



The ThunderWord

Thunderbird Field EAA Chapter 1217 October, 2009

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month Betty Blake gave a colorful presentation to a very large audience about flying with the WASP's during World War Two. It was really nice that so many members brought their better halves to enjoy Betty's talk.

This past month I did my annual ground school and simulator check ride. I would like to encourage everyone to take some time out of their busy schedules and do a little training between BFR's. Reading Sport Aviation, AOPA Pilot, and other publications is a great way to keep up to date. Many pilots don't know, but effective October 20th the FAA will be issuing a major revision to FAR 61, 91 and 141. It might be a really good idea to spend a few minutes reviewing the changes.

[http://rgl.faa.gov/Regulatory and Guidance Library/rgNPRM.nsf/0/3A4B11D9C94CC9CA8625727D0052C43A?OpenDocument](http://rgl.faa.gov/Regulatory%20and%20Guidance%20Library/rgNPRM.nsf/0/3A4B11D9C94CC9CA8625727D0052C43A?OpenDocument)

Also, the number of Presidential TFR busts has increased dramatically during the last Presidential visit to Phoenix, so be sure and check with flight service and keep up to date on airspace closures. There are no get out of jail free cards on these violations.

With Copperstate later this month it's time to start waxing up the planes and getting them ready for this years Flyin, it should be bigger and better than ever before!

I hope to see everyone at the October 15th meeting!

Curtis

OCTOBER CHAPTER MEETING

The October meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, October 15th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Rich Ivansek who has built a Pfaltz D XII full-scale replica German World War One fighter. Guests are always welcome.

COPPERSTATE FLY-IN

FLYMART VOLUNTEERS

Chapter 1217, spearheaded by Copperstate Fly-in Aeromart Chairman Dan Muxlow will be providing the manpower to run this year's Flymart. Volunteers who help out will get free admission to the event and lunch. Dan is planning on two shifts Thursday, Friday and Saturday, with four people per shift. The Flymart is in a large tent out of the sun and weather, and most of the work can be done sitting down. It is the perfect job if you don't want to be on your feet all day. If you can volunteer drop Dan an email at N27dm@cox.net or give him a call at 480 241-8147. With only a limited number of positions you need to contact him as soon as possible. Chapter 1217 will also be giving out special volunteer recognition shirts after the Fly-in.

Be sure and plan to attend the COPPERSTATE Fly-In - October 22-24, 2009. More information is available at www.copperstate.org

YOUNG EAGLES AIRLIFT

Saturday October 17th will be the annual Young Eagle Airlift at the Casa Grande airport. After Chapter 1217 running this event for ten years we have passed the event to the Casa Grande Flyers EAA Chapter 1445.

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There will still be plenty of opportunity for our members to fly the kids. The shift to the newly formed local Casa Grande EAA Chapter running the show will mostly have to do with administrative tasks. They still need our help in a big way to make sure they have enough planes to fly the kids. Plan to fly down early Saturday morning and enjoy the free breakfast for pilots. Flying should start around 8am. If you are coming or have any questions call Terry Emig 520-705-8385 or terry@valleypumpandmachine.com

R-44'S COME TO THE RESCUE

By Sanders Achen

This past month, three R44's, as part of the Baja Bush Pilots organization, flew to lower Baja to work with the Mexican Red Cross and Mexican FEMA, flying supplies to Hurricane victims. The locations we flew into are so small and remote that the large military helicopters would do more damage than good to what is left of their homes; they are built out of palm leaves for roofs and whatever materials they can scrounge up. We here in the states did not hear much about all the damage that they received.

After being called on Thursday, we rounded up two other helicopters and headed south early Friday. On Saturday & Sunday we delivered over 600 food care packages to ranch areas that were cut off from any access due to roads being wiped out. Flying was from daylight till dark, 105⁰ and 100% humidity, and lots of mosquitoes.

We committed to stay as long as the Government was committed to helping us help them, that came to an end Sunday at 6 pm when they cut off the fuel supply as well as ending the food supplies for us to transport to the out back. We then had to scrounge for fuel to get back to San Felipe – about 400 miles north of our location. We got back at dark, took a nice shower and finally got some sleep without those pesky mosquitoes and snoring room mates.

Two helicopters flew supplies and the other one took a guide and a doctor who set up a clinic in each ranch for the ranchers around the hub area. We flew injured who were in tough shape out to hospitals since the only way out was a two-day horse back ride - probably not really survivable for them.

Two planes served as tankers - flying fuel from a location 70 miles south of Mulege (the distribution location - dirt air strip) in order to keep us busy flying to out back locations not accessible by fixed wing aircraft. We off loaded (yes siphoned) from the tankers into gas cans and then dumped those into the two helicopters, loaded another 600-700 pounds of food, and then headed off to the out back.

It was a great effort of volunteers from the US and great coordination by The Baja Bush Pilots organization. Some members might be heading back soon to work as ground handlers of goods. 95% of the volunteers were US citizens and half of those had their homes wiped out as well, but were helping those who needed it worse.

CHAPTER 538 POKER RUN

Carlos Hernandez, Leroy Castle EAA Chapter 538 director, is inviting Chapter 1217 to their first-ever Poker Run. He would like to personally invite fellow EAA members and pilots to participate in Poker Run 2009 on November 21st. They expect to have a good turnout with a day filled with great flying weather and having fun with new and old friends. Note that although this is an EAA Chapter event, it's not strictly for EAA members but for all pilots and flying friends. You can find more information at www.eaa538.org.

Note: If you're not flying but would like to volunteer and assist at one of the designated airports, please contact me to discuss arrangements. All assistance is greatly appreciated! Blue Skies, Carlos Hernandez carlosh@sec-engr.com 623-810-5675 - cell

COPPERSTATE FLY-IN

The Southwest's Premier Aviation Event



OCTOBER 22-24, 2009
CASA GRANDE MUNICIPAL AIRPORT (CGZ)
CASA GRANDE, ARIZONA

For more information go to: www.copperstate.org

The COPPERSTATE Fly-In is under the sole ownership, control and operation of COPPERSTATE Fly-In, Inc. and not the Experimental Aircraft Association, Inc. (EAA).



Photos Courtesy of Bernie Gross

Rich Ivansek's Pfaltz D XII full-scale replica German World War One fighter



Pfaltz D XII Wing Detail



Pfaltz D XII Machine Gun

HOLIDAY PARTY.

Ron and Sherrie Landon have set the date of December 19th for our annual EAA Chapter 1217 Holiday Party. Twice in years past they

have hosted the event at their home near 48th Street and Indian School Road. Mark your calendar and plan to bring your significant other.

Thunderbird Field EAA Chapter 1217. Contacts

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Chapter Website: www.ThunderbirdField.org



Rich Ivansek with His replica of a Pfaltz D XII German World War One fighter



Photo supplied by Terry Emig

Four-Ship Flour Bombing Run at the 2009 Cable Airport, Primary Trainer Fly-In

FAA HAS SAFETY CONCERNS FOR LANCAIRS

In a bold move the FAA has stepped in to try to stop the high Lancair accident rate. On September 25th, they issued a "Safety Concern" letter to be distributed throughout the aviation community and especially to those people owning a Lancair. The letter contains the following:

Subject: Safety Concerns of Lancair Amateur-Built Experimental Airplanes

Purpose: To alert owners/operators and pilots about a Federal Aviation Administration (FAA) operational safety concern regarding the Lancair amateur-built airplanes operating under an experimental airworthiness certificate.

Background: FAA analysis of fatal accidents for Lancair airplanes operating under an experimental airworthiness certificate has revealed a large and disproportionate number of fatal accidents for their fleet size. The Lancair fatal accident rate is substantially higher than both personal-use general aviation as well as the overall fatal accident rate for all amateur-built experimental aircraft. For example:

While representing a little over 3% of the amateur-built fleet, the Lancair contributed 16% of all amateur-built fatal accidents over the last 11 months.

During the last 11 months, nearly 65% of all Lancair accidents were fatal.

Over the last four years, 53% of all Lancair accidents were fatal. The majority were due to apparent stall/spin accidents during slower flight, such as flying in airport traffic patterns. During this same period, 60% of all Lancair fatal accidents were the result of apparent loss of control, and nearly 60% of these occurred in the traffic pattern.

The Lancair is not type certificated. Stability, handling, and stall characteristics for the Lancair amateur-built experimental airplanes

are different from general aviation airplanes that are type certificated under part 23. In addition, the Lancair is a high-performance, hand-made (non-production) aircraft. Each individual Lancair airplane can have unique handling, stability, and stall characteristics. The fatal accident record indicates that these unique differences can expose pilots to additional risk during slow-speed operations while close to the ground and with little time to recover from an unintentional stall. Understanding these differences is critical for safe operation of the aircraft

Recommended Action: The FAA recommends that pilots operating the Lancair amateur-built experimental airplane do the following: Review and thoroughly understand all available information regarding the slow-flight and stall characteristics of their own Lancair. In addition, obtain specialized training from a certificated flight instructor (CFI) in their Lancair model or other similar high-performance airplane to experience slow flight handling characteristics, stall recognition, and stall recovery techniques.

1. Install a high-quality angle-of-attack (AOA) indicator to provide warning of an impending stall. Owners that already have an AOA indicator installed should have the calibration validated to assure proper operation. Lancair flight characteristics, including stall speeds, can vary from airplane to airplane, and many Lancairs have been known to stall with little or no warning.
2. Lancair owner/operators should have their aircraft evaluated by a mechanic with Lancair maintenance experience for proper rigging, wing alignment, and weight and balance.

Lancair airplane builders should use the services of experienced and qualified construction evaluators who are familiar with the Lancair construction, rigging, flight, and handling characteristics. This should be done before further flight.

ThunderAds

FOR SALE

CESSNA 175 Skylark

TTSN 3,304hrs Franklin O-350 220 HP TTSN 355 hrs. Constant speed prop TTSN 355 hrs. Take off full gross 300 ft, climb out 1400 fpm. Hangared at AVQ \$59,000. (accepting offers) Bill Braden 520-682-7285 billw7xh@gmail.com

AERONCA 11AC CHIEF

N9677E, Restoration project in good condition, Sport Pilot legal certified aircraft. \$4,800.00 or trade for sheep, Curtis Clark azskybum@aol.com

1980 SUPERCUB PA 18

150 Lyc, 960 TT, 80 hrs TOH, New Icom 210, Intercom Transponder King KT76A External Baggage Seaplane Kit \$85,000. Don Meloche (928) 951-4635, Cell (619) 838-2410 E-mail winslow42@cox.net

STANDS

Two 4-step stands to cover floats during installation. No standing on floats which can be damaging. Also 2 stands to go under floats that allow raising and lowering amphibian landing gear in work place. \$400 and \$100. Bill Grieme Floatmon @ cox.net

WHEELER EXPRESS PROJECT

\$10,000 My husband passed away and I have a complete kit that is 60% completed. Located in Fountain Hills. Bev Tall bevtall@talco.com

DIAMOND DA-40 PARTNERSHIP

Looking for partners in Diamond DA-40 based at SDL. Renzo Cataldo 480-227-3647

1979 CESSNA 182Q

Arizona Airplane on SDL Tie Down K137, TT 3500 hrs, Engine 1262 hrs. SOH, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 maxeybill@hughes.net

RV-10 PROJECT

RV-10 emp / tail cone kit. Switched to an RV-12. \$2,800.00 (negotiable). Some tools available if interested. Located in Prescott, AZ. Frank Benedict c-140@juno.com H: 928-778-1977 C: 928-899-8365

GLASTAR PROJECT

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

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000. Estate sale. Contact Lesley Morgan 480-834-4831 or e-mail Curtis at EAChapter1217@aol.com to receive a digital slideshow of the plane.

1979 CESSNA TURBO 182RG

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

WANTED

ROTAX ENGINE MECHANIC

Looking for a mechanic that works on the two stroke 582 rotax engine (used on a powered parachute). Ned Turner, Prescott, info@prescottshedandgarage.com

SERVICES

FLIGHT INSTRUCTION- BFR'S

Alan Trabilcy alantrabilcy@yahoo.com, 480-747-0349 m or 480-948-1747 h

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 602-793-6637

MACHINE SHOP

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

AIRCRAFT INTERIORS AND COVERS

No job to small! Kim 480-396-0688 interiors@airwestinc.com

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EAChapter1217@aol.com

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