



The ThunderWord

Thunderbird Field EAA Chapter 1217

March 2012

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Thanks to Terry and Jack for running last month's meeting, and to Mike Still for speaking. For the past four years Mike has served as the President of the Copperstate Fly-In and has turned the Fly-In into a much more pilot friendly event.

After 49 total days, I have been turned into an Airbus Captain. It is fun and challenging to fly and is one hell of a long way from flying my Piper Cub. For people that complain and tell stories about a fly-by-wire plane they probably have never flown one. The plane flies beautifully and the side stick is a pilots dream. Some other big pluses are the cockpit is huge, clean, quiet, and the air conditioning actually works. Another thing is the hot meals served on real china, I am hoping I will be able to adapt to that change.

I was lucky enough to get a three-day break so I could visit the Cactus Fly-In and let a few people experience flying in my new plane. It was nice to have a sabbatical from running the volunteer efforts this year but saw a bunch of things that could be done to make the fly-in more fun for our volunteers. Don't give up on volunteering if this year was a little rocky, it is going to get a lot better. Terry Emig did yeoman duty in running all aspects of the fly-in and we all should look forward to working with him at next year's fly-in.

I look forward to seeing everyone at the next meeting!

Curtis

MARCH CHAPTER MEETING

The March meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday,

March 15th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Graham Clark who is coming all the way from Great Briton to be our speaker. He is going to talk about sport flying in Europe. Thanks to Bernie Gross for setting up this month's speaker and for volunteering to let him stay at his house. Guests are always welcome.

CACTUS FLY-IN

The Fifty-fourth Annual Cactus Fly-In was held at the Casa Grande Airport Friday and Saturday March 2 and 3 this year. High winds caused Friday to be a washout but light winds and perfect weather made Saturday a perfect day for the Fly-In. The windy start kept a lot of the antique biplanes away but Chapter members David Roberts had his 1929 Waco RNF and Mike Braegger had his beautiful Waco UPF-7 on display. A similar Waco, a QCF-2 won Grand Champion. People's choice was Ron Pratte's Goodyear FG-1 Super Corsair which was one of two in attendance.

Chapter 1217 members receiving awards were:

Larry Keeling & Charlie Walmbolt

Best Homebuilt RV-8 razorback

Billy Walker/CAF Museum

Best open cockpit biplane Stearman

Curtis Clark

Most Unique Aircraft Wickham B

Terry & Michele Emig

AAA National Award for running this great fly-in for twelve years

EAA Chapter 1217 along with EAA Chapter 1445 members worked hard to provide the manpower to run the Fly-In. A new Volunteer

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Chairman stepped up to fill in for our Chapter President who has run it for the past twelve years. Some changes that he made yielded mixed results.



John Rader shows great form marshalling planes at this year's fly-in

WHY WE VOLUNTEER AT THE CACTUS FLY-IN

The last plane has flown off, the portable outhouses are being loaded on a truck and the rabbits and roadrunners have got their airport back. Another year has passed and Cactus Fly-In #54 is ancient history. The goal of all the volunteers and organizers has been met. We have continued for one more year with one of the greatest grassroots aviation traditions in the state of Arizona.

Today, it seems everyone takes everything for granted. In turn, our world is filled with "looking back" headlines. Yeah, nobody seems to care or care enough until it is too

late. They vote or don't vote and then find themselves in a world of hurt because who was elected; people put things on their bucket lists and then get upset when that thing they always wanted to do disappears all together before they could do it; friends cry out in disbelief when one of theirs jumps off a bridge when all along the person was telling them they were going to jump off a bridge. Yep, nobody cares until something is gone. Then they get all worked up. Unfortunately, too late is too late.

How does this relate to the Cactus Fly-In? We need to cultivate a large core group of volunteers that can be counted on to staff this great event in the future. I love the old saying: "The man who spends freely has many friends". And, I must admit it often feels very much like a description of our fly-in. Though in reality, it is our fault for not fully explaining how much work and money goes into it.

Helping this year is of no help to us unless you are willing to commit to at least 3 to 5 years. A person who volunteers only one year merely kicks the can down the road. When someone helps from year to year they know where things are and how to do it, and nobody has to train them or watch over them to make sure things are being done correctly.

If you commit to help, you are actually committing yourself to help. In the past we have had to schedule surgeries around the fly-in, miss weddings, funerals, and sporting events, and have even worked the event with injuries that would make most people no-shows. Therefore, if you commit to be part of the team, you will be doing the same. You will tell your daughters that they will not be getting married on the weekend of the fly-in, games that you would love to see will be recorded and watched later, a plumbing leak in your house will be fixed by someone before hand or it will continue to leak until the fly-in is over, you will not be attending re-unions that fall on that weekend or the weeks leading up

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to it, and you will not cry about the nail you drove through your hand last night as it will have to stay there until the fly-in is over and cleaned up. That's what we have to do and if you are telling the rest of the team you'll be there to help, then you will.

Helping means working year round, not just at the event. We have a rule of thumb that if something isn't planned by September, then it probably isn't going to happen at this year's event since December through February is spent on implementing the plan.

Fun. Even if you have a nail sticking out of your hand, you'll have fun. There is no reason for any of us to do this unless we are having fun. So, if all the planes and great people who attend the event don't sound like fun to you, then there is no reason to volunteer. Yes, leading up to the event and during it, it often feels very much like work. Yet without fail, half-way through the fly-in you always start thinking about the next one. Nothing worthwhile is easy and anything that is fun has a price.



Photo by Moose Peterson

Billy Walker's Stearman won best open cockpit biplane at this year's fly-in

COMPOSITE SOLUTIONS

If you have been around the world of composite and antique sailplanes, the Gaines family name is one everyone looks up to. Paul Gaines has opened a shop at the Kingman airport to do structural repairs and performance enhancements on general aviation planes and gliders. A large percentage of the overhead is paid by

insurance repairs on Cirrus, Diamond, and Columbia certified aircraft. Paul says he is always open to talking about working on your composite plane restoration or construction project. With an excellent paint shop also on the field, Kingman is making a name for itself as a hotbed of general aviation. Stop by and check them out or look them up at www.alphazulucomposites.com



Photo by Bernie Gross

Denny Myrick's RV-10 at the Cactus Fly-In

FOGGED COCKPIT CAUSED CRASH

The US Air Force has concluded its investigation into last summer's incident at EAA AirVenture, in which an F-16 overran runway 36 and headed 300 feet off into the grass heavily damaging the jet. The report says the jet's environmental control system caused fogging that obscured the pilot's vision, and resisted his efforts to clear the canopy. Also cited was a concern for spectators. No mention was made of landing with a twenty-knot tailwind halfway down the wet runway.

FAA ASSIGNS 1202 SQUAWK TO GLIDERS

Responding to an NTSB recommendation to help avoid mid-air collisions, the FAA has designated 1202 as the code for transponder equipped gliders. Many aircraft radar transponders have a button that immediately sets the squawk code to 1200, the standard code for VFR traffic not in communication with air traffic control. But the FAA believes it's important for other traffic to know whether your blip is a powered aircraft, so the code 1202 has now been designated the standard for gliders. On Feb 2nd the FAA signed a Notice Joint Order 7110.577 that activates the 1202 code on 7 MARCH 2012.

The National Beacon Code Allocation Plan, dated 11/16/2009 had assigned 1201 to gliders and aircraft transitioning the LAX VFR Class B Corridors. This has now changed to 1201 for LAX corridor traffic and 1202 for gliders. The FAA will now probably have to have a series of meetings about gliders transitioning the LAX corridor! It probably would be a good idea to squawk 7700 if you were doing that because the end is near.

A GORILLA IN YOUR WORKSHOP REVISITED

In last month's newsletter there was an article about using Gorilla Glue. It should be noted that the chemical reaction takes about an hour to complete. Also, it is a good idea to use it in an area where the glue is trapped from running out, otherwise the mixture of glue and water will run out onto the floor.

TURBINE SEAWIND PROJECT

Steve Wieneke dropped us a note that Bud Gustin has a turbine Seawind project out at Eagle Roost Aerodrome. He has some health problems the past couple of years and is looking to find a good home for it. He is a master craftsman and thousands of hours of work have gone into the project. He can be contacted at bgustin@tabletoptelephone.com or by phone 928-685-2557



Photos by Bernie Gross

Richard Ivansek's 1944 Deutschland Hutter 123 Prototype

MANUFACTURING OF 121.5 MHz ELT END

The FAA has published a notice that will cancel the TSO standard that governs manufacturing of ELTs operating on 121.5 MHz. That means that once the TSO is canceled, probably later this year, no new

models of 121.5 MHz ELTs can be manufactured.

All existing units can continue to be used, as can normally functioning "yellow-tagged" 121.5 MHz ELTs, and new 121.5 MHz ELTs manufactured to current ELT TSO standards.

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Also, pilots continue to be authorized by FAR 91.207 to use either a 121.5 MHz or 406 MHz ELT.

The cancellation of the 121.5 MHz ELT TSO is one more very firm indication that the FAA is fully committed to the international standard locator operating on 406 MHz. A number of countries around the world already require the higher frequency ELT that transmits the identification and GPS-derived location of the ELT. Satellites in orbit can receive the 406 MHz signal for rapid location of the emergency signal.

Over the past few years there had been discussions about setting a date requiring U.S. airplane owners to transition to the new 406 MHz ELT, but that has not happened. Newly manufactured airplanes have the new-style ELT installed, and the move to cancel the TSO authorization to manufacture the old-style ELT seems to indicate that the FAA will allow attrition to slowly eliminate the 121.5 MHz ELTs over time. You can feel safe in knowing a supply of the old ELTs will be available for the indefinite future on Barnstormers and Craigslist.



Photo by Bernie Gross

Terry Emig and his nephew Chance with the Peoples Choice Goodyear FG-1

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ThunderAds

FOR SALE, ETC.

TWO TELEX STRATUS 50D ANR HEADSETS

Purple and white version \$300, black version \$375. Includes soft bag, 12V cigarette lighter plug-in cable and cell phone/music device cable. ANR system runs on 4 AA batteries. Call Dave at 602-697-9329.

PILOT PA-400ST FOUR PLACE INTERCOM

\$50- Curtis e-mail: 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

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

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 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

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

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000.⁰⁰ Estate sale. Lesley Morgan 480-834-4831 or e-mail Curtis at 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

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