



# The ThunderWord

Thunderbird Field EAA Chapter 1217 November 2014

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar! At the October meeting we heard from Lindsey Goss, with GossHawk Unlimited in Casa Grande. She talked about the many aspects of their family business restoring and maintaining warbird aircraft. She also gave us a look into the multi-million-dollar budgets required to restore some of these historic aircraft. Lindsey is one of the next generation of aviation enthusiasts. She is working on getting her A&P rating, and has just started taking flying lessons, all while holding down a full-time job working on WWII fighters and bombers.

Last month was the Copperstate Fly-In. I waxed up the old Cub and flew down. It was a great event, well organized and perfect weather. Chapter 1217 member Steve Bass deserves a slap on the back and a giant Thank You from everyone in aviation for stepping up to the plate and keeping this great aviation tradition alive! Well done Steve.

See you at the November meeting!

*Curtis*

## **NOVEMBER CHAPTER MEETING**

The next meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, November 20, starting at 7 pm. The location is the Scottsdale Aviation Business Center, 15041 North Airport Drive. This month's guest speaker is Dee Grimm.

Guests are always welcome!

## **A LITTLE ABOUT DEE**

Dee was born in Phoenix, Graduated Creighton grade school and Phoenix Union High School (now closed, was located 7th St & Van Buren). He attended ASU at Tempe,

U of A at Tucson, graduated Park College (now Park University) in Parkville, Mo (suburb of Kansas City) with degrees in Economics and Music. He completed his Masters in Adult Education from KSU in Manhattan, KS.

He is a graduate of USAF pilot training, and served 7 years active flying KC-97 aircraft, and an additional 4 years in the MOANG flying C-97 aircraft.

He joined TWA as a Connie F/E and later as a B707 F/E. He flew all other aircraft in the inventory as pilot and flew all except the Convair 880 as Captain. (DC9, B727, B707, B767, B757, L1011, B747)

Dee completed apprenticeship as an A&P mechanic. He served 3 years as president of the DVT Pilots Assn., served 3 years as the V/P of the RedStar Pilot Assn., V/P of the CopperState Fly-In, and warbird chairman. He is active and an officer in various other organizations, including but not limited to EAA Chapter 538, Warbird Sq 20, PUHSAA (Phoenix Union High School Alumni Assn.), currently active as a pilot flying a Nanchang CJ6 which he also maintains. He is qualified as a Genuine Airport Consultant (formerly called airport bum).

## **CHAPTER 1217 HOLIDAY PARTY.**

Ron and Sherrie Landon have set the Saturday, December 13, 2014, as the date for our annual EAA Chapter 1217 Holiday Party. This is the fifth time they have hosted the event at their home near 48<sup>th</sup> Street and Indian School Road. Mark your calendar and plan on bringing your significant other. In December we will start emailing and mailing out more information on how you can get involved, what to bring, as well as a map to the party!



**Dee Grimm and His Nanchang CJ6**

**COPPERSTATE FLY-IN**

The COPPERSTATE Fly-In was held last month in Casa Grande. There were a record number of vendors and display aircraft, combined with perfect weather. Okay, maybe

it was a little toasty, but it was clear and the wind didn't blow.

Those aircraft receiving awards are listed in the table provided below.

**Copperstate Fly-In Award Winners**

Grand Champion Custom Built	N11LL	Lancair Legacy	William D Ford III Durango, CO
Reserve Grand Champion Custom Built	N688RV	Vans RV-8A	Rob Meade Phoenix, AZ
Grand Champion Restoration	N3890K	1946 Globe Swift GC-1B	Alturair El Cajon, CA
Custom Built Metal			
1 <sup>st</sup> Place	N688RV	Vans RV-8A	Rob Meade Phoenix, AZ
2 <sup>nd</sup> Place	N46RJ	Vans RV-12	Roger and Jane Chastain Aguanga, CA
3 <sup>rd</sup> Place	N24EV	Vans RV-10	Myron E Nelson II Mesa, AZ
Custom Built Best Tube and Fabric	N237RA	Rans S-7S Courier	Ron Attig El Cajon, CA
Best Plans Built	N181DL	Challenger	Robert Opperman Phoenix, AZ

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**Casa Grande Ramp during the 2014 Copperstate Fly-In  
Copperstate Fly-In Award Winners Continued**

Custom Built Composite			
1 <sup>st</sup> Place	N11LL	Lancair Legacy	William D Ford III Durango, CO
2 <sup>nd</sup> Place	N550AW	Lancair Legacy	Andrew Werback Sebastopol, CA
3 <sup>rd</sup> Place	N124C	Lancair Evolution	Performance One/Velocity Air Mesa, AZ
Classic			
1 <sup>st</sup> Place	N3890K	1946 Globe Swift GC-1B	Alturair, El Cajon, CA
2 <sup>nd</sup> Place	N1258D	1951 Cessna 170A	Andy Reichenberger Phoenix, AZ
Contemporary			
1 <sup>st</sup> Place	N400MJ	Piper PA 23-160	Mike and Jeff Haney Tehachapi, CA
2 <sup>nd</sup> Place	N6318R	1966 Piper PA 28-140	Stephen Flock Twentynine Palms, CA
Antique			
1 <sup>st</sup> Place	N29926	1940 Waco UPF-7	Michael Braegger Mesa, AZ
2 <sup>nd</sup> Place	N17154	1941 Stinson SR-9B	John Nance San Diego, CA
Military			
1 <sup>st</sup> Place	N3680F	1942 North American SNJ-5	Lee and Carolyn Jones Aguila, AZ
2 <sup>nd</sup> Place	N1140	1946 Beech 18S (C-45)	Rick Loomis Chino Valley, AZ
Best Cessna Showplane sponsored by Piper Flyer Magazine	N1500D	1951 Cessna 190	Lee Maxon Chandler, AZ
Best Piper Showplane sponsored by Piper Flyer Magazine	N400MJ	Piper PA 23-160	Mike and Jeff Haney Tehachapi, CA
People's Choice	N17154	1941 Stinson SR-9B	John Nance San Diego, CA



**Roger and Jane Chastain's Award Winning RV-12**

## **AHARS PROBLEMS**

There continues to be a growing number of reports regarding heading errors and anomalies in heading reference systems due to standard maintenance practices and the use of standard tools while maintaining these systems.

These errors are occurring in both type-certificated aircraft and aircraft not type-certificated but operated under an experimental airworthiness certificate. The problem is due to the sensitive nature of the sensors used to provide heading data to the system. The sensitive nature of the sensors may be substantially affected by ferrous materials, whether moving or stationary and close proximity, electro-magnetic effects, electric motors in close proximity, or improper installation procedures. Improper use of magnetic tools during maintenance or removal of wing inspection covers in the proximity of these heading sensor locations and replacing the panels using incorrect hardware can substantially affect proper operation of the sensor.

### **Recommendations**

The FAA recommends that you follow all manufacturer installation / maintenance instructions, warnings, and troubleshooting

procedures per their instructions for continued airworthiness or maintenance manuals. These usually require the magnetometer to be mounted away from other electrical or mechanical systems on the aircraft.

A simple test for possible interference in the proposed installation location is to use a magnetic compass and slowly move around the area of the sensor looking for any deflections of the compass needle. This test can reveal interference from moving landing gear, flap motors, air conditioning systems, etc. Excessive needle movement can be evidence of ferrous material or sources of magnetic interference.

Due to reports of flight control system components interfering with heading sensor operations, we also recommend that you operate control systems from stop to stop while observing a magnetic compass placed near the sensor. The compass needle should not deflect more than a couple of degrees. If it does, you may have to degauss (demagnetize) the flight control system components in the proximity of the sensor.

Additionally, the following information may assist an installer or maintainer in identifying potential interference on the heading sensor from existing systems: Continued on page 5

- Avoid use of magnetic screwdrivers in the area of the sensors. Magnetic fields can permanently affect the sensor operation and accuracy and can leave residual magnetism on some materials.
- Ferromagnetic materials can become magnetized and cause magnetic interference. It is important to always use nonmagnetic hardware such as stainless steel or brass, in the vicinity of sensors. Always follow manufacturer's recommendation on hardware type and distance between sensors and ferrous materials. Never substitute ferrous hardware such as screws, washers, nutplates, etc. for non-ferrous hardware in the vicinity of the sensors.
- Follow manufacturer's recommendations on minimum distance from magnetic sources such as electric motors, flight control cables, and permanent magnets in devices such as speakers.
- Check all wiring runs and ensure they are adequately spaced from the sensor locations. Be cautious of any new installed wiring in the general area and ensure that it has been routed properly to not affect the proper operation of the sensor.
- Aircraft structure can become magnetized by the accumulation of static energy on the structure due to inadequate or improper

bonding of grounding straps and/or static wicks. Always ensure the integrity of the bonding systems using the manufacturer's recommendations. Newly painted aircraft may be a likely candidate for improper bonding systems.

- Degauss any magnetized structure near the sensor location(s). Always follow the manufacturer's instructions on use of degaussing equipment. Experience has shown that degaussing is not always 100 percent successful. Always check after completing the degaussing process for any remaining magnetism. In some rare cases, replacement of structure may be necessary.

For Further Information Contact Barry Ballenger, Aerospace Engineer, 901 Locust Street, Room 301, Kansas City, MO, 64106; phone: (816) 329-4152; fax:(816) 329-4090; e-mail: barry.ballenger@faa.gov.

## **NO FLY ZONE**

On Sunday December 14, the Gila Bend Municipal Airfield, 1500 Arizona 85, in Gila Bend will turn into a No-Fly Zone for 3 days. The airport runway is going to be used for an ultimate street racer competition put on by Omega Motor Sports. So if you were planning on flying down to visit, you might want to check your NOTAMs.



**John McIlvenna has Received the Final FAA Signoff on his RV-12 and is Ready to Fly**



**2013 Copperstate Fly-In Grand Champion Highlander with a Nose Wheel**



**Jerry Lane's BC-12D Taylorcraft Restoration is Coming Along Nicely**

**EAA Chapter 1217 Personnel**

President	Curtis Clark	602 710-4494	<a href="mailto:EAACChapter1217@aol.com">EAACChapter1217@aol.com</a>
Vice President	Terry Emig	520 836-7447	<a href="mailto:terry@valleypumpandmachine.com">terry@valleypumpandmachine.com</a>
Secretary/Treasurer	Jack Pollack	480-695-4441	<a href="mailto:Jack.Pollack@Analyticalgroup.com">Jack.Pollack@Analyticalgroup.com</a>
Newsletter Editor	Ron Kassik	480 948-0168	<a href="mailto:ronkassik@cox.net">ronkassik@cox.net</a>
Young Eagles	YOUR NAME - HERE POSITION OPEN		
Technical Counselor	Dan Muxlow	480 563-4228	<a href="mailto:N27DM@cox.net">N27DM@cox.net</a>

# ThunderAds

## FOR SALE, ETC.

### ZENITH STOL CH 710

Estate sale. Aircraft close to finishing. Located in Yuma, AZ. Contact Bob Carter for more information [BobC@buildersguild.com](mailto:BobC@buildersguild.com)

### VANS AIRCRAFT RV WHEEL PANTS

Pressure recovery wheel pants. New never used, painted, or drilled \$400. Jack 480 695-4441

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

### MISC. INSTRUMENTS

New Rapco Vacuum pump RA215CC-9, \$250.; New Electronics International oil pressure and temp, \$400.; New Elec. Int. carb temp and outside air, \$250.; New Elec. Int. volt amp gage, \$250.; New Elec. Int. single cyl head temp, \$250.; Ovh. RC Allen Horizon RCA22-7, \$400.; Ovh. Edo Air DG 4000B-8, \$400.; Repaired Cessna turn coordinator, \$200. Jerry 602- 663-2432, or e-mail: [JerryLane90@aol.com](mailto:JerryLane90@aol.com)

### PULSE AUTOCYCLE

FAA got you grounded? Want a fun project that captures the thrill of flying? Jim Bede designed Pulse Autocycle for sale \$22,000., Arizona title and current registration. Curtis 602 710-4494 [azskybum@aol.com](mailto:azskybum@aol.com)

### TAYLORCRAFT BC12 D

Beautifully restored BC12 D. TT: 2635 hrs. 255 hrs since total restoration. C-65 255 hrs smoh. Have all aircraft records & FAA data since new. Annual inspection with purchase. \$24,500. [Steve Trieber](mailto:SteveTrieber), Located in Casa Grande• Telephone: 207-853-6060

### LYCOMING O-360 A1A

Engine built up for RV project that never got off the ground. Invested \$50,000. Price is very firm at \$25,000. Martin Del Giorgio [delgiorgiopels@gmail.com](mailto:delgiorgiopels@gmail.com)

### CURTISS REED PROPELLER

Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) \$4,000, Patrick McGarry: 602-430-0140

### 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.

### 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.

## SERVICES

### OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800 657-0977 [www.oilcoolersvs.com](http://www.oilcoolersvs.com)

### ANNUALS

Owner Assisted. Jim Moss 520-440-2191 [www.northside-aviation.com](http://www.northside-aviation.com)

### FLIGHT INSTRUCTION, ETC.

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

### HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

### 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

### MACHINE SHOP

High quality parts fabrication for homebuilts at a reasonable price. David Leverentz 520-898-4321

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Send an E-mail to: [EAChapter1217@aol.com](mailto:EAChapter1217@aol.com)

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

