



The ThunderWord

Thunderbird Field EAA Chapter 1217 September, 2008

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Thanks for everyone coming to last month's meeting to learn all about F-16 operations at Luke and how to avoid being run over. Probably the biggest myth was put to rest. The F-16's don't have TCAS, TAWS, or any super secret collision avoidance spy ware. If they don't see you with the naked eyeball or you aren't pointed out by ATC everyone could have a really bad day. Know where they fly and talk to ATC when flying through the common use areas.

Since this is my middle age crisis year of turning fifty I set two goals for myself, first finish and fly the Breezy (close, soon, Tuesday). The second was to sail the San Juan Islands up in Washington in my Catalina 25 sailboat. The day after the early August meeting, I was in Seattle getting ready for the trip. For the first week my wife Chrissie joined me as we left Bainbridge Island and spent time in Port Townsend and finally made it to Friday Harbor after crossing the straights. If people tell you about how beautiful it is they are right about the scenery but dead wrong on the weather, it rained buckets almost everyday. Due to a string of fast moving cold fronts, we stayed trapped there for a week catching brief sun breaks as they call them.

The second week Chrissie hopped on a Kenmore floatplane out of Friday Harbor and was replaced by Chapter 1217 members Mike McGarry and Bernie Gross. We had a great time exploring Friday Harbor, Roche Harbor, Deer Harbor, Anacortes and Everett over the next week. Generally the ceilings were around two hundred feet and great visibility when it wasn't raining, which was most of the

time! The winds were usually calm so we motored with only a little bit of sailing. We only had one life affirming experience going into Everett with thirty knots of wind, pouring rain, low visibility and huge waves. Thanks to our trusty Garmin GPS, a great crew, Catalina building a strong boat, and more than a little dumb luck, we still made it to happy hour soaked to the skin with a major adrenalin rush.

Later on, looking at the pictures of Dalls Porpoises in our wake and dodging friendly harbor seals as well as the breath taking beauty it overshadows the rain, dampness, 40 knot nightly frontal squalls, overflowing head, and all the other memories we try to suppress. Mike and Bernie probably have different stories than mine, like all good pirate stories!

Curtis

SEPTEMBER CHAPTER MEETING

The September meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, September 18th, in the Scottsdale Airport Terminal Building. The time is 7pm. Chapter member Bill Maxey has worked hard to bring this month's presentation to us. The Subject will be "**A Value Analysis of LSA Airplanes on the Market Today**". The main speaker will be Richard Reuland who is a member of the Falcon Field EAA group and builder of a Long EZ. He has over 1,000 hours on his EZ. He retired from Honeywell after 25 years as a Turboprop Engine Installation Specialist. This will be an informative presentation for anyone interested in Light Sport Aircraft. Remember guests are always welcome!



Mike McGarry and Curtis Under Way

Photo by Bernie Gross from the warm dry cabin

YOUNG EAGLE AIRLIFT

The EAA Young Eagles Program has reached more than 1.4 million children thanks to the efforts of thousands of volunteer members like you. Each October for the past eleven years Chapter 1217 has held a Young Eagle airlift. The newly formed EAA Chapter at Casa Grande EAA1445 had said they wanted to take over the event for this year since it was held at their home airport. For some unforeseen reason late word is that our Chapter will have to run the event and they will "help".

Saturday October 18th, 2008 is the date of this year's Chapter 1217 Young Eagle Airlift at the Casa Grande Airport, 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 at 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 presenting an orientation briefing to the Scouts on 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 September and October meetings. Your help will be greatly appreciated.

COOPERSTATE NEEDS HELP

One of the many tasks necessary to make the COPPERSTATE FLY-IN a success is Aircraft Registration. Kathy McChesney has run Aircraft Registration single-handedly for many years, unfortunately, it really is not a one-person job. There needs to be a person in charge (the Chairman), and several people helping so that one person does not get stuck at the registration desk all day for the entire fly-in. Aircraft Registration is located inside the Terminal building (Air conditioned!!)

Kathy will not be available for Aircraft Registration during the fly-in, but she *will* be available to help with setup and any necessary preparation before hand so that the person (or persons) who takes over for her will not be going into this blindly.

If any members of Chapter 1217 would be interested in serving at COPPERSTATE in this capacity, please contact her at the following phone number or address: Kathy McChesney 520-578-4221 (home) 520-975-1378 (cell) or rvtach@msn.com

COOL STUFF FOR FREE

Chapter 1217 member Dick Wall has something free to a good home. He has a complete portable USAF runway lighting system. It is stored in three bags, is light weight and had hundreds of lenses. Give Dick a call at 602-788-9848 or 602-809-0214, hurry they won't last!

SCOTTSDALE AVIATION DAY

Saturday November 8, 2008 is the date for this year's Scottsdale Aviation Day. Plans are for some Chapter 1217 members to have their planes on display as well as for possibly a Chapter 1217 booth to tell people about our organization.

DEMO RIDES FOR CHAPTER MEMBERS

Paradise Aircraft is a Brazilian Light sport aircraft manufacturer with over 25 years experience in the aviation market. They are new to the US market and plan to display a P-1 model LSA at next month's COPPERSTATE FLY-IN. They would like to invite the entire Chapter to visit their display and possibly schedule some demo flights.

The P-1 is a beautiful, all metal, high wing aircraft that is very stable, predictable and economical!!! It is powered by a 100 hp Rotax engine. The P-1 is manufactured in Brazil and assembled in Sebring, FL.

They also would like to invite you to visit their website at www.ParadiseAircraft.us. A link goes to a video of their LSA, as well as some pictures. Christopher Regis, Paradise USA LLC. sales@ParadiseAircraft.us or 561-215-4570.



Paradise Aircraft P-1 LSA



Paradise Aircraft P-1 Instrument Panel

WICKENBURG FLY-IN AND CLASSIC CAR SHOW

The Wickenburg fly-in and classic car show will be held on Oct. 11th. Experimental aircraft exhibits, food, fun and collectible T-shirts will be available. A Pancake breakfast will be served from 7:30 to 10:30 am. The charge is \$5.00/person but pilots receive **free** breakfast. Activities will go on from 7:30 to 1:00 pm. For more information, contact Wickenburg Chamber of Commerce. www.wickenburgchamber.com

COMMENT URGED ON THE 51 PERCENT RULE

The homebuilder community needs your help! The FAA has proposed changes to the Experimental Amateur Built rules that EAA believes will negatively impact the homebuilt movement. We are urging all EAA members to do two things:

1. Comment on the FAA's proposed changes.
2. Spread the word - tell other builders and get them to comment.

The FAA's stated goal was to better control commercial activities that reduce the amateur builder's actual involvement in the project to less than the "major portion" (51%) required by the regulation (Ref: FAR 21.191(g)). EAA is concerned that the proposed changes place significant burden on our members who are building within the letter and spirit of the regulations while doing little to address excessive commercial assistance and "pro building". The FAA's goal is to stop companies from getting around certification by having a builder show up and glue on one part and call it a homebuilt.

Some of the EAA's opinions are:

- The amateur-built regulations as they stand right now are sufficient to stop excessive commercial assistance and "pro building".
- FAA should enforce the current regulation rather than implementing new policies that would have a negative impact on the entire homebuilder community.
- The regulations found in 21.191(g) only require the builder to fabricate and assemble the major portion of the amateur-built aircraft. No specific percentage of fabrication or assembly is specified. To require a specific percentage (e.g., at least 20% fabrication and 20% assembly) imposes a burden on the homebuilder community that is beyond the scope of the regulation, and is in fact regulation by policy.

E-mails can be sent to miguel.vasconcelos@faa.gov. Please copy

Joe Norris at govt@eaa.org. If you prefer to mail in your comments, address them to:
Miguel L. Vasconcelos
Production and Airworthiness Division
AIR-200, Room 815
800 Independence Ave., SW
Washington, D.C. 20591

If you submit by US Mail, send a copy to;
Joe Norris
EAA Aviation Center
P.O. Box 3086
Oshkosh, WI 54903-3086

Remember, your comments must be sent to the FAA by September 30.

AIR TRAFFIC CONTROL, FRIEND OR FOE?

By Jim Wolper EAA Chapter 407, Idaho Falls, ID

I was chatting with a chapter member about a recent trip. He told me that the hardest part of the trip had been flying through the airspace around Salt Lake City International Airport. He swore that he would never ask for flight following again: "They kept sending me to all kinds of places where I didn't want to go."

Air Traffic Control (ATC) provides flight following: (technically, radar traffic advisories) at the cost of some inconvenience. In the end, do they help or hinder the VFR pilot? He says they hinder; I say they help. Let's see why I think the way I do.

First, why does ATC reroute us? The answer is pretty simple: they are shooting big fast airplanes into the sky, and they don't want to hit us. Salt Lake International averages almost 1200 flights a day, and at the busy times they have more than one IFR airplane taking off every minute. They also have F-16s and other military airplanes headed in and out of Hill Air Force Base. This is a flak barrage for any airplane passing through the area. So, the controllers ask VFR airplanes to move for their own good.

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You can legally go through the area at 10,500 MSL without talking to ATC (as long as you have a working Mode C transponder), but you might as well wander through a minefield. Airplanes arriving at SLC are at 11,000; airplanes leaving SLC are at 10,000; at 10,500, you are squeezed in between them like a Taylorcraft sandwich.

So, your reward for getting flight following and squawking the code, holding altitude and holding heading, and accepting a minor reroute is that ATC won't shoot any 106.00-calibre bullets at you (that's the fuselage diameter of a SkyWest RJ). When the controllers point out the heavy jet indicating 300 knots that will pass 500 feet above you, or the trio of F-16s that will pass 500 feet below, you get a free air show instead of a scare.

Another reason to accept the reroute is that it is not that bad. A perpendicular diversion of 37 miles only adds one mile to a 700 mil trip! So you might as well enjoy the sightseeing and the free air show. You can reduce this even more if you know where ATC likes to send VFR airplanes (for example, Mountain east of Salt Lake City), and aim for that from the beginning. Sometimes ATC provides shortcuts. Las Vegas has complicated airspace, and several times I have had controllers suggest a shortcut that I did not think would be available. I came out ahead with flight following.

Flight following is the biggest help when you need it the most, that is, when you have a problem. ATC can help you find the nearest airport, and coordinate rescue efforts. You will also hear about weather problems, temporary flight restrictions, or other factors affecting your flight right away.

Some pilots don't like talking on the radio. The advantage of flight following may make it worth the effort to improve. The Aeronautical Information Manual (AIM) has all the rules, but the first rule is to listen before you talk, so you have a sense of what is going on. Your

first call should say who you are calling, who you are, where you are, and what you want: "Salt Lake Center, Archer 8256X, 20 north of Malad, request flight following." After that, listen to what the controller asks you to do. This can range from something simple like "Say altitude" to something more complex like "Maintain eight thousand while in Class Bravo airspace." Controllers always say things exactly the same way, so once you have gone through the drill once or twice you will know what to expect. Talking to someone who has done it can also make it easier. And, you can listen to ATC during your local flying (128.35 is the frequency in our area).

The worst thing that you can do on the radio is get angry. It is perfectly OK, and even expected, to question a controller's request, if you have a good reason. What's a good reason? If they steer you toward the mountains at an uncomfortably low altitude, you should ask about it. Or if they give you a heading into a cloud (VFR), you should politely tell them; they will make another plan. Just say "Approach, 56X, we won't be able to stay VFR on this heading." Nothing fancy; just be clear and concise.

And don't think that you are bothering anybody by asking. Controllers get their satisfaction from talking with pilots and helping them on their way. They WANT to talk with you. So give them a call.

CRACKED MOTOR MOUNTS

Several people have reported finding cracks in their motor mounts on antique planes with radial engines. The original mounting of the engine to the mount used leather washers between the horse collar ring pads and engine to mitigate vibration. When local PT-22 guy, Danny Don, found cracks in his motor mounts he started sending out e-mails to friends that had similar engines. In a deep search of old manuals he came across a 1943 service bulletin regarding mounting a R-56 to a Myers OTW and it said to remove the

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leather/fiber washers and mount the ring directly to the engine, and if it doesn't have even contact on all 10 pads to use metal shim stock to fill the gaps. Unfortunately when he had mounted his engine not enough attention was paid to the even contact part and he had a gap or two and that's why it cracked. Since it was repair welded still mounted to the engine, He is hoping that the stress was relieved and it is now flush on all pads - - time will tell.

One of the Ryan guys from California said he had a friend who said that if an engine ring mount that is slightly warped due to a crash or repair is installed and pulled down tight, it will induce stress into the mount. He tightened those mounting points that mated flat and then shimmed the difference in the others with stainless shim stock. No stress - no cracks !! He couldn't find any reference to shimming with leather

Another guy was prompted to look at his engine mount and after cleaning the engine, he I found two cracks, one on either side of the rubber lord mount at the 2 o'clock position when standing in front of the engine looking aft. Both looked like scratches, one had some kind of a brown stain, either rust or dried linseed oil. Both were inspected using a magnifying glass by an A&P and determined to be cracks.

The final word is to carefully inspect your engine mounts during regular inspections and to look for any tell-tale stains or scratches that

could be a crack, the last mount had only 130 hours since magniflux inspection. No matter how inconvenient it is to have to get the mount repaired it is a lot better than your engine falling off!

WEBSITE FOR A RAINY DAY

After not blowing themselves up at Oshkosh and putting on an impressive demo, the Rocket Racing guys are moving ahead at full speed. They have updated their website www.rocketracingleague.com/ with all sorts of cool things including a flight simulator program, check it out

PILOT STORE

You want to add that special gadget to your flight bag, but you would really like to hold it in your hands and see how it works before having it charged to your credit card?

Consider going to the Pilot Shop, located at 5444 E. Washington St., Suite 3, Phoenix. They have a pretty complete inventory. You can call ahead at 480-736-2992.

When I asked why they are at this odd location, they said that they are within 30 minutes of most of the airports in the valley instead of being very near one of them. The 30 minutes probably wasn't timed at rush hour. The light rail goes right in front of their store, I don't know it that indicates that they have some distorted view of the future of aviation.

Thunderbird Field EAA Chapter 1217. Contacts

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	Jim Berdick	623 293-2708	Berdick@qwest.net

Chapter Website: www.ThunderbirdField.org

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Complete portable USAF runway lighting system. It is stored in three bags, is light weight and had hundreds of lenses. Give Dick a call at 602 788-9848 or 602 809-0214, hurry they won't last!

25 GALLON AUXILIARY FUEL TANK

that fits most single engine aircraft. Was previously installed in a Luscombe \$350- OBO Dick Wall 602 788-9848 or 602 809-0214

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, interior upgrades & wing tip replacement underway. Bill Maxey 602-820-5722 maxeybill@hughes.net

WAG-AERO CUB

Completed in 1999; approximately 200 TT; 65 h.p. Continental approximately 700 SMOH; Cub yellow; no electric; excellent condition; light sport aircraft. Contact Don Lindholm at 602-996-3612 or dlindholm@bcattorneys.com

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

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)

TITAN TORNADO II

Light Sport Aircraft; 80hp Jabiru 2200 engine. 153 Hrs TTAE. Tandem dual stick controls. Electric flaps and trim. EIS system, Icom IC-A6, Garmin GPS 195, Sigtronics intercom. ALT, ASI, VSI, strobes, landing light, BRS. Two props and tow-bar included. Burns 3.4 gal/hr during climb-out and 2750 rpm cruise. \$24,900. Call Todd 480-755-4200 www.djs4u.com

GLASTAR PROJECT

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

ANYWHERE MAP GPS

PDI format displays: Artificial Horizon, "Gyro" compass, GPS altitude, distance and speed. Recent mfg check-out and new batteries. 4 hr internal batteries or plug-in to AC power. See www.anywheremap.com/aviation-gps.aspx Great deal at 2/3 retail. Hal Rozema 602-553-8181 or Hartist1@cox.net

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

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 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

RV-4 PARTS

RV-4 tail kit, new in box, minimum work done \$650., wing parts: leading edge, top and bottom skins, tank skins & baffles \$500. Mike 602-862-0699

LYCOMING 0-235-C1

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

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 602-234-1940

Machine Shop

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

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