



The ThunderWord

Thunderbird Field EAA Chapter 1217 November, 2011

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! It has been a busy month for aviation events. Thanks to Bob Carter we had US Air Force Major General Ed McNeff as a featured speaker at our October meeting. It was an exciting evening hearing first hand the story of General McNeff's aviation career, which spanned three wars, from piston engines to jets. There aren't too many people that learned to fly in a Stearman and retired flying F-4 Phantoms!

The Copperstate Fly-In had perfect flying weather and lots of cool planes. I flew my Cub down and it was perfect flying home with 90-degree temps and the door wide open! I was only able to attend on Saturday because on Friday I took delivery of a new plane that I have been chasing after for twenty-five years. It is an all metal twin engine five place homebuilt called a Wickham B. I will share some of the history of the plane and its visionary designer in a future newsletter. After flying it just a handful of hours all I can say is it was worth waiting all that time to get my hands on it!

I look forward to seeing everyone at the November meeting!

Curtis

NOVEMBER CHAPTER MEETING

The November meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, November 17th 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. Thanks to Bill Unternaehrer for getting

this month's guest speaker. Guests are always welcome.

NEW MEMBER

After the last meeting Paul Shepard joined our Chapter. He is a friend of Denny Myrick and flies an RV-7A.

MEET THIS MONTH'S

GUEST SPEAKER

James E. Terpstra retired as Senior Corporate Vice President of Executive Aviation and still serves as a consultant to Jeppesen. After 36 years with Jeppesen, Jim retired May 2004 from his position as Senior Vice President and Flight Safety Officer.

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, and 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. 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.

Continued on page 2

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; Aeronautical charting standards committee, and the Flight Safety Foundation International Advisory Council.

DR MARK LUNDELL FLIES WEST

By Curtis Clark

On a sunny afternoon in late September, Chapter 1217 founding member Mark Lundell and his son Seth were killed in the crash of their newly purchased Radial Rocket. No one really knows what happened but it brought to an end the life of an extremely talented surgeon, pilot and friend.

Mark and his wife Deborah worked tirelessly to spearhead our Young Eagle program for nine years. Every time we would decide it was time to do a Young Eagle Airlift Mark would contact his friends in the Boy Scouts and line up the kids. He would always fire up his Beech AT-11 bomber and fly rides all day long. He never asked for a drop of fuel as he always said "we better get these kids interested in flying or who are we going to sell all these planes to when we are too old to fly." Doc probably hauled a thousand kids in the old bomber but he didn't count, he just flew.

Mark and his family have had a wide range of planes starting with a Citabria that he rebuilt. It was followed by a Super Viking, Aerostar, Aero Commander 690, Great Lakes, Pitts S2B, Swift Fury, AT-11, Nord 3202, L-5, Yak 55, L-16, and a Bell 47 helicopter painted in MASH 4077 colors; at least those were the planes he admitted to! Mark loved flying and never flew with an empty seat. If one of his kids wasn't available he always offering a seat to anyone that would go. With Mark, his family came first and as the family grew he had to buy a plane that would hold them all. The AT-11 as his real prize. He loaded the family up and flew to Cabo San Lucas, Yucatan, Oshkosh, Midland, and of course the Freedom Flight.



Chapter 1217 Members say Goodbye to Mark Lundell with a Flyover at the Memorial Service at Falcon Field

The Freedom Flight of America was a one-time mission and part of the final festivities of the 50th, anniversary remembrance period of the war years. The Freedom Flight of America was a coast-to-coast flight commencing on July 28, 1995 at Long Beach, California, and ending on August 12 with a fly-by of the Statue of Liberty in New York City. It was a special tribute to our veterans and active service personnel of this great country. This special tribute to them was an acknowledgment of our appreciation to all who have served so that the rest of us may live free.

As the planes flew to each new city, Mark and Deborah had their six kids ready to jump out in US Army Air Corps uniforms and do songs from the WWII years as they cleaned and serviced the old bomber. There were very few kids on the flight, so they were a big hit with the locals in the towns where they landed. Mark liked to live big and had his own playbook on the rules. I think a little bit of him lives on in each of us that knew him or flew with him.

Mark may have flown west but his legacy will live on in every Young Eagle ride we do.

COPPERSTATE FLY-IN

About 500 aircraft and 5,100 attendees attended last month's 39th annual COPPERSTATE Fly-In & Aviation Expo at the Casa Grande Municipal Airport, Arizona. Attendees enjoyed a wide variety of aircraft on the ground and in the air - from ultralights, to World War II fighter jets, to micro-jets and much more.

Among those who appreciated the all-ages appeal of the fly-in were first-time attendees Andy and Sam Werback of San Jose, California, owners of a beautiful 2010 Lancair Legacy that took home the Grand Champion

aircraft award. "Well done!" said Andy, past president of EAA 62 in San Jose, California. "It was a great family event where people can get together and see things up close, and talk to the owners, builders, and pilots. Reserve Grand Champion went to an RV-10 built by Calvin Zoch, of Centerville, Texas.

Chapter 1217 was well represented with Dan Muxlow spearheading the Aeromart effort to support Copperstate. 10% of every purchase went to the Fly-In. Thanks to everyone who volunteered their time to help Dan.



John Levitz Spartan 7W

THUNDERBIRD 150 AIR RACE

The sign up sheet said it was open to all and like a throw back to golden days of racing two very different teams from Chapter 1217 decided to sign up. Saturday October eighth was the race date and it said that the Thunderbird Air Race was a timed speed event for propeller driven, fixed wing aircraft

over a set route of 150 statute miles located North and West of Wickenburg, AZ.

The race was open to all pilots of experimental and factory production aircraft according to SARL classes. To assure maximum safety for all participants, aircraft were launched in speed order, fastest first.

Continued on page 4



Thunderbird 150 Race Pilot Nancy Bencoter

The race is a sanctioned Sport Air Racing League event. Points were awarded toward the Sport Air Racing League 2011 championship. Anyone with a valid pilot's license and airworthy aircraft was welcome to participate. All race pilots were required to attend the pre-race briefing. Aircraft must be airworthy with evidence of current annual inspection and have a fuel range to fly race route with reserve at full power. Aircraft had to be fueled and ready to race prior to pre-race briefing, be two-way radio equipped, and register to participate.

Team Precious Metal, Spirit of Gary, was the team of John Levitz and Pat McGarry. Their plane was a 1939 Spartan Executive, the Rolls Royce of flying back in the day. Like a page from a Dirk Pitt novel, the Spartan was transformed from priceless antique to modern day racer in the hangar in Scottsdale. The other team was Nancy Bencoter's Double D Air Racing, flying a Texas Skyways modified Cessna 182. When race day came the ramp at Wickenburg had all sorts of tweaked experimentals and four competitors showing up for the production class. After much trash talking the final results were a first and

second place with Team Precious Metal blowing out the competition!

Participants in the Thunderbird 150 Air Race included:

| Name | Aircraft |
|----------------|-----------------|
| Bob Mills | RV Super-6 |
| Jason Rovey | RV-8 |
| Craig Taylor | RV-8 |
| Seth Baker | RV-7 |
| Chris Woodard | Varieze |
| John Levitz | Spartan 7W |
| Nancy Bencoter | Cessna 182 P |
| Dale Jensen | C-120 |
| Tommy Thomason | PA-12 |

CHAPTER 1217 HOLIDAY PARTY

Time to start planning to attend this year's Thunderbird Field EAA Chapter 1217 Holiday Party. Bob Carter and his wife Kathy will be hosting this year's party at their home 11024 North 84th Street. The date is Saturday December tenth, so please mark it on your calendars as a "must attend" event. Watch for more information at the November Chapter meeting, and in individual reminders that will be both e-mailed and snail mailed.

EAA CHAPTER 1217

FACEBOOK UPDATE

25 people like us!

Each month we add a few new "Friends"; You should check us out! You can log into www.facebook.com, search for Thunderbird Field EAA Chapter 1217, and you will find it. You can post messages and pictures about Chapter happenings, pictures of your plane, anything you like. Be sure and click on that you "like" this site so we know people are looking at it.

100 VLL AVGAS IS HERE!

With the ever-present threat of refineries ceasing production of 100LL fuel, operators of reciprocating powered aircraft have been wondering what the future holds for them, well wait no more.

Continued on page 5

FAA Aviation Safety
SPECIAL AIRWORTHINESS
INFORMATION BULLETIN

Introduction

This Special Airworthiness Information Bulletin) advises aircraft operators that grade 100VLL aviation gasoline meeting the American Society for Testing and Materials (ASTM) fuel specification D910 is acceptable for use in aircraft and engines certificated for operation with D910 grades 80, 91, 100, and 100LL aviation gasolines. Grade 100VLL meets all the performance requirements of grades 80, 91, 100, and 100LL and therefore meets the approved operating limitations for aircraft and engines certificated to operate with these other grades of aviation gasoline.

Background

The FAA relies on ASTM International to develop fuel specifications that applicants may designate as operating limitations for their approved products. These aviation fuel operating limitations may be listed in the product's Type Certificate Data Sheet (TCDS), Installation Manual, Service Instructions, or as limitations associated with a Supplemental Type Certificate (STC).

Grade 100VLL aviation gasoline (avgas) was developed by ASTM International to provide a lower lead alternative to 100LL in response to impending environmental regulations. Grade 100VLL is identical to 100LL in all aspects, except that the maximum lead content is reduced by about 19%. The specification criteria for lead content is expressed as only a maximum value, because avgas producers routinely tradeoff lead content with other fuel compositional changes to meet the criteria for octane. Consequently, and most importantly, grade 100VLL has the same minimum octane rating and will provide the same level of anti-knock performance as 100LL and 100 avgas grades.

The FAA collaborated with industry on the ASTM International task force that evaluated data supporting the incorporation of grade 100VLL into specification D910. The FAA

determined that grade 100 VLL meets all of the performance requirements of grades 80, 91, 100, and 100LL and will perform identically in existing aircraft and engines.

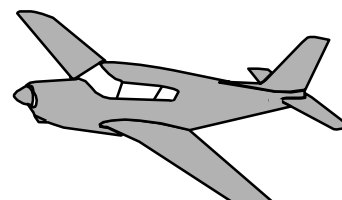
Recommendations

Because grade 100VLL avgas that meets ASTM specification D910 is identical to grade 100LL avgas, the following recommendations apply:

1. Grade 100VLL avgas is acceptable for use on those aircraft and engines that are approved to operate with grades 80, 91, 100, or 100LL avgas.
2. ASTM International standard D910 specifies blue coloration for both grade 100VLL avgas and grade 100LL avgas, and, therefore, these fuels are visually indistinguishable from each other.
3. Operating limitations in Aircraft Flight Manuals, Pilot Operating Instructions, or TCDSs that specify grades 80, 91, 100, or 100LL avgas fuel are acceptable for use with grade 100VLL avgas.
4. Current aircraft placards that specify grades 80, 91, 100, or 100LL avgas are acceptable for use with grade 100VLL avgas.
5. Operating, maintenance, or other service documents, for aircraft and engines that are approved to operate with grades 80, 91, 100, or 100LL avgas, are acceptable for use when operating with grade 100VLL avgas.

For Further Information Contact

Mark Rumizen, Aerospace Engineer, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7113; fax: (781) 238-7199; e-mail: mark.rumizen@faa.gov





The holidays are right around the corner! Brian Mitchell is delivering Santa @ Deer Valley



Jerry Lane's Schweitzer 1-26 now has paint! He is using Stewart Systems for the fabric and paint, and is very happy with the end product.

ThunderAds

FOR SALE, ETC.

1956 CESSNA 172 TD CONVERSION

TT 2300, O-300B 350 SMOH. Imron, new interior, lots of STCs. Hangared DVT. Mike Straley 602-524-0333, rkaviationinc@netscape.net Asking \$53K or possible trade

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.

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

1995 JABIRU ST

Two place, 3300 cc Engine, 10 hrs. Total Time Make Offer Al Ross cell: 602-320-7498

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, tt18 hrs. Fred 630-897-7706

SERVICES

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

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

FLIGHT INSTRUCTION- BFR'S

Alan Trabilcy alantrabilcy@yahoo.com, 480-747-0349 m or 480-948-1747 h

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

AIRCRAFT PHOTOGRAPHY

Mike O'Connor 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

Want to see your aircraft-related ad here in the Thunderword?

Send an E-mail to: EAChapter1217@aol.com

Thunderbird Field EAA Chapter 1217. Contacts

| | | | |
|----------------------|--------------|--------------|--|
| President | Curtis Clark | 602 953-2571 | EAChapter1217@aol.com |
| Vice President | Terry Emig | 520 836-7447 | dprez@cactusflyin.org |
| Secretary/Treasurer | Jack Pollack | 480 585-1885 | Jack.Pollack@Analyticalgroup.com |
| Newsletter Editor | Ron Kassik | 480 948-0168 | ronkassik@cox.net |
| Technical Counselors | Dan Muxlow | 480 563-4228 | N27DM@cox.net |
| | Jim Berdick | 623 293-2708 | jimberdick7@gmail.com |

**Thunderbird Field
EAA Chapter 1217
5450 East Voltaire
Scottsdale, Arizona 85254**

