



The ThunderWord

Thunderbird Field EAA Chapter 1217

May 2012

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At last month's meeting Scott Germain delivered a really nice presentation on air to air photography as well as sharing some of his favorite pictures with us. If you didn't get enough, go to www.warbirdaeropress.com for more of Scott's photography.

Chapter members really pitched in and staged a great May Day Fly-In / Drive-In at Deer Valley Airport. It was fun to see everyone and recruit some new members.

Some people set goals with their flying to accomplish certain things in their lifetime. Some of the goals are to fly a bunch of different type of planes or perhaps have a ticket full of type ratings. Some are more basic..like, don't wreck. Chapter member Adam Rosenberg set his sights on landing at as many different airports as possible. Last month he passed number 500 and has written a great story about his quest in this month's newsletter. It goes to show that a lot of fun and great adventures can be had with a light plane with a little planning and perseverance. Good luck Adam and keep flying and occasionally landing!

I look forward to seeing everyone at the next meeting!

Curtis

CHAPTER MEMBERS FLY WEST

This past month has been an especially somber time for the families of two of our long time Chapter 1217 members. Just before the April meeting Sy Salmirs passed away. Sy had been employed by NACA and later taught Aerospace Structures at Arizona State University. We also recently learned that

George Evans from Evans Aviation passed away in Henderson, Nevada. George was a very talented craftsman and had a whole wall in his shop with pictures of the award winning planes he had built. George had worked at Flabob airport in Riverside California with Ed Marquart before moving to the valley. He was co-owner of Firebolt Aviation supplying parts and modifications for Skybolts. He later started Evans Aviation at his house off of Dixileta Road in Cave Creek. He helped many of our Chapter 1217 members with welding and fabrication on their projects. His last big restoration was Jim White's Baby Ruth Monocoupe.

MAY CHAPTER MEETING

The May meeting of Thunderbird Field EAA Chapter 1217 will be held on May 17th in the Scottsdale Airport Terminal Building. The time is 7pm. Dan Muxlow has lined up Nova Hall to speak; Nova is a Lindbergh historian whose grandfather actually worked on the design and construction of the Spirit of St. Louis.

Remember, guests are always welcome!

MAYDAY CHAPTER FLY-IN / DRIVE-IN

As the first of May rolls around each year we have a fourteen-year tradition in our Chapter of having an informal Fly-In / Drive-In at Deer Valley Airport. Because Jack Pollack has a nice big hangar in the front row, he volunteers to push his DHC Chipmunk outside and clean out the hangar for us.

This year May first fell on a weekday so for this year we made Sunday, April 29th the date since weekday Fly-Ins don't work so well. Helped out by a big cash donation from the

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Arizona Antique Airplane Association, Chapter 1217 was able to spring for the food and beverages. The AAAA does this as a way of saying thanks to all of our Chapter 1217 members who helped out at the Cactus Fly-In.

Flying, food, friends and fun are key ingredients to a successful Chapter event and we had lots of all of them. We had a real cross section of Chapter members displaying

their flying machines and an excellent turnout of folks driving in. One brave soul even brought his Tesla electric car and had to clean a bunch of nose prints and fingerprints off its beautifully molded carbon fiber body.

Thanks to all the volunteers who helped with the cooking, cleanup and all the great deserts that were brought to share, no one went hungry! Thanks especially to Jack Pollack for letting us use his hangar again this year.



Hamburgers & Wieners on the Grill

CACTUS FLY-IN SENDS THANKS AND \$\$

The Cactus Fly-In and Arizona Antique Airplane Association wanted to thank everyone who came down and volunteered at this year's Fly-In by sending a financial donation to our Chapter. We have worked hard to keep the spirit of volunteerism alive in our organization and our efforts were well recognized. Be sure and mark your calendars for the 55th annual Cactus Fly-In on March 1 and 2, 2013.

TEASER FLYING VIDEO

Chapter member Alan Ripa has not been letting the dust collect on his cameras. His latest is a shorter version of a much larger video he is putting together about flying in Arizona.

Take off with Alan and Ed Newberg in the Bamboo bomber and get up close and

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personal with Robert Odegaard Flying Super Corsair #74. These two planes are the perfect formation partners, one lumbers along while the other flies rings around it!

The video is called a Super Corsair Kind Of Day... Alan was able to get great footage of Robert flying next to them and cut the video to the music...Check it out before it goes viral:
<http://youtu.be/O3D9GT1PoJ4>

Planes Seen at the Mayday Fly-In / Drive-In



500 AIRPORTS

By Adam N. Rosenberg

2012 April 21

It didn't start off as a quest. I was a pilot who liked to fly my airplane, a plain-Jane Piper Cherokee, all over the place. I lived in a bunch of different places and pretty soon I noticed that I had landed at a whole bunch of different airports. When I became interested in back-country flying, that list grew longer and more interesting.

By 2009 September, I realized I was an airport collector. My 400th airport was Chandler (CHD) and I have stayed interested in flying to new places. A trip to Pullman, Washington, was a chance to add three states, Washington, Idaho, and Oregon, to my logbook. Recently, a trip to Ohio gave me a chance to add Michigan to my states list along with six new airports. On 2012 April 21
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I landed at Bouse, Arizona, a lovely dirt strip, my 500th airport, airstrip, or other kind of landing site.

Some communities are delightfully organized; Galin Hanselman wrote a back-country-airstrips book, ***Fly Idaho!***, very nice I'm told, but I don't fly that way. When he added ***Fly Utah!*** I bought a copy and it stays in my airplane alongside the Flight Guide (that used to be the little black book of airports). Airstrips are not only listed, mapped, diagrammed, and photographed, they're also marked with green, yellow, and red to indicate runway condition. With a Cherokee rather than a Husky, I keep to the green airstrips. Even with ***Fly Utah!*** and the Utah Back-Country Pilots (UBCP), I've still found out about new airstrips up there by word of mouth.

Arizona is tougher on the airport explorer. There isn't a fat book of back-country airstrips. I've found a few friends who know neat places to land and they've been very generous to me in my airports quest. The New Mexico Pilots Association has been super helpful as well. My one-and-only overnight-fly-in experience was at Negrito, New Mexico, a truly delightful grass airstrip at 8100' MSL. I learned what elk sound like at night and saw a stars-only night sky brighter than any I've seen at Bryce Canyon.

I also keep my ear open for fly-in events at private strips. I got to Mogollon Airport (AZ82), La Cholla, and Pegasus (5AZ3) that

way. I'm still waiting for somebody to invite me to Sky Ranch at Carefree (18AZ).

It doesn't hurt to know my airplane, especially at short, high-elevation airstrips on warm days. It also doesn't hurt to know the airstrip, best to go once or twice with somebody who knows them. Are there trees to clear (Moon Ridge or Cedar Mountain)? Is there a narrow-canyon approach (Hidden Splendor)? When would a go-around attempt be a bad idea (Red Creek or Monument Valley)? How turbulent does it get in a crosswind (Sand Wash)? Which parts of the runway are good surface and which are best saved for emergency use (Mexican Mountain)? Which airstrips tend to get flooded (Mineral Canyon)? Cows grazing on airstrips tend to stay there and can require repeated "buzzings" to clear the runway (Browns Rim).

Another airport-collector choice is using the myriad public, paved strips to be found all over the place. Generally, as a rough rule of thumb, doubling the flying radius roughly quadruples the landing choices (something about the area going as the square of the radius of a circle).

Once you get to an airport or airstrip, there are lots of choices. Some have restaurants, some have recreational opportunities like fishing and camping, some have gorgeous hikes (or places for runners to stretch their legs), and some are just worth experiencing the landings and takeoffs.





The Crowd Enjoying Lunch at the Mayday Fly-In / Drive-In

EAA INSURANCE PLAN ISSUES

EAA's Vintage Aircraft Association (VAA) is taking steps to support owners of vintage aircraft after the changing insurance environment may have left some owners questioning whether they have coverage for their aircraft.

This week, VAA ended its long business relationship with the Aviation Unlimited Agency (AUA, Inc.) to provide insurance to vintage aircraft owners. For those VAA members who carried aircraft insurance policies issued through AUA, the EAA and VAA have created a process to make sure that insurance is continued and/or available through the EAA Aircraft Insurance Plan.

If you obtained your vintage aircraft insurance through AUA, you may have questions regarding your coverage. EAA Aircraft Insurance Plan representatives are available to help by calling 866-647-4322. You may want to have your policy available during the call for reference.

Some common questions regarding vintage insurance and AUA policies include:

Q: My aircraft insurance obtained through AUA as part of the VAA Aircraft Insurance program is due for renewal shortly.

A: Contact the EAA Aircraft Insurance Plan representatives at 866-647-4322. They can help you obtain the right coverage for your aircraft.

Q: I've received a letter from an insurance underwriter stating my policy, obtained through AUA, has been cancelled. I've paid my premium. What should I do?

A: Call the EAA Aircraft Insurance Plan representatives, and give them your name and aircraft N-number. Also, have your policy and any proof of payment available.

Q: My policy obtained through AUA is not due for renewal for several months. Should I do anything now?

A: It's a good idea to check with representatives of the EAA Aircraft Insurance Plan at 866-647-4322 to ensure your policy is in force for the remainder of the stated coverage. Have your name and N-number ready for the EAA representative. Remember to talk to your other Chapter members about who they insure their planes and projects with as there are several options available.



Waco Biplane seen at the Mayday Fly-In / Drive-In



Dick and Pauline McNaney getting cozy in a Schweizer 2-32 in Dillingham, Oahu, Hawaii. Dick says "We haven't had so much fun since we were in the back seat of a VW Convertible 50 years ago!"

ThunderAds

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1956 CESSNA 172 TD CONVERSION

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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

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

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000.⁰⁰ Estate sale. Lesley Morgan 480-834-4831 or e-mail Curtis at EAChapter1217@aol.com to receive a digital slideshow of the plane.

2009 LANCAIR 360

Superior IO-360 engine, TTAFE 20 hours, mineral oil, every thing new including paint, GPS, loaded must see. Fred 630-897-7706

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, TT 18 hrs. Fred 630-897-7706

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