



The ThunderWord

Thunderbird Field EAA Chapter 1217 March 2014

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the February meeting retired U.S. Navy Captain Casey Jones did a really nice presentation on flying for the Blue Angels. He chronicled the formation and history of the Blues as well as his background as a Navy carrier pilot, and being chosen to be the leader of the Blues. Casey was a very interesting guy to meet. He drove over from Albuquerque to talk to us and was able to visit his daughter in Fountain Hills. If you missed him, don't worry because he wants to have an encore performance speaking on carrier operations and his involvement with the Eclipse jet. A big thanks to our Chapter VP Terry Emig for setting up Casey's talk.

In this month's newsletter there is an article about a company that is developing a low-cost, entry-level electric motorglider. While maybe this kind of flying isn't your thing, the website and videos chronicle the development of this project. It is really great to see with so much press and fanfare given to ultra-expensive planes that the spirit of innovation and the belief that there are still new frontiers to be conquered is still out there.

Since moving my sailplane out to Pleasant Valley Gliderport last month, I have been really pleasantly surprised. This airport has no fences or fancy terminal building. An old wooden building with a front porch serves as the operations center. There is a large grass area with benches and chairs, and the only thing that keeps people from touching the planes and gliders tied down is common sense and respect. There is a no-stop stream of people wandering in to talk and learn about flying. As the winds die down in

the evenings, the skies fill up with all sorts of magical machines. Powered parachutes, trikes, gyrocopters, ultralights and a few gliders falling out of the sky after the day's lift has gone away. Places like this are the last frontier of grassroots aviation.

A real measure of the interest out there is a steady flow of people opening up their wallets and going for a glider ride. For all the big press that general aviation is dying and there are no kids interested, you just need to realize that you are looking in the wrong end of the swamp!

Stop out and visit them at 99th Avenue and Carefree Highway. You don't need a gate card to get in. Just watch out for kids riding bicycles out to the airport. Be careful though - you might find that thing lacking in your flying FUN!

See you at the March meeting!

Curtis

MARCH CHAPTER MEETING

The next meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, March 20, starting at 7 pm, in the Scottsdale Aviation Business Center, 15041 North Airport Drive. This month's guest speaker will be Vernon Rich. Vernon was one of the team members that worked to recover the B-29 Kee Bird off the Greenland ice cap in 1994. The Kee Bird was forced to land on a long-range training mission during the cold war after wandering off course and running low on fuel. After a successful emergency landing, the crew was rescued and the B-29 was left to the elements and stricken from the USAF

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records. The plane sat untouched in one of the most remote and desolate parts of the world for half a century until someone had a great idea. That idea is what we will all learn about at the March meeting. It should be a great program so bring a friend.

Thanks to Dennis Smith for lining up this month's program.

Guests are always welcome!

CACTUS FLY-IN

This year's Cactus Fly-In at the Casa Grande Airport was dealt a major blow by Mother Nature. Friday's weather forecast of high winds and blowing dust kept all but a few planes away. After the dust came Saturday's record setting inch-and-a-half of rain, which kept the few diehards that showed up inside.

The one great thing was that Arv Schultz, President of the Classic Airplane Association of Arizona, put together a schedule of indoor forums that were first class. First off was AOPA President and CEO Mark Baker who flew the AOPA Citation all the way out from Maryland to talk. Also speaking were Jon Harden from Aviation Insurance Resources,

and Mark Spencer from the Recreational Aircraft Foundation.

In order to keep the tradition of the Cactus Fly-In alive, Arv was able to convince Steve Bass to be the Fly-In manager. Steve's experience in commanding the Copperstate Fly-In made him the perfect guy for the job, and he did a great job. The decision to move the traditional dates of the event forward a week was to allow the Commemorative Air Force to display their planes, as they had a conflict on the normal weekend. They never showed up, and people who came out to go for a bomber ride on Friday were disappointed.

The Grand Champion, People's Choice, and Best Warbird went to a freshly restored Stinson L-5 Sentinel from Tucson. Rounding out the award winners were a Beech Staggerwing and Cessna 170. Bernie Gross was unsuccessful in his attempt to win both oldest and youngest pilot at the show.

Hats off to Arv and Steve for carrying on the tradition! Hopefully the event will have better weather in the forecast ahead!



Cactus Fly-In Grand Champion, People's Choice, and Best Warbird Stinson L-5 Sentinel

GEEBEE Q.E.D. TO OSHKOSH

Following the flawless first flight of the late Jim Moss' outstanding reproduction 1934 Gee Bee Q.E.D. last fall, Project Manager Rich Alldredge said, "We definitely have Oshkosh in our sights." Well, this week he confirmed plans to fly the burly two-place Golden Age racer to Oshkosh this summer to participate in EAA AirVenture 2014. Alldredge, who lives on Evergreen Sky Ranch (51WA) near Enumclaw, Washington, headed the project team to complete the Q.E.D., after Moss passed away from a lengthy illness at the age of 82 last September.

"We've still got a few steps to make - we're halfway through the flight test program," Alldredge said. "We'll start again when the weather improves. We're over the peak and heading down the backside." The airplane was built at Cawley's Prairie Airport (02WA) in Buckley, then transported 50 miles to Olympia Regional Airport for initial test flights. The airplane was brought back to 02WA where it spent the winter months being tinkered on in

a heated hangar. Hopes are to return to Olympia in April to finish the test program.

Allredge says the team is targeting the flight to Oshkosh about a week prior to the convention. It will likely take three flight legs to get there, figuring on a range of 600 miles, and not more than three hours at a time. More details will be announced as they are finalized.

The 6,200-pound (gross weight) Q.E.D. is powered by a Wright R-1820 Cyclone engine, not the Pratt and Whitney R-1690 Hornet from the original Granville brothers design. The Cyclone, as Moss stated in *Sport Aviation*, was the same diameter as the Pratt with twice the horsepower (1,425 vs. 675). To account for the Cyclone's 200-pounds of extra weight, Moss reduced the fuel tank from 480 gallons to 240 gallons.

Q.E.D. stands for the Latin term *quod erat demonstrandum*, which means "what had to be demonstrated." Where better to obey that order than EAA AirVenture 2014 Oshkosh?



1934 Gee Bee Q.E.D. Reproduction



Nose Art on Award Winning Stinson

AVIATION INNOVATORS, LISTEN UP

Those original concepts that could change the way people experience aviation, but only need visibility and an audience, have a new avenue to reach the flying community through EAA AirVenture Oshkosh 2014.

EAA is offering spaces in its EAA Innovation Center during the event, which runs July 28-August 3. Ideas are being accepted through March 14 as part of a contest to put new ideas in front of the aviation industry and community. "We know there are people who have the revolutionary and evolutionary ideas that will take us to what's next in flight, but they don't yet have the means to highlight their concepts to the public," said Jack Pelton, EAA's chairman of the board. "We want to give them that opportunity at Oshkosh, where aviation innovation takes center stage. They will have a place next to the giants of the aviation industry." The Innovation Center will be located within the EAA College Park area near the center of the AirVenture grounds. It features ideas from companies large and small that are looking ahead to flight's next horizon.

Selection criteria for the contest include subject matter past the planning stage that interests pilots, aircraft builders, enthusiasts, and/or the public; a display that is engaging with an element of interactivity; and a preference to first-time Oshkosh exhibitors.

ELECTRIC KITPLANE FLIES

Adventure Aircraft, a subsidiary of Rainbow Aviation, made successful first flights of its new Electric Motor Glider 6 (EMG-6) at Corning (California) Municipal Airport in December. The EMG-6 was piloted by aircraft designer Brian Carpenter - towed aloft by a 400-cc Honda quad runner.

Although the aircraft is equipped with a small electric motor to fit into the FAR Part 103 category (allowing for flight without an FAA pilot certificate), all of the initial flight tests were conducted as a pure glider without any of the drag reduction enhancements and without the use of power.

Flight testing will continue into the spring in several different configurations: pure glider, glider with a single-engine electric sustainer motor, 40-hp single-engine, twin-engine, and tri-motor. Testing will continue by evaluating several combinations of speed fairings, gap seals, and cockpit enclosures, most of which are manufactured from lightweight carbon-fiber materials.

The EMG-6 aircraft can be built as a single-place, FAR Part 103 ultralight and then legally converted at a later date into a two-place experimental aircraft. The folding wing and folding tail design reduces the machine's storage footprint, making it possible to fold the aircraft and store it in your garage at home.

With a gross weight design limit of 750 pounds, theoretical flights lasting as long as three hours are possible using current battery technology. The prototype aircraft will be flown initially with two 20-hp brushless Predator 37 motors manufactured by Plettenberg of Germany. The motors, controllers, batteries, and propellers are all off-the-shelf components currently used in the giant-scale, radio-controlled aircraft industry. Adventure Aircraft also believes there are several other viable powerplants that are currently available.

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Adventure Aircraft hopes to offer an entry-level kit near the \$10,000 price range and is diligently working on a fast-build kit requiring less than 80 hours assembly time.

While Adventure Aircraft currently uses an ATV to tow the prototype, thousands of

aircraft are capable of towing the EMG-6 (with a tow speed range from 30 to 60 mph). For more information go to www.electricmotorglider.com. Browsing their website in the video section you will see lots of great videos of aircraft construction including hydroforming, rib and mold making.



EMG-6 Electric Motor Glider in Flight



Award Winning Beech Staggerwing at the Cactus Fly-In



Early Morning View of Bernie Gross's Highlander and Camp Site at Grape Vine



Pictures of a Few of the Planes at the Cactus Fly-In

ThunderAds

FOR SALE, ETC.

TRAILER

Trailer for moving planes, \$650,- Curtis Clark
602 710-4494 or azskybum@aol.com

LYCOMING 0-360 A1A

Engine built up for RV project that never got off the ground. Invested \$50,000. Price is very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

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.

CURTISS REED PROPELLER

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

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.

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

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