. The Spitfire will appear at events on the way, including a weeklong stay at EAA AirVenture Oshkosh 2018. The rare fighter, painted to honor a World War II RCAF pilot in 442 Squadron — a squadron that still exists in Comox to this day — will feature prominently in the celebration of the 100th anniversary of the RAF. After AirVenture, the airplane will continue west and is expected to arrive in Comox around August 3.