



The ThunderWord

Thunderbird Field EAA Chapter 1217 October 2018

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At last month's meeting we had to do a last minute shift of speakers because of speaker scheduling conflicts. I don't know if it was the weather, vacations or just the holes in the swiss cheese lining up but we had the lowest attendance ever at a meeting in the past twenty years. In order to attract good speakers we need to have a higher attendance. So everyone please make a special effort to show up this month! You will meet some interesting people and learn a few things.

The long boring story of getting my plane painted is done! The plane is back in my hangar at Deer Valley. The project took longer than I thought it would but I am very happy with the results. I still have some paperwork issues with the FAA relating to changing the registration number but any day it should be ready to fly.

See you at the October meeting!

Curtis

OCTOBER MEETING

The October meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, October 18th, beginning at 7 pm. This month's guest speaker will be Den Reed who is President of a Light Sport Flight School with 300+ soloed pilots in WSC (trikes). His company is also a newly FAA-Certified Scottsdale-based Aircraft Manufacturer with 24 aircraft on order.

Triton Engineering & Trike School LLC has been in business for seventeen years. For more fun stuff check out his new App: "All About Trikes!" (iTunes & Android). A big thanks to Glen Ottosen for lining up this month's speaker.

MEETING LOCATION

The location is Paradise Valley Community Center, 17402 North 40th Street. It is on the west side of 40th Street just north of Paradise Valley High School. Basically 1/4 mile north of Bell on 40th Street. We will meet in the large multi-purpose room. You can park on the south side of the building and have more parking options that are closer to the door. Look for the signs!

Guests are always welcome.

FUTURE CHAPTER PROGRAMS

At our November Chapter 1217 meeting we will once again get to hear from Mike Lavelle. Mike's topic is going to be the First Modern Airliners, a look at the Boeing 247, DC-2 and DC-3. Mike did a presentation last year on the Dole Race To Hawaii, and it was an outstanding talk. Thanks to Dan Muxlow for getting Mike lined up

As we move into 2019 John Rippinger is going to talk to us about one of aviation's greatest unsolved mysteries, the search for Amelia Earhardt. John has participated in the latest expedition and has some great insight into the search.

Also, after New Year we have Chapter member Dean Gilderoy who is going to take us on a phototropic tour of his trip to the Pacific Northwest and Idaho. After spending countless hours on building his Cessna 175 into a backcountry flyer we get to ride along with him as he goes into some of Idaho's legendary back country strips.

On the 2019 schedule is Hank Rogers and his story of his RV-8 having an electrical fire and his forced landing in Cordes Lakes. He will run through the causes as well as what he did right and wrong in handling this

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emergency. Hank is a professional pilot and all of us will be able to take something away from his talk.

If you have a speaker you think the Chapter would enjoy, let's work together to get them lined up. It is always a constantly shifting schedule so the earlier the better.



Curtis with His Newly Painted RV-8

HOLIDAY PARTY

We have set the time and date for this year's holiday party. Sunday December ninth starting at four in the afternoon. Bill and Pam Unternaehrer are going to host the event at their home near Greenway road and twentieth street. Chapter 1217 is providing the munchies you just need to bring a cask of yee favorite grog to share. This year we are going to try something a little different and have a live music duo to entertain us and get us in the holiday spirit.

LSA WEIGHT INCREASE

A high-ranking FAA source has confirmed that the FAA plans to almost triple the maximum weight for most light sport aircraft to 3600 pounds in rulemaking that will be introduced in January. The source confirmed the details of a Facebook post written by AOPA Senior VP of Media and Outreach Tom Haines from the AOPA Regional Fly-In at Carbondale, Illinois. "Great news out of AOPA: your freedom to fly Fly-in at Carbondale," Haines wrote; "In January the FAA will issue a notice of proposed rulemaking increasing max weight for a light sport airplane from 1320 lbs to 3600 lbs. And
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the ADS-B rebate will be back again in a few days. More to come." The FAA source declined to elaborate on details of the proposed rulemaking but suggested more information will be forthcoming "soon."

EAA Chairman Jack Pelton announced at AirVenture in July the FAA was planning a weight increase for the class of aircraft, which is now set at 1320 pounds for wheeled aircraft and 1430 pounds for seaplanes. Some designs, like the Icon A5, have been granted weight exemptions to accommodate safety features and equipment. The new limit will capture a wide range of aircraft that now require a minimum of a private pilot certificate to fly. What's not clear is precisely how the rulemaking will alter performance limits, passenger loads and weather requirements for LSA operations. AOPA reported that Pelton told the Carbondale event that the new rule "will allow you to fly in a 172, have four seats in the airplane, and fly 150 MPH." He also said there were plans to allow professional builders to assemble homebuilts.

The FAA has indicated it is on track to publish a Notice of Proposed Rulemaking in early 2019 which will include many of the

suggestions for improvement. The statement said; "The rule will be a major step in making new, innovative aircraft accessible to pilots, by removing prescriptive barriers that are limiting aircraft designers, the flight training industry, and the strength of the pilot population."

As for the ADS-B rebate, it will be a repeat of the \$500 incentive launched last year that did not attract much interest. "The FAA administrator said he was comfortable with passing there's going to be another \$500 rebate."



Boeing 777 being Towed to the Pima Air & Space Museum

FIRST 777 TO PIMA AIR MUSEUM

Boeing and Cathay Pacific are donating the first-ever Boeing 777 airplane to the Pima Air & Space museum in Arizona, one of the world's largest facilities devoted to celebrating aerospace.

The iconic airplane (line number WA001 and registered B-HNL) flew from Cathay Pacific's home airport in Hong Kong to Tucson, Arizona on September 18. The jet will be displayed permanently at the museum alongside more than 350 other notable aircraft.

Boeing first flew the 777-200 aircraft on June 12, 1994 and continued to use it as a test airplane for several years. The aircraft joined the Cathay Pacific fleet in 2000, ferrying passengers across the airline's global network until it was retired earlier this year.

Since its first flight, the 777 program has become the world's most successful twin-

engine, twin aisle airplane. Its unique combination of long range, outstanding fuel efficiency and popular cabin has attracted carriers to place more than 1,660 orders. Cathay Pacific was one of the original customers and today operates one of the largest 777 fleets.

"Cathay Pacific has been instrumental in the tremendous success of the 777 program. The airline contributed greatly to the airplane's original design and has been one of its biggest ambassadors ever since. And now they are a launch customer for our new 777X airplane. We are thrilled to partner with Cathay on this donation to the museum as a way to share the remarkable story of the Boeing 777 for years come," said Boeing Commercial Airplanes president and CEO Kevin McAllister.

In the 1990s, Cathay Pacific was one of a handful of airlines to provide input for the 777

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during the design phase. This gave Hong Kong's home airline a unique opportunity to refine the airplane's features to suit their needs. Among the requests were a cabin cross-section similar to the Boeing 747, a modern 'glass' cockpit, fly-by-wire system, and, lower operating costs.

Cathay Pacific Chief Executive Officer Rupert Hogg said: "As the world's very first 777, B-HNL holds a very special place in the history

of both our airline and that of commercial aviation, and we are very pleased it will soon bring enjoyment to enthusiasts at its new home in Arizona.

"Our 777-200 aircraft have served us exceptionally well over the last two decades, and as we progressively retire these over the months ahead, we eagerly look forward to welcoming the state-of-the art 777-9 aircraft into our fleet from 2021," he added.



Denny Myrick with the Onex that He Built



Instrument Panel of Denny's Onex

ULTRALIGHT & LSA NEW CHAIRMAN

Mark Solper of Fort Pierce, Florida, who has long experience in ultralights and a variety of other aircraft types, has been named chairman of the Experimental Aircraft Association's Ultralight and Light-Sport Aircraft Council. He succeeds Carla Larsh, who is retiring from the post after having chaired that council for the past decade.

Mark has attended one of our Chapter 1217 meetings a while back. He has worked for the FAA Scottsdale FSDO and then left to work as a pilot for America West Airlines. Each year at Oshkosh I touch base with him to catch up. He will add some real world experience and ability to know how to work with the FAA.

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Cindy Irish enjoys Breakfast at Cooledge Airport with Her RV-6A

Solper is a member of the Wisconsin Powered Parachute Association and also a member of EAA Chapter 1622 based in New Holstein, Wisconsin. He will chair the council that guides EAA policy and programs for ultralight and light-sport aircraft enthusiasts.

“Mark’s background in ultralight flying, flight safety, and pilot training makes him an excellent choice to chair that valuable EAA member-based council,” said Jack J. Pelton, EAA CEO and Chairman of the Board. “We also thank Carla Larsh for her many years of dedicated service to EAA and the ultralight/light-sport aircraft community. Her leadership put this council in a very good position for the future.”

Solper built on his childhood fascination with flight by earning his flight instructor certificate

in Green Bay, Wisconsin. He later operated a flight school in Pulaski, Wisconsin, while also building a career that included experience with the FAA, line captain and training standards manager for America West Airlines, and chairman of the Air Line Pilots Association accident investigation board.

“Ultralight and light-sport aircraft flying offers a wonderfully fun, simple, and affordable way to be engaged in flight,” Solper said. “Our council is dedicated to preserving that accessibility, as well as working with EAA to enhance programs and activities that will enhance safety and fun for our members.”

Among the aircraft Solper currently flies include a Powrachute Sky Rascal, a Santos Dumont-inspired Skonkwerks 24M, and an Aerolite 103.



**Another View of Curtis's RV-8 Sporting Its New Paint Job
(That's the Towbar, not a Giant Tailwheel)**



Photo by Jordan Ross

Jerry Sparks and Greg Brinker beside Greg's Newly Painted RV-7A at Casa Grande

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ThunderAds

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Only flown by little old ladies to church on Sundays. <http://captainbillywalker.com/aircraft-for-sale/aircraft-for-sale>

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CESSNA 172'S FOR RENT

Two IFR Cessna 172s for rent at Chandler. Owned by Chapter member Pat McGarry. Contact Chris Hoel for more information and to schedule birdgangft@gmail.com

Space available for ads, send us yours

RV-4 PARTIALLY BUILT KIT

\$13,500 Lycoming O-290-D2, kit for \$3,000 or \$16,000 for both. Bill Refrow 602-843-9862 w7lov@cox.net

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Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

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SERVICES, ETC.

High-Perf Tailwheel & Akro Instruction

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OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 www.oilcoolersvs.com

ANNUALS

Owner Assisted. Jim Moss had to move to Alaska to care for sick parents. He may be back later.

FLIGHT INSTRUCTION, ETC.

Fred Gorrell Designated Pilot Examiner: Airplane: Private, Commercial, Instrument, ATP, ME and Lighter than Air: Private and Commercial. 602-942-2255, 602-418-2045, fgorrell2@cox.net

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