



The ThunderWord

Thunderbird Field EAA Chapter 1217

May, 2005

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! The April meeting was a big success with Jim White describing the history and restoration process of his clipped wing Monocoupe "Baby Ruth". This plane was one of the more famous racing planes of its day and is now in pristine condition due to the efforts of Chapter member George Evans.

It was great to see so many old friends and meet a few new ones at our Fly-in / Drive-in on May 1st. It was a good opportunity to look over the new Bearhawk kit plane that Budd Davisson brought over. Bud says he is teaming up with our Chapter as a "launch Chapter" to stage an informal meeting some weekend to let prospective buyers see the plane up close, ask questions and go for rides. The Fly-in / Drive-in captured all the elements of a good EAA Chapter event, friends, flying, food, and fun!

I hope to see everyone at this month's May meeting.

Curtis

MAY MEETING

The May meeting of Thunderbird Field EAA Chapter 1217 will be on Thursday May 19th. The time is 7 pm in the Scottsdale Airport Terminal Building. This month's guest speaker will be Lonny McClung, President of Groen Brothers Gyros in Buckeye. He will discuss their various gyrocopters as well as give us a presentation on their latest kit built Sparrowhawk gyrocopter.

Since this is our Chapter anniversary bring your appetite and enjoy birthday cake after the meeting.

MAY GUEST SPEAKER

It is always interesting to learn a little bit about the background of some of our guest speakers before hearing them talk. This month's guest speaker is Lonnie McClung who is currently the President of Groen Brothers Gyros. Lonnie has had an interesting career in aviation. Besides the present title, Lonnie works as a consultant to the seaplane industry and specializes in the Grumman Albatross. He served as Director of Operations for Chalks International Airlines, the world's oldest airline, and managed a program to convert the Albatross into a turbo-prop commuter airliner. He still keeps his hand in flying charter operations in a Learjet 45 and running an Albatross air racing team owned by a Scottsdale businessman. He has raced the speedy Albatross in the 2001 London-Sydney Air Race and has also completed a circumnavigation of the world in the same plane.

Lonnie served thirty years in the United States Navy as a carrier based fighter pilot logging over 1000 carrier landings and flying 250 combat missions in Vietnam. He was the commanding officer of VF-51 (F-4 Phantoms), VF-124 (F-14 Tomcats), and ran the Navy Fighter Weapons School at Miramar, more commonly known as TOPGUN. During his career he also served for six years as the President of the 10,000 member USN Tailhook Association. His work also included exchange duty at the USAF Test Pilot School and a follow-on assignment working on classified projects at Edwards AFB (Class 68B).

Somehow in his career, he found time to raise a son and a daughter with his son following in

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dad's footsteps as an F/A-18 instructor pilot. Lonnie's life experiences run the spectrum from Deacon of the First Baptist Church of Fort Lauderdale to being a committee member for the Whitbread Round the World Yacht Race.

We look forward to an interesting presentation.

MAYDAY FLY-IN / DRIVE-IN

We had a good turn out for our annual springtime Fly-in / Drive-in. We had Bill and Toto Greime's GlaStar amphibian, Jerry Sparks' GlaStar, Curtis Clark's Cub, Gary Hedges' Yak 52TW, Terry Emig's Stearman, Terry Peterson's Wagabond, Carl Walborn's Cessna 150 and Pat McGarry's Cessna 185 for the Fly-in contingent. Jack Pollack donated his hangar and cooking skills to the event. The weather was perfect and everyone had a good time.

NEW MEMBERS

After seeing how much fun we had at the Fly-in / Drive-in, Jack Thomas joined our Chapter. Jack has a Beech A-36 based at DVT.

CHAPTER HATS

Another shipment of Chapter 1217 hats has come in. All the well-dressed pilots are wearing them, so pick one up at the next meeting. If for some reason you have lost yours or never got one tell your Presidente at the next meeting.

CHAPTER NAME TAGS

We have the nametags! Pick yours up at the May meeting if you ordered one it will be there. With our new vendor there is no minimum order so if you need one just tell Curtis twice and he will order one for you.



JERRY SPARKS AWARD WINNING GLASTAR

FLABOB'S SKYTACULAR SUNDAYS

Flabob Airport has always been a hotbed of grassroots aviation activity since the day when George Evans and Flavio chased the dinosaurs off the runway so the aliens could land! (No BS)

In an effort to bring the aviation community from all over the southwest together they are hosting a Fly-in on the second Sunday of each month. The Fly-ins will feature a meeting of EAA Chapter One, an antique plane and car show, unique exhibits, events and entertainment. Flabob also has an excellent restaurant right on the field. For those of you that collect the California Tax Exemption forms this will be a qualifying event. Flabob Airport is located three miles north of Riverside Municipal Airport in the shadow of Mount Rubidoux. As the summer temps start to rise this might be an excellent escape from the heat of the valley. For more information you can go to www.flabob.com or www.eaach1.org or give them a call at 951 683-2309

RV-9A RADIOS WANTED

Chapter 1217 member Bob Kruse is looking for some avionics for the RV-9A he is building. If anyone has a King KT-76A Transponder or a King KI-214 VOR/ILS indicator they would like to part with, drop him a line at point9kruse@aol.com or call 480 391-1228 or 405 691-9163

THUNDERBIRD FIELD

EAA CHAPTER 1217 CONTACTS

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WILLIAMS ARIZONA FLY-IN

Saturday May 28th will be the H. A. Clark Memorial Field's Young Eagle flights and Cancer Society fundraiser. The event will feature Young Eagle flights, static displays, and EAA Chapter project displays. Also, on display will be Larry Ely noted local pilot and mechanic. For more information contact Al Dunaway at 928 380-1946.

COOL ONLINE PILOT RESOURCE

Former Chapter speaker and author, Greg Brown, forwarded this interesting website: www.pilotsharetheride.com. Essentially it's what we knew in college as a "ride board". Through it you can hitch a ride with another pilot, find expense-sharing pilots and passengers, seek mentors, identify safety pilots for IFR practice, or link up with other pilots for whatever purpose. To get an idea of what's there, log in and peruse some of the folks who have already signed up. Greg suggests trying your first search with all fields blank to generate a broader cross-section. A quick search of the super fast website turned up these hits:

- Student pilot looking for ride along time
- A pilot who's been away for a while wanting to get back in the air
- Various pilots looking to build flight experience
- IFR pilots looking for safety pilots
- Oshkosh pax rides
- A retired ATC controller who wants to ride along
- CFI looking to build x-c experience
- A guy with a Super Cub and Cessna 180 looking for a date

The guy that set up the website is Baldy Ivy whose motivation is 100% altruistic. It's a great place for pilots to team up and share experiences and expenses. To find out more about Greg Brown's Adventure of Flying go to www.paperjet.net

BRIAN AND TOM'S EXCELLENT ADVENTURE

After flying the wings off his Super Cub one of our Chapter members, Brian, got bit by the bigger/faster/better bug and bought himself a Cessna 180 last month. Since his knowledge of 180's was limited to an old airbum.com pilot report he wisely decided to take another member, Tom, along with him on the delivery flight to explain what all the knobs and buttons did. There was also the chance that he could become disoriented at the high cruise speed of his new plane, a problem affecting many Cub drivers.

The flight started out in beautiful Odessa, Washington where Brian had bought the plane from a farmer who kept it at his strip on his farm. The flight was not without its challenges. It was rainy with fairly low ceilings in eastern Washington. The flight from Odessa to Boise was done in good ol' scud running fashion. Thank goodness for well-marked roads and plenty of rivers, as well as for the judgment to try another way when a 180-degree turn was called for. Brian had brought along his new Garmin 296 to handle the navigating. Tom was impressed with the improvements and super fast processor, but the best feature during the scud battle was the terrain (TAWS-like) feature; Tom is actually thinking about trading in his beloved 295.

The first stop was Nampa (near Boise), they had self-serve \$2.63 fuel. Upon startup, the nav-com #2, a KX155, was totally dead. Dang! Circuit Breakers were all OK. What with having a Garmin 430 in the #1 slot and a short VFR flight to Jackpot, Nevada for the night; they decided to press on. Brian turned on the landing lights as well as the nav lights, and strobes as they neared the pattern at Jackpot, if they couldn't be heard at least they would be seen, only to be greeted by a nasty smell! Something electrical was burning! Off go the lights and the smell goes away and an uneventful landing was made. A little troubleshooting verified that the ammeter showed discharge and the alternator was out. One of the CBs for the alternator was found to be popped but resetting it didn't cure the problem. Tom was wondering why the plane didn't have a "High

Voltage" or "Alternator Out" light on this 1975 model like he has on his 1977 model. After reading the POH over dinner they discovered the little hole over the ammeter was where the light had been installed but some tractor mechanic had removed it. Just a hole there now and the plane had just come out of annual that week! The night wasn't all spent studying the POH, they enjoyed a great dinner and room at Cactus Pete's Casino and contributed a little money to the local gambling economy.

The next day dawned clear and beautiful with a 7 am departure, no miracle had occurred overnight and the alternator was still dead. They decided to carefully conserve what little electrical energy they had and ran with only the Garmin 430 turned on, unplugged the 296 from the cigar lighter and ran it on its own batteries. This particular 180 has aux tanks in the wings, unfortunately the battery voltage was too low to run the pumps, so one more fuel stop was added at Ely, Nevada. Now the battery was too weak to crank the engine and a feeble attempt at hand propping didn't work either (bigger/faster/better remember). What should have been a 30 minute stop turned into an hour extra while jumper cables were rounded up and the airport FBO guy had time to bring a 12 volt tug over for the hook up. A quick call on the cell phone to Deer Valley tower to let them know a NORDO (no radio) would be there at 1:30 pm and they departed.

On this leg the decision was made to turn the master switch off and use the Garmin 296 on batteries to navigate. About once an hour they would turn on the master just to see what the fuel gauges read, just for grins. Low and behold, by having the battery off so much there was enough juice to get ATIS and talk to the tower easily on arrival! What a great way to spend Easter morning, eh?

Brian got the alternator rebuilt and the KX-155 fixed and reports the plane is 50% faster than his Super Cub and only costs 34% more to operate! If you know of anyone looking for a great Super Cub there is an orphan one at Deer Valley looking for a good home!



GARY AND JUDY HEDGES YAK 52TW



BILL GRIEMES GLASTAR FLOATPLANE

Thunder Ads

FOR SALE

REPUBLIC SEABEE PROJECT

Hangered at DVT. Fuselage assembled. Professionally built to this point. Many parts are new. Call Tod at 602 272-1347.

1/3 PARTNERSHIP IN 1973 PIPER ARROW

Hangered at DVT, TTAF: 4608, Great IFR, King KX-155 (2) (1 G/S), Narco DME190, Garmin 195, PS Engineering PM1000 4 Place, King KMA-24, many speed mods, air conditioning. Contact Tod 602-549-8786 www.filjan.com/n56023 or quarterhorses@gmail.com

CESSNA 140 WHEEL PANTS

Set of wheel paints for a Cessna 140, never installed, back plates, wheel nuts included. \$400 obo. Rich Bursley 623-521-4104.

GlaStar Fixtures

All fixtures to build a GlaStar airplane. Will take \$150. Bill Grieme 480-998-9164

Lycoming 0-235-C1

673 SMOH, Sky Tec starter, removed from Long Eze for 0-320 upgrade. \$6500. Mark Boram 520-883-0672

RV-3 Parts & Misc

RV-3 wings, flaps, ailerons and wing tips \$1000., 2 US army flight helmets, 8 new David Clark listen only headsets \$100. each, 2 yellow tagged cranks for an 0-320 and an 0-290-G. Dick Wall 602-788-9848

COZY 3 PLACE PROJECT

Fuselage finished thru Chapter 8. Have most raw materials to finish fuselage and wings. Includes plans, landing gears, metal kit, epoxy pump, news letters, etc. Asking \$1500 (firm) for all. Jim Stevens 623-872-7531 after 3 pm. Location: Avondale, AZ

Skybolt Project

Most major work complete. Hangered at DVT. \$10,000. Stuart McDonald 602-954-9343

JEFFAIRE BARRACUDA PROJECT

Fuselage on gear, wings built. Instrumentants, gauges and a whole lot more. 80% complete. Must sell for only \$9,900. Hangered at Glendale, AZ. Call John 480-704-3250

SERVICES / WANTED

Instrument Instruction

Get your instrument rating with a club member J. Robert Moss CFII, expert in Garmin 430 / 530 IFR operations, Cirrus checkouts. Call Jeff 480 699-7447

Designated Pilot Examiner

Chapter member. Paul Jones 520-251-1251

Prop balancing, Annuals, Prebuys

Jim Berdick AI 623-581-9152

Annuals, Restorations, Fabric Work

Eloy Airport Julie White 520-466-3442

Aircraft Welding and Restorations

Evans Aviation 480-585-3119

Airmen Physicals

Dr. Henry Givre AME, Chapter member and RV-4 owner. 520-836-8701

Aircraft Photography

Mike O'Connor CrashOConnor@aol.com
480-515-5105

BFR's

Fred Lloyd 602-234-1940

Maintenance and Annuals

Klobe Air, LLC Aircraft Maintenance Service Located at Glendale Airport, southern blue hangars #4 Alice 623-877-9033

Flight Instruction

Learn to fly, get a new rating, or BFR. Samir 480-518-5346.

Machine Shop

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

TOOLS NEEDED

I am starting a Zenith 601XL project and need virtually all the tools required for the project. I hope to find them used. I am putting together a list and will have it soon. If you know of anyone that has finished their project and no longer needs their tools, give them my name. The first thing I need are clecos and associated accessories to put them in with. Brian Briggerman blb7037@cox.net

Want to see your aircraft-related ad here in the Thunderword?

Send an E-mail to EAChapter1217@aol.com

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