



# The ThunderWord

Thunderbird Field EAA Chapter 1217

May 2013

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's meeting featured Chapter member Jim Beauchene, telling the story of how he was able to combine his life-long passion for fishing and his love of flying seaplanes.

This month our meeting will focus on the hands-on of restoring a rare classic airplane. While some people build planes, a large percentage of our members fulfill their personal goals of getting airborne by restoring an old antique or classic. We have had speakers who built planes from scratch or assembled them from kits, and this month we will focus on restoration. The process does require you to work closely with an FAA-certified mechanic, but in the end you will have a plane that is a proven design and costs 25 to 30 percent less to insure. It is also a great way to get in touch with grassroots aviation by hunting down and saving an old plane from the junkman.

See you at the May meeting

*Curtis*

## MAY CHAPTER MEETING

The May meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, May 16<sup>th</sup>, starting at 7 pm, in the **Scottsdale Aviation Business Center**. This month's guest speaker is Jerry Breeyear from Salome, Arizona. Jerry is going to talk about what went into restoring his rare Commonwealth Skyraider to its award winning condition.

Jerry has had an interesting life. In 2001, Jerry retired from Lockheed Sanders, Nashua, NH with 34 years of service. He was Engineering Manager on defensive

electronics systems and SIGINT Systems for the EA-6B Prowler, F/A-18 Hornet, EP-3 Orion and F-15 Eagle. Jerry holds a Private Pilot certificate with Instrument rating, and Mechanic A&P with IA. He worked as an A&P at Boire Field, "KASH", Nashua, NH, after retiring from Lockheed.

Jerry currently resides at Indian Hills Airpark, Salome, Arizona - 2AZ1. He has assisted in the rebuild / restoration of a Piper PA-22, Mooney Mite, and a Fairchild F-24R. Jerry has owned a 1975 Maule M5-210C, 1967 Cessna 182, and purchased a 1946 Commonwealth Skyraider 185 "project" in 2003. The Skyraider was completed in February 2013.

Long-time Chapter member Tod Dickey is donating a ride in his Grumman Widgeon seaplane as door prize at our May meeting – so come to the meeting and go home with the experience of a lifetime!

Guests are always welcome!

## CHAPTER 1217

### EUROPEAN VACATION

Last spring Graham Clark spoke at one of our meetings about flying homebuilts in England. He offered to lead a tour of aircraft museums in the London area. Two intrepid members, Lynn Miller and Bernie Gross, took him up on his offer and spent three whirlwind days touring the museums of London. Bernie will have a full report when / if he regains entry into the US, but for now has sent along some pictures that he and Lynn took on their visit.



Photos by Lynn Miller

1938 Westland Lysander on Display at the Shuttleworth Collection Museum



De Havilland DH88 Comet on Display at the Shuttleworth Collection

**ZULU CAFÉ ROCKS  
CULINARY FESTIVAL**

Zulu Cafe indulged attendees of the Culinary Festival's Great Arizona Picnic with their seasonally influenced, ingredient-focused

cuisine. Their cuisine earned them the designation as the 2013 "Best Food" award. Come and experience their food for yourself at the Zulu Cafe, located in the Terminal building at Scottsdale Airport.

## SOLAR IMPULSE

On May 3, Solar Impulse, the Swiss solar-powered airplane, departed from San Francisco with Bertrand Piccard in the single-seat cockpit, to complete the first leg of its coast-to-coast flights across the USA. First stop was Phoenix. It is the first time that a solar airplane capable of flying day and night, without fuel, is attempting to fly across America.

This flight and future flights are being streamed live on [www.solarimpulse.com](http://www.solarimpulse.com) as well as via Twitter and Facebook. The airplane's position, altitude and speed are shown live, and cameras fitted inside the cockpit and at "Mission Control Center," the mission's nerve center, allow you to experience the adventure live.

This journey is also the occasion to launch an initiative called "Clean Generation" to gather worldwide support for the adoption of clean technologies. This initiative is to encourage governments, businesses and decision

makers to push for the adoption of clean technologies and sustainable energy solutions. The names of all those who will join this movement of pioneers will be carried in the cockpit of the airplane as virtual passengers. At every stopover city along the way, more and more names will be added onto the list.

Solar Impulse Moffett Field – Phoenix Sky Harbor route was the following:

06:00 am PDT: Take-off from Moffett Field, Mountain View (CA) USA,

08:00 am PDT: Heading southeast towards Fresno, ascending to an altitude of 16,000 ft,

01:30 pm PDT: Passing Bakersfield continue heading Palmdale, cruising altitude 21,000 ft,

04:30 pm PDT: Flying over Barstow – continue heading Arizona between Mojave National Preserve and Joshua Tree National Park,

01:00 am MST: Estimated landing at Phoenix Sky Harbor (AZ) USA.

Flight duration was 19 hours.



Solar Impulse

Wingspan: 208 ft, fuselage length: 71 ft, weight: 3,527 lbs, top speed: 43 mph. Over 11,000 solar cells charge lithium batteries to power the 10 hp (equivalent) electric motors, 11 feet diameter props turn at 400 rpm

## BUCKER JUNGMAN

### OFFERED AS KIT

The *FK131* (C104FK) is a cooperative project between Co. B&F Technik GmbH Germany and Co. Podesva Air, Czech Republic. The aircraft design is widely based on the original Bücker C131A design, which was produced over a long time under Czech license named C104.

The original Bücker 131A version was designed in 1934 as a very light trainer and acrobatic aircraft (330kg empty) with a four cylinder 80hp HM60R Hirth engine. The concept of the *FK131* is to have a replica coming as close as possible to the original, but be light enough to classify either as an

Experimental aircraft or as an EU Ultralight. As the original airframe was very light there was no need to do significant changes in the way the structure is built. Basically it will remain a steel tube fuselage with wooden wings. But instead of using the heavy original four-cylinder Hirth engine, the *FK131* will be powered by today's version of the four-cylinder air-cooled aviation engine, the Walter Micron. Both engines have comparable cylinder capacity and same power. But the Micron is made of modern materials and technology, saving a lot of weight compared to its original predecessor from 1934. It should also be noted that the European regulations and the US FAA regulations for aircraft certification use different weights.



**Bucker Jungman Kit Plane**

### AIRVENTURE CUP RACE IS BACK

The EAA AirVenture Cup Race will continue in 2013 with the full support and involvement of EAA, after having the plug pulled on them last year at the last minute. The race went on but not as an EAA event. The EAA management at the time made some poor decisions, and that's why they are gone and the race is back!

Race volunteers and EAA Chairman Jack Pelton met earlier this year to coordinate details of the race and establish guidelines for the EAA event. Race officials are still determining the course for this year's event, but plan to hold the race on Sunday, July 28,

in advance of EAA AirVenture as they have done for the past 15 years.

"Since the late 1990s, this event has been a showcase of homebuilt aircraft and airmanship," Pelton said. "A dedicated group of EAA-member volunteers and pilots have created a unique event and one that is eagerly anticipated by those who participate and those of us who welcome them to Oshkosh."

Race Chairman Eric Whyte helped launch the race in 1997 when he was an EAA employee. Then-EAA President Tom Poberezny saw the potential in a cross-country race exclusively for experimental category aircraft and homebuilders.

Continued on page 5

Race officials say they have their work cut out for them, given the need for sponsorships and the short amount of time they have until race day.

Past race courses have ranged from 400 miles to 750 miles cross-country toward Oshkosh in advance of EAA AirVenture. The first race in 1998 started in Kitty Hawk, North Carolina, with 10 aircraft. Several of them have participated in the EAA AirVenture Cup Race ever since. In 2012, the race started in Mitchell, South Dakota, with more than 50 aircraft participating. The race has also started in Dayton, Ohio.

On the day before last year's race, volunteers and pilots partnered with the Mitchell airport to host an open house, during which pilots provided more than 250 Young Eagles rides. The 2012 race had 11 classes of aircraft - from Sportsman Light, featuring E-LSAs, to the Unlimited, some capable 400 mph or more. Race entry information will be posted soon on the website, so stay tuned. To learn more about the race and available sponsorship opportunities, contact Kandi Spangler at [kspangler@jetbrokers.com](mailto:kspangler@jetbrokers.com).

## **FRONT PANEL EXPRESS**

Nothing is worse than looking at the panel in a custom built plane to see Dyno-tape and cheapo stenciling. While attending the Seattle Boat Show I ran into Diane Haensel who is the CEO of Front Panel Express, LLC, a Seattle based company that makes custom-designed instrument panels, front panels and enclosures for electronic equipment. Several of the homebuilt aircraft aftermarket suppliers of custom instrument panels actually just have Front Panel do the physical panel building and serve as third party vendors at a 200%-300% mark up. FPE does panels for Boeing, Airbus, NASA as well as many of the major ship builders in the US.

They utilize a web based system to manufacture instrument panels and enclosures based on your design with their free Front Panel Designer by using modern

CNC technology. You do the layout and switch positioning and in no time your vision is reality. Some of the features are:

- Cost-effective single units and production runs
- Wide range of materials or customization of provided material
- Automatic and detailed price calculation
- Standard fabrication in 5 days
- 24-hour turnaround available

They have a very simple to use website for designing panels and the custom engraving. They can also powdercoat and put an array of protective and decorative coatings. Check out their website at:

<http://www.frontpanelexpress.com/>

## **CHECK THOSE FLAP CABLES**

The FAA has issued a Special Airworthiness Information Bulletin (SAIB) to remind owners and operators of any airplane with cable-driven flight controls of the importance of adhering to existing inspection procedures in the applicable maintenance or shop manuals. While this inspection is aimed at Cessna light twins, the information might be useful to all operators of planes with cable-driven flight control systems, from Cubs to Concordes; your plane probably falls in this range.

### **Background**

The FAA recently received a report of a failed flap extend cable. The failure occurred on approach when the flaps were deployed to 45 degrees. The sudden retraction of the right flap caused the airplane to roll about 80 degrees to the right. The pilot was unable to retract the left flap, but was able to maintain control with the assistance of a passenger, divert to another airport, and land safely by utilizing almost full left aileron control. The report stated the cable was original (over 4,800 flight hours), and the most recent 100-hour inspection had been completed approximately 10 flight hours prior to cable failure.

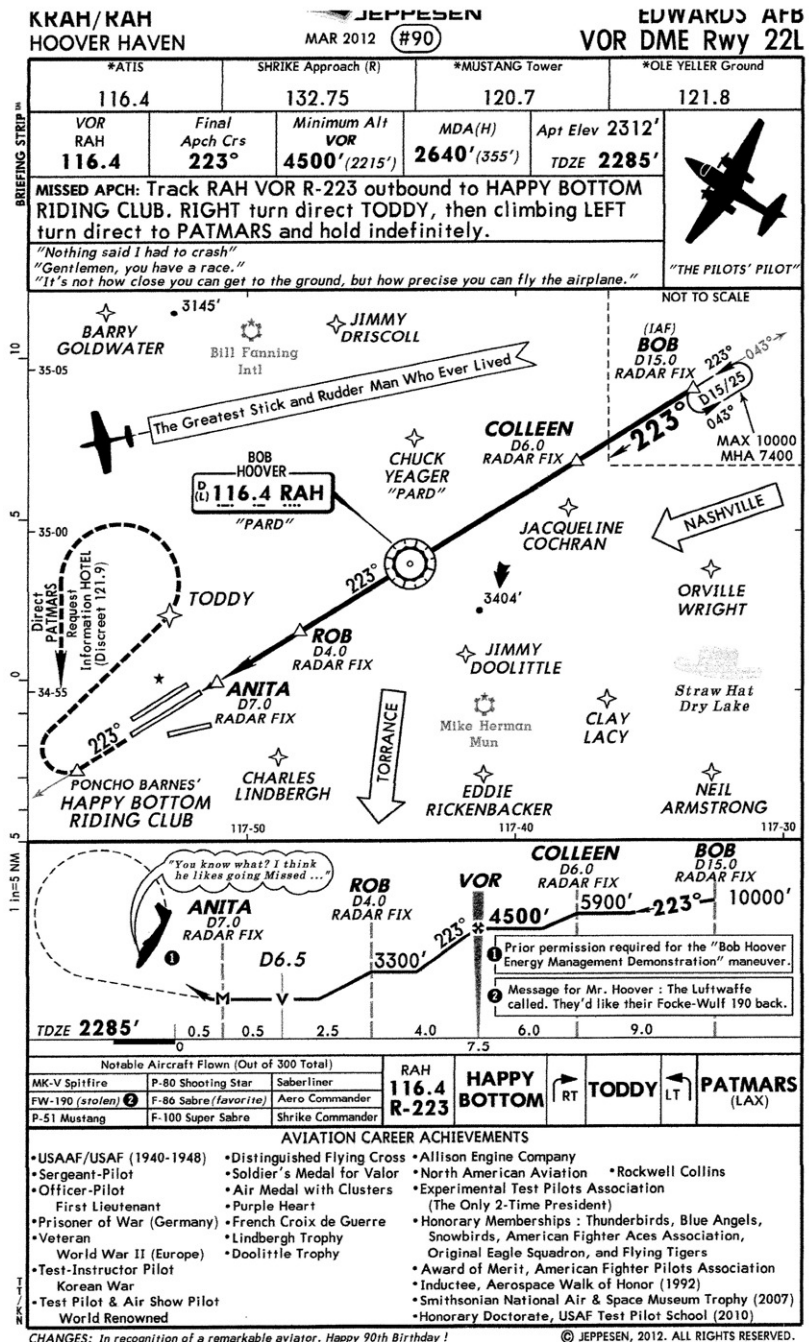
Continued on page 6

A search of the FAA's service difficulty report (SDR) system revealed numerous events of a similar nature over a 20-year period. Most reports of fraying occurred near pulleys, and some included comments such as "failure occurred behind a pulley and is not easily inspected without the use of a mirror." If the cable is not properly inspected, it can appear to be acceptable when it really is not. This SAIB focuses on the condition of the flap extend cables as they route around pulleys

on all Cessna 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, and 425 airplanes. However, it also applies to the entire flight control system on any airplane model with cable driven flight controls.

Inadequate inspection of the flight control cables may result in undetected wear and / or corrosion that could lead to cable failure.

### Tribute to Bob Hoover on his 90th Birthday



# ThunderAds

## FOR SALE, ETC.

### 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.

**CURTISS REED PROPELLER** \$4,000 Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) Patrick McGarry: 602-430-0140

### PILOT PA-400ST FOUR PLACE INTERCOM

\$50- Curtis e-mail: [Azskybum@aol.com](mailto:Azskybum@aol.com)

### PROJECTS FOR SALE

Protech, PT-2, folding wings & trailer, 82 hp Mosler engine. & Gere bi-plane, about 75% complete, built from magazine plans, circa 1932, completely rebuilt Model A engine. Pat Wall 928-851-2244.

### 2009 LANCAIR 360

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

### COMBINATION VHF/GPS ANTENNA

Comant Model CI 2480-201, Separate connectors for Comm and GPS. Never installed. See AS&S pg 616. Their price \$568.75, sell for \$250.00 Ron Kassik 480-948-0168 or [ronkassik@cox.net](mailto:ronkassik@cox.net)

## SERVICES

### ANNUALS

Owner Assisted. Jim Moss 520-440-2191  
[www.northside-aviation.com](http://www.northside-aviation.com)

### FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner:  
Airplane: Private, Commercial, Instrument, ATP, ME.  
Lighter than Air: Private, Commercial.  
602-942-2255, Cell 602-418-2045, [fgorrell2@cox.net](mailto:fgorrell2@cox.net)

### HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

### 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

### BFR'S

Fred Lloyd 602-793-6637

### MACHINE SHOP

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

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