



# The ThunderWord

Thunderbird Field EAA Chapter 1217

May, 2011

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month we had a very well attended meeting to hear Chapter 1217 member, Denny Myrick, talk about the RV-12 that he built. Denny was helped out with a great PowerPoint presentation from Van's Aircraft that showed what went into the design of the plane. While constructing the plane Denny stuck to all the requirements of building an ELSA aircraft and hopefully enlightened a few of us on how ELSA works. As a real treat, he flew his plane over to the meeting and had it on display for everyone to look at.

It was great to see everyone that showed up for the Fly-In / Drive-In on May first. The idea of using the phrase "Mayday" with the tower was A JOKE. Please never tell the tower that unless you are in peril, on fire or about to be laid off! I also learned from Myra Salmirs that I have been misspelling the word dessert, two ss's, in all the e-mails I have been sending out for the past decade! From the looks of the amount of food we had everyone was able to figure it out. A big thanks to Jack and Clare Pollack for hosting the event and doing the shopping and cooking chores.

Chapter 1217 has joined the Facebook revolution and hopefully it will be a fast way for Chapter members to get information quickly without the time delay of you sending me an e-mail and then when I get in town sending a reply...try it out.

I hope to see everyone at the May meeting!

*Curtis*

## NEW MEMBER

Chapter 1217 welcomes new member Terry Mattchen who joined at our April meeting.

## MAY CHAPTER MEETING

The May meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, May 19th in the Scottsdale Airport Terminal Building at 7pm. Our featured guest speaker will be globe-trotting balloonist Kevin Uliassi who has made several long distance balloon flights. Kevin is going to talk about his balloon, the flights, the preparation and the meteorological aspects of long distance balloon flights.

That will be a great meeting and guests are always welcome

## MAYDAY- MAYDAY- MAYDAY AT DVT

On Sunday, May 1st, sixty people braved the eighty degree weather to enjoy the eleventh annual Thunderbird Field EAA Chapter 1217 MAY DAY FLY-IN / DRIVE-IN. Jack Pollack cleaned out his hangar, 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 a Highlander, Breezy, Legend Cub, Cub, Skybolt, Cessna 175, RV-7A and Brian Mitchells Bell 47. The winds were kicking up in the morning so a lot of people drove in rather than tempting Mother Nature, but it died down for lunch.

## CHANGING YOUR AIRCRAFT'S N-NUMBER

By Chris Clark

This is a multi-step process, and not difficult to do! First, you probably want to check [www.faa.gov](http://www.faa.gov) to see what N-numbers are available. The FAA Aircraft Registry has a whole page of instructions on what to do on the registration side of the process. What their page doesn't mention is the "other" important thing, the Airworthiness Certificate.

Continued on page 2

Assuming you've completed all the steps with Aircraft Registry and have received your AC Form 8050-64, you're now ready to get your airworthiness documents updated to show the new registration number. It's very important to note that your Airworthiness Certificate, and operating limitations, if the aircraft holds a Special Airworthiness Certificate, probably shows the old N-number!

In order to receive a new Airworthiness Certificate, the owner will need to call the FSDO at 480-419-0111. If you would like to

do this in person, you must make an appointment first. You will be asked to present the old Airworthiness Certificate, your signed AC Form 8050-64, operating limitations (if any), and current Certificate of Aircraft Registration. The FSDO inspector will review your documents, and likely be able to issue a new Airworthiness Certificate during that visit. If operating limitations are also required, please be patient if that might take a little longer – an extra day or so, perhaps.



**Denny Myrick's RV-12 at the April meeting**

## **EAA CHAPTER 1217**

### **NOW ON FACEBOOK**

Paul Rhodes has completed our Facebook page for Chapter 1217. You can log into [www.facebook.com](http://www.facebook.com), search for Thunderbird Field EAA Chapter 1217, and you will find it. You can post messages and pictures about Chapter happenings, pictures of your plane, anything you like. Be sure and click on the tab that you "like" this site so we know people are looking at it. If you don't have a clue what Facebook is, Paul will be doing small presentation at our May meeting

## **RESCUE LASER FLARES**

When we think about survival kits one of the things in most of them is some sort of handheld or mortar type pyrotechnic signaling device, or as we call them flares. If you ever need to use one to signal for help they have several major drawbacks including short burn time and reliability associated with age (the flare not you). It is a well-known fact that it is pretty easy to burn yourself and even easier to light the desert, and what's left of your plane on fire. A recent major fire in Arizona was started by a lost hiker signaling for help

Continued on page 3

and lighting the forest on fire. The tree huggers on the jury sent him away for ten years!

With the new Rescue Laser Flare you can leave the flares at home and use the big fan angle laser projection to signal SOS to campers, rescuers and passing aircraft. Unlike a laser pointer the Rescue Laser Flare projects an expanding fan angle of light capable of hitting miles wide areas with a signal sweep. A simple SOS wrist motion will get the phones ringing and help will be on the



**Bill Unternaehrer tries on Denny's RV-12**

## **FIVE-STEP YOUNG EAGLES FLIGHT PLAN UNVEILED**

The Young Eagles introductory flight is now Step one in a five-part program to encourage young people to keep flying after their initial ride and to pursue aviation careers

Step 1 Young Eagles Flight

Step 2 is a free EAA Student Membership providing the tools for a successful aviation journey.

Step 3 is the Sporty's Complete Flight Training Course, a free two-part ground school that preps students for flight training. Once students complete part 1 of the ground school, they can take their First Flight lesson.

way. The Rescue Laser can also be carried in carry-on baggage, unlike flares which are on the TSA weapons of mass destruction list, this would be great if you are ferrying a plane or doing a delivery.

This is not a new product, it has been tested, accepted, and carried by all branches of the military and is in the hands of thousands of boaters around the world. Go to [www.greatlandlaser.com](http://www.greatlandlaser.com) for more information on how to obtain this potentially life saving device.



**Terry Emig's self-portrait flying to San Deigo in his Stearman Mothers Day weekend**

Step 4 of the program. More than just a ride, this free introductory lesson puts the student at the controls.

If student decides a career in flying is for them, Step 5 offers flight training scholarships to support their professional dreams.

Go to <http://www.young eagles.org/flightplan/> to find out more about EAA Student Membership and the Young Eagles Flight Plan

## **GLASTAR KIT FOR SALE**

Chapter member Bill Maxey's good friend Bill Mayberry recently passed away. His family is  
Continued on page 4

looking for a good home for his 60% complete Glastar. Construction of this plane began in 1999. Everything was meticulously built per the manual by Bill Mayberry at Falcon Field.

This is a partial kit from Glastar. The fuselage sub frame was factory welded and powder coated. All aluminum wing and stab parts were alodined prior to riveting and then painted with epoxy primer after assembly to ensure optimal corrosion resistance on all internal surfaces. Solid rivets were used wherever possible and pop rivets used only where required. Fuel and electrical lines within the wing are bundled, wrapped and tied to prevent long-term abrasion. The only deviation from the factory setup is the addition of tip tanks and a header tank in the

cabin. This is a beautiful plane and needs a good home with someone who wants to finish it and fly.

Also for sale is a Superior IO-360 engine which is brand new and still in the factory wrap, Glastar exhaust system, a Hartzell 74" constant speed prop and governor, and a bunch of instrumentation. Would prefer to sell everything together but are willing to part out the engine and prop separate from the plane. Over \$75,000 invested.

The plane is currently located at Falcon Field in Mesa, AZ. Contact Mike Mayberry 303.667.2560 or Trish Mayberry 480.948.8565



**Joe O'Neils Skybolt at the Chapter Picnic**

## **LINDBERGH IN WAYNOKA, OK**

By Ron Kassik

I always had a great interest in airplanes and aviation while growing up on a farm in Northwest Oklahoma. Back then, I learned that pilots flying at night depended on a string of rotating beacons to lead them along their route. At night I could see the flash of a rotating beacon to the north from its location near Anthony, KS; and a closer beacon to the west near Waynoka, a town that is about 20 miles from our farm. Only in the last few years did I learn that, before I was born, Waynoka had once been a major stopping  
May, 2011

point along the first trans-continental airline route.

Waynoka is located on the Atchinson, Topeka, and Santa Fe (AT&SF) main line from Chicago, through Flagstaff, to San Francisco. In the early 1900's, Waynoka was designated a Division Point for AT&SF, it had a large round-house for maintenance of locomotives and other rolling stock, an ice plant to produce ice for cooling produce and meat in railroad cars, and was a main crew change location. AT&SF had nearly 1,000

Continued on page 5

employees in Waynoka. Several passenger trains made daily stops. A large, elegant "Harvey House" restaurant staffed by Harvey Girls and chefs provided food service and a rest stop for town people and rail passengers.

Charles Lindbergh made his history making flight to Paris in May 1927. After the parades, meeting with heads of governments, etc., died down, Lindbergh concentrated on other avenues to promote commercial aviation as a major factor in our nation's future. By 1929, his goal was to establish airline service across the US, connecting New York to California. He became the Technical Advisor to the Transcontinental Air Transport (TAT) Company (which later evolved into TWA). Lindbergh believed that working with the railroads was the best way to begin transcontinental airline service; at least until beacons to allow night flying could be installed to light air routes entirely across the nation. TAT obtained ten Ford Trimotor planes for the initial stages of their air service. Each Trimotor could fly twelve passengers at 105 miles per hour.

Lindbergh flew a sister ship of the *Spirit of St. Louis* to select ten intermediate points between the coasts. In some cases airports had to be built to support the planned airline service, new airports were built at Winslow and Kingmen, Arizona; Clovis, New Mexico, and Waynoka, Oklahoma.

At Waynoka, an airport was built just north of town, including a large hanger that could house six or more Ford Trimotors. Transportation was established between the airport and the Harvey House Restaurant. In 1929, those beacons that I had watched as a child only extended from the East Coast to Waynoka. Lindbergh ordered the building of beacons to light the airway west to Clovis, NM. Lindbergh visited Waynoka a number of times while setting up the TAT air route.

TAT's service began in the summer of 1929 and worked in the following manner. Westbound passengers left Pennsylvania Station in New York City at night on a

Pullman (sleeping cars) train bound for Columbus, Ohio. In the morning they boarded one or more Ford Trimotors that flew them westward with stops in Indianapolis, St. Louis, Kansas City, and Wichita; finally arriving in Waynoka in time for dinner at the Harvey House. After an evening of food and relaxation, they boarded a waiting Pullman train for a through-the-night trip to Clovis, NM. The next morning, Ford Trimotors provided the final day of flying to the West Coast. Eastbound passengers reversed the process, having breakfast in Waynoka. The coast-to-coast trip required only 48 hours. Lindbergh was actively working to cut that time by 12 or more hours.

Anne Morrow Lindbergh in one of her writings exclaimed: "But Waynoka! I've never been in a place like it." She went on to say that they had a terribly good meal at the Harvey House. Amelia Earhart, also an employee of TAT, and numerous other notables experienced Waynoka's hospitality while traveling with TAT.

Unfortunately, the air service through Waynoka lasted for only a short time; in October 1930, TAT won a contract to carry the U.S. Mail and changed its route to no longer include Waynoka. The hanger was dismantled and hauled to Little Rock, Arkansas where it is still in use. The TAT airport is now a wheat field. Waynoka's current airport (1K5) is located elsewhere.

The Waynoka Historical Society has overseen the restoration of the Harvey House Restaurant. Passenger trains are now gone, but some 65 freight trains pass through Waynoka each day. When we get back to Oklahoma, we usually eat at the restaurant at least once. The menu is now Mexican and the food is only average, but there remains some of the former elegance of the Harvey House, and the trains pass by less than 30 feet outside the windows.

Ref: Waynoka Historical Society, [Historic Waynoka Station](#), Waynoka, OK.  
A. Scott Berg, [Lindbergh](#), New York, G. P. Putnam & Sons, 1998, pgs 188-190.



### German Fw-190 Ready for Shipping

The latest amazing restoration of an original German Fw-190 by Gosshawk Aviation in Casa Grande. After an extensive secret flight

test program it was dismantled, trucked, and reassembled in Everett Washington. It will be flown as part of the Flying Heritage Collection.



**The cooks Jack and Clare Pollack at the Fly-In / Drive-In Picnic**



# ThunderAds

## FOR SALE, ETC.

### BELLANCA CRUISAIR 14-13-2

Contact Ray via e-mail: [classichunters@charter.net](mailto:classichunters@charter.net), or phone 775-671-7733. Plane is in Carson City Nevada

### COMBINATION VHF/GPS ANTENNA

Comant Model CI 2480-201, Separate connectors for Comm and GPS. Never installed. See AS&S pg 567. Their price \$576.00, sell for \$288,00 Ron Kassik 480-948-0168 or [ronkassik@cox.net](mailto:ronkassik@cox.net)

### THREE-BLADE PROP SHIPPING BOX

Previously used for a MT prop for a Velocity. Will fit most normal size 3-blade props. Available to anyone who needs to ship a prop. Matt Bucko [mbuc310@cox.net](mailto:mbuc310@cox.net)

### 2009 LANCAIR 360

Superior IO-360 engine, TTAFF 20 hours, mineral oil, every thing new including paint, GPS, loaded must see. Fred 480-661-6613

### PARTS

Fuel pump core, 23psi, Dukes Inc total time 18 hrs. Inline fuel filter, 3/8", Performance Mfg, tt 18 hrs. Slick magneto model 4771, tt18 hrs. Fred 480-661-6613

### 1995 JABIRU ST

Two 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) Rosie Braden 520-682-7285 [billw7xh@gmail.com](mailto:billw7xh@gmail.com)

### 1979 CESSNA 182Q

Arizona Airplane on SDL Tie Down K-137, TT 3500 hrs, Engine 1262 hrs SOH, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 [maxeybill@hughes.net](mailto:maxeybill@hughes.net)

### 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](mailto:EAChapter1217@aol.com) to receive a digital slideshow of the plane.

## SERVICES

### HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

### FLIGHT INSTRUCTION- BFR'S

Alan Trabilcy [alantrabilcy@yahoo.com](mailto:alantrabilcy@yahoo.com), 480-747-0349 m or 480-948-1747 h

### PROP BALANCING, ANNUALS, PREBUYS

Jim Berdick AI 623 293-2708

### 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

### AIRCRAFT PHOTOGRAPHY

Mike O'Connor [CrashOConnor@aol.com](mailto: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](mailto:interiors@airwestinc.com)

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

Send an E-mail to: [EAChapter1217@aol.com](mailto:EAChapter1217@aol.com)

## Thunderbird Field EAA Chapter 1217. Contacts

President	Curtis Clark	602 953-2571	<a href="mailto:EAChapter1217@aol.com">EAChapter1217@aol.com</a>
Vice President	Terry Emig	520 836-7447	<a href="mailto:dprez@cactusflyin.org">dprez@cactusflyin.org</a>
Secretary/Treasurer	Jack Pollack	480 585-1885	<a href="mailto:Jack.Pollack@Analyticalgroup.com">Jack.Pollack@Analyticalgroup.com</a>
Newsletter Editor	Ron Kassik	480 948-0168	<a href="mailto:ronkassik@cox.net">ronkassik@cox.net</a>
Technical Counselors	Dan Muxlow Jim Berdick	480 563-4228 623 293-2708	<a href="mailto:N27DM@cox.net">N27DM@cox.net</a> <a href="mailto:jimberdick7@gmail.com">jimberdick7@gmail.com</a>

**Thunderbird Field  
EAA Chapter 1217  
5450 East Voltaire  
Scottsdale, Arizona 85254**

