



The ThunderWord

Thunderbird Field EAA Chapter 1217 March 2013

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's meeting speakers Arv Schultz and Rich Ivansek told their story of the research and construction of a re-creation of the 1908 Douglas Flyer.

This month was the start of the fly-in season with the Arizona Airplane Association Cactus Fly-In. This 55-year-long tradition in Arizona is one of the earliest memories I had as kid when my parents would drag my brother and I down to this old dusty crop duster strip for the fly-in. It always seemed like the pilots of these old birds had a lot more fun both in the air and on the ground. Of course back then it was only a couple of dozen planes and they all had cool names like Spartan Executive, Saint Louis Streetcar and Jungmeister. I don't know what made the biggest impression; the planes – pilots, or the fact that the place reeked of DDT and Parathion. Either way it made an impression, and I said I wanted a whole barn full of these planes when I grew up, so I could fly them down to the Cactus Fly-In.

Since those days I learned a few things like biplanes aren't supposed to smell like insecticide, and that it takes a swarm of folks to run a fly-in. Some of these good people are experts at learning who and where to kiss or kick in the local government so they let the show happen. Some work like fiends so the airport and the city look like rock stars in the eyes of the flying public, and some folks just round up their friends so they can share in this tradition. I think I personally fell into the last category making sure friends showed up to help, buying some good food and lots of ice for the beer. My good friend and our Chapter VP Terry Emig fell into the first category, he wanted to run the show and

make sure it was the best damn fly-in in the entire civilized part of our country. He has done that for close to 15 years, people years not dog years, 20 percent of his time walking upright on this planet! He has earned his retirement.

After over a decade of running the Arizona Antique Airplane Association and the Cactus Fly-In, Terry Emig and his wife, Michele, announced that this year was their last year running the show. During Terry's tenure, the Fly-In has grown exponentially to one of the major Fly-Ins in the southwest. For those who volunteer, the fly-in is a couple of days commitment, but for Terry it is a year-round commitment with endless meetings with the City of Casa Grande, phone calls, permits, and a myriad of tasks that go into making sure the fly-in goes off without a hitch. Terry and Michele have done a great job and hopefully the folks running the fly-in down the road can build on the great foundation they have built. Look for Terry sitting under the wing of his Luscombe or Stearman at next year's fly-in with a tall frosty beer in his hand!

This issue of the ThunderWord will have less articles and more pictures but I encourage everyone to read and share the article "Keeping in touch with what's important" with your kids and grandkids.

For this month's meeting we will still be meeting in the Airport Business Center in the old FAA FSDO Building.

See you at the March meeting!

Curtis

MARCH CHAPTER MEETING

The March meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, March 21st, in the **Scottsdale Airport Business Center**. The start time is still 7 pm. Thanks to Bill Unternaehrer we have the honor of Jim Terpstra speaking to our Chapter again. Jim is literally the father of modern aircraft navigation and was responsible for the design of Jeppesen charts and databases for over 30 years. Jim's talks are not just for entertainment but have a lot of valuable information on the latest trends in aircraft navigation. Be sure and bring a notepad! Remember guests are always welcome!

CACTUS FLY-IN

The 55th Annual Cactus Fly-In was held at the Casa Grande Airport on Friday and Saturday, March 1 and 2, 2013. Picture perfect weather made for a good attendance of antique planes. EAA Chapters 1217 and 1445 provided a large portion of the manpower to run this great event. The efforts of our Chapter 1217 members are what make this Fly-in happen and a big thanks to everyone who helped out.

For a complete list of award winners and losers visit: www.CactusFlyIn.org



Photo by J. A. Dietsch

Cactus Fly In Grand Champion Command-Aire

MEET THIS MONTH'S GUEST SPEAKER

James E. Terpstra retired as Senior Corporate Vice President of Executive Aviation and still serves as a consultant to Jeppesen. After 36 years with Jeppesen, Jim retired in May 2004 from his position as Senior Vice President and Flight Safety Officer.

Before working for Jeppesen, Jim was a full-time instrument flight instructor and holds an

Airline Transport Pilot Certificate, Instrument and Multi-engine Flight Instructor certificate, Ground Instructor certificate, and has over 6,000 hours of flight time.

Jim was responsible for the early days of Jeppesen's new NavData business and was also responsible for the design of Jeppesen charts and databases for over 30 years. During his career, he was responsible for the production of Jeppesen's Flight Information Services.

Continued on page 3

Jim was the author and editor of many Jeppesen Sanderson training materials including the Airline Transport Pilot textbook. Additionally, Jim has written over 100 articles published in various aviation magazines. His most recent series were articles on electronic charts that appeared in the AOPA Pilot Magazine.

In Jim's consulting role, he is the chairman or co-chairman of many industry committees dealing with navigation standards, charts, database, and avionics harmonization; the aeronautical charting standards committee, and the Flight Safety Foundation International Advisory Council.



Photo by Jack Pollack

Tom Wiedlich flies his beautifully restored Stearman with his Granddaughter Emma

KEEPING IN TOUCH WITH WHAT'S REALLY IMPORTANT

(Originally published in SeniorShareProject.com)
by Emma Satter, proud granddaughter of
Chapter 1217 member Tom Wiedlich

I heard about this site because my mother and her friend decided to make it one day. They sit down and work on it together, I help them out sometimes. I think it is a great idea and I have a story that I would like to share.

I am a regular teenage girl, and like many others I have a Facebook, a cell phone, an iPod, and I'm always connected to something. I found out that life's not about the things you have, the clothes you wear, or how popular you are at school, it's really about how much time you spend with your family. My story is from a few years back on my birthday. My

grandpa has an airplane that he keeps in a hangar, and we sometimes go flying. For my birthday he told me that we were going to go for a ride. So I got ready for a ride and maybe a nice breakfast, I got my phone and everything else I thought I was going to need and went to my grandpa's house.

As we left the house to go to his hangar, I noticed that he seemed a lot happier than usual, almost as if he knew something that I didn't. When we got to the hangar we opened the doors and pushed the airplane out. He helped me get buckled in, and we started up the engine and made sure everything was working properly. As we taxied down the runway I concentrated on the stick and the rudder pedals, for I wanted to

Continued on page 4

become a pilot, just like my grandpa. We got to the end of the runway and we lifted off, into the sky we went. We flew around, and I got to fly the plane for a while, then it was time to land. My grandpa took over and got us safely to the ground.

Usually we land at a nice little airport with a little café in it. This time it was a little tiny dirt runway with a few glider planes parked there. The building that was there looked kind of like a shack but bigger. When I took my belts off and got out of the plane, my grandpa started explaining what the little glider planes were and what they did, I learned that they have no engine at all, and you ride the wind currents to stay in the air. I was really interested by this and was wondering what it would be like to fly one, when all of the sudden my grandpa said “how would you like to ride in one of those?”

I was confused and wondered if he was serious or not and as we walked up to the building an instructor came out and shook my hand. My grandpa explained what was going

on and he said “happy birthday Emma!” I got to fly the glider, and it was amazing. There are no distractions, no phones, no Facebook, no drama, no nothing. Just you and the instructor having the time of your life. I flew the whole time and I even landed it.

This was kind of a life changing experience for me, because this made me realize that material things aren't what life's all about. It's the family and friends you surround yourself with, so maybe next time you pick up the phone, or go to log in to Facebook, instead maybe read a book or spend time with your family and learn a few things about what's really important to you. Thanks for reading!

NEW MEMBER

At the last meeting Simo Djuke joined our Chapter. Simo is a young man that has attended the past five meetings helping out and wants to learn to fly. He has been flying copilot with Brian Ryckmen in his Cessna 180 for the past year.



Photo by Bernie Gross

Commemorative Air Force Boeing B-29 FiFi

FiFi is the only remaining airworthy B-29 in the world. The CAF did fly by over the Cactus Fly-In with their B-17 and B-29 several

times on Friday and Saturday as well as sending the Douglas C-47 and Beech C-45 down for static display.

BUCKEYE AIR FAIR 2013

The ad for the Buckeye Air Fair said free admission and everyone was welcome. Well apparently everyone who owned a car, truck, or donkey did show up. The event far exceeded the expectations of the planners and a crowd estimated at over 10,000 people came out to check out the planes both on the

ground and in the air. Chapter 1217's Brian Mitchell had his Bell 47 on hand selling helicopter rides. The crowd kept him flying non-stop all day. If you haven't been to Buckeye Airport lately, the airport has a terminal building, lots of new asphalt, skydivers, and even its own air museum!



Photo by Ron Kassik

Cactus fly-In Best Warbird Stinson L-5 Sentinel



Photo by J. A. Dietsch

Waco YMF-3, circa 1934, Winner of the AAA Chapter Trophy



Photo by Ron Kassik

Fairchild 24 Owned by Mike Stills

QUOTE OF THE MONTH: "When I grow up I want to be me!" Kermit Weeks



Some additional planes and activities seen at the Cactus Fly-In

ThunderAds

FOR SALE, ETC.

ESTATE SALE

Chapter member Marty Williams has flown west and his family is selling his Zenith 701 kit. Contact his son Keith at 480 998-4873.

STEARMAN MCCAULEY 41-D5926 PROP

Anderson Overhaul with "0" since AD complied with. Excellent condition - kept in fitted shipping crate. Make offer Billy Walker 480-773-2823 .

CURTISS REED PROPELLER \$4,000 Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) Patrick McGarry: 602-430-0140

PILOT PA-400ST FOUR PLACE INTERCOM

\$50- Curtis e-mail: Azskybum@aol.com

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

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. Mary Shragal 630-897-7706

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

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