



The ThunderWord

Thunderbird Field EAA Chapter 1217

October, 2007

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! We had a great turnout at the September meeting to hear Gus Hausler give us some inside tips on painting airplanes.

This month we all get the opportunity to participate in our Chapter's annual Young Eagle Airlift at Casa Grande. This is an event where you can actually donate a morning of your time and have a profound positive impact on someone's view of aviation. This year is going to be the hardest to get pilots and planes. With gas prices on the rise it is asking a lot for you to come down and burn a tank full of fuel giving rides. I think it is a worthy cause and I hope that if more folks can bring their planes down it will ease the amount of flying we have to do individually. The look you see on these kids faces after a ride will be worth more than what you spent on fuel! We also need folks to come down and assist with the loading of kids and making sure things run in an orderly manner. Come down early as the Scouts are cooking up breakfast for us!

I hope to see everyone at the October meeting.

Curtis

NEW MEMBERS

We had a new member and one of our original members sign up at the September meeting. Milo Beck joined our Chapter, he is building an RV-10 and also has an Aeronca Champ. Gretchen Kinder, who was our original newsletter editor rejoined after a five year absence. She has a Citabria hangared at Deer Valley. Welcome aboard Milo and Gretchen!

OCTOBER CHAPTER MEETING

The October meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, October 18th, in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker is Chapter member Joe Benich. Joe is going to talk about some of the interesting things he has done from building two airplanes to starting the Nomads air travel club. Nomads started with a surplus DC-6 and worked up to the Boeing 727 that they currently operate. It is a great story of how airlines are started and what it takes to make it work. Remember guests are always welcome.

YOUNG EAGLE AIRLIFT

Saturday October 20th, 2007 is the date of this year's Chapter 1217 Young Eagle Airlift at the Casa Grande Airport. This will be our ninth anniversary of doing this event so please mark it on your calendars. It is a great way to get involved and help out a great cause. We need folks to fly in or drive in around 0715. There will be a free breakfast for all volunteers both pilots and ground crew. We will have a short briefing at 0745 and around 0800 the planes will take to the sky. If you have a plane, bring it down. If you are ground bound we still need help loading planes and doing orientation with the Scouts on parts of the plane and how they operate. We need everyone's help to make this a successful event!

COPPERSTATE FLY-IN

The Cooperstate Fly-In is this month, October 25-26, at the Casa Grande Airport. If you are flying in be sure to check the NOTAM for temporary tower frequencies and hours of operation. You can also go to their website for answers to questions you might have www.copperstate.org

PAT MCGARRY GOES FOR GOLD AT RENO

Chapter 1217 member Pat McGarry is always looking for new challenges in flying. This past summer he attended the pylon racing school in Reno, Nevada with his Pitts S1T. Right after returning to Chandler someone made Pat an offer he couldn't refuse and he was left without a plane to fly at the air races. As luck would have it, Pat had a friend that loaned him his S1S just a month before the races. Burning the midnight oil, Pat and his brother Mike added a bunch of fairings, a new cowl, race prop, slimed down canopy and a few other go fast tricks. Pat and Rollin qualified with the sixth fastest speed at 196.6 MPH, which is moving for a Pitts. On Saturday, Pat got to race in the Gold Biplane race and placed fourth overall. A pretty good showing for a first year rookie. John Penney took the Unlimited Gold title in Rare Bear, a modified Grumman F8F at the 44th annual Reno Air Races. In other class results, Jon Sharp edged out Kevin Eldredge, both flying Sharp-designed Nemesis NXTs in an exciting finish in the Super Sport Pilot class. T-2 Buckeye pilot Rich Sugden won the Jet class. Chris Ferguson in Miss Gianna won the Biplane Gold race. The International Formula One class went to David Hoover in Endeavor and the T-6 Gold went to Dennis Buehn in Midnight Miss III.

BERNIE GROSS SETS TWO SAILPLANE RECORDS

Chapter member Bernie Gross has been out tearing up the silent skies over New Mexico this summer. Flying his Ventus sailplane he set the following New Mexico State records: Free Distance - 484.75 miles from Alamogordo to Eagle, Colorado, and Distance to a Goal - 443.68 miles from Alamogordo to Leadville, Colorado. Congratulations Bernie!

FOLLOW UP TO AUGUST MEETING

When Jordan Ross spoke at our August Chapter meeting, he mentioned that there was a Federal Standard for colors. Dan Muxlow forwarded me a website that you can go to when researching original popular paint colors by a name as well as the FS number. Check out www.colorserver.net for more information.

CHAPTER 1217 HOLIDAY PARTY

It's never too early to start planning your December Holiday activities. This year's Chapter 1217 party will be held at Lager Fields Sports Grill on the evening of Saturday, December 8th. Lager Fields is located at 12601 North Paradise Village Parkway, on the southwest corner of Paradise Valley Mall, across the street from Target and REI. We will have our own separate room for the party.

SELF FUELING COMING TO DVT

It looks like the long awaited self-fueling island at Deer Valley has a light at the end of the tunnel. Sibran Properties signed a 10yr lease Sept. 20 and is finishing the permitting and engineering. There will be two pumps (with provision to go to four) with 75 ft. hoses supporting a 22gal/min flow rate. A large 15 thousand gallon above ground tank will provide storage. The equipment will have a state-of-the-art credit card/printer station with large sunlight viewable readouts for pilots to monitor while fueling. The plan is to sell 100LL at \$1.00-\$1.30/gal less than the DVT transient price. Users will get an additional \$0.10 discount if a Chevron/Texaco credit card is used. Call 1-800-373-3277 for an application. As the volume increases, cost will be reduced, allowing the price to be reduced. If area pilots make DVT self-fuel a fuel station of choice, then it will be very economical for DVT tenants. The projected in-service date is April 2008. Location is on the north side just south of Hangar 49, north of Ramp 8 entry.



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Pat McGarry's Racing Pitts



Jim Timm's Zenith CH601XL



Rear Quarter View of the Zenith



Zenith Instrument Panel

Thunderbird Field EAA Chapter 1217. Contacts

President	Curtis Clark	602 953-2571	EAACChapter1217@aol.com
Vice President	Terry Emig	520 836-7447	dprez@cactusflyin.org
Secretary/Treasurer	Jack Pollack	480 525-1885	Jack.Pollack@Analyticalgroup.com
Newsletter Editor	Ron Kassik	480 948-0168	ronkassik@cox.net
Young Eagles	Bob Kruse	480 391-1228	Point9Kruse@aol.com
Technical Counselors	Dan Muxlow	480 563-4228	N27DM@cox.net
	Jim Berdick	623 293-2708	Berdick@qwest.net

Chapter Website: www.ThunderbirdField.org

CHAPTER 1217

MAKES A DIFFERENCE

At many Chapter 1217 meetings a large plastic container has been passed around that says "SEND A KID TO OSHKOSH". A lot of the members have reached down in their pockets and put in a handful of dollars, and probably wonder what happens to the money. This year, Chapter 1217 members made a difference in three young peoples lives. The first was a donation through Chapter member Jim Moss who spearheads the EAA Academy program for the Arizona State Council of EAA Chapters. Along with other EAA Chapters our combined contribution was able to send two kids to EAA Academy.

The other was a true Chapter 1217 member grass roots effort. Along with donations from Chapter 1217 and members Brian Ryckmen, Bill Unternaehrer and a ride in John DeWayne's King Air to Oshkosh we really did send a kid to Oshkosh and made a difference in a young man's life. So next time you see that pickle jar floating around stick a couple of bucks in it so we can do this again sometime. The following is a letter from the young pilot that went to Oshkosh this year!

First off, I would like to thank everyone that made this trip a reality. I thought I knew what aviation was all about until I made this trip. Seriously, too often there were airplanes I couldn't begin to name. It was embarrassing. That's just not me! That's when I knew that I will always be a student to aviation no matter how much experience, ratings, or stripes I have. Oshkosh was all of a learning experience.

When I first arrived it was overwhelming. I know I'm a quiet kid so this may not mean much but I was speechless. My head was continuously on a swivel. I couldn't believe all the airplanes taking off and landing. I believe that's why pitching our tent was such a hassle. After getting settled in Mr. Bill Unternaehrer showed me around with our delicious ice cream cones. Then it was time

for Theater in the Woods. That's how I would end every night of mine. It was my favorite part of the day. It meant a lot to me being in the same presence as Chuck Yeager, Bud Anderson, Bob Hoover, and Gail Halvorsen. I would come home from elementary school and watch and learn about these aviation icons on "Legends of Air Power." That's of course when it was the Discovery Wings channel.

One thing I observed was the youth and how well educated they were in aviation. I heard what must have been a ten year old discussing anhedral to his father. At that age I thought that airplanes had bent wings for looks. There was no doubt I was surrounded by people who share the same obsession as I do.

There was no particular category such as ultra lights, sport, or war birds that I liked most, I loved it all. I learned that aviation wasn't all about big commercial jetliners or sleek fighter jets of today's military. It's about the fellow aviators who share the same love and the continuous desire to go further in the world of flight. Whether it is discussing new ideas or introducing this thing called flight to what is now a saved soul. This trip was one to remember. Hopefully it's the first of many. I now have new goals I would like to pursue. Again, I thank the people who made it possible for me to attend such a unforgettable event.

*Sincerely,
Joshua Dixon*

DENIAL OF CERTIFICATION

For the first time an amateur builder has had his aircraft deemed unfit to fly when he applied for initial certification. This action is almost unheardof, but something you should know exists whether you are building a plans built or original design. A designee in the Eastern Region has issued a letter of denial to an amateur-built FW 190-2 replica aircraft,

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N1902, serial # 0001. The designee sited several examples of non-standard woodworking practices used in the construction of the wing spars that would create an unacceptable safety risk. Marine grade plywood was used to cover the wings. The builder could not provide any technical data to support the use of the non-standard materials that were used throughout the aircraft. The designee stated that binding occurred in the elevator and aileron systems when the controls were operated. During the inspection it was determined that none of the flight control surfaces had been checked for proper static balancing.

BIG PHX CLASS BRAVO CHANGES

I know we have hit on this several times but if you are going to be flying around the Phoenix area you need to be aware of some major airspace realignment. The new Class Bravo changes will go into effect on October 25, 2007 with the new chart cycle. You will need to buy new charts and software updates to identify the new changes. The changes will go into effect October 25th so a word to the wise, is to study the changes carefully before you fly in the new airspace. Some of the changes include:

- 1) Ceiling reduced to 9000 ft.
- 2) Floors on east and west sides lowered
- 3) Bowtie configuration added over Sky Harbor
- 4) Number of sectors almost doubled
- 5) Tabs at NW, NE, W and SE added

Some things that you should be aware of with these changes if you have a tendency to fly around the Bravo are:

1. The Luke airspace ceiling in sector F now joins the floor of the Bravo airspace. That change was made several months ago. This means to fly over the top of Luke field you need to be talking to someone.
2. The corridor pilots use flying to the east side of Bravo in sector C has been reduced vertically and moved east. On the TAC chart you will notice there is an antenna field in that area that is at 1,470 ft. MSL and

the Bravo floor is reduced from 3,000 ft. MSL to 2,700 ft. MSL. This should increase the chances of running into another airplane dramatically.

3. Major changes include almost doubling the number of sectors, lowering airspace floors on the East and West sides and lowering the top from 10,000 to 9000 ft.

Bottom line is buy a new Bravo Airspace Chart and make sure if you have older electronic gadgetry like GPS, LORAN, or anything that references the Bravo airspace, you get it updated because it is now obsolete.

NO WHITE LIES ON MEDICAL APPLICATIONS

The FAA announced on October 1 a new enforcement policy for pilots who intentionally make false or fraudulent statements or omissions concerning alcohol related or drug-related convictions on applications for airman medical certificates. The FAA will revoke all certificates held by the airman who makes such false or fraudulent statements.

In addition, the FAA appears to be tightening its enforcement practices with respect to the reporting of motor vehicle moving violations on the medical form, and failure to report such violations carries the risk of a suspended pilot certificate.

The FAA does distinguish between submissions that are false or fraudulent and those that are entered or omitted erroneously, or by mistake. This is a fine distinction that may not be accepted by the FAA; however, so pilots cannot count on it as a good defense. So be careful if you are lying about your hair color, weight, or degree of baldness you could be next!

NEWSLETTER IN PDF FORMAT

This newsletter is now provided in PDF format by e-mail to all members for which we have an e-mail address. If you no longer want to receive the printed / mailed copy, contact ronkassik@cox.net

ThunderAds

FOR SALE

TEAM TANGO KIT

80% assembled in Tempe. \$24K for the complete kit and \$5k for the complete Subaru Engine, gauges Bart D. Hull 480-452-9208 (Cell)

CESSNA SKYMASTER PARTNER

Looking for qualified partner to share this well equipped, pressurized, well maintained twin that is in a legal hangar at DVT. Bill Pabst 602-953-2034

SEAT BELT/SHOULDER HARNESS SETS

New black belts, still in original sealed plastic bags. They are non-TSO'ed for Experimental planes only and are original equipment on F-16's. \$150. per set. Curtis Clark 602-710-4494

TITAN TORNADO II

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GLASTAR PROJECT

Lycoming 0-320 engine. Located at Carefree Airport. Al Ross 480 595-9579

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Good batteries, charger, & receiver hitch \$800. Dick Wall 602 809-0214

ANYWHERE MAP GPS

PDI format displays: Artificial Horizon, "Gyro" compass, GPS altitude, distance and speed. Recent manufacturer check-out, new batteries, and data (4/07). 4 hour internal batteries or plug-in to AC power. See www.anywheremap.com/aviation-gps.aspx Can be Velcroed to instrument panel. Great deal at 2/3 retail price. Hal Rozema 602 553-8181 or Hartist1@cox.net

1979 CESSNA TURBO 182RG

287 SMOH, O₂, A/P, NDH Arv Schultz 602 275-1016

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at EAAChapter1217@aol.com to receive a digital slideshow of the plane.

NSI SUBARU ENGINE, PROP AND SPINNER

Only approx 105 hours since new no damage. Mike Berglund 602-684-1527 mberglund1@cox.net

PROP EXTENSIONS AND OTHER GOODIES

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

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

KITLOG SOFTWARE COMPANY

Provides a web based builder's log. 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

LYCOMING 0-235-C1

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

JEFFAIRE BARRACUDA PROJECT

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

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