



The ThunderWord

Thunderbird Field EAA Chapter 1217

March 2016

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the January meeting George Middlestetter was our guest. He talked about what went into the plane to plane transfer that he performed in the early 50's. Thanks to Dean Gilderoy who donated his Barron to fly up to Prescott and pick up and return George after the meeting. A big thanks to Tom Clements and Bill Unternaehrer who did the flying duties and especially to Dan Muxlow who made several trips to Prescott to meet with George and coordinate the logistics. Even though George is getting up there in years it was really cool to meet the actual guy in the video and hear some of his recollections first hand, he is the real deal. The lunches Dan took him too in preparing and the plane ride from Prescott to Scottsdale and return had to have been a real treat for him. Early in the planning Dan got a copy of the video and gave it to Jack Pollack who performed his magic of changing formats and cleaning it up so we had a video compatible with our projector that had been run through many times. Thanks Jack!

One of the great things about our Chapter is how many people know about our meetings. At the last couple of meetings we have had visitors from Washington, Indiana, Minnesota, and British Columbia come to the meetings. It's interesting to hear how their Chapters do things and where they meet. If you're a member of Chapter 217 and travel around the country, let me know if you stop by EAA Chapter meetings and learn how they run things.

This month's guest speaker has visited twice before. Once to talk about his father inventing the helicopter and once to talk about Sikorsky flying boats. Both meetings

were very well received and it was great to meet this speaker. Since it had been four years since he last spoke I got in touch with Charlie Sherman and asked if he could contact Sergei. Charlie jumped at the opportunity and even volunteered to pick him up and bring him to the meeting!

As we get ready to send the newsletter out the Cactus Fly-In has had another successful year under the management of Arv Schultz. The event had great weather and there was a very high turnout of Chapter 1217 members with their planes and as volunteers.

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 17, starting at 7 pm, at the Scottsdale Aviation Business Center, 15041 North Airport Drive. This month's guest speaker is aviation legend Sergei Sikorsky. Sergei has spoken to our chapter many moons ago, and through the help of Charlie Sherman he was nice enough to volunteer to speak at our next meeting.

Guests are always welcome!

SERGEI SIKORSKY BIO

The oldest son of Dr. Igor Sikorsky, Sergei Sikorsky started working in his father's shop on the first helicopter the VS-300 in the early 1940s. During World War II, he served in the US Coast Guard as an Aviation Machinist's Mate. Later Sergei Sikorsky joined United Aircraft (now United Technologies) where he was heavily involved in a series of helicopter projects that included S-55 production in Japan, the S-64 "Flying Crane" prototype and

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CH-53 production for the German military. In 1975, Mr. Sikorsky was reassigned to Sikorsky corporate headquarters, where he worked on foreign and domestic marketing assignments. He eventually retired as the Vice-President of Special Projects in 1992. Mr. Sikorsky remains active as an aviation consultant, a member of several aviation organizations, and is a highly regarded authority on helicopter history. After 70 years in the helicopter business, he has accumulated a long list of honors and awards, which include Sweden's Royal Aeronautical Society's Thulin Bronze Medal, an Honorary Doctorate in Aviation Management from Embry-Riddle Aeronautical University, and designation as a Technical Fellow in the American Helicopter Society.



Sergei Sikorsky

GARY GAVAGAN FLIES WEST

Long time Chapter 1217 member Gary Gavagan passed away last month after a lengthy illness. Gary and his wife Mary were regulars at meetings and parties, and he will be missed. Gary grew up in Carefree and California and served as a C-130 pilot in The US Navy. After getting out of the service Gary worked for Continental Airlines with a brief stint at FedEx. After a long carrier he retired as a Boeing 757/767 Captain based in Guam. Condolences can be sent to Mary Gavagan, PO Box 6547, Chandler, Arizona 85224. Gary's brother Rusty is also a Chapter 1217 member.



Mathew Skavdahl in Denny Myrick's RV-12 YOUNG EAGLES FLIGHT

By Denny Myrick

On Sunday, March 6th, Chapter 1217 member Denny Myrick took this young man for a Young Eagle's flight in Denny's RV-12. The Young Eagle is 10 year old Mathew "Max" Skavdahl, son of Roger and Ingrid Skavdahl. Mathew constantly pestered his family to get him a ride in a light airplane. His family did some research and heard about the EAA's Young Eagles program. He then contacted Chapter 1217 since it was in their local area. His Mother says Mathew has always been interested in aviation. In fact, she said his goal is to build his own airplane then fly it around the world. It's not too hard to see where this wanderlust comes from since his Dad is a member of the US State Department whose assignments have taken him all over the world from Australia, South America, and Africa. Mathew's Dad just left for an assignment to Ecuador where his family will join him as soon as Mathew completes the school year.

APRIL CHAPTER MEETING

Terry Emig, Chapter 1217 Vice President, is working with Ernie Copeland from the FAA Scottsdale Flight Standards office to bring us a presentation on the FAA's Safety.gov website and the new compliance philosophy. Ernie and Tina Buskirk will discuss recent changes to the FAR that we should all be familiar with. It should be an interesting presentation.

CASA GRANDE AIRPORT CAFE

Billy Walker reports that the Casa Grande Airport has a great restaurant in the main terminal building called "Foxtrot Cafe". It is run by Amber! Everyone there raved about the food and service. I hope you'll make an effort to meet Amber and try her cuisine. She's closed Sunday. Open Monday through Saturday 06:30 AM - 2 PM.



Three Fashion Conscious Chapter Members Patrolling the Cactus Fly-In

COPPERSTATE FLY-IN MOVES

Copperstate 2016 at FFZ

Copperstate Fly-In, Inc., which hosts the fourth largest general aviation aircraft fly-in event in the United States, has announced that it will hold its next event at Falcon Field Airport on Friday & Saturday, October 28-29, 2016.

The event, which is open to the general public, attracts general aviation enthusiasts from across the United States. In 2015, approximately 500 aircraft were on display from 20 states, including ultralights, gyrocopters, home-built aircraft, antiques and warbirds. In addition to aircraft displays, the Copperstate Fly-In features aircraft awards, aviation business information booths, educational workshops for pilots, and youth activities. A portion of event proceeds fund scholarships for youth aviation programs.

The Copperstate Fly-In, which has been held every year since 1973, is a welcome addition to the City of Mesa and Falcon Field! It is anticipated that the mutually beneficial partnership will help increase awareness about Falcon Field among the regional and national aviation communities, will assist the Copperstate Fly-in to expand its offerings to pilots and aviation enthusiasts, and will help promote aviation to residents of Mesa and nearby communities. Airport staff will work closely with the organization's management team to help minimize the event's effect on day-to-day airport operations.

For more information about the Copperstate Fly-In or to learn how to participate, visit www.copperstate.org or contact Stephen Bass, President/Fly-In Manager, 602-689-2999 or sbass@copperstate.org. For questions about the event's effect on Airport operations, please contact Brad Hagen, Airport Projects & Operations Supervisor, 480-644-4230 or brad.hagen@mesaaz.gov

THE GUMBO

The quest victory at the National Air Races in Reno Nevada has always been the holy grail for pilots and designers. To win the Unlimited Air Race Championship and put that trophy on your mantle piece is reserved for a select few.

While most racers are modified WWII fighters, once every ten years or so, stories emerge about a new Reno air race plane being built from scratch. The Orion designed by Bill Husa is one of those planes. Bill passed away last year and a new company has taken over the project at the William R Fairchild International Airport in Port Angeles Washington.

The plane, now called "Gumbo" is a unique twin engine design powered by two Lycoming TSIO-720 eight cylinder engines. The 720 is a good, durable engine and with a few modifications (like using the slightly larger Continental cylinders), it can be punched out

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to almost 800 cubic inches. The prototype engines will be nearly stock, it was nice to have an option to do so without the need for massive redesign or modification. The plane will do its flight testing with nearly stock engines, which will deliver about 450 hp per side.

Size wise Gumbo is actually a lot closer to the Unlimiteds than to the Sport classes. With modern materials and more optimal structural design (not to mention lighter systems all around) the airframe is coming in lighter than the minimum empty weight the classification requires. At this point in time they are estimating an empty weight for Gumbo just over 3,500 pounds, which would give a race weight of just over the 4,000 pound minimum for the Unlimited class.

One man's quest is another man's folly and it will be interesting to follow this plane as it evolves. If you are one of those people overflowing with talent and looking for a challenge they are hiring mechanics to work on finishing the plane. Call J D Crow at 360-461-1736 360-452-3325 Fax: 360-417-5484



Gumbo's Fuselage under Construction



Photos by Chris Clark

A Scene out of the Past, Fuel Truck, Bi-Plane, and Car at the Cactus Fly-In



Rare "Bamboo Bomber" Training Plane from WW Two seen at the Cactus Fly-In



Antique Gull Wing Stinson Reliant at the Cactus Fly-In



Ryan PT-22 Recruit

Photos by Ron Kassik



Beautifully Restored Luscombe



Dornier Seastar

SEASTAR GOES INTO PRODUCTION

Production has begun on the Seastar, which according to Dornier Seawings is the world's most advanced amphibious aircraft, engineered to operate on both land and water.

The company says the airplane combines cutting-edge technology with Dornier's 100 years of flying-boat experience. The Dornier Seastar is scheduled to receive the amended Type Certificate in accordance with CS23 (FAR 23) from the European Aviation Safety Agency in the second quarter of 2018, and will deliver the first aircraft to customers later that year.

Dornier Seawings GmbH is an affiliate of the newly established joint venture between the Dornier family, the Wuxi Industrial Development Group and the Wuxi Communications Industry Group Co., Ltd. The joint venture is headquartered in Wuxi, Jiangsu Province, China. The Seastar will be assembled and outfitted in Oberpfaffenhofen, Germany and later in Wuxi, China.

The positive response from customers all over the world makes us confident that the Seastar will be a commercial success," said Dr. Albert Halder, CEO of Dornier Seawings, at the Singapore Air Show. "After two years

of upgrades and developments, I am pleased to announce to the public that production of the series has begun. We have created a flying boat with unrivalled versatility and performance, low operating costs and best-in-class cabin space."

Originally developed by Claudius Dornier, using design principles of his father, aviation pioneer Claude Dornier, the aircraft has a maximum cruising speed of 180 KTAS. The Seastar has two reliable Pratt & Whitney turboprop engines with 5-blade MT Propellers, which are mounted above the wing in order to stop water ingestion.

The all-composite, corrosion-free airframe yields significantly lower maintenance costs than other aircraft and offers far better residual value.

LANCAIR WEST COAST FLY-IN

EAA Chapter 465, Paso Robles, CA is organizing and hosting the Lancair West Coast Fly-in April 30 / May 1, with the support of Lancair International, Elite Pilot Services and endorsement of the Lancair Owners and Builders Organization (LOBO). Dave Fretwell is the hard working guy behind this event and all the information and registration can be found at www.eaa465.org or by calling 805-238-4970

ThunderAds

FOR SALE, ETC.

T-34 MENTOR PARTNERSHIP.

This is a turn-key, established partnership in a very nice Beech T-34. Plane is hangared at Falcon Field. Contact Lynn Miller 602 448-7487 or 602 585-0795 e-mail LynnMiller777@gmail.com

CESSNA 172'S FOR RENT

Two IFR Cessna 172s for rent at Chandler. Owned by Chapter member Pat McGarry. Contact Chris Hoel for more information and to schedule birdgangft@gmail.com

PLANES FOR SALE

Cessna 170A and two Bonanzas. One is a V35B and the other an S model. All three are hangared at DVT and flying weekly. For contact info EAACHAPTER1217@aol.com

'65 MOONEY

Very clean, 4000TT, 22 hours SMOH, \$41K with new annual, Goodyear hangar, Joe Hobbs joseph.hobbs@cox.net for more information

RV-4 PARTIALLY BUILT KIT

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GARMIN GDL39 PORTABLE GPS

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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

LYCOMING 0-360 A1A

Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgio 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

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.

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