



The ThunderWord

Thunderbird Field EAA Chapter 1217

May, 2010

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. At the April meeting we heard from Scott Chesnut with Bye Energy. He covered the company's efforts to develop a BIO-DERIVED AVIATION FUEL, as well as developing an ELECTRIC PROPULSION SYSTEM that can be installed on many general aviation aircraft. It was an interesting and informative presentation that got the wheels spinning in everyone's heads.

I finally reached one of my personal aviation milestones when I put hour number 20,000 in the old logbook last month. Having envisioned this as one of those life affirming moments it was just another uneventful hour in the Boeing 737 with no fanfare. My First Officer did volunteer that it would be a good day for me to hang it up so he could move up in seniority.

After flying 90 hours in the past month, setting up the hangar party, and trying to annual my Cub, I still managed to squeeze in an airplane hunting trip to Tennessee with Jack Pollack to go project shopping (his not mine). I can tell you that if you look hard enough there are still really cool planes in barns next to a grass runway hidden in parts of our great country. It helps to motivate when the plane is one of those that is on every pilot's dream hangar list, but you will have to have Jack tell you that part of the story!

I hope to see everyone at the May 20th meeting!

Curtis

MAY CHAPTER MEETING

The May meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, May 20th in the Scottsdale Airport Terminal

Building. The time is 7pm. This month long time valley aircraft historian Brian Baker is putting on a photo slide show of antique and homebuilt aircraft. Thanks to Dennis Smith for suggesting this month's speaker.

Remember guests are always welcome.

MAYDAY- MAYDAY PARTY AT DVT

On Saturday, May 1st, sixty people braved the eighty degree weather to enjoy the tenth annual Thunderbird Field EAA Chapter 1217 MAY DAY FLY-IN / DRIVE-IN. Jack Pollack moved his Chipmunk onto the ramp, fired up the grill and his hangar became the place to be. There were all the earmarks of a perfect event, people, planes and lots of food. Planes that showed up included Mike Burglund's amphib Kitfox that had its first water landing the day before. Other planes included a Highlander, Breezy, Cubby, Legend Cub, Sonex and DHC Chipmunk. Forecasts of high afternoon winds kept a lot of folks from other airports from flying in but for those that made it, a great time was had!

An especially good time was had by Jim Armstrong and his new bride Lois Ann who had just tied the knot. They made the party the first stop on their honeymoon Congratulations!

SPECIAL AIR TRAFFIC RULE (SATR)

The FAA operating under orders from the US Air Force has established an area that all pilots need to be aware of. This rule establishes a Special Air Traffic Rule (SATR) in the vicinity of Luke Air Force Base which requires aircraft to establish two-way radio communication with the Luke Approach Control) prior to entering the SATR area and maintain communication while operating in the area. The SATR is active during official daylight hours Monday through Friday while

Luke pilot flight training is underway, as broadcast on the local Automatic Terminal Information Service (ATIS) and other times by Notice to Airmen (NOTAM). This action is necessary to address reported near midair collisions in the area around Luke and will help reduce the potential for midair collisions in the vicinity of Luke. This SATR went into effect on May sixth.

The new airspace is depicted on the recently released Phoenix Terminal Chart but is not depicted on many of the portable GPS units that a lot of people rely on for avoiding special use airspace.

Currently there are 200 F-16 aircraft based at Luke that fly 201,000 sorties per year according to Air Force sources. Luke is making every effort to attract the new F-35 fighters to make Luke their base home. By restricting general aviation aircraft they feel they can show that Luke is a safe place to fly. Currently top brass are worried that the F-35's might over saturate the urban airspace and that they should be based somewhere where they don't have so many conflicts.

Get a current chart and be aware of the new flight restrictions before taking off!



Jack Pollack Cooks Fly-In/Drive-In Burgers



Dennis Smith with His Sonix at the May Day Fly-In / Drive-In

SEAPLANE DAY AT LAKE PLEASANT

Chapter 1217 member Tod Dickey is spearheading the efforts to get Lake Pleasant open for seaplanes, currently there are restrictions keeping pilots away except for specific events. The Seaplane Day at Lake Pleasant went off without a hitch Friday April 30th. Four seaplanes showed up for takeoffs and landings by the new marina and the Park Headquarters. Two Lake Amphibians, a Kitfox and a Grumman Widgeon were in attendance. Efforts were made to try and find a place to go ashore but there was too much

debris at the waterline and no one wanted to get wet. The important thing is that only the bottom part of the floats got wet, and there were no complaints from boaters or campers. Mike Berglund got his red Kitfox wet for the first time and had a grin from ear to ear, congratulations Mike!

The next scheduled day is Friday August 27. The only guarantee is that it will be hot. Perhaps we can have some boats there, or anchor and go in to the restaurant. Until then, there are the other lakes.



Jim Armstrong and His Bride Lois Ann with their Experimental Cub

GOT TO HAVE IT PLANES

If you are stuck with the problem of having an empty hangar and too much cash, two planes are for sale at Chandler Airport that might help scratch that itch. Bob Copeland has his

highly modified Lake amphibian up for grabs and there is also a Meyers 200B that is in pristine condition. As for the contact info, you need to buy lunch for one of our Chapter

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members who hang out down there and they will fill you in...don't call Curtis, he doesn't have their numbers..you will have to work a little!



Brian Mitchel with two of his Favorite Passengers try Curtis's Breezy on for size

CHAPTER MEMBER GONE NORTH

Usually I have the sad duty to write about members flying west but this time one went north down the road less traveled to live out his dream!

As all of you know Brian Ryckmen has had his heart set on moving to Alaska for the last few years. Most of us thought it was just an affliction that affects all Cessna 180 owners, but we were wrong. Well it finally happened. On April 27th, Brian said goodbye to Airaid Filter Company where he has worked for the past five years alongside fellow Chapter 1217 member and Airaid President John Levitz.

Brian has started his own business, First Light Logistics, and left Phoenix on Thursday April 29th. After an interesting trip he arrived in Delta Junction Alaska on the 6th of May. He will be working under contract to All West Freight (Wild Bill), loading, organizing, May, 2010

weighing, and flying all types of freight and fuel to the mining industry all over Alaska. The two airplanes that he will be mostly using to haul freight in will be a Shorts SC7 Skyvan and a Fairchild C-123 Provider. Bill actually owns the plane that they used in the movie Con Air and also the C-123 that lived at Deer Valley since before the turn of the century. If you ever go up to Alaska, look him up, Delta Junction ain't that big, otherwise he may see us this fall when it hits 40 below.

Hopefully Brian will keep sending stories and pictures as his dream unfolds in the wilds of Alaska.

THINKING OF TRADING UP ... OR DOWN?

We've got a great way to sell your aircraft when the whole aviation world is in town. EAA is teaming up with www.Auction.com to hold our first-ever live auction! The Spirit of Aviation Auction at EAA AirVenture Oshkosh Saturday, July 31, 2010

The largest gathering of aviation enthusiasts in the world will be one of the best venues on the planet to buy or sell an aircraft! We know there's a lot of buying and selling at AirVenture - but it's not all in one place. The Spirit of Aviation Auction makes it much easier for you to see what's available, in one location!

We'll get the word out by heavily promoting your aircraft online at AirVenture.org before and during AirVenture plus - the auction will be prominently promoted on site during AirVenture and in AirVenture publications. The quicker you complete the consignment process, the quicker your aircraft is posted and available for sale. Your aircraft is never off the market.

We know you might have questions and www.AirVenture.org/auction/ is your best source for answers. You can also call 1-888-740-3840 and talk with experts who are standing by to assist you.



Photo by RK

Mike Burglund's Amphibian Kitfox seen at the May Day Fly-In / Drive-In

NEW AIRBUM.COM PILOT REPORTS

Besides the usual blog BS (living in AZ, it's hard to dodge immigration as a topic of conversation), Bud has gotten off his duff and put out two more exciting pilot reports. Besides flying his red Pitts as top cover over Scottsdale Airport, Bud has the fun job of going out and flying and writing about cool airplanes. The latest additions being:

1929 Command-Aire

This is a rather obscure biplane that dwarfs a Stearman and gives an insight into the early days of airplane production.

Piper 250 Comanche

The Comanche has always existed in the shadow of the Bonanza, which I've never thought was fair, because it's a pretty good little four-place, cross-country runner and today costs the fraction of what a comparable Bonanza does. And the tail doesn't wiggle!

Bud's pilot reports are always an interesting read and are not full of the manufacturing hype that seems to ooze from some magazine articles.

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**Stu Bloemer with His Legend Cub at the
May Day Fly-In / Drive-In**

WHY DOES MY PLANE DRIP OIL LIKE A STUCK PIG ?

This story was sent to us from Camguard to tell us what their product does. As always direct all aviation petroleum related questions to Chapter member Brian Mitchell, who did not send us this article, but is the AeroShell answer guy!

First, let me explain what gaskets are and what they do. Gaskets (seals) are necessary because it is virtually impossible to machine any two surfaces to a flatness and smoothness that will provide a seal. Gaskets conform to most irregularities in the surfaces and absorb the (substantial) dimensional changes, common in air-cooled engines, to maintain an adequate seal between parts. Seals also allow mechanical motions to exit the engine without oil loss.

Aircraft engine gaskets are pre-formed and are made from a variety of materials including cork and a number of synthetic polymers (synthetic rubber) such as neoprene, silicone and nitrile. Temperature and lubricant type are the major considerations for seal material selection.

Aircraft engine gaskets can be either static (stationary) or dynamic. A static gasket is one that does not move. This is the most common type of gasket and examples include most o-rings, the oil pan gasket, push rod tube seals and valve cover gaskets. Dynamic gaskets seal moving components. The most common example is the crankshaft or prop seal, which is installed in the engine case. As the crankshaft rotates, the seal stays in place to prevent the flow of oil out of the crankcase. O-rings are also used to seal rotating and sliding shafts as they exit the engine.

Heat, time and exposure to oil combine to “set “ a seal. A set seal is firmer, slightly smaller (shrinkage) and the surface is smoother. Oil chemistry greatly impacts seals throughout their lives. The oil permeates the seal to cause changes in the hardness, dimensional volume (shrink or swell), and mechanical strength. Lubricant formulators strive to achieve a balance so their products are “seal neutral”. Synthetic oils affect seals more than conventional oils. Many people experience increased oil leakage (weeping) as the set seals shrink after switching to semi-synthetic oil from conventional oil. Heat, time and chemistry conspire to harden and shrink seals, which leads to weeping. Camguard utilizes a high concentration of mild seal conditioners that restores the seals suppleness and volume stopping, oil leaks in their tracks.

For more information call 1-800-826-9252 or go to www.aslCamGuard.com

ThunderAds

FOR SALE

AIRCRAFT AND ENGINE FOR SALE

1983 Thorp T-18, N583C, Home built, with rebuilt Lycoming O-290G, \$25,000.00

1954 Story Experimental #2, N1338N, Continental \$10,000.00

1956 Tri-Pacer N9950D; Converted to Pacer and restored to new condition.

ENGINE Lycoming O-290G no accessories \$1000.00
Contact: cefann@peoplepc.com. Please use "EAA" in subject line of E-mail. located in Yelm, Washington.

1995 JABIRU ST

2 place, 3300 cc Engine, 10 hrs. Total Time
Make Offer Al Ross cell: 602-320-7498

CESSNA 175 Skylark

TTSN 3,304hrs Franklin O-350 220 HP TTSN 355 hrs. Constant speed prop TTSN 355 hrs. Take off full gross 300 ft, climb out 1400 fpm. Hangared at AVQ \$59,000. (accepting offers) Bill Braden 520-682-7285 billw7xh@gmail.com

1980 SUPERCUB PA 18

150 Lyc, 960 TT, 80 hrs TOH, New Icom 210, Intercom Transponder King KT76A External Baggage Seaplane Kit \$85,000. Don Meloche (928) 951-4635, Cell (619) 838-2410 E-mail winslow42@cox.net

STANDS

Two 4-step stands to cover floats during installation. No standing on floats which can be damaging. Also 2 stands to go under floats that allow raising and lowering amphibian landing gear in work place. \$400 and \$100. Bill Grieme Floatmon @ cox.net

WHEELER EXPRESS PROJECT

\$10,000 My husband passed away and I have a complete kit that is 60% completed. Located in Fountain Hills. Bev Tall bevtall@talco.com

DIAMOND DA-40 PARTNERSHIP

Looking for partners in Diamond DA-40 based at SDL.
Renzo Cataldo 480-227-3647

1979 CESSNA 182Q

Arizona Airplane on SDL Tie Down K137, TT 3500 hrs, Engine 1262 hrs. SOH, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 maxeybill@hughes.net

RV-10 PROJECT

RV-10 emp / tail cone kit. Switched to an RV-12. \$2,800.00 (negotiable). Some tools available if interested. Located in Prescott, AZ. Frank Benedict c-140@juno.com H: 928-778-1977 C: 928-899-8365

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at EAChapter1217@aol.com to receive a digital slideshow of the plane.

WANTED

ROTAX ENGINE MECHANIC

Looking for a mechanic that works on the two stroke 582 rotax engine (used on a powered parachute). Ned Turner, Prescott, info@prescottshedandgarage.com

SERVICES

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

FLIGHT INSTRUCTION- BFR'S

Alan Trabilcy alantrabilcy@yahoo.com,
480-747-0349 m or 480-948-1747 h

PROP BALANCING, ANNUALS, PREBUYS

Jim Berdick Al 623 293-2708

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 602-793-6637

MACHINE SHOP

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

AIRCRAFT INTERIORS AND COVERS

No job to small! Kim 480-396-0688
interiors@airwestinc.com

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