



The ThunderWord

Thunderbird Field EAA Chapter 1217

May 2016

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At the April Chapter meeting, Ernie Copeland from the Scottsdale FAA Flight Standards District Office did a presentation about the FAASafety.gov website and the new compliance philosophy. Ernie took us through the recent changes to the FARs that we should all be familiar with, as well as changes that allow you to do remedial training online rather than the lengthy enforcement process that the FAA used. I encourage everyone to at least look at and hopefully sign up and be familiar with the www.FAASafety.gov website. Thanks to VP Terry Emig for lining up Ernie to talk.

This month we will bounce to a completely different speaker on a new flying car. It's really great to meet people who have a dream and enthusiasm for a new design. This flying car actually seems practical, and the designer is devoting a lot of time and money to build the prototype. When I was a kid, Molt Taylor used to fly his flying car into EAA breakfasts and Fly-Ins in the Pacific Northwest. He was a really nice guy and even let kids sit in it, and he patiently explained what everything did. That was 40 years ago, and the FAA Certified Taylor Aerocar never really caught on, with almost all of them ending up in museums.

The Chapter Fly-In/Drive-In is a 16-year tradition that usually marks the first 100-degree day. This year was perfect, with scattered clouds and temps in the mid-70's. It was the first time I had seen a Vari-Viggen other than in a museum. When I walked around it, I found it hard to believe that was Burt Rutan's starting point in his long series of designs. There is quite a long jump from Vari-Viggen to Space Ship One! It was great to catch up with old friends. Thanks to the

hard work of our volunteers, we were able to spread the work around and everyone had a good time. One other surprise that came out of the BBQ was Jack Pollack found out he had won Best Military Aircraft for his DeHavilland Chipmunk at this year's Cactus Fly-In.

See you at the May meeting!

Curtis

MAY CHAPTER MEETING

The next meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, May 19, starting at 7 pm, at the Scottsdale Aviation Business Center, 15041 North Airport Drive. This month's guest speaker is Jerry Clark, who will tell us about the Samson Switchblade flying car being developed in Oregon.

Guests are always welcome!

SWITCHBLADE STORY

Using the latest technologies, materials and innovative designs, Samson Motors plans to introduce ground-air vehicles, three-wheeled road vehicles, as well as hybrid and electric versions of both types. All of these vehicles are designed to deliver affordable driving excitement with a minimal environmental footprint.

The goal is to become the fastest growing transportation company in the world. Given the current and foreseeable economic situation, their emphasis on smaller, lighter, greener and more affordable vehicles is a winning approach.

Samson's flagship product is the Switchblade™, a multi-mode vehicle that both drives and flies. Their follow-on products will

Continued on page 2

include ground-only sports vehicles that are intended to be both high-performance and fuel-efficient. Gas powered versions will deliver up to 60 mpg with sports car-like performance. Hybrid and electric vehicles should easily deliver between 70 and 80 mpg. Through cost effective management of resources, they are advancing at a rapid rate

with minimal outside investment. Their consulting team includes many of the leading scientists and engineers in their respective fields. Outstanding results have garnered international attention, including publication and coverage in Scientific American, Discovery Channel Canada, and many others.



Samson Motors Switchblade Flying Car

NEW MEMBER

At the April meeting, Cindy Irish joined Chapter 1217. She is a recent transplant from Michigan, works as an accountant by day, and is a member of the Misty Blues Skydive Team in her other life. Cindy is looking to find a partner to buy an RV-6A to be based at Deer Valley. Give Cindy a big welcome at the next Chapter event.

MAYDAY – MAYDAY – MAYDAY BBQ AT DVT

Sunday, May 1, was our 16th annual Thunderbird Field EAA Chapter 1217 MAY DAY FLY-IN / DRIVE-IN. Jack Pollack was originally going to host this year's event, but the ramp in front of his hangar was torn up

and access was limited. So we moved it over to Chapter Prez Curtis Clark's hangar at the last minute.

There could not have been a better day weather wise, with light winds and a high of 78. The new location worked perfectly with lots of car parking and room for a few very interesting static display planes. We had Brian Mitchell's Bell 47, Terry Emig's Stearman, Charlie Spinelli's rare Rutan Vari-Viggen, and Curtis Clark's Cub and Wickham B. Curtis also brought out his Jim Bede designed Pulse autocycle for folks to get a look at.

Continued on page 3



Good Food and Hanger Talk at The Mayday Fly-In / Drive-In

Around 100 people showed up over the course of the BBQ. Attendance was down a little bit over previous years. This year Jack and Clare Pollack were assisted by Gavin Mitchell with the burger and hot dog cooking duties. Everyone had a good time and no one went home hungry!

Dean Gilderoy generously donated the tables and chairs, and John Levitz donated his monster grill with Brian Ryckmen doing the delivery duties. Thanks guys - we couldn't have done it without you!!



Gavin & Brian Mitchell and Jack Pollack Busy with cooking burgers and hot dogs.

SONOMA SKY PARK VISIT

By Bill Unternaehrer

Visiting small general aviation airports can be soooo rewarding! On a recent trip in the King Air that I get paid to fly – you'd think that ought to be good enough right there – we overnighted at the Sonoma County airport in the city of Santa Rosa, California.

Saturday morning found us with nothing to do for the day. We – fellow Chapter member Jerry Lane and I – headed for Travis AFB to see if we could get to the Heritage Museum located on the Base. We were able to visit the museum, and it was a good experience but nothing quite like what was to come. We finished touring the museum about 1:30 PM and decided to go searching for some fun at a small general aviation airport.

Noted King Air expert Tom Clements used to flight instruct at the Sonoma Skypark airport during his Navy days at the Nuclear Power School at Mare Island Naval Shipyard in Vallejo at the north end of San Francisco Bay. So we headed out to discover the charms of this airport. We were not disappointed.

Unbeknownst to us, every Saturday they cook hamburgers for lunch, which I'm sure draws a crowd to the 2,500-foot-long paved runway. But we were too late to participate on this

Continued on page 4



Charlie Spinelli's Rare Rutan Vari-Viggen at the Mayday Fly-In / Drive-In

Saturday, so we sat at the picnic table and started eating a bag of sweet cherries we had bought at a roadside stand about a mile down the road. A Piper Mirage (turboprop) landed and a Travel Air taxied by, so we knew this was a good place. We started looking for any open hangars with signs of life. A gentleman landed and taxied up in an Intersate Cadet, so we chatted with him for a while; close to his hangar was a young man of 18 years in another open hangar with a Kitfox and lots of airport “treasures” lying about, including 15 or 20 RC models. In talking with the kid, it seems his Dad (Eric Presten) has a book so I bought one. Then Dad showed up in a Piper Pacer so we talked some more and got the lowdown on the airports in the area. Eric informed us that it was “movie night” at the “club house.” They have converted two of the port-a-hangars into a meeting room for various events.

For the outrageous sum of \$5 we got popcorn, beer, wine (local of course), soda, salad and pizza with a Fudgesicle for dessert. They showed an episode of Sky King, two Bugs Bunny cartoons, and then the main feature of the 1937 movie “Wings over Honolulu.”

EAA CONTEST

AIMS TO STOP STALLS

Experimental Aircraft Association offers cash prizes to innovators with solutions to loss-of-control fatalities in amateur-built aircraft. EAA

Vice President for Advocacy and Safety Sean Elliott and EAA Director Charlie Precourt announce the Founder's Innovation Prize earlier this month.

Cash prizes have been big motivators in aviation. The first flights across the Atlantic, the first man-powered flight, the first flight into space by a nongovernmental program — to name a few — were brought about, or at the very least hurried along, by the lure of a big payday. Not to say that honor and accomplishment are not powerful motivators in themselves — but talent and courage are not necessarily diminished, and can be augmented, by a seasoning of avarice.

With this history in mind, the Experimental Aircraft Association will be offering an annual prize of \$25,000, called the Founder's Innovation Prize in honor of the late Paul Poberezny, “to solve the problem of fatal loss-of-control accidents in amateur-built aircraft through innovation.” Second- and third-place prizes will be \$10,000 and \$5,000.

“The contest is intentionally open-ended,” the online announcement continues, “with the only stated goal to reduce fatalities from this type of accident in amateur-built aircraft dramatically over the next decade — 25 percent in the next five years, 50 percent in the next 10.” Innovations must be broadly applicable to existing airplanes; the point is to fix a problem, not to invent a new kind of airplane.

SOLAR IMPULSE LANDS IN ARIZONA

Solar Impulse 2 (Si2) – the solar airplane of Swiss pioneers Bertrand Piccard and André Borschberg, capable of flying day and night on solar energy – landed at Phoenix-Goodyear Airport, Arizona, with André Borschberg at the controls, on May 2 at 2055 local time.

In the May 13 predawn darkness the Si2 left Phoenix headed for Tulsa, OK. Some 18 hours later it landed in Tulsa at 11:15 pm CDT. This leg covered 847 nm at an average speed of 46 knots.

The team is attempting to achieve the first ever Round-The-World Solar Flight, the goal of which is to demonstrate how modern clean technologies can achieve the impossible.

Soon, weather permitting, Bertrand - Piccard in the Si2 will continue their crossing of the United States to New York City. The exact routing will depend upon the weather, and FAA requirements to keep the slow-moving Si2 safely separated from other aircraft.

From New York City, the plane will cross the Atlantic and return to Abu Dhabi, where the attempt began nearly a year ago.

Flight report: Leg 10 - Moffett Airfield, Mountain View (CA) to Phoenix-Goodyear Airport (AZ)

- Pilot: André Borschberg, Solar Impulse Cofounder and CEO
- Take-off: 0503 local time Mountain View, CA on 02 May 2016
- Landing: 2055 local time Phoenix, AZ on 02 May 2016
- Flight time: 15:52 hours
- Maximum altitude: 22,000 ft
- Average speed: 43.58 mph (approx 38 knots)
- Flight distance covered: 647 nm

VALDEZ STOL COMPETITION COMES TO EAA AIRVENTURE

The Valdez STOL invitational is an example of sport and recreational aviation at its best. While it was born out of the necessity for

short takeoff or landing performance needed in remote areas, what you'll see in the competition begs the question ... Why not just get a helicopter? The answer to that question is simple: because it's more fun to do the impossible with an airplane safely and repeatedly. It's just another variation of the "Right Stuff" at the low-speed end of the performance spectrum.

The Valdez STOL Invitational at Oshkosh will be returning to AirVenture in 2016 with a new location at the Ultralight strip for attendees to view the flights up close. It's this up-close and personal view of all the action that makes this part of AirVenture so much fun.

Seventeen STOL aircraft, which include homebuilts and other airplanes specially modified to take off and land on runways that may be less than 500 feet long, participated in the invitational last year, and EAA is looking forward to another great turnout.

Demonstration competitions will be held reflecting the Valdez competition held in Alaska every May. A display area will also be set aside in the Ultralight area for all aircraft participating in the invitational.

MARTIN MARS COMING TO OSHKOSH
Okay sports fans, if you're looking to see something really different at AirVenture this year, EAA has just announced that you're in for a treat. The gigantic Martin Mars aircraft, the world's largest flying water bomber and the last of its kind, will make its first trip to Wisconsin to participate at EAA AirVenture.

Because this airplane is a true flying boat, the massive airplane will be parked near the EAA Seaplane Base on Lake Winnebago, just a few miles east of the main fly-in grounds. It will also fly several demonstrations throughout the week during the daily afternoon air shows.

If you've never been to the seaplane base at AirVenture, you have missed out on one of the really neat things that you can do while participating in AirVenture. Now, there's even more of a reason to take the short bus ride to the SeaVenture at AirVenture.

The Martin Mars is the largest flying boat ever flown operationally, with a height of 38 feet, a length of 120 feet, and a wingspan of 200 feet. It's powered by four 28-cylinder Pratt & Whitney 4360 engines, commonly referred to as the "Corncob." Only six of the massive aircraft were built, with Coulson Flying Tankers of Port Alberni, British Columbia, owning the two remaining examples since 2007 and using them as water bombers on forest fires throughout the western United States, Canada, and Mexico.

"There aren't many airplanes that have never been to Oshkosh, but this is one of them, so this is both literally and figuratively a huge addition to this year's lineup," said Rick Larsen, EAA's vice president of communities and member programs. "Among flying boats, only the legendary Spruce Goose is bigger, but the Martin Mars is the largest ever to be operational on a regular basis."

The Martin Mars was originally built as a long-range U.S. Navy troop and freight transport to fly between the continental U.S. and Hawai'i, and first flew in 1942. The conversion to a water bomber gave the aircraft the ability to carry as much as 7,200 gallons of water, enough to cover four acres of land in a single pass.

"This is the last flying Mars in the world and the largest warbird ever built," said Wayne Coulson, chief executive officer of Coulson Flying Tankers. "There isn't a better aviator's venue than EAA AirVenture, so it's an honor to be part of this world-class event. We're very excited to bring the Hawai'i Mars to Oshkosh as we look for new opportunities and host potential clients, as well as showcase this magnificent airplane's capabilities."



Martin Mars Flying Boat will be One of the Attractions at This Year's AirVenture

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ThunderAds

FOR SALE, ETC.

RACE PLANE MECHANIC NEEDED

Someone with airplane building experience to help finish a Reno race plane. We are about 75% done building a twin engine Unlimited Reno racer. You would need to move to, or be willing to travel to, Port Angeles, Washington at least 4 days a week. At least one year's employment guaranteed. Salary negotiable depending upon qualifications. Must be a self-starter who can think on one's own. You will be working under an experienced A&P IA. Some Composite experience preferred. This is an exciting project. Contact: jd_crow@yahoo.com

T-34 MENTOR PARTNERSHIP.

This is a turn-key, established partnership in a very nice Beech T-34. Plane is hangered at Falcon Field. Contact Lynn Miller 602 448-7487 or 602 585-0795 e-mail Lynnmillier777@gmail.com

CESSNA 172'S FOR RENT

Two IFR Cessna 172s for rent at Chandler. Owned by Chapter member Pat McGarry. Contact Chris Hoel for more information and to schedule birdganqft@gmail.com

'65 MOONEY

Very clean, 4000TT, 22 hours SMOH, \$41K with new annual, Goodyear hangar, Joe Hobbs joseph.hobbs@cox.net for more information

RV-4 PARTIALLY BUILT KIT

\$13,500 Lycoming O-290-D2 \$3,000 or \$16,000 for both. Bill Refrow 602-843-9862 w7lov@cox.net

LYCOMING O-360 A1A

Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

GARMIN GDL39 PORTABLE GPS

ADS-B Receiver with free Weather and Dual-Link Traffic. Battery Pack with extra Battery included. Works with all Apple Products. Brand new in the box, \$400. Ken Roth 602-228-5000, or e-mail: RothDevCor@aol.com

CURTISS REED PROPELLER

Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) Make me an offer, I want it gone. Patrick McGarry: 602-430-0140

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.

OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 www.oilcoolersvs.com

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FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner: Airplane: Private, Commercial, Instrument, ATP, ME and Lighter than Air: Private and Commercial. 602-942-2255, 602-418-2045, fgorrell2@cox.net

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