



The ThunderWord

Thunderbird Field EAA Chapter 1217 October, 2005

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! We had a great turnout last month to listen to Capt Billy Walker talk about his career and checkered past.

This month is jam packed with flying events large and small. I hope a lot of you can take a morning out of your busy month and come down and help with our Young Eagle Airlift. Every organization needs to have a major philanthropic event and this is ours. In the six years that we have done this we have taken over one thousand kids for airplane rides. It's a tremendous amount of fun and we really need your support.

With a little help from friends I managed to get the engine on my Breezy in September and am now busy hooking up stuff. I should have a couple of good articles on custom made exhaust systems and Performance Propellers for future newsletters.

Hope to see all of you at this month's meeting!

Curtis

OCTOBER CHAPTER MEETING

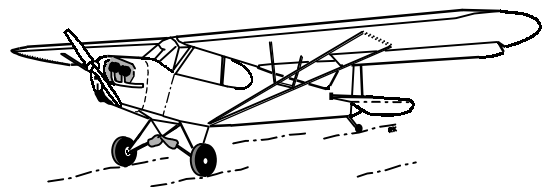
This month's Thunderbird Field EAA Chapter 1217 meeting will be on Thursday October 20th at 7 pm. The location is the Scottsdale Airport Terminal Building. Our featured guest speaker will be Chapter 1217 Vice President Terry Emig. Terry's original presentation of "How I lost 100 pounds eating El Sombrero" has been scrapped. Terry has put together a show on flying up to this year's Reno Air Races and participating in the Rolls Royce Aviation Heritage Invitational. Remember guests and family are always welcome.

YOUNG EAGLE AIRLIFT

The Saturday after our October meeting will be Saturday October 22nd. That will also be the date of our annual Chapter 1217 Young Eagles Airlift at the Casa Grande Airport. Every year we put out the call for volunteer pilots and helpers and each year the support is mind-boggling! With high gas prices and everything else going on in our busy lives it's easy to not step up to the plate and volunteer, but the Young Eagles really need your support, and besides it's a lot of fun too! We need to get all of our Chapter members involved in this great event. Besides planes and pilots we need loaders, people to escort the kids and lots of help keeping the ramp safe. The City of Casa Grande has donated their Terminal building for our use so we will have a nice place to wait between flights. We also plan to have our traditional breakfast served in the terminal starting at 7:00. The first prop turns at 8:00 am and usually we are done before noon. If you are going to be able to help out, drop our Young Eagle coordinator Bob Kruse a quick email at point9kruse@aol.com or call him at 480-391-1228.

HOLIDAY PARTY

Keep your calendars open for the afternoon of Saturday December 17th as the day of our EAA Chapter 1217 holiday extravaganza.



PRESCOTT SKYFEST

The Arizona SkyFest will take place on Saturday October 15th 2005 at Prescott Love field (PRC). Fly-ins are welcome, bring your own tie-downs. Fly-ins, please note that you must be on the ground NO LATER than 0730. The airport will be closed during the airshow. Due to the expected high volume of pedestrian traffic on taxiways and runways, transient aircraft must stay parked until 1630, when access to the runway will be made available. Check Local NOTAMS.

Discount tickets may be purchased online at www.prescottairfair.com/. The tickets may be purchased right up to the morning of the show, but we recommend purchasing early. You must have a means of printing online tickets, and you must bring them with you.

Arizona Skyfest 2005 Show Schedule

All parking areas open at 7:30 am

Gates open at 8:00 am

EAA Pancake Breakfast at 8:00 am

Aerobatic demonstrations begin at 10:30 am

Air show ends at 3:30 pm

Raffle / contest winners announced 4:00 pm

Gates close at 5:00 pm

Last parking bus at 6:00 pm

The following is the performance lineup, subject to change:

National Anthem, Skydivers, Fire Tanker Demo, Dr. D's Old Time Aerobatics, Antique Aircraft fly-bys, Stearman formation flyover, Helio Stallion Demo, Military jet fly-by, Casa de Aero RC flyers, John Heiney's Hang Gliding Aerobatics, Experimental Aircraft Association fly-bys, Warbird Performances, KC-135 Air National Guard fly-by, F-15 Demo, Randy Harris Aerobatic Demo, More Military Jet fly-bys, Sonny Weller's Pitts S-2C Routine, Airplane vs. Car drag race, Rob Harrison's "Tumbling Bear" Aerobatics, Korean War Jet Demo, Classic military jet fly-by... and much, much more!

Hope to see you there! – Tom Parkes,
President Chapter 658, Prescott, AZ

VALLE FLY-IN

Valle Airport (40G), just 25 miles south of the Spectacular Grand Canyon National Park, will, in conjunction with local EAA Chapters, host their first annual gathering of Antique, Homebuilt, and Warbird Aircraft during a one-day fly-in on October 22. Several Parades of Flight are scheduled along with Sack Bombing, Young Eagles Flights and aircraft judging. There will also be a sanctioned Chili Cook-Off and a vast number of antique cars.

There is a registration fee of \$10 per aircraft and every registrant will be taking home a memorial, unsoiled, highly collectible Valle Airport Coffee Mug. Local accommodations are available. Contact Norm for more information at 928-635-5280.

FLABOB TO HOST

AERIAL EXTRAVAGANZA

Flabob Airport in Riverside, California, will host a Veteran's Day Aerial Extravaganza November 12-13, offering a wide range of activities for the whole family. Over 150 aircraft, including some warbirds, are expected to fly in and be on display for the event. Planned activities include shooting model airplanes with paintball guns, an aviation trivia contest, a homebuilding skills contest, and a dead reckoning contest (on the ground). There are no registration or entry fees, and under-wing camping is free of charge

RYAN FIELD OPEN HOUSE

It is still a way down the road, but mark Saturday March 11th on your fly-in calendar. Dave Darling is extending an open invitation to Chapter 1217 members to bring their homebuilts and antique aircraft down to Ryan Field and put them on display. Last year, fly-in show planes received free fuel and food, and got to watch a great airshow. It doesn't get any better than that!

MIG 17 REMOVAL

I want to thank everyone on this address list for the communications prior to and during the morning of 6 September that led to a successful MIG 17 relocation for the Armed Forces & Aerospace Museum in Spokane.

During the drive to Phoenix, 6 and 7 September, we were contacted by Ray Brown and Ron Landon of the Phoenix area EAA Chapter 1217. On Thursday, 8 September, both men showed up at Glendale Airport and worked very hard in very hot and difficult conditions for the better part of the day. Their skills and enthusiasm were a huge help toward getting a great start on the disassembly of the MIG. Thanks to that good start, the MIG was on the trailer and ready to roll by noon, Sunday the 11th.

Arne and I convoyed with the semi for two and a half days, and arrived in Spokane at 4:30 pm, 13 September. A number of adjustments had to be made to the load and rigging on the semi trailer during the first day and a half, to the point where we thought it was going to take a week to make the trip. But by late in the day on the 12th, the MIG settled in and rode the rest of the way with only minor attention. We stayed with the semi riding rear guard to insure safe arrival.

Thank you again, everyone, for all your help, good communication, and enthusiasm for the project.

Stan Roth, Office Manager
Armed Forces & Aerospace Museum
Spokane, Washington

ARIZONA AIRPORT NEW HOME FOR RARE TRAVEL AIR

The world's only remaining example of a Travel Air SA-6000-A has been meticulously restored over a four-year period and is available for viewing at Valle Airport (40G), just north of Williams, Arizona.

The aircraft, dubbed the "Limousine of the Air" by its Stearman, Beechcraft and Cessna

creators, came equipped with six wicker seats in ample cabin space and a clear view into the cockpit. Several were equipped with floats and used in Canada to move people to and from gold mines. The aircraft, restored by Jim Helfrich, resembles those used by Grand Canyon Airlines to fly passengers over the canyon. It has a wingspan of 54 ft 5 in and is powered by a R-1340, 450-hp Pratt & Whitney engine.

DEALS ON HURRICANE PLANES

Capt. Billy Walker sent along the following accident report on why we should stay away from "hurricane planes", but the basic rationale should extend to all planes that have been involved in accidents. With the rash of damaged / rebuilt planes on the market from recent hurricanes, it should cause people to really look carefully at planes from Florida and the Gulf Coast.

NTSB Identification: MIA01LA094.

Public Inquiries 14 CFR Part 91: General Aviation

Accident occurred Saturday, March 03, 2001 in Fort Lauderdale, FL Probable

Aircraft: Cessna 172L, Registration: N3802Q
Injuries: 2 Uninjured.

WHAT HAPPENED

After takeoff the student pilot / lessee of the airplane performed airwork with a CFI on-board and returned for landing with the CFI flying the airplane. The CFI stated that the flight entered the traffic pattern to land on runway 26, and while over the runway, "there all of a sudden was no more controllability of the plane by the yoke." He asked the student to pull on the yoke but again there was no response. The airplane touched down on all three landing gears then bounced, then after the second touchdown, the CFI applied rudder input and the airplane departed the runway onto grass.

Evidence of a hard landing was noted. The yoke weld assembly was found completely fractured approximately 5.5 inches up from

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the bottom; that point was also located approximately 5/32 inch above the yoke pivot point. Extensive corrosion from the fracture location down approximately 3 inches was noted on the forward and left sides of the exterior surface of the lower separated piece of the yoke weld assembly, when viewed as installed in the airplane. Examination of the two sections of the yoke weld assembly by personnel from Cessna Aircraft Company indicated that the wall thickness near the separation point was reduced to near zero. The material was correct and the hardness tests of the tubing revealed they were greater than the minimum specified values.

Evidence of watermarks were noted on the upper portion of the separated vertical tube of the yoke weld assembly. The airplane was determined to be partially submerged by salt water as a result of hurricane Floyd in September 1999; the water level was reportedly up to the battery. The airplane was then sold as salvage; the new owner reported to the FAA that the airplane was "destroyed / scrapped." The airplane was then re-registered with the FAA. There was no entry in the maintenance records indicating the airplane had been partially submerged; none was required. The airplane had accumulated approximately 12 hours flight time since the hurricane at the time of the accident.

According to Cessna Aircraft Company personnel, there is no required inspection listed in the airplane service manual when an airplane becomes partially submerged or submerged in salt water. Additionally, reviews of the Advisory Circulars (AC)s revealed no inspection criteria or advise on what to do with respect to a salt water partially submerged or submerged aircraft.

The National Transportation Safety Board determined the probable cause(s) of this accident as follows: The total failure of the yoke weld assembly due to corrosion resulting in the inability of the flight crew to maintain elevator control of the airplane.

KEY POINTS TO CONSIDER

- 1) The airplane was partially submerged in salt water as a result of hurricane Floyd in September 1999.
- 2) The Advisory Circulars do not identify inspection procedures for what to do in case an airplane is submerged or partially submerged in water.
- 3) The airplane manufacturer does not have inspection procedures when an airplane is submerged or partially submerged in salt water.

Remember that you can go to www.goggle.com, enter the N number in the search window, and it will tell you the accident history of most planes. It will not give information on insurance totals do to acts of nature that are not considered accidents. To find that information, order the CD for the aircraft for \$5. from FAA Aircraft Registry and look under the R or registration section. If the plane has been totaled, usually the insurance company's name will appear as a former owner. Also, any deregistration activity will be noted.

THUNDERADS

If you have an ad in the ThunderAds section, please look it over and determine if it is still up to date. If changes are needed, contact the editor at ronkassik@att.net, or Curtis at AZSKYBUM@aol.com.



GOSSHAWK OPEN HOUSE

Dave Goss had an open house for the new Gosshawk facility at Casa Grande on September 17th. Look closely and you will see two P-51s, a Spitfire, three T-28s, a C-45, an AT-6, two Stearmans, and a Waco RNF.

Everyone enjoyed lots food and drinks while looking at the two planes Dave had in his hangar; Jack Pollack's Chipmunk undergoing annual and a Japanese Oscar WW-II fighter as well as the fly-ins outside.

Thunder Ads

FOR SALE

SHEET METAL TOOL KIT & RV-6/8 VIDEOS

Never used, Cleveland Complete Sheet Metal Airframe Tool Package (paid \$1670 2 yrs ago); C-Frame Table; Set of 4 "From the Ground Up" RV-8 construction videotapes (cost new \$80); Set of 10 George Orndorff RV-6/8 construction videotapes (cost new over \$200). Asking \$1500 for everything. Will sell videotapes and tool set individually. Contact Chapter 1217 member Denny Myrick 480-502-0547.

MISCELLANEOUS PARTS, ETC.

Lancair Dynafocal engine mount with cowling and two new fibergalss wing tips. RV-6 constant speed spinner painted white. Vernier control cable 34" 10-32 with bearing from RV. New stainless oil line pre-bent for Lycoming gov to constant speed prop. Gascolator new. Two new Facet 1/8" port electric fuel pumps. New landing light with 100 watt bulb. Carb airbox bowl fits any carburetor. Fuel cap and mount. Two new Matco break cylinders with reservoir 1/2 in. bore. Call Fred 480-661-6613

MUSTANG II PARTS

Parting out Mustang II. Lycoming IO-360A1B6, Hartzel CS prop, located in Arlington Washington. Tony Burdo tburdo@msn.com

REPUBLIC SEABEE PROJECT

Hangered at DVT. Fuselage assembled. Professionally built to this point. Many parts are new. Call Tod at 602-272-1347.

CESSNA 140 WHEEL PANTS

Set of wheel pants for a Cessna 140, never installed, back plates, wheel nuts included. \$400 obo. Rich Bursley 623-521-4104.

GlaStar Fixtures

All fixtures to build a GlaStar airplane. Will take \$150. Bill Grieme 480-998-9164

Lycoming 0-235-C1

673 SMOH, Sky Tec starter, removed from Long Eze for 0-320 upgrade. \$6500. Mark Boram 520-883-0672

RV-3 Parts & Misc

RV-3 wings, flaps, ailerons and wing tips \$1000., 2 US army flight helmets, 8 new David Clark listen only headsets \$100. each, 2 yellow tagged cranks for an 0-320 and an 0-290-G. Dick Wall 602-788-9848

COZY 3 PLACE PROJECT

Fuselage finished thru Chapter 8. Have most raw materials to finish fuselage and wings. Includes plans, landing gears, metal kit, epoxy pump, news letters, etc. Asking \$1500 (firm) for all. Jim Stevens 623-872-7531 after 3 pm. Location: Avondale, AZ

Skybolt Project

Most major work complete. Hangered at DVT. \$10,000. Stuart McDonald 602-954-9343

JEFFAIRE BARRACUDA PROJECT

Fuselage on gear, wings built. Instrumentants, gauges and a whole lot more. 80% complete. Must sell for only \$9,900. Hangered at Glendale, AZ. Call John 480-704-3250

SERVICES / WANTED

Instrument Instruction

Get your instrument rating with a club member J. Robert Moss CFII, expert in Garmin 430 / 530 IFR operations, Cirrus checkouts. Call Jeff 480 699-7447

Designated Pilot Examiner

Chapter member. Paul Jones 520-251-1251

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
480-515-5105

BFR's

Fred Lloyd 602-234-1940

Flight Instruction

Learn to fly, get a new rating, or BFR. Samir 480-518-5346.

Machine Shop

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

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

Send an E-mail to EAChapter1217@aol.com

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