



The ThunderWord

Thunderbird Field EAA Chapter 1217

October, 2006

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. Last month's meeting was very well attended to hear Ron Rosenhan tell the story of Wellings Wing. Besides telling the story of the events it was interesting to learn about the hobby of "wreck finding", and the time and resources involved.

It has been a hard couple of weeks for me with the death of my father. Thanks to everyone in the Chapter that came to the service, dropped a card or had a kind word. I have always said that the local EAA Chapter is more of a family and thanks for your support.

It's time for our annual young Eagle Airlift this month so be sure and mark Saturday, October 21st on your calendar. It is a very rewarding couple of hours of your time that will stick with you throughout the year, so plan to be there at 0630 for the free breakfast and 0700 for the first flights!

I hope to see all of you at the October meeting.

Curtis

OCTOBER CHAPTER MEETING

The October meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, October 19th, in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Sanders Achen who has a great adventure story for us. This past summer he flew his R-44 helicopter to the Artic circle along with several friends in their floatplanes! He will tell us the entire story from the original idea, the planning, and the flight. Remember guests are always welcome!

NEW MEMBERS

We had two new members join at our September meeting. Matt Bucko who is building a Velocity XLF and Jim Timm who has Zenith CH601 and SA-900 projects, as well as a flying LK-10A sailplane. Welcome aboard, the hazing rituals will commence starting in October!

YOUNG EAGLES AIRLIFT

Saturday October 21st will be the date of our annual Young Eagle Airlift at the Casa Grande Airport. This will be our eighth year of putting on this event for the Boy Scouts. The Boy Scouts will be handling all the paperwork so we get to do the fun stuff. The past two years we put a cap of 130 kids and ended up giving about 110 Young Eagle rides. We desperately need your involvement in this event! We need pilots, planes, loaders, and lots of ramp safety people to keep everyone out of the props and rotors.

CAPTAIN BILLY RETIRES, AGAIN

Long time Chapter 1217 member, Billy Walker, was honored and roasted by family and friends on October 1st at Anzio Landing at Falcon Field. Billy was supposed to have retired from Jet Blue airlines five years ago but stayed on the payroll as a delivery pilot and test pilot. With the airline rapidly expanding at the time of his first retirement Captain Billy decided that the perfect place for him would be picking up new planes at the factory in Europe, perhaps sampling the local wines and cuisines, and then flying the new planes back to the United States. Being that Jet Blue was in a state of constant self-promotion there was also usually an arrival party for each new plane. In between deliveries he also flew the A-320's down to

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Central America to a maintenance base in El Salvador. Apparently there was often an old mule left near the jungle landing strip and he was able to ride into the village and enjoy the excellent local food.

One of the highlights of the party was when one hundred year old Ralph Johnson told about Billy's first job as a copilot for him in Wyoming spraying. Billy survived flying the Chase bug slayer and went on to a career at Frontier, an unnamed airline in Laos, Frontier, America West, and lastly Jet Blue. Billy plans to spend his retirement at the Chandler Hangar Café, look for the old Mule tied up outside, apparently they have some sort of secret pact!

ECI CHAPTER REBATE PROGRAM

Engine Components Incorporated is now offering a program exclusively tailored to EAA Chapter members. It is a win-win program for you and for our Chapter. With Project Connection, EAA members that purchase an ECI Titan EXP Engine or kit through an ECI engine authorized builder will receive a rebate check mailed directly to them. Additionally, ECI will match the rebate and mail another check of equal amount to the EAA member's local Chapter affiliation. To learn more contact them at eci@eci2fly.com or 210 820-8101.

MURPHY RENEGADE

NOW AVAILABLE WITH A RADIAL

Darryl Murphy's first design, the Renegade biplane, is now available with an 110hp 7-cylinder Rotec 2800 engine. The Radial Renegade kitplane features beefier construction and a specially designed motor mount by Golavio for Italian Murphy dealer Gianni Golinelli. Additional engineering work was done by Dr. Doron Shalev for a customer in Israel, all under the supervision of Murphy Aircraft. Murphy Aircraft Manufacturing Limited of Chilliwack, British Columbia, Canada. Both open and cowled options are available. Visit www.murphyair.com to learn more, or e-mail: info@murphyair.com

JIM CLARK 1928-2006

Chapter 1217 member Jim Clark passed away September 25th. Jim was one of the Charter members of our Chapter as well as being a charter member of Chapter 26 in Seattle. He had one of the first homebuilt airplanes in Seattle in the late fifties and sixties, and flew it to every fly-in and air show in the Pacific Northwest. In the November issue of the newsletter there will be an article about him and the early homebuilt movement.

COPPERSTATE FLY-IN

Copperstate Regional EAA Fly-In will be held at the Casa Grande Municipal Airport (CGZ) Casa Grande, Arizona on October 26-29, 2006. The Fly-in will not have an air show is year so you will be able to fly in and out all day. Be sure and check the NOTAMs for temporary tower frequencies and special arrival procedures. You can go to www.copperstate.org on the internet for more information.

NASA PAV CHALLENGE RULES NOW AVAILABLE ONLINE

The rules for NASA's Personal Air Vehicle (PAV) Challenge are now posted on the CAFE Foundation's website. The PAV Challenge aims to promote the popular use of self-operated personal aircraft for safe, efficient, affordable, environmentally friendly, and comfortable on-demand transportation as a future solution to America's mobility needs.

A Notice of Interest letter is also posted there that will allow teams to place an early reservation for acceptance into the competition. NASA plans to make the PAV Challenge an annual event that runs for 5 years with \$250,000. in prizes awarded annually. For more information, visit: http://cafefoundation.org/v2/pav_pavchallenge.php I have dibs on entering my Breezy.

CITY OF CHICAGO FINALLY CAVES OVER MEIGS DESTRUCTION

Friends of Meigs are not giving up on dream to rebuild airport. Three and a half years after destroying the Coolest Little Airport on the Planet, Chicago's City Hall decided to stop fighting the FAA and pay a \$33,000 fine for failure to give proper public notice of the closure of Merrill C. Meigs Field. The city also agreed to repay \$1 million of the \$1.5 million the FAA said it misspent from federal Airport Improvement Program (AIP) funds to finance the March 30, 2003, airport demolition and subsequent development of a park on the city's Northerly Island. This only the first in a string of FAA lawsuits that could eventually lead to the rebuilding of the airport.

LOGGING FLIGHT TIME

Question: I am a private pilot with a lapsed medical flying as a sport pilot. If I go fly with a friend in a 172 (not a LSA), how do I log the time? Previously, if I flew, I logged time as PIC as the sole manipulator of the controls, but now, can I still do so?

Answer: Actually, you may still continue to log PIC time when you fly in a 172, so long as you are the sole manipulator of the controls. This is allowed by 14 CFR 61.51(e)(1), which states that a pilot may log PIC time at any time they are the sole manipulator of the controls of an aircraft for which they are rated. Since you hold a private pilot certificate with an airplane single engine land (ASEL) rating, this regulation allows you to log PIC time even though you may not be acting as pilot in command. (The regulation says nothing about who is acting as PIC. It only states that you must be rated in the aircraft, which you are.

You could not act as pilot in command of the aircraft because 14 CFR 61.315 requires that sport pilots (including pilots who hold higher certificates but are operating at the sport pilot level) may only act as PIC of aircraft that meet the definition of a light-sport aircraft, which the 172 does not. Therefore, the other

pilot in the aircraft must be able to legally act as PIC for the flight even if he/she never touches the controls. That pilot would be legally responsible for the safe conduct of the flight, as required by 14 CFR 91.3

BFR FOR SPORT PILOTS

Question: I am now flying in the Sport Pilot category and own an Avid Flyer. While I was attending the CFI class, I asked the examiner about flight reviews. In the "old days," the CFI who gave the BFR was pilot in command. The instructor/examiner told us that the rule has changed. Now the pilot is in command, not the CFI, who is there to observe and review only.

Since I am an ASEL-rated pilot without a medical, he said I can take the review in an aircraft in which I am rated. So, if I fly in a Cessna 150 for the review, how can I be in command without a medical? As I understand it, in the old days the CFI would be PIC and there wouldn't be a problem doing the review. If the pilot is a sport pilot, does the CFI need to be sport pilot also?

Answer: Actually, there's nothing to prohibit a flight instructor from acting as pilot in command during a flight review. In fact, anytime a flight instructor is giving a flight review to a pilot who's previous flight review has expired; the flight instructor is acting as pilot in command. Therefore, the instructor must have a current medical. Someone on board a non Sport Pilot legal aircraft must have the current medical and BFR.

If you are a pilot who holds a recreational pilot certificate or higher and are operating at the sport pilot level, but wish to take your flight review in a non-LSA aircraft for which you are rated, such as a Cessna 150, the flight instructor will need to act as pilot in command during the flight portion of the review. If the flight instructor is unwilling to do this, you need to find a different flight instructor.



October 2005 Brian Mitchell take two young Eagles up in his Bell 47 helicopter



October 2005 Terry Emig takes Brittney Nuessle for a Young Eagle ride in his Stearman

ThunderAds

FOR SALE

RV-4 PARTS

RV-4 tail kit, new in box, minimum work done \$650., RV-4 wing parts: leading edge skins, tank skins, tank baffles, and top and bottom wing skins, prepunched, new \$500. Mike 602-862-0699

PROP EXTENSIONS AND OTHER GOODIES

Prop extension, fits small Continental \$150., 0-200 starter \$150., Old cylinders for lamps \$50. each. One man Midget Submarine. \$2,500. Curtis Clark 602 953-2571

KITLOG SOFTWARE COMPANY

The KITLOG software company that provides a web based builder's log is for sale. It would be the perfect business for someone with good computer skills and a desire to travel to Fly-ins. Contact Chapter 1217 member Paul Besing at pbesing@yahoo.com

MISCELLANEOUS ENGINES, PARTS, ETC.

Continental A65 Disassembled, all parts included, needs overhaul, best offer. Franklin 150hp. 500 hours, hasn't been running for years, cylinders have been removed, but are included; best offer. Continental O-145. Encountered prop strike, disassembled and magnafluxed, cases & rods ok, bad camshaft & engine gears. 400 hrs since new Millennium cylinders. \$3,000. Spinner and backplate off Stinson 108. \$165.00. Metal wingtips off a Cessna 170 - undamaged. \$140.00 each. Dave Edmonds, Sharri Shelton's Dad, 209-533-0354

1972 G33 BONANZA

260 hp, 950 since reman engine and new 3-blade prop. King, Garmin 195 GPS, 3-Axis AP, Annual 1/06 \$99,900 obo. 602-441-0093 joseph.hobbs@cox.net

SHEET METAL TOOL KIT & RV-6/8 VIDEOS

REDUCED from \$1,500. to \$1,100. Never used. Cleveland Complete Sheet Metal Airframe Tool Package (I 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). \$1,100 for everything. Will sell videotapes and tool set individually. Contact Chapter 1217 member Denny Myrick 480-502-0547 or e-mail: dennymyrick@cox.net.

LYCOMING 0-235-C1

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

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