



The ThunderWord

Thunderbird Field EAA Chapter 1217 October, 2008

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Thanks for everyone coming to last month's meeting to see the comparison study of E-LSA aircraft on the market presentation.

The below one hundred degree days are here and its time to go flying! The Stearman group took eight Stearmans, a PT-22 and a Waco over to Cable Airport for the Ryan/Stearman reunion. Cable has the record for being the busiest and longest operating private airport in the USA. On Saturday, Terry led some of the group on a scenic flight over the Queen Mary and landed at Compton Airport in Watts for a true LA experience.

There are lots of reasons to get out and go flying this fall. At the top of everyone's list should be our tenth annual Young Eagle Airlift followed by Copperstate EAA Fly-in, and don't forget those first Saturday of the month Fly-ins at Coolidge!

Hope to see all of you at the October Chapter meeting.

Curtis

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. Terry Emig has lined up Dale Bashum from Casa Grande to speak at this month's meeting. Dale was an Aircraft Commander in the 54th Weather Reconnaissance Squadron flying the WC-130 E. Besides all the normal Laos Top Secret missions, they were tasked with performing Typhoon flights. In three Typhoon seasons

he flew a total of 82 penetrations of fully developed Typhoons. He received an Air Medal for every 25 Typhoon penetrations. It should be an interesting look into the men and planes that perform this mission. Dale now flies a Stolp V-Star biplane and tries to stay away from clouds.

The time is 7pm. Remember guests are always welcome!

NEW MEMBER

At our September meeting, Chris Galli joined our Chapter. Chris is attending Arizona State University, and first got interested in EAA when he took a Young Eagle ride. He has also stepped up and volunteered to be our Chapter Young Eagle Coordinator!

YOUNG EAGLE AIRLIFT

Saturday October 18th, 2008 is as the date of this year's Chapter 1217 Young Eagle Airlift at the Casa Grande Airport. This will be our tenth 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 or drive in around 0715. There will be a free breakfast for all volunteers, both pilots and ground crew. A short briefing will be held at 0745, and around 0800 the panes 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 explaining the parts of the plane and how they operate. We need everyone's help to make this a successful event! Expect more than a few e-mail reminders and we will talk about it at the October meeting. Your help will be greatly appreciated.



Stearmans at the Ryan / Stearman Reunion at Cable Airport



Six Ryan PT-22s attend the Ryan / Stearman Reunion at Cable Airport

YOUNG EAGLE TAX DEDUCTIONS

Tax time is only a few months away and EAA has some valuable information for Young Eagles volunteers on potential tax-deductible expenses incurred while participating in the program. The Experimental Aircraft Association is an educational and philanthropic organization under Section 501(c)(3) of the Internal Revenue Code. Consequently, EAA members and others who incur out-of-pocket expenses in connection with volunteer services performed by them on behalf of EAA, may be entitled to deduct all or part of those expenses as a charitable contribution on their personal income tax returns.

EAA's tax-exempt status as a 501(c)(3) organization means that the IRS will allow volunteers who help the program to deduct out-of-pocket expenses actually incurred that are in direct connection with, and solely attributed to, the EAA Young Eagles program.

If the above conditions are met, volunteers can deduct direct, out-of-pocket expenses such as:

- Fuel and oil directly consumed by the aircraft in the demonstration flight, not to exceed 200 miles
- Fuel and oil to another airport within 50 miles to meet a young person
- Transportation, not to exceed 30 miles one way, to get to and from the airport
- The rental charges for a bus or van to bring a group of young people to the airport
- The rental expense of an airplane used only for the program
- Postage for mailing the registration records to EAA's Oshkosh Young Eagles office
- Extra liability insurance purchased solely for flights for the program
- Landing tie down fees at a non-home based airport
- Aeronautical educational materials
- Meals for the young person (but not the volunteer)
- Film and developing charges for pictures of Young Eagles

Indirect expenses, such as hangar fees and annuals, are not considered "out-of-pocket" and are therefore ineligible. To compute the expense of transporting the volunteer and/or young person to and from the airport in a passenger automobile, a standard mileage rate can be used in lieu of operating expenses.

Please consult your tax professional for specific guidance.

COPPERSTATE FLY-IN

October 23 through 26 will be this year's Fly-in at the Casa Grande Airport. The field will be open all day for arrivals and departures with no airshow scheduled. Check out the website at www.Copperstate.org for a detailed NOTAM with arrival and departure information. Admission is \$15 per person for EAA members, and kids under 12 are free. There will also be free parking.

This is one of the largest aviation events in the state and always has interesting planes and displays.

SCOTTSDALE AVIATION DAY

Saturday November 8, 2008 is the date for this year's Scottsdale Aviation Day. Several Chapter 1217 members are planning to have their planes on display as well as for possibly a Chapter 1217 booth to tell people about our organization. If you have an interest in displaying your plane on Friday evening and Saturday morning, the event organizers would like to hear from you. Please submit the event form that was e-mailed to everyone so they can figure out who wants to come.

WICKENBURG FLY-IN AND CLASSIC CAR SHOW

The fly-in and car show will be held on Oct. 11th from 7:30 am to 1:00 pm. Experimental aircraft exhibits, food, fun and collectible T-shirts will be available. Pancake breakfast (7:30 to 10:30 am) is \$5.00/person but **free** for pilots. Contact Wickenburg Chamber of Commerce. www.wickenburgchamber.com

RENO AIR RACE REPORT

By Bruce Douglas

I thought this was an exciting year with all four of the fastest Unlimited racers making it to the final Gold Race. It's the first time that has happened in a while!

Also noteworthy...the REALLY FAST speeds they were turning in with the Super Sport racer Nemesis NXT. They qualified at over 409 mph!!! The nearly identical Relentless was a full 90 mph slower!! What in the world have they done to Nemesis!!?? Second in Super Sport was a VERY fast Questair Venture which qualified at 375. Who would have thought? The Thunder Mustangs and Lancairs were relegated to 'also ran' status this year.

Our perennial favorite, Rare Bear, had teething problems this year. Last year she won the race but pilot John Penny was confronted with a post race emergency. His throttle was stuck wide open and he couldn't power back for a landing. That resulted in a tense 'mayday' situation followed by a deadstick landing...which John pulled off flawlessly to everyone's great relief.

During this year the Rare Bear team has been hard at work totally rebuilding the aircraft. But she didn't fly again until the week of the race. No time to shake the bugs out this year. The FAA wanted them to fly off 2.5 hours before racing. So John took off and immediately flew the course to qualify at 468 mph!! As he said to the FAA: "I wasn't racing...I was qualifying!" Anyway, a pretty damn good showing after a year holed up in the bear den.

Here is how the Unlimited Class qualifying speeds stacked up: Dago Red 474.1 mph, September Fury 473.4, Strega 472.9, and Rare Bear 468.9.

On Saturday they raced to determine their pole positions for the final race the following day. Once again they turned in a close grouping of speeds: Dago Red 472.7, September Fury 472.1, Strega 468.3 and

Rare Bear 467.0. This determined the starting line up for the last race.

Once again Rare Bear finished the race with a mayday. The right side gear would not extend. John circled overhead with Steve Hinton in trail flying the chase plane. More tense moments followed. The racers carry very little extra fuel so time was not on their side. In the end, John was able to sling the gear out with a high 'G' maneuver and all ended well.

On Sunday, the big race began with Dago Red in the pole position. Dago didn't race last year due to financial woes but she has turned in laps over 500 mph at Reno. Clearly she is one of the very fastest planes to ever race there. Rare Bear has also turned in some of the race's fastest speeds, but she didn't seem to be in top form this year. I don't think the team had all the time they needed for the final 'tweaks' after a full year of rebuilding. So Rare Bear came out as sort of a 'work in progress'. On Saturday night pilot John Penny admitted he was going to have to push her hard. Tiger Destafani's Strega has been out with blown engines for the last few years but seemed race ready Sunday afternoon. Tiger has been racing Strega for 20 years and this was his final year. Next year Steve Hinton's 22 year old son is taking over the reigns (gosh, what a tough break!! I'd hate to have a Dad like Steve making me turn wrenches in the pits and fly Mustangs at Reno!!!) Anyway, we all knew that Strega was fast, but would she finish the race?? And of course Mike Brown was on hand all week polishing the spinner on September Fury and making air racing look easy. Two years ago he won, but the Mustangs were both out...could he repeat this year.

So, Dago Red takes the early lead followed by Strega, September Fury and Rare Bear. They quickly diverge into two couplets: Dago and Strega, then September Fury and Rare Bear. Then the rest of the field followed. Rare Bear chases September Fury for several

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laps then passes him in the back field. But then he is up and out trailing smoke and fire. John Penny really was pushing the Bear and pulled out of the race with a blown engine. More tense moments followed as he adroitly performed yet another deadstick landing on the crosswind runway. I think we should give John Penny an honorary 'Reno Rare Bear glider rating'.

So our attention is now focused on the two Mustangs in the lead. I figured that Dago Red had the clear advantage, having raced so fast in past years. But then here comes Tiger Destafani and passes Daga as if he just remembered he was actually racing!! After that there was no looking back. Strega just kept pulling further and further into the lead, making it look like the easiest thing in the world. Obviously Tiger has been saving his engine for the final race and now, in his final laps at the end of his 20 year Reno career, he was giving it all he had. Strega was running fast and 'heading for the barn'!!

The final speeds were: Strega 483.0, Dago Red 474.3 and September Fury 473.8. Strega finished in a class by itself!

In Super Sport, Nemesis finished first with a very fast 392.2. How long will it be before the Super Sport racers outrun the Unlimited Class??

Other items:

Johnsonville Brats had the biggest grill I have ever seen cranking out an endless supply of bratwurst outside of the stands.

There was a polished copper Rolls Royce car in the vintage aircraft display area. Never seen anything quite like that. I need to find who does their polishing and get them to work on my Swift!!

Sbach (a German company?) had a nifty new plane on display outside of the Lycoming tent. Looks like the next hot thing for the aerobatic circuit. And that's enough of that!



Engine Start for the Big Race



Strega Wins Unlimited Class Trophy

TORREY PINES GLIDERPORT DAYS ARE NUMBERED.. MAYBE

The San Diego Consortium for Regenerative Medicine has provided a response draft Environmental Impact Report (EIR) in their process to build a stem cell facility on the UCSD portion of the Torrey Pines Gliderport.

Pilots from all corners of the sky are coming together to try and stop the building's construction and preserve this historic gliderport. We are seeking a long term continuation to gliding activities at the site. Letters of support that encourage any compromise that will include gliding in perpetuity at Torrey Pines will be of great assistance.

Written comments on the EIR can be sent, no later than 5:00 p.m. on October 9, 2008, to:
 Catherine Presmyk
 Physical Planning
 University of California, San Diego
 9500 Gilman Drive, MC 0074 (for U.S. Mail)
 Pepper Canyon Hall, Suite 464 (for deliveries)
 La Jolla, California 92093-0074
 Fax: (858) 822-5990

WEBSITE FOR A RAINY DAY

Great collection of airplane pictures at air shows, Reno Air Races, Oshkosh etc. Neat place to kill some time. <http://maxair2air.com/>

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Chapter Website: www.ThunderbirdField.org

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RV-10 PROJECT

Switched to an RV-12. RV-10 emp / tail cone kit. \$2800.00 (negotiable) for the project. Savings of over \$700. Some tools that may be included if interested. Project located in Prescott, AZ. Frank Benedict c-140@juno.com 928-778-1977 H 928-899-8365 C

RANS S-5 COYOTE

Tricycle gear, Rotax 447, two 9 gal. tanks, airspeed, ALT, HGT, EGT, elect fuel pump, hr meter, Sporty Radio SP-200. Hangered at GEU. \$6000 602-300-0007

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