



The ThunderWord

Thunderbird Field EAA Chapter 1217 October, 2010

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's featured speaker was Bob Funk who did a presentation on the early days of aviation and the Funk Airplane Company. Bob's uncles started the company and his talk included some very rare pictures and never before seen motion picture footage of the Funk factory and a voice over by the original designer-builder. This talk was a first for Bob and the very next morning he left for Coffeerville, Kansas and the Funk Fly-In to do the same talk for them.

It was interesting that, after some friendly arm twisting, Bob dug out the old movies and because of the meeting had to complete a project that he had put on the back burner for many, many years. It was great to serve as a catalyst for the presentation about the little known history of a very unique plane being created!

This month summer finally left and that's the sign that it's time for the Copperstate Fly-In. If you have a love of all things aviation this is a must attend event. If you are planning to attend, think about volunteering some of your time to help Terry Emig with the aircraft parking. It will be a great experience that you won't soon forget.

I hope to see everyone at the October meeting!

Curtis

NEW CHAPTER 1217 MEMBERS

Two long time airplane aficionados joined our chapter at the last meeting. Tom Velvick, whose wife Katie is a Chapter member, signed on. They each have RV's based at Deer Valley and Goodyesr.. Also joining was long time valley pilot Fred Gorrell. Fred is a

Designated Pilot Examiner in just about everything that flies but doesn't have feathers. He has a stable of hot air balloons that he flies for both fun and fortune. Welcome aboard to Fred and Tom!

OCTOBER CHAPTER MEETING

The October meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, October 21st in the Scottsdale Airport Terminal Building at 7pm. This month's guest speaker is Chapter 1217 member Brian Mitchell who is going to talk about aviation lubricants and answer all your oil related questions. Terry Emig is also going to give us a final update on the Copperstate Fly-In which starts on the same day.

It will be a great meeting and guests are always welcome.

CHAPTER MEMBER FLIES WEST

In early October, former Chapter 1217 member Robert "Bob" Chitwood flew west at home with his family at his side. Bob religiously attended our Chapter meetings for many years dragging an oxygen bottle when the breathing got difficult. He was always happy and I always wondered what "custom blend" he had in the bottle. When the Casa Grande EAA Chapter was formed, Bob joined their ranks since he lived in Casa Grande and the meetings were much closer. Bob always enjoyed driving the John Deere tractors at the Cactus Fly-In pulling the folks on the hay wagon around with a big smile and a wave to all his friends as he drove around the airport.

Bob was a master woodworker; he was building a Cygnet. He will be missed by everyone and will be remembered as a member that was always available to help with any project. Tail winds my friend!



Denny Myrick's RV-12

DENNY MYRICK'S FIRST FLIGHT

Chapter 1217 member, Denny Myrick, had his first flight in his RV-12 on Tuesday, September 28th. His airplane was under construction for two years and was built as an E-LSA, which means he couldn't deviate from the plans. The first flight was largely uneventful except for a pesky Angle of Attack Warning Horn that started blaring at lift off and continued until landing rollout one hour and 18 minutes later. The airplane doesn't even have an AOA system; it was simply a programming error that was easily corrected once on the ground. The only other problem was rigging. The right wing was decidedly heavy and the ball was displaced about a half-a-ball's width out. The rigging problem is easily corrected.

Denny enjoyed the building process so much He would like to build another. If you are thinking about building an RV-12, you need to talk to Denny!

COPPERSTATE OCTOBER 21-23

Be sure and make plans to attend this year's COPPERSTATE Fly-In - October 21-23. The event starts on Thursday and runs through Saturday. These will be planes from all over the country, as well as planes from most of the major homebuilt and LSA manufacturers. It is a great place to find a part from one of the vendors or even recycle a part from the Aeromart.

Terry Emig is also trying to recruit Chapter 1217 members to help park airplanes at this year's Fly-In. To get involved drop him an e-mail at dprez@cactusflyin.org. For more information go to www.copperstate.org

THE FLIGHT FOR THE HUMAN SPIRIT (FHS) SCOTTSDALE EVENT

By Paul J Rhodes

"The Flight for the Human Spirit started as a dream, and is proof that all things are possible to those who believe that no dream is too large, and no hope is too small. It is an outpouring of the true spirit of cooperation. It is a wellspring of proof that every man,

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woman and child has the support of God, fellow beings, and all of the powers of the universe to bring all dreams to reality."

(Michael Combs)

THE MISSION: Reach 20 million people with the message that "it's never, EVER too late to follow your dreams". Beginning on April 8, 2010 Michael Combs set off to fly into all 50 states in a light sport aircraft covering 19,500 miles in 40 flight days with 135 stops. It's always been his dream to fly -- a dream he thought was lost forever after a serious illness nearly took his life in 2003. Nearly seven years later, it's finally coming true! But, it's not just about his dream, Michael knows what it's like to face impossible odds and he's set out to inspire others to dream again and pursue those dreams with vigor and determination...and do it now.

In the middle of August, on a perfect summer afternoon, just before the western sky swallowed the setting sun, a group of Thunderbird Field EAA chapter members and guests watched the desert sky looking for the Flight for Human Spirit Remos light sport aircraft. We expected to see him come in from the southeast, transitioning the eastern valley, but to our surprise, he came in from the southwest. Michael Combs, a recent Sport pilot with all the endorsements, decided to do the PHX Transition! The control tower, now fading into darkness across the ramp helped Michael with a progressive taxi to the Scottsdale terminal. As soon as the propeller stopped, our small crowd enveloped the Little Remos aircraft.

The welcoming crowd was indeed amazed at all the technology packed into the small high tech aircraft. The Remos had an all glass instrument panel, autopilot, ballistic recovery system, two camera systems, a "Spider Tracks" GPS enabled flight tracking system, touch screen tablet computer, complete with secondary GPS and charting. In the darkness, with all the "technology" powered up, the aircraft interior looked like the

command center for the space shuttle.

One of our special guests was Dave Owens from Channel 3. As an aviation buff himself, he was totally envious of all the goodies in the plane. He mentioned the FHS in his Garden Guy segment the next morning. Thanks for coming out Dave!

Our small crowd moved the reception into the Scottsdale terminal to talk to Michael about his adventures so far. He was very gracious in answering everyone's questions and sharing insight into his 50-state trip. We all enjoyed pizza and soft drinks during the reception.

Landmark Aviation provided hangar space for the overnight stay. We put Michael up in the Thunderbird Inn across the street. Early the next morning we did an oil change and windscreen clean for him. By 10:30 am he was off the ground headed for Flagstaff, then the Grand Canyon.

Thanks go out to Thunderbird Field EAA Chapter 1217, Copperstate Sport Aviation, and the Arizona Pilots Association for sponsoring Michael's Scottsdale layover. Thanks also to all those who participated that evening. Thanks to Scott Chesnut taking pictures during the event. Go to his website to learn more, it's a great site: Itsneverevertoolate.com



Remos Instrument Panel



Flight for the Human Spirit Logo



Combs with Dave Owens of Channel 3

OCTOBER SPORT AVIATION COVER FEATURE

The cover feature of the October issue of Sport Aviation magazine was written by Chapter 1217 member, David Kujawa.

Chris Christiansen from Maricopa, Arizona, designed and built his one of a kind Savor in 15 months. It took Kujawa eight months of

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persistence and a 2000 mile trip to get the story written. "I was given the assignment by EAA's Editor in Chief, Mary Jones, in January 2010. Scheduling conflicts with Chris resulted in the article being delayed.

"Chris and I met at Oshkosh where we finally conducted the interview. It was Chris' first trip to the big show and his parking spot by the Brown Arch was an appropriate location to capture the story. Not many people are motivated to design and build their own airplane these days with the proliferation of kit-built designs. Chris truly embodies the tradition and spirit of EAA," said Kujawa.

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Chris won Best Plans Built award at the 2009 Copperstate Fly-In and took home a Bronze Lindy from the 2010 AirVenture.



Sport Aviation Magazine October Cover

IMPORTANT:

“LINE UP AND WAIT” NOW IN EFFECT.

Effective September 30, 2010, the FAA (nationally) will be using different phraseology to instruct an aircraft to taxi onto the runway and hold, awaiting takeoff clearance.

OLD PHRASEOLOGY: "N12345, DEER VALLEY TOWER, RUNWAY SEVEN RIGHT, POSITION AND HOLD" - This authorized an aircraft to taxi onto runway 7R, and wait for a takeoff clearance.

NEW PHRASEOLOGY: "N12345, DEER VALLEY TOWER, RUNWAY SEVEN RIGHT, LINE UP AND WAIT". – This authorizes an

aircraft to taxi onto runway 7R, and wait for a takeoff clearance. This new phraseology mirrors the phraseology in use by other countries that use ICAO rules.

NOTE: The phraseology used by a controller to tell airborne aircraft that another aircraft is "HOLDING IN POSITION" does not change. Also, when an aircraft is holding on the runway, and the tower issues an amended clearance, but does not clear the aircraft for takeoff, the phraseology "HOLD IN POSITION" does not change.

Questions? Contact Deer Valley Tower at 623-581-1492



Billy Walker's Stearman N47964 under restoration for New engine and fabric

KLGA/LGA
LA GUARDIA

JEPPESEN
AUG 2010 (No.1)

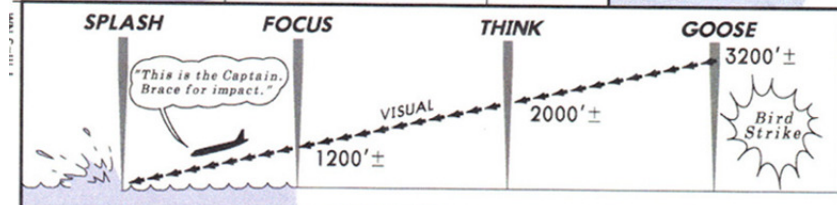
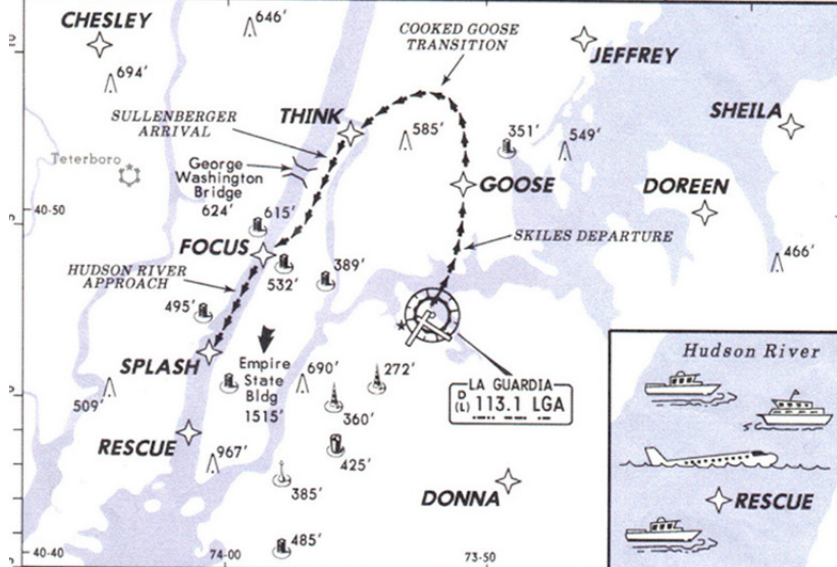
NEW YORK, NY
HUDSON MIRACLE APCH

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7	Emergency 121.5
VFR ONLY	Final Apch Crs HUDSON RIVER	Minimum Alt FOCUS (All You Can Get)	MDA(H) 0' (You're Committed)	Appt Elev 22' TDZE WET
MISSED APCH: None (ONLY ONE CHANCE). NOTE: After water landing, oversee evacuation of ALL SOULS from airplane. Float via HUDSON RIVER to RESCUE point. Once everyone is SAFE aboard rescue boats, secure passenger list and double check cabin. Captain is last to exit. Give THANKS.				US AIRWAYS Flight 1549 January 15, 2009 Airbus A-320
1. SAAAR PROCEDURE: Special Aircrew, Airmanship, and Ability Required. 2. Duration of flight from Take-Off to Splashdown approximately 5 minutes. 3. Save soggy shoes and wet jacket. Donate to the EAA Young Eagles program.				150 Passengers + 5 Crew 155 Survivors

Jeppesen handed this out at the Auction Friday night at AirVenture 2010 in Oshkosh.

Even though Sully was there, he didn't know about it in advance.

I'm sure those guys at Jeppesen had fun putting it together...



Gnd speed-Kts	90	100	120	140	All SOULS OK?	Float On HUDSON RIVER	To RESCUE Point	Check All SAFE On Boats	Give THANKS
VERTICAL ANGLE	Best You Can Get								
THINK to SPLASH	Comes Way too Soon								
STRAIGHT-IN LANDING HUDSON RIVER					US AIRWAYS FLIGHT 1549 CREW				
ETOPS APPROACH					Flight Deck				
MDA(H) 0' (You're Committed)					Cabin Crew				
A	VFR Conditions Only				Captain CHESLEY SULLENBERGER, III United States Air Force Academy(1973) US Airways(PSA Airlines)(1980) 35 Years Experience Total Flight Hours 19,663				
B					Flight Attendant SHEILA DAIL US Airways(Piedmont Airlines)(1980) 28 Years Experience				
C					First Officer JEFFREY SKILES US Airways(USAir)(1986) 22 Years Experience Total Flight Hours 15,643				
D					Flight Attendant DONNA DENT US Airways(Piedmont Airlines)(1982) 26 Years Experience				
					Flight Attendant DOREEN WELSH US Airways(Allegheny Airlines)(1970) 38 Years Experience				

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ThunderAds

FOR SALE, ETC.

LANCAIR 360

200 hp Cruise over 210 kts. TTAF 300 hrs. 7.7 gph @ 13,000 ft. Two time EAA Award Winner: 2004 Sun-n-Fun & 2004 Copperstate. Always hangered at home or on trips. All records, log books, invoices, and build photos. Professionally built, assisted by Chuck Brenner. \$129,000. or trade for a Bonanza. Contact Gary Heckler 602-320-4770

2009 LANCAIR 360

Superior IO-360 engine, TTAFE 20 hours, mineral oil every thing new including paint, GPS, loaded must see. Fred 480-661-6613

PARTS

Fuel pump core, 23psi, Dukes Inc total time 18 hrs. Inline fuel filter, 3/8", Performance Mfg, tt 18. Slick magneto model 4771, tt18. Fred 480-661-6613

RV-6A QUICKBUILD KIT

Complete airframe kit. Asking \$20,000.00. Airframe is 95% complete. This 1999-2000 airframe kit is one of the last RV-6 kits produced before Van's Aircraft discontinued the purchase of a complete RV-6 kit. tonydutson@yahoo.com or 480-639-5522

1995 JABIRU ST

2 place, 3300 cc Engine, 10 hrs. Total Time
Make Offer Al Ross cell: 602-320-7498

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

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

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

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.

SERVICES

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ABDAR Gary Towner 928 535-3600

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

PROP BALANCING, ANNUALS, PREBUYS

Jim Berdick Al 623 293-2708

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

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

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