



# The ThunderWord

Thunderbird Field EAA Chapter 1217 November 2012

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar. Last month's meeting featured Brian Ready, Wing Commander of the Civil Air Patrol. Brian's talk really had folks talking with the demonstration of cell phone forensics in locating missing aircraft. His thoughts - leave it on when you are flying your bug smasher. Even if you are not texting or talking on it, there is data being transmitted and received between your phone and the cell tower that might lead them to finding you.

As the days start to be a little cooler, I have dived deep into my super-condition inspection on the Wickham B. New brakes, tires, tubes, plugs, air filter system and overhauling the carbs in addition to the normal lubricating and checking. The previous owner had said "might want to have those carbs gone through" when I bought the plane. I was faced with the dilemma of fixing something that wasn't broken at a considerable cost. After shipping them off to the overhaul shop I got the word that there were AD notes from 1959 that hadn't been done! In fact all the service bulletins and AD notes issued after 1958 had never been done! Fifty-four years. Boy am I glad I did the right thing and didn't take the cheap way out. Looking back it is probably safe to assume that in the 22 years it hung from the ceiling in the Museum of Flight no maintenance of any kind was ever done. Pretty smart huh?

As is always the case we don't have a December meeting and ThunderWord. Instead we have a Holiday Party to celebrate the season. Be sure to mark the evening of December 8, 2012 on your calendar as our Chapter 1217 party. You will receive more directions and a printed invitation by e-mail

and USPS snail mail. I hope everyone can make it. See you at the November meeting!

*Curtis*

## NOVEMBER CHAPTER MEETING MEETING PLACE MOVED. NEW LOCATION IS THE CONFERENCE ROOM OLD FAA BUILDING 500 FEET EAST OF TERMINAL

The November meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, November 15<sup>th</sup>, in the Scottsdale Airport Business Center. Due to a scheduling conflict, we have lost our normal meeting place for this meeting only. The start time is still 7 pm. This month's featured guest speaker will be Budd Davisson. For those of you new to flying, Budd is one of those lucky guys that gets to fly every cool plane out there and gets paid for it. You can get lost for hours on his [www.airbum.com](http://www.airbum.com) website, in writing this I just read a flight report from 1974 on the BD-5. Budd's official bio from EAA is: *Budd Davisson has logged over 6000 hours, has been an active CFI for over 36 years teaching Pitts landings, has flown 250 different types, type rated B-25, P-38. Published 2000 plus articles, 300 plus covers, one man photo show at Smithsonian for 8 yrs; Editor-in-Chief Flight Journal magazine, contributes to Sport Aviation, and all EAA publications. Aeronautical Engineer, did design work for Wedell Williams replicas, consultant for airframe and manufacturers.*

It should be a fun evening of flying stories and grassroots aviation. Guests are welcome

## **NAMETAGS IN**

A new shipment of Chapter 1217 nametags is finally here! The tags will be available for you to pick up at our monthly meetings. The list of new nametags is: Nancy Benscoter, Chuck Beviennour, Pete Giresetti, Ed Scott Kerns, David Kujawa, Terry Mattchen, Kelly Kreiselmeier, Paul Shepard, Dave Sirota, Crystal Steele, Fred Lloyd, Milo Beck, Jim Armstrong, and Mike Straley.

## **CHAPTER 1217 HOLIDAY PARTY.**

Ron and Sherrie Landon have set the date of Saturday, December 8, 2012, for our annual EAA Chapter 1217 Holiday Party. This is the third time they have hosted the event at their home near 48<sup>th</sup> Street and Indian School Road. Mark your calendar and plan to bring your significant other. In December, we will start e-mailing and mailing out more information on how you can get involved, what to bring, as well as a map to the party!

## **DOUGLAS FLYER GOES HOME**

On October 6, the city of Douglas, Arizona had their Air Show and Fly-In. This year's event featured the unveiling of a noteworthy project; Chapter member Arv Schultz has

been underwriting the cost to build a replica of the 1908 Douglas flyer glider.

Going along with Arv for the Flyer's first public showing was the builder Rich Ivanssek, and noted aviation philanderer and descendent of Pancho Villa Bernie Gross. Bernie reports they drove 528 miles round-trip in a 28 foot U-Haul truck that drove the Homeland Security and Border Patrol inspectors on high alert!!!

He also points out the combined age of the three of them was 235 years. Their age plus the directions of "go to the border and turn left" made for some interesting conversations as they descending on the Mexican Border!!

The project was greatly appreciated by the City of Douglas and the current Mayor would like to have it on permanent display in their new downtown center.

Hopefully we can get Arv and Rich to do a presentation on the adventure in building the glider. Some interesting points are it was the first heavier than air machine to be flown in Arizona. Lots of history including the Gadsden Purchase, Mexican American War, Pancho Villa, and border town politics.



**Arv Schultz and Rich Ivanssek with their 1908 Douglas Flyer Glider Replica**



**Modified Globe Swift looks pretty Racey for a 64 year Old Lady as seen at Copperstate Fly-In**

### **APA/RAF BACKCOUNTRY FLY-IN**

The Arizona Pilots Association and the Recreational Aviation Foundation (RAF) Back Country Pilots are having a Fly-In campout at the El Tiro Glider Port northwest of Marana on Saturday and Sunday November 17/18.

For those flying in, the drill is to land ONLY on the Winch Runway 25, 3100 ft MSL downwind right traffic announcing on 123.5. Parking is behind the main hangar. Hamburgers provided, glider demo rides at members cost, and a factory tour of the Lightning factory will

be available. For more info drop Bernie Gross a line at [Bernie88FD@aol.com](mailto:Bernie88FD@aol.com).

### **UK MUSEUM TOUR**

Graham Clark, our guest speaker from England, has kindly volunteered to "guide" our EAA Chapter members on Sunday, April 28, or Saturday May 4, 2013. If there are people who might be interested in joining this expedition, please speak up. Contact Bernie Gross at [Bernie88fd@aol.com](mailto:Bernie88fd@aol.com).



**People's Choice Beech 18 from Sampley Airport, Aguila, Arizona. It lives on a dirt runway**

## COPPERSTATE FLY-IN

The 40th annual Copperstate Fly-In & Aviation Expo enjoyed a larger-than-expected turnout of aircraft, great weather, and a good gate attendance last weekend at the Casa Grande Municipal Airport in Arizona. The fly-In started with a bang on Thursday with the largest number of aircraft and attendees in the Fly-Ins eight years at Casa Grande. The ideal weather continued through the weekend, and more than 500 aircraft of all varieties participated.

One of the more unique aircraft, a 1940 Porterfield, flew 900 miles from central Mexico to be there. This was Mark Storey's first fly-in after completing a 25-year restoration of the Porterfield. He said it took

three full days of flying to get to Casa Grande from Chapala, Jalisco, Mexico. Storey was presented with a Special Antique Award for his beautiful restoration.

The optimal weather also prompted an increase in ultralight and light-sport aircraft attending the fly-in.

The 60 educational forums and workshops were well attended and greatly appreciated by the eager attendees. Kids also proudly exhibited their wing ribs from the rib-building workshop.

Special congratulations to Chapter 1217 members Jim Thorne and Mike Braegger for their awards!

## Copperstate Aircraft Awards

<b>Grand Champion</b>	N8925	LT-3 RV-10A	Richard Jankowski, Shenandoah, TX
<b>Reserve Grand Champion</b>	N605RS	Glasair Super II FT	Eric Scheppers, Rio Linda, CA
<b>Best Plans Built</b>	N19DR	Bowers Flybaby 1A	Martin Fleischhauer, Tucson, AZ
<b>Custom Built Metal</b>			
1 <sup>st</sup> Place	N8925	LT-3 RV-10A	Richard Jankowski, Shenandoah, TX
2 <sup>nd</sup> Place	N829GW	Van's RV-10	Geoff Combs, Canal Winchester, OH
3 <sup>rd</sup> Place	N742JT	Van's RV-7A	Jim Thorne, Phoenix, AZ
<b>Custom Built Best Wood</b>	N19DR	Bowers Flybaby 1A	Martin Fleischhauer, Tucson, AZ
<b>Custom Built Composite</b>			
1 <sup>st</sup> Place	N605RS	Glasair Super II FT	Eric Scheppers, Rio Linda, CA
2 <sup>nd</sup> Place	N216JC	Lancair Evolution	John and Cheryl Wheeler, Mesa, AZ
3 <sup>rd</sup> Place	N793MS	Lancair Super ES	Mike and Sandra Hately, Bayfield, CO
<b>Custom Built Best Replica</b>	N351TG	Titan P51 Mustang	Bill Souza, Rosamond, CA
<b>Custom Built Best Rotorcraft</b>	N546SC	Sportcopter II Gyroplane	Marvin G Wessel, Chandler, AZ
<b>Classic</b>			
1 <sup>st</sup> Place	N78103	1946 Globe Swift GC-1B	Karl & Donna Johnson, San Diego, CA
2 <sup>nd</sup> Place	N76415	1946 Cessna 140	Stan Weaver, Vacaville, CA
<b>Contemporary</b>			
1 <sup>st</sup> Place	N542T	1961 N35 Bonanza	J. Michael Dudley, San Manuel, AZ
2 <sup>nd</sup> Place	N9927C	1959 Luscombe 8F	Kent Fister, San Manuel, AZ
<b>Antique</b>			
1 <sup>st</sup> Place	N29398	1940 Culver LCA	Carl Walston, Solvang, CA
2 <sup>nd</sup> Place	N29926	1940 Waco UPF-7	Mike Braegger, Mesa, AZ
<b>Special Antique Award</b>	XB-KXV	Porterfield LP-65	Mark Storey, Chapala, Jalisco, Mexico
<b>Military</b>			
1 <sup>st</sup> Place	N2808	Vultee BT-13A Vallant	Schuyler Shipley, Prescott, AZ
2 <sup>nd</sup> Place	N56017	Ryan PT-22	Danny Don, Chandler, AZ
<b>Best Cessna Showplane - sponsored by Cessna Flyer Magazine</b>			
	N76415	1946 Cessna 140	Stan Weaver, Vacaville, CA
<b>Best Piper Showplane - sponsored by Piper Flyer Magazine</b>			
	N999W	1968 Cherokee 140	Craig Mitchell, Tucson, AZ
<b>People's Choice</b>	N5804C	1951 Beech D18S	Leland and Carolyn Jones, Wassilla, AK

**NOVEMBER 15<sup>th</sup> CHAPTER MEETING  
MEETING PLACE MOVED TO NEW LOCATION  
THE CONFERENCE ROOM, OLD FAA BUILDING  
500 FEET EAST OF TERMINAL**



Gary Towner, the local DAR a lot of Chapter members use, had a special moment of his own last month. This is the first flight of his Swick T that he built from plans. He had previously built an RV-4 and restored a BC-12D Taylorcraft

**GOSSHAWK LANDS A RARE BIRD**

On the 70th anniversary of the crash of a Douglas A-20 Havoc, two semi trailers loaded with that disassembled A-20 pulled in to the GossHawk Unlimited hangar at the Casa Grande Municipal Airport.

This A-20's nearly 3,000-mile journey to Arizona started with the plane crashing after it ran out of fuel on October 10 near goose Bay, Labrador, Canada. The pilot, Captain Billy Secord, crash-landed the plane in a swamp in the cold arctic tundra. Personnel from the Royal Canadian Air Force Base at Goose Bay rescued the crew three days later, but the plane had to be abandoned.

The plane had hit tail-first tearing away the nose which was embedded in the bog where it landed. The plane sat largely undisturbed for almost 70 years until its new owner Mester and his business partner, Allen, learned of it in 1998. It took six years for the men to get permission to remove the plane. Mester and Allen gained ownership of the aircraft after the U.S. Air Force waived ownership. They subsequently secured permission from Canadian officials to recover it.

The plane was 85 miles from Goose Bay in Labrador, in a remote portion of the Little Mecatina River. It was about 600 miles north

of Maine. There are no roads, Allen said, the nearest is 120 miles away. The site was accessible only by helicopter.

As Allen and Mester began contacting private helicopter companies in Canada about their recovery effort, they faced two big stumbling blocks -- the going rate to rent a helicopter was \$6,500 an hour and essentially no firm was interested in the job.

Hearing of the plight of the Havoc; leaders of 444 Combat Squadron, 5 Wing, Goose Bay, agreed to help out the Americans by providing heavy lift helicopters to transport the largest pieces. The squadron treated the operation as a training exercise but agreed only that they could do it when they weren't occupied with other missions. Allen and Mester were eventually able to hire some private companies also. In all, 56 helicopter flights were made during four years to get the parts out.

The soggy bog where the plane was sitting prevented the helicopter pilots from landing because they would sink in. So, the pilots figured out a way to haul in pallets and build a landing spot for the choppers.

The A-20 was in such good shape it could be taken apart fairly easily, Mester said. "It had spent 66 years in a deep freeze up north and had very little deterioration." But, it wasn't as simple as grabbing parts off the plane with a forklift or a crane, because none of that equipment could be hauled in for the recovery effort.

Everything had to be disassembled into pieces small enough to move around by hand, some with the assistance of giant inflatable bags, and then loaded onto the helicopter or dangled from a cable from the helicopter and hauled out. Workers stood in water and muck that was mid-calf to knee-deep all day long.

The "first lift" of 44,000 pounds occurred on Aug. 21, 2004. Work occurred for the next five years, as weather allowed, with the final

piece -- the starboard wing -- flown out in November 2009.

As with most aviation endeavors there were some trouble with the neighbors who had grown to like the all aluminum wreckage they were using as a guest house. For whatever reason, black bears liked congregating around the plane. So much so, in fact, the bears had created two trails in and out of the remote site. Daily, the workers had to shoo the bears away before starting their work.

The parts were ferried out of the bog and stored at the Air Force base in Goose Bay until earlier this month, when the items were hauled to Casa Grande.

For now, the parts will sit in Goss's large hangar until a buyer is found to finance the restoration effort. Whether Goss will do the restoration will be determined by the buyer, the new owner may end up hiring Gosshawk or another restoration company. The restoration could take four to eight years and upwards of five million dollars.

No A-20s are currently flying. One other A-20 is in the process of being restored for Kermit Weeks and two others are under restoration. One by the Pima Air Museum and the other by a museum in Geneseo, New York. Only nine examples are known to exist.

The planes were heavily used in the Pacific theater during WWII. About 7,000 A-20s were built in the 1930s. This particular plane was one of 63 A-20s ordered by the U.S. Army Air Corps from Douglas Aircraft Co. in 1939. It and two other planes were modified as prototypes of reconnaissance aircraft. This is believed to be the No. 2 unit of the three, based on the discovery of "F-3#2" markings painted on the interior sides of the speed rings from the No.2 engine.

# ThunderAds

## FOR SALE, ETC.

### STEARMAN MCCAULEY 41-D5926 PROP

Anderson Overhaul with "0" since AD complied with. Excellent condition - kept in fitted shipping crate. Make offer Billy Walker 480-773-2823 .

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)

### 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)

### 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](mailto: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](mailto:maxeybill@hughes.net)

### GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000.<sup>00</sup> Estate sale. Lesley Morgan 480-834-4831 or e-mail Curtis at [EAACchapter1217@aol.com](mailto:EAACchapter1217@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, TT 18 hrs. Fred 630-897-7706

## SERVICES

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### HOMEBUILT AIRCRAFT CERTIFICATION

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### 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](mailto:CrashOConnor@aol.com)  
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