



The ThunderWord

Thunderbird Field EAA Chapter 1217 November, 2010

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. Last month's featured speaker was Brian Mitchell who gave a very interesting talk on aircraft oils, and how they are formulated and blended. Even though Brian tries to be low key about it, he is one of the small handful of experts that Shell Oil sends to Oshkosh every year to answer questions.

Last month the Copperstate Fly-In set attendance records for walk-ins. Due to everywhere but central Arizona having lousy weather, the aircraft attendance was down. Copperstate is seeking its niche and is aiming at being an Aviation Expo rather than the EAA Regional Fly-In it used to be. Based on the types of planes that attended, it appeared that the LSA's and the Warbirds were in the majority, and the more traditional homebuilts were not as prevalent. To me, I really missed the Stardusters, Pitts, Chargers, and Skybolts that have now been replaced with Chinese CJ-6A's. It seems that all the foreign built LSA's and Warbirds have pushed the made-in-America homebuilts into the background.

Many folks have requested an updated list of Chapter members and contact info. It has been five years since we last did this so it is probably time. I trust that no one is going to commercially use this information or sell it. It is for Chapter contacts only! If your information is incorrect or missing drop me a note at EAACChapter1217@aol.com.

In December we give the newsletter editor the month off so we can prepare for our annual Chapter 1217 Holiday Party. This is an eleven-year Chapter tradition so be sure to mark December 18th on your calendar and plan to bring your significant other as well!

I hope to see everyone at the November meeting!

Curtis

NOVEMBER CHAPTER MEETING

The November meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, November 18th in the Scottsdale Airport Terminal Building at 7pm. This month's guest speaker is Chapter 1217 member Dave Kujawa who is going to present a Copperstate Fly-In photo essay. Dave is one of the guys that works behind the scenes to make the Fly-In happen.

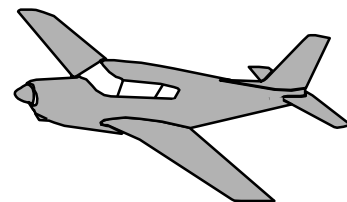
We will also be going over details of our eleventh annual Chapter Holiday Party. It will be a great meeting and guests are always welcome.

NEW CHAPTER 1217 MEMBER

After coming to a couple of our monthly meetings, Crystal Steele joined our Chapter last month. She is a private pilot and owns a hot air balloon.

HOLIDAY PARTY.

Ron and Sherrie Landon have set the date of December 18th for our annual EAA Chapter 1217 Holiday Party. This is the third time they have hosted the event at their home near 48th Street and Indian School Road. Mark the calendar and plan to bring your significant other. In December we will start e-mailing and mailing out more information about how you can get involved, what to bring, as well as a map to the party!



MEMBER PROFILE: JIM THORNE

Jim grew up in Watsonville, California, the Artichoke capital of the world! He went to collage in San Jose and worked at the SJC airport fueling planes. After graduation he joined the Air Force and traveled the world as a C-130 Hercules loadmaster. While in the Air Force he learned to fly and soloed in 1963 in a Cessna 150 at Lowry AFB outside Denver. After getting out he settled into a career as a stockbroker for a while, then went to work for Northwest Airlines.

Jim worked in the division that handled all the real estate transactions and property leases for Northwest, he retired as a director after seventeen years of service. After retirement, he and his wife moved to Arizona and Jim decided it was time to build an airplane. He now has completed his second airplane and is very happy with the entire experience. Jim can be found most days in his hangar at Chandler sporting that RV smile which those that own them seem to have

Nieuport 12 The first plane that Jim built was a Graham Lee Nieuport 12 replica, powered by a Continental 0-200. After hanging out

with the Lafayette Escadrille guys at Chandler Airport, Jim decided he wanted a WWI fighter to fly with them. Since Jim is a tall guy and he wanted a plane with an off-the-shelf aircraft engine, he decided that the two-seat Nieuport fit the bill exactly. He purchased a partially assembled kit in the Midwest and trailered it to Arizona.

The fun part of building the Nieuport was that it was a team effort with everyone pitching in to help out. The construction took two years and he said the learning curve was pretty steep but a lot of fun. The camaraderie that comes with group building was great. When Jim took the plane up for the first time he had an immediate newfound respect for the old WWI aviators.

The biplane was fun for flying locally; he also had a partnership in a Bellanca with a couple of other Chapter 1217 members. Jim decided that he wanted a plane that could combine the best of the Nieuport and the Cruisemaster. So he chose an RV and the pretty Nieuport now is on display in the WWI Vintage Aero Flying Museum in Fort Lupton, Colorado.

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Jim Thorne's Nieuport 12 Replica

RV-7A Jim bought a quick build kit RV-7A from Vans five years ago and May 20th made the first flight. It now has 22 hours on it. Other than some cooling and avionics bugs, it has been a great project. As far as builder support, Jim found the Matronics website offers the most help with what options to buy or how others have tackled specific problems. The panel has a Dynon 180, Garmin 496

GPS, and SL30 com radios. He had Park Rapids Avionics in Minnesota wire up the radio stack and build the wiring harness. The engine is a Lycoming IO-360 180 horsepower that was assembled from ECI components by Robbie Attaway. The plane has been polished to a mirror finish and is painted in the colors of an F-86 from the 51st fighter Wing.



Jim Thorne's RV-7A

LAKE PLEASANT SEAPLANE FLY-IN

By Tod Dickey

The October get together was great. We had planned to check out the new marina to see if there was anywhere to tie up or go up onshore. When we arrived we couldn't find Peter Hartmann. Turns out he had already taxied up the marina dry storage ramp and was ready to eat breakfast. After waiting a reasonable amount of time for law enforcement to show up, and not seeing them, we followed Pete's lead up the ramp and parked in the parking lot. We ended up with three Lakes and one Widgeon in the parking lot, with room to spare.

The marina sent a pontoon boat over to pick us up and take us to the restaurant. The weather was nice, so we opted to eat outside on the deck. If you haven't been there yet it's an impressive facility. Dillon's operates the restaurant and they have a full breakfast,

lunch and dinner menu. The marina (Scorpion Bay) has a well-stocked marine and convenience store next to the restaurant.

Guenther Shutz was in from Germany and brought his Lake Amphibian over from Deer Valley to join us. The conversation over brunch turned into questions about seaplane flying in Europe. Seaplane flying in Germany was restricted after WWII, and they have never lifted most of those restrictions.

After eating, the marina ferried us back to the dry dock area and we prepared to depart. Going down the ramp seemed trickier than going up, but everyone's brakes worked so we all entered the water at a controlled speed. There were a few requests for a fly-by over the marina, but I think we either forgot about it or just opted to go find some smooth

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water and get in a few more landings. We were competing with the water skiers for the smooth water so everyone decided to call it a day.

The next date for Lake Pleasant is Saturday November 13. It's the 2nd Saturday of the month through April of next year. I would think that the plan for the restaurant would be the same. If anyone doesn't feel comfortable

going up the ramp, there are anchor buoys to tie up to next to the marina. We're hoping for a few more seaplanes, just to make a good showing. For those whose airplane would only land on the water once, it would be a good excuse to drive out to the Lake and have brunch, or bring a boat and go out and harass the seaplanes.



Three Lake Amphibians and a Widgeon attend the Lake Pleasant Seaplane Fly-In

ICE MAN COMETH TIPS & TERMS

"Tis the season" – winter is on its way. Here's an article I found on one of my favorite web sites, www.faa.gov, that has nothing to do with keeping your favorite beverages cold. This is a good time of year to review something that can be deadly in aviation. Avoid the hazards – get a weather briefing from AFSS, clean your airplane of all snow & ice before takeoff, and stay out of situations where icing exists or could occur.

Icing Terms Commonly Used in Aviation:

- **Clear ice:** See "glaze ice."
- **Freezing rain (FZRA):** Precipitation at the ground level or aloft in the form of liquid water drops. The raindrop diameters are greater than 0.5 mm. Freezing rain exists at air temperatures less than 0° C (supercooled), remains in liquid form, and freezes on contact with objects on the surface or airborne.

- **Glaze ice:** Sometimes glaze ice is clear and smooth. Glaze ice usually contains some air pockets that result in a lumpy translucent appearance. Glaze ice results from supercooled drops striking a surface but not freezing rapidly on contact. Glaze ice is denser, harder, and sometimes more transparent than rime ice. Factors, which favor glaze formation, are those that favor slow dissipation of the heat of fusion (i.e., slight supercooling and rapid accretion). With larger accretions, the ice shape typically includes "horns" protruding from unprotected leading edge surfaces. Flight crews are more likely to assess the ice shape, rather than the clarity or color of the ice, accurately from the cockpit. The terms "clear" and "glaze" have been used for essentially the same type of ice accretion. Some reserve "clear ice" for thinner

accretions that lack horns and conform to the airfoil.

- **Heavy icing:** A descriptor used operationally by flight crews when they report encountered icing intensity to air traffic control. The rate of ice buildup requires maximum use of the ice-protection systems to minimize ice accretions on the airframe. A representative accretion rate for reference purposes is more than 3 inches (7.5 cm) per hour on the outer wing. A pilot encountering such conditions should consider immediate exit from the conditions.
- **Ice bridging:** Classic pneumatic deicing boot ice bridging occurs when a thin layer of ice is sufficiently plastic to deform to the shape of the inflated deicing boot. This occurs without the thin ice breaking or shedding during ensuing cycling of the deicing boot. As the deformed ice hardens and accretes more ice, the deicing boot becomes ineffective. Ice bridging may occur when enough supercooled water freezes during the inflated deicing boot dwell period. It will keep that shape after the deicing boot deflates and will form a deformed surface that continues to accrete ice and is unaffected by ensuing cycling of the deicing boot. A deicing boot ice bridge may also form when flying into increasingly colder ambient temperature conditions following a mixed-phase icing encounter at near-freezing temperatures. Ice bridging also refers to the ice “caps” or “bridges” between adjacent component surfaces. For example, unprotected leading edge surfaces of an elevator horn and the horizontal stabilizer.
- **Light icing:** A descriptor used operationally by flight crews when they report encountered icing intensity to traffic control. The rate of ice buildup requires occasional cycling of manual deicing systems to minimize ice accretions on the airframe. A representative accretion rate for reference purposes is 1/4 inch to one inch (0.6 to 2.5 cm) per hour on the outer wing. The pilot should consider exiting the condition.
- **Mixed ice:** A simultaneous appearance or a combination of rime and glaze ice characteristics. Accurate identification of mixed ice from the cockpit may be difficult since the clarity, color, and shape of the ice will be a mixture of rime and glaze characteristics.
- **Moderate icing:** A descriptor used operationally by flight crews to report encountered icing intensity to traffic control. The rate of ice buildup requires frequent cycling of manual deicing systems to minimize ice accretions on the airframe. A representative accretion rate for reference purposes is 1 to 3 inches (2.5 to 7.5 cm) per hour on the outer wing. The pilot should consider exiting the condition as soon as possible.
- **Rime ice:** A rough, milky, opaque ice formed by the rapid freezing of supercooled drops after they strike the aircraft. The rapid freezing results in trapped air. The trapped air gives the ice its opaque appearance and makes it porous and brittle. Rime ice typically accretes along the stagnation line of an airfoil and is more regular in shape and conforms more to the airfoil than glaze ice. Crew are more likely to assess the ice shape, rather than the clarity or color of the ice accurately from the cockpit.
- **Runback ice:** Ice that forms from the freezing or refreezing of water leaving protected surfaces and running back to unprotected surfaces.
- **Severe icing:** A descriptor used operationally by flight crews reporting encountered icing intensity to traffic control. The rate of ice buildup results in the inability of the ice protection systems to remove the buildup of ice satisfactorily. Also, ice builds up in locations not normally prone to icing, such as areas aft of protected surfaces and any other areas identified by the manufacturer. Immediate exit from the condition is necessary.



Photos by Gordon Goddard

Jack Pollacks DHC-1 Chipmunk at Cottonwood Airfest



David Roberts with his Waco RNF at Cottonwood

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