



# The ThunderWord

Thunderbird Field EAA Chapter 1217 November, 2009

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar! Last month Rich Ivansek, builder of a Pfaltz D XII German World War One fighter at Deer Valley, gave us some insight into the man, the plane and the project he had undertaken.

The Copperstate Fly-in was one of the best I have attended in years. They had perfect weather and a huge turnout. For the past few years I hadn't flown my Cub down because the airshow field closure wouldn't allow time to get home before dark. With the field open people were free to come and go on their own schedules. It was really enjoyable sitting under the wing and catching up with old friends and making a few new ones. What appeared on paper to be overkill with the arrival and departure procedures worked really smoothly with the temporary tower. Reports from Dan Muxlow and the boys running the Aeromart were that they set a new record for sales, thanks to everyone that volunteered to help out.

Be sure and mark December 19<sup>th</sup> on your calendar as our annual Chapter 1217 Holiday Party. It is a great family event and the perfect way to celebrate the holiday season with your flying friends.

I hope to see everyone at the November 19th meeting!

*Curtis*

## **WELCOME NEW MEMBERS**

At the October meeting we added several new members to our Chapter. Ed Scott Kerns joined, he flies a Cessna Cardinal and a Fly Baby, as well as having an Emigh Trojan under restoration.

We also would like to send a big welcome to Dave Kujawa and his wife Diane who joined last month. Dave is the Editor of the Casa Grande Flyers newsletter and has been very active in the meteoric rise of Chapter 1445.

## **NOVEMBER CHAPTER MEETING**

The November meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, November 19th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Jim Terpstra who was responsible for the design of Jeppesen charts and databases for over 30 years. Jim has done presentations at Oshkosh and when contacted about speaking to us, he was in Beijing, China doing a presentation. Thanks to Bill Unternaehrer for getting this month's guest speaker. Guests are always welcome.

## **MEET THIS MONTH'S**

### **GUEST SPEAKER**

After 36 years with Jeppesen Sanderson Inc., James E. Terpstra retired in May 2004 from his position as Senior Vice President and Flight Safety Officer. He is now an Executive Aviation Consultant working for Jeppesen about half time and pursuing hobbies in his remaining time.

Before working for Jeppesen, Jim was a full-time instrument flight instructor and holds an Airline Transport Pilot Certificate, Instrument and multi-engine flight instructor certificate, ground instructor certificate; he has over 6,000 hours of flight time.

Jim was responsible for the early days of Jeppesen's new NavData business and was also responsible for the design of Jeppesen charts and databases for over 30 years.

Continued on page 2

During his career, he was responsible for the production of Jeppesen's Flight Information services.

Jim was the author and editor of many Jeppesen Sanderson training materials including the Airline Transport Pilot textbook. Additionally, Jim has written over 100 articles published in various aviation magazines. His most recent series were articles on electronic charts that appeared in the AOPA Pilot Magazine.

In Jim's consulting role, he is the chairman or co-chairman of many industry committees dealing with navigation standards, charts, databases, and avionics harmonization. He serves on the aeronautical charting standards committee, and the Flight Safety Foundation International Advisory Council.

## **HOLIDAY PARTY.**

Ron and Sherrie Landon have set the date and time of 5 pm, Saturday, December 19<sup>th</sup> for our annual EAA Chapter 1217 Holiday Party. Twice in years past they have hosted the event at their home near 48<sup>th</sup> Street and Indian School Road. Mark the calendar and plan on bringing your significant other. Chapter officers are going to provide snacks and munchies, folks are asked to bring beverages or a bottle of wine to share.

## **COPPERSTATE FLY-IN REPORT**

Last month's Copperstate Regional Fly-In at Casa Grande, Arizona, was described as one of the most successful events in memory, and looking at the numbers one can see why. Jim McChesney, fly-in manager, reports that attendance at the gate was up more than 20 percent, the number of aircraft increased about 12 percent – including a significant jump in showplanes – and they even had to scramble to make more room for aircraft and auto parking.

"We had to take some space from the production airplane parking area for the show planes and even then it was overflowing on Saturday," he said. "The parking lot was

doubled before the show, and we had to find more space for the cars.

Workshops and forums were very well attended. "We even had to scrounge for more chairs from the food tent in some cases," McChesney added: "Overall, it went very well, beyond what any of us expected." One of the beneficiaries of the larger crowds was EAA's Ron Wagner, manager of field operations, whose daily duo of forums on sport pilot / light-sport aircraft and affordable flying were well attended. "This was easily the best Copperstate I've ever been to in terms of attendance and enthusiasm of the aviation community."

Copperstate's format excluded an air show, meaning the skies were open throughout the weekend for flying and vendor demo flights. There were reportedly 40 vendor aircraft on the field.

McChesney gave praise to Chapter 1445's Wayne Bradney, who resurrected a rib-building workshop for kids. "They (kids) were thrilled with the program, they just loved it," he said. "Chapter 1445 is an amazing bunch of people. This event would be hard to do without them."

Another area seeing re-birth was the ultralight area, headed up by Chapter 1217's own Steve Bass, which last year saw five vehicles but had as many as 17 at one point last weekend, including experimental light-sport aircraft.

## **PRESCOTT RAMP CHANGES**

Things are changing on the ground at Prescott (KPRC) that could be of concern to transient pilots. Although details, especially use of the restaurant, are not very clear. Those aircraft desiring parking will be directed to the new transient ramp that is now south of the crossing runways 3R and 30, approached by taxiways "D" and "E". The ramp near the terminal restaurant is now TSA restricted and requires screening to re-enter. Questions contact Legend Aviation (928) 443-9333

## **COPPERSTATE AWARD WINNERS**

### **Grand Champion**

N6XG Lancair IVPT (Propjet), Greg Hatch & Doug Brady, Chandler, AZ

### **Reserve Grand Champion**

N4LK Lancair IVP, Wendell and Martha Solesbee, Yorba Linda, CA

### **Best Plans Built**

N219SE Savor Chris Christiansen Tempe, AZ

### **Custom Built Metal**

1st Place: N5901R Team Rocket F1, Richard Johnson, Pine Valley, CA

2nd Place: N204ML Vans RV-10, Mark Chamberlain, Temecula, CA

3rd Place: N69TU RV-4, Greg Bloomstadt, Lomita, CA

### **Custom Built Wood**

1st Place: N951JT GLY-20 Minicab, John Todhunter, Hemet, CA

2nd Place: N19DR Bowers Flybaby 1A, Martin Fleischauer, Tucson, AZ

### **Custom Built Tube and Fabric**

1st Place: N627F Sky Dancer, Steve Fisher, Simi Valley, CA

2nd Place: N450CT Pitts Monster, Mac Transtrum, Gilbert, AZ

### **Custom Built Composite**

1st Place: Lancair IVPT (Propjet), Greg Hatch & Doug Brady, Chandler, AZ

2nd Place: N4LK Lancair IVP, Wendell and Martha Solesbee, Yorba Linda, CA

3rd Place: N17S Glasair III, Bob Hutter, Bayfield, CO

### **Custom Built Replica**

N 62252 Boredom Fighter W 11, Bill McLearran, Tucson, AZ

### **Custom Built Best Rotorcraft**

N2585M Woodstock II, Mark Rhoads, Mammoth, AZ

### **Classic**

1st Place: N3287 A Cessna 170B, A. B. Wenger, Wickenburg, AZ

2nd Place: N8939A Beechcraft Bonanza C35, Joe Pribolo, Santee, CA

### **Contemporary**

1st Place: N1126D Cessna 140A, Carl Brandenburg, Goodyear, AZ

2nd Place: N195WB Cessna 195A, John and Teri Nance, San Diego, CA

### **Antique**

1st Place: N14999 Lockheed 12A Electra Jr., Pat Donovan, Tucson, AZ

2nd Place: NC29398 Culver Cadet LCA, Carl Walston, Solvang, CA

### **Military**

1st Place: N56017 Ryan PT-22 (ST3KR), Danny Don, Chandler, AZ

2nd Place: N28CT North American T-28B, John Pew, Coolidge, AZ

### **Best Ultralight**

N117DC Kitfox VI (Lite), Danny and Michael Charron, La Quinta, CA

## **MEXICAN FAA**

### **CHANGES ELT RULES**

The Mexican equivalent of the FAA has granted a six-month extension to the Oct. 1 deadline that would have required all aircraft flying in Mexico to be equipped with 406-MHz ELTs. Pilots now have until April 2, 2010, to equip their aircraft with the device, with a few exceptions.

Pilots who install a new ELT in their aircraft after Oct. 2 and plan to fly into Mexico will need to equip with the 406-MHz type. The country is requiring any new installation of ELTs after that date be the 406-MHz device in order to fly in Mexican airspace. Pilots flying with 121.5-MHz ELTs installed before Oct. 2 can continue to do so until the batteries expire, need to be replaced, or by April 2, 2010, whichever occurs first.

Former FAA-Mexico Supreme Leader Captain Guillermo Walker (in exile) says that you must have an operating ELT if you want the Mexican CAP to search for you.

## NOW YOU KNOW THE REAL STORY

*Submitted by Danny Don*

For those of us who do our own restoration work, here's some interesting comparisons of penetrating oils sent by a friend. Happy knuckle busting !

Machinist's Workshop magazine actually tested penetrants for break out torque on rusted nuts with significant results! An ex-student and professional machinist, Bud Baker, provided the results.

They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment. Results were:

Penetrating oil	Average load
None ...	516 pounds
WD-40 .....	238 pounds
PB Blaster . ...	214 pounds
Liquid Wrench . ....	127 pounds
Kano Kroil .....	106 pounds
ATF-Acetone mix....	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note the "home brew" was better than any commercial product in this one particular test. Our local machinist group mixed up a batch and we all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price. There were no additives or reductions for loud swearing or for mixing human blood with any of the test subjects.



Photo by Martha Tisdale

**Terry Emig, Billy Walker, and Roger Parrish flyover at the Copperstate Fly-in**



Photo by Paul Rohdes

**Bernie Gross in his Storch and Curtis Clark in his Cub on a Lowspeed Flyby**



Photo by Ron Kassik

**“Yak” Line at the Copperstate Fly-In**

### Thunderbird Field EAA Chapter 1217. Contacts

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Chapter Website: [www.ThunderbirdField.org](http://www.ThunderbirdField.org)



Photo by Ron Kassik

**Scenic Airlines Ford Trimotor was on hand selling rides at Copperstate**



Photos by Ron Kassik

**Various Planes Seen at Copperstate**



# ThunderAds

## **FOR SALE**

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

### **1979 CESSNA TURBO 182RG**

287 SMOH, O<sub>2</sub>, A/P, NDH Arv Schultz 602-275-1016

## **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](mailto:info@prescottshedandgarage.com)

## **SERVICES**

### **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 623-581-9152

### **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](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)**



Photo by RK

**Cessna N195WB flown in by John and Teri Nance, San Diego, CA**

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