



# The ThunderWord

Thunderbird Field EAA Chapter 1217

March 2015

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month Ben Shetler gave us a little insight into the world of aerial photography. There was a lot more office work involved than I thought there would be.

This month was the fifty-seventh annual Cactus Fly-In at the Casa Grande Airport. It was great to see so many Chapter 1217 members and old friends. Friday was a little on the windy side with sustained winds over twenty knots keeping most sane pilots away. Saturday dawned clear skies and calm winds making it a perfect day to go to a fly-in. Arv Schultz and his gang at the Classic Airplane Association of Arizona, headed up by Fly-In Boss Steve Bass, did a great job in running the show. Chapter member Jeff Overby donated his PA system and kept everyone informed on the aircraft types doing fly-bys.

See you at the March meeting!

*Curtis*

## MAR CHAPTER MEETING

The March meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, March 19, starting at 7 pm. The location is the Scottsdale Aviation Business Center, 15041 North Airport Drive. This month's guest speaker will be U.S. Air Force Major General Carl G. Schneider. General Schneider is going to share with us some interesting stories from his flying career. Thanks to Billy Walker for setting up this month's program.

Guests are always welcome!

## MAJOR GENERAL

### CARL SCHNEIDER BIO

Born in Ralls, Texas, in 1928, General Carl Schneider entered the U.S. Army Air Forces in September 1946. He graduated from aviation cadet training at Randolph Field, Texas, in June 1947, and advanced pilot training in P-51 aircraft at Williams Air Force Base, Arizona, in June 1948, with a commission as a second lieutenant. In September 1949, he was assigned to the 51st Fighter Group, Naha Air Base, Okinawa, as an F-80 pilot and as squadron adjutant.

During the Korean War, he went with the 51st Group to Itazuke Air Base, Japan, and Kimpo Air Base, Korea, and completed 100 combat missions. He earned a reputation as an aerial gunnery expert.

He was assigned to Luke Air Force Base, Arizona (May 1951 -- F-80 gunnery instructor), then to Nellis Air Force Base, Nevada (June 1951 -- F-86 air combat tactics); Pinecastle (later McCoy) Air Force Base, Florida (June 1952 -- development of a fighter gunnery school); Laughlin Air Force Base, Texas (February 1953 -- development of a gunnery school; flight commander, squadron operations officer and group operations officer).

He served in Vietnam beginning in July, 1962, and helped establish a forward air control / air liaison officer program, working and flying with the Republic of Vietnam Air Force.

After his service in Vietnam, General Schneider held numerous staff and command positions in the Air Force, ultimately being

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promoted to the grade of major general February 6, 1976, with date of rank June 2, 1973.

He retired from the Air Force on December 1, 1978 as chief of staff, Air Force Logistics Command, Wright-Patterson Air Force Base, Ohio. General Schneider has achieved the

designation of command pilot. His military decorations and awards include the Distinguished Service Medal, Legion of Merit with oak leaf cluster, the Distinguished Flying Cross with oak leaf cluster, the Meritorious Service Medal, the Air Medal with six oak leaf clusters, and the Air Force Commendation Medal.



Chapter member Billy Walker flew the Ghost, a 600 hp Boeing P-12 replica, to the Cactus Fly-In

## NEW MEMBER

Join us in welcoming Greg Brinker as a new member to Chapter 1217.

## EAA FORD TRIMOTOR

This past month the EAA Ford Trimotor Tour visited Phoenix Deer Valley Airport. The visit was hosted by EAA Chapter 538 and spearheaded by their President Jim Moss. Atlantic Aviation was on board as a major sponsor donating their facilities and hanging the Ford at night. Thanks to the generosity of Chapter 538 our Chapter members were invited to a reception when the plane arrived including food and drinks. As the pictures show a bunch of Chapter 1217 members got to cross a Trimotor ride off their bucket list and some even got a chance to fly the rare bird!

## NEW CYLINDER AT CACTUS FLY-IN

Air racer Kevin Eldredge brought his RV-8 equipped with the new ACE AX 50 cylinders

to this year's Cactus Fly-In and attracted quite an audience. It was an innovative design that anyone building a Lycoming powered homebuilt needs to do a little research on.

## AX50 DESCRIPTION

The AX50 cylinder is a monolithic cylinder, fitted with a hyper-eutectic sleeve that is 25% Si. The sleeve can be removed for repair or replaced if damaged, offering a long life for your cylinders. Valve guides and seats are of the sintered metal variety that have an extreme hardness whilst at the same time being porous for superior lubrication. These will far outlast traditional bronze or cast type guides and seats.

The inlet valve is made of chrome steel with the back-face design optimized for maximum flow, the exhaust valve is of the "modified" stainless type 1.4882 containing Ta, Nb and W, this allows for higher temperature with greater elongation properties and improved

yield and creep strength, allowing a non-hollow design.

Both inlet and exhaust valves are designed specifically for this cylinder. A single spring of extreme high quality steel sits on a spring platform that is shimmed to obtain the optimum preload. The inlet and exhaust ports are in the same location as a standard Lycoming™ product, however they are of a completely different port shape and design that is optimized for the valve size. The exhaust port is fitted with a high temperature sleeve to reduce the uptake of heat from the exhaust to the cylinder wall. The Cylinder is drilled to accommodate standard CHT probes, knock sensors, and several baffling mounting bosses. These cylinders offer

standard compressions of 8.75:1 and 9.70:1, if used with standard piston and ring pack.

The ACE Performance Company also does complete overhauls on experimental engines and works closely with Titan Aircraft Engines. They invite you to send them your timed out 320/360/540 wide deck Lycoming engine and as part of complete overhaul they will upgrade to some or all of their Advanced Components: AX50 cylinder, rods and piston kits, pressure recovery plenty, light weight oil sump, or many other items they are working on to ultimately replace the dated designs offered by current companies.

Go to: <http://www.ace-performance.com/> for more info.



**Chapter member Pat McGarry brought fellow member John Levitz's Spartan Executive down, so there were two of these rare planes at the Cactus Fly-In**

### **PRIVATEER HEADED TO AIRVENTURE**

The world's only flying Consolidated Vultee PB4Y-2 "Privateer" is scheduled to appear at EAA AirVenture Oshkosh 2015. Based at Casa Grande Municipal Airport, the airplane (N2871G) was being prepared to fly to Oshkosh last year but issues in two of its four Wright R-2600-35 engines ended those hopes. It flew again on February 20, 2015, the first flight in nine months, and now all sights are set on Oshkosh.

This unique aircraft is owned by 4Y-2 LLC and sponsored by SAC Holdings, an affiliate of U-Haul Corp. It was restored to its original navy configuration after serving for years as a fire bomber. Restoration to original Navy configuration was performed by GossHawk Unlimited of Casa Grande, led by its president, Dave Goss.

The Privateer is the Navy version of the Consolidated B-24 that served as patrol

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bombers in World War II and the Korean War. N2871G came off the line in 1945 and was one of nine PB4Y-2s reassigned to the U.S. Coast Guard. Modifications from the B-24 included a longer nose, as well as an additional top turret and new waist-powered turrets. Perhaps the most obvious modification is its single vertical tail in place of the B-24's twin tails as Navy patrol missions were flown at lower altitudes and the high-altitude capability of the B-24 was not necessary.

After WWII, Privateers were used as hurricane hunters and played a large role in training thousands of Naval Reservists. The type also became the first intelligence-gathering aircraft casualty of the Cold War on April 8, 1950, when an unarmed Privateer was shot down by Soviet La-11s in what would come to be known as the Baltic Sea Incident.

Several PB4Y-2s were recalled to duty in Korea to hunt down and destroy enemy infiltrators along the coasts with their air-to-surface radar. Privateers also flew dangerous nighttime Firefly missions to drop flares over embattled United Nations troops so that air support could continue around the clock.

Many were later converted to fire bombers, including N2871G, which was placed into aerial tanker service. From 1959 to 1969, the now orange and white Privateer flew as tanker No. A20 and later as No. B21 and No. A23 with Avery Aviation, Greybull, Wyoming. In July 1969 Hawkins and Powers Aviation, also of Greybull, purchased the aircraft and flew it until 2006 as tanker No. 121.

It came to GossHawk Unlimited in 2010 after being purchased at auction, still in orange and white fire bomber configuration. It remained in that livery for about three more years while work proceeded to restore it. "We replaced everything we thought needed replacing," Goss said.

When the engine problems were discovered last year, they were sent to Anderson Aeromotive, Grangeville, Idaho, for thorough

inspection, and passed. The plane effectively received a complete firewall forward restoration including the propellers (by Tulare Aircraft Service in Atwater, California) over the ensuing nine months.

"Right now there's not much left to tweak, and it's really purring," Goss said.

Woody Grantham of Arizona Air Response, a legendary fire bomber pilot with more than 6,000 hours in PB4Y-2s alone, is N2871G's chief pilot and will be flying the airplane to Oshkosh in July.

Many attendees of the annual Copperstate Fly-In held at Casa Grande will recall seeing the airplane on static display during some recent fly-ins. This year, it's finally Oshkosh's turn to see and experience to world's only flying Privateer as we commemorate the 70th anniversary of the end of World War II.



**Chapter member Alan Ripa is all smiles after getting to fly a Spartan Executive to the Cactus Fly-In with owner Ed Newberg**





**Chapter member Bill Lewallen's Yak 11**

## **RACE TO THE SUN**

*Cross Country Timed Speed Racing for all Pilots  
and all fixed wing piston powered aircraft.*

*A Sport Air Racing League Championship Point  
Event*

The inaugural Race To The Sun is a 400nm cross country air race with one turn point that also offers the racers a no penalty fuel stop. The race will begin at Anderson County Regional Airport (KAND), Anderson, SC. It will then cover a 250nm run to the turn pint and optional no-penalty fuel stop at Suwannee Country Airport (24J) in Live Oak, FL. The finish of the race will conclude at Gilbert Field (GIF) in Winter Haven, FL. There will be special group arrival and parking for the racers at Sun 'n Fun.

The entry fee of \$175 includes meet and greet dinner, race day breakfast, one full

week pass to Sun 'n Fun, T-shirt, dash plate, decals and the awards dinner on April 22,2015 held on the grounds at Sun 'N Fun.

There are blocks of rooms in Anderson, NC at the Hampton Inn, Comfort Suites and Country Inn and Suites.

The schedule is as follows:

Friday, April 19, 2015...Registration & Meet and Greet Dinner featuring local cuisine.

Saturday, April 20, 2015...Group Breakfast, Mandatory Pilots Briefing, Race.

After the finish at Winter Haven, racers may take part in a mass arrival to Sun 'n Fun or depart to other destinations.

*Race into history as part of the First Inaugural Race to the Sun Air Race.*

For more information: Richard Kaczmarek, [fastlittleairplanes@gmail.com](mailto:fastlittleairplanes@gmail.com) 937-243-7303





**Jack Pollack after getting a little copilot time in the Trimotor**



**Manfred and Kelly Kreiselmeier all smiles after their Ford flight**

**EAA Chapter 1217 Personnel**

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# ThunderAds

## FOR SALE, ETC.

### RV-4 PARTIALLY BUILT KIT

\$13,500 Lycoming O-290-D2 \$3,000 or \$16,000 for both Bill Refrow 602 843-9862, [w7lov@cox.net](mailto:w7lov@cox.net)

### ZENITH STOL CH 710

Estate sale. Aircraft close to finishing. Located in Yuma, AZ. Contact Bob Carter for more information [BobC@buildersguild.com](mailto:BobC@buildersguild.com)

### VANS AIRCRAFT RV WHEEL PANTS

Pressure recovery wheel pants. New never used, painted, or drilled \$400. Jack 480 695-4441

### GARMIN GDL39 PORTABLE GPS

ADS-B Receiver with free Weather and Dual-Link Traffic. Battery Pack with extra Battery included. Works with all Apple Products. Brand new in the box, \$400. Ken Roth 602-228-5000, or e-mail: [RothDevCor@aol.com](mailto:RothDevCor@aol.com)

### MISC. INSTRUMENTS

New Rapco Vacuum pump RA215CC-9, \$250.; New Electronics International oil pressure and temp, \$400.; New Elec. Int. carb temp and outside air, \$250.; New Elec. Int. volt amp gage, \$250.; New Elec. Int. single cyl head temp, \$250.; Ovh. RC Allen Horizon RCA22-7, \$400.; Ovh. Edo Air DG 4000B-8, \$400.; Repaired Cessna turn coordinator, \$200. Jerry 602- 663-2432, or e-mail: [JerryLane90@aol.com](mailto:JerryLane90@aol.com)

### PULSE AUTOCYCLE

FAA got you grounded? Want a fun project that captures the thrill of flying? Jim Bede designed Pulse Autocycle for sale \$22,000., Arizona title and current registration. Curtis 602 710-4494 [azskybum@aol.com](mailto:azskybum@aol.com)

### TAYLORCRAFT BC12 D

Beautifully restored BC12 D. TT: 2635 hrs. 255 hrs since total restoration. C-65 255 hrs smoh. Have all aircraft records & FAA data since new. Annual inspection with purchase. \$24,500. [Steve Trieber](mailto:SteveTrieber), Located in Casa Grande• Telephone: 207-853-6060

### LYCOMING O-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](mailto:delgiorgiopels@gmail.com)

### CURTISS REED PROPELLER

Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) Make me an offer, I want it gone. 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.

### 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.

### SERVICES

#### OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800 657-0977 [www.oilcoolersvs.com](http://www.oilcoolersvs.com)

#### ANNUALS

Owner Assisted. Jim Moss 520-440-2191 [www.northside-aviation.com](http://www.northside-aviation.com)

#### FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner: Airplane: Private, Commercial, Instrument, ATP, and ME. Lighter than Air: Private and Commercial. 602-942-2255, Cell 602-418-2045, [fgorrell2@cox.net](mailto:fgorrell2@cox.net)

#### HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

#### 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

#### MACHINE SHOP

High quality parts fabrication for homebuilts at a reasonable price. David Leverentz 520-898-4321

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[EAChapter1217@aol.com](mailto:EAChapter1217@aol.com)

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5450 East Voltaire  
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