



# The ThunderWord

Thunderbird Field EAA Chapter 1217 September, 2009

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar! Last month Jeanne Witwer from Deer Valley Tower stepped into the crosshairs to give us some insight into being a controller and supervisor at one of the busiest towers in the United States. Jeanne held her own in a lively question and answer session where folks got to air their concerns, complaints and even some complements!

Thanks to Jack Pollack for getting her to talk at the meeting. Also, a big thanks to Terry Emig for bringing a gigantic ice chest full of cold drinks.

I hope to see everyone at the September 17th meeting!

*Curtis*

## **SEPTEMBER CHAPTER MEETING**

The September meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, September 17th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Betty Blake, a World War Two WASP. She will talk about her experiences ferrying planes for the Army Air Force. Guests are always welcome.

## **WOMEN AIRFORCE**

### **SERVICE PILOTS, WASP'S**

During World War II a select group of young women pilots became pioneers, heroes, and role models. They were the Women Airforce Service Pilots, or WASPs, the first women in history trained to fly American military aircraft.

The 1,102 fliers in the Women Airforce Service Pilots logged 60 million air miles testing bombers and transporting troops from 1942 to 1944. Still, they received little recognition for helping the United States win

World War II. The 38 women who died in training accidents or crashes weren't awarded medals; the government didn't even pay for their funerals, because, officially, they weren't part of the military.

It's different now. The Air Force began integrating female pilots into its ranks in 1976. This year, the 17 women in the U.S. Senate cosponsored legislation that would award the Congressional Gold Medal to the 300-some women pilots who are still alive and to the rest posthumously.

Former WASP, Betty Blake, who is a young 88, will be this month's guest speaker.

## **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](mailto:N27dm@cox.net) or give him a call at 602 241-8147. 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 to plan on attending the COPPERSTATE Fly-In - October 22-24, 2009. More information is available at [www.copperstate.org](http://www.copperstate.org)



**Chapter member Larry Keeling's newly finished RV-8 was the posterchild for this year's Golden West Fly-in**

**EXPANDING THE ENVELOPE:  
ARLINGTON FLY-IN JULY 8 –12, '09**

*By Gretchen Kinder*

What a wonderful Fly-In they put on in Arlington, WA! The pleasures of Arlington are doubly wonderful, if you are finding the strain of summer starting to tap dance on your last nerve. The weather was perfect, just warm enough, with a cooling breeze blowing down from snow capped peaks. They have grass there, all over the place! It was green and inviting and the ideal place to park your hinder and enjoy an air show, bar-b-q, airplane watching; all the good stuff. I'm not sure if it's the close proximity to an ample supply of fresh sea food, the wonderful weather or what; but all the attendees, volunteers and exhibitors had a very welcoming and a laid back attitude that permeated the entire event.

The perfect atmosphere attracted some near-perfect aircraft. Military metal, antiques,

classics, warbirds, and of course numerous, beautiful homebuilts were all present. In addition to walking around and checking out all the planes, all the standard forums one expects at a formerly Experimental Aircraft Association (EAA) endorsed fly-in were present and plentiful spanning all five days of the fly-in.

The air show lineup was refreshingly diverse and included Ken Fowler, Eric Hansen, Renny Price, Will Allen, Hans von der Hofen, John Pierson, John Mrazek, Kathy Hirtz, Matt Groth and the father/son team of Bud and Ross Granley.

Wingless, yet still tons of fun, was the extensive collection of military vehicles. They had it all, tanks, armored stuff, everything you might need to pull off a coup in a small, third-world country. They ended the air show with a parade of these things giving their proud

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owners an opportunity to show off what siphons away all their discretionary income.

If you didn't get enough during the day they also offered feature-length films at the Runway Theater. A mammoth, inflatable movie screen was the backdrop for films such as; The Astronaut Farmer, Space Cowboys and The Legend of Poncho Barnes.

If you are looking to expand the envelope of your fly-in repertoire *seriously* consider adding the Arlington Fly-In to your list. It was a wonderful experience.

Official Arlington Fly-In website: [www.nweaa.org](http://www.nweaa.org)



**Navy Fighter on Display at the Arlington Fly-In**



**Beaver on Floats at Arlington**



**Military Vehicles Passing in Review**

### **YOUNG EAGLES AIRLIFT**

Saturday October 17<sup>th</sup> will be the annual Young Eagle Airlift at the Casa Grande airport. After Chapter 1217 running this event for ten years we are passing the torch to the Casa Grande Flyers EAA Chapter 1445.

There will still be plenty of opportunity for our member to fly the kids and help out. 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.



## MIKE BRAEGGER'S WACO FLIES

Mike Braegger has finished the restoration of

his Waco UPF-7 and is now experiencing the joy of flying this beautiful bird.



photo by Danny Don

### Mike Braegger's Newly Restored Waco UPF

## ALIENS CRASH LAND IN PARADISE VALLEY

Location: Dreamy Draw, Paradise Valley, AZ

Date: October 2 1948

Time: 2230 local

On that late evening of October, residents around the Dreamy Draw area reported seeing a UFO crash. Of course there were no news helicopters to rush to the scene and it probably took a few days before the story made the paper. Another version of the report has it that a UFO settled down in the Dreamy Draw area but actually crashed 10 miles away near a Cave Creek landfill. The remains of its two aliens, described as about 4-1/2 ft tall were recovered. They were kept in some guy's freezer for a while and then taken away by the military.

Some believe the reason the Army Corps of Engineers built the Dreamy Draw dam was not for flood control, but to bury the UFO. There are still many reports of a large underground vault in the area. Local residents say that this is why the Dreamy Draw dam was built on a high point rather than in a valley like every other dam in the world is. When you drive down the 51 freeway it does seem unusual to build a damn on top of a hill!

It appears Roswell wasn't the only saucer crash site. Fifty-two years ago, two men reported seeing a SECOND downed saucer at Cave Creek, near Phoenix, Arizona. Here is their story: "In early October 1947, 22-year-old Selman Graves and his 16-year old

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brother-in-law Bob Malody were rabbit-hunting and exploring mines in what is now known as the Cave Creek Recreational Area north of Phoenix."

"At one point Graves and Malody climbed to the top of the most prominent hill in the area and looked south back at the ranch house of their friend Walt Salyer. They could see Salyer's house, his corral, and even his water tank. But when Graves looked west of the property he witnessed a scene that made no sense then and still haunts him five decades later."

"What he saw can best be described as 'a large aluminum dome-shaped thing sitting upright in the desert.' Graves said, 'I thought it might be some kind of observatory dome, except why should a dome be down at that elevation?'"

"Graves also remembered seeing five men and two trucks near the dome. One of the trucks was of the military (2.5-ton) type, capable of carrying personnel or equipment. 'But I didn't see any equipment like cranes or anything like that,' Graves said. 'And the men didn't seem to be doing any work. I could not identify a uniform.'"

Using Salyer's ranch for size and distance perception, Graves estimated that the dome was 36 feet (11 meters) in diameter and maybe a mile away."

"Graves never considered that he might have witnessed the crash of an extraterrestrial craft until 1952, after he read BEHIND THE FLYING SAUCERS, a book by pioneer ufologist Frank Scully. In the book, Scully wrote about the Cave Creek incident and cited an informant who told him that two humanoid bodies about four and a half feet (1.4 meters) were retrieved, one sitting inside the craft and the other halfway out the hatch."

(See the newspaper Newsday of Melville, N.Y. for July 6, 1997. Many thanks to Lou Farrish of UFO Newsclipping Service for

forwarding this news story.)  
<http://www.theufochronicles.com/2009/08/was-there-really-ufo-crash-in-cave.html>

Even Carefree resident and Newscaster Preston Westmoreland heard of the story when he met a grizzled miner one night in Cave Creek, and was shocked by what the guy had to say. Known only as "Pete the Miner" who worked the famous Mistress Mine near Seven Springs. "You're not going to believe this," he said, "but a friend of mine watched some government agents back in the late 1940's, recover and truck away wreckage of what looked like a flying saucer. He then told him to look it up in the book by Timothy Good "Above Top Secret." Sure enough, on page 394, there it was, a description of a UFO crash just south of the present-day Carefree Highway. So the story goes, the Cave Creek landfill was placed there to cover the site. The landfill is closed now.

Debris along with dirt were trucked down to be placed in the Dreamy Draw Dam along Northern Avenue, a dam that many experts say was never necessary, and finally, Cave Creek Road was "bent" or aligned further to the east. The realignment for Cave Creek Road was moved away from the crash site.

If you want further information; watch the interview above, done by Mufon, with the last surviving witness, Paradise Valley businessman and pilot Selmon Graves, who has since passed away. As a young man, he was the one sitting by the Go John Mine, watching what must have been an incredible sight.

[www.youtube.com/watch?v=mF6d3XEq0MM](http://www.youtube.com/watch?v=mF6d3XEq0MM)

[www.ufoinfo.com/humanoid/humanoid1948.shtml](http://www.ufoinfo.com/humanoid/humanoid1948.shtml)

After hearing the various stories there was a third version that had one saucer crashing at Dreamy Draw and then his wingman settling into the desert near the site of the Veterans Cemetery on Pinnacle Peak Road. This area

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was blasted by the saucers exhaust gases and remains today an area barren of vegetation. The second saucer then crashed under what is now the closed dump on Carefree highway. In flying over the area the three areas do form a straight line. Combined with the damn on top of the hill and the remotely located dump that was opened next to a wash in 1948, there are some strange coincidences that remind us that we may not be alone out there!

**GOT WOOD?**

When Chapter 1217 member George Evans moved to Las Vegas he donated to our Chapter enough spruce to build several

planes. It is located in hangar 56-02 at Deer Valley. If you need some wood for your project or restoration give Curtis a call at 602 710-4494 or contact him by e-mail at [EAACChapter1217@aol.com](mailto:EAACChapter1217@aol.com) It's free!

**RICH IVANSEK'S PFALZ DX11**

By Dick McNaney

Researched and built over the last 17 years, it has many original parts and was constructed using authentic construction techniques and materials, using original drawings and an original aircraft as reference. Owner/builder is Rich Ivansek DVT.



**Rich Ivansek's Pfalz Dx11**

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Chapter Website: [www.ThunderbirdField.org](http://www.ThunderbirdField.org)

# 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](mailto: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](mailto: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

### BENDIX/KING KLX-135A COM/GPS

(VFR) in excellent condition. Comes complete with tray, antenna, connectors, manuals, and 2008 USA data base installed. Selling because it is not compatible with RV-9A TruTrak auto-pilot. Asking \$1,500.00. Bob Kruse [point9kruse@aol.com](mailto:point9kruse@aol.com)

### CONTINENTAL IO-360 ENGINE.

210 Horsepower, Newly overhauled, ported and polished with ceramic pistons. Overhauled by Performance Engines in La Verne, CA. Includes: starter, alternator, single magneto, and exhaust. Originally built up for an RV-10, Vans dropped support of the Continental engine option. Great experimental aircraft engine. Make reasonable offer, or trade ? Bob Kruse. [point9kruse@aol.com](mailto:point9kruse@aol.com)

### 1946 TAYLORCRAFT BC-12D

TT 2987 SMOH 196 with comm radio. Fabric tests good. All AD's OK incl new struts Sport pilot aircraft \$15,500. Call Wendel Waltz 602-770-9245 [wendel@waltzmail.net](mailto:wendel@waltzmail.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](mailto: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](mailto: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](mailto: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](mailto:EAChapter1217@aol.com) to receive a digital slideshow of the plane.

### 1979 CESSNA TURBO 182RG

287 SMOH, O<sub>2</sub>, A/P, NDH Arv Schultz 602-275-1016

## SERVICES

### FLIGHT INSTRUCTION- BFR'S

Alan Trabilcy [alantrabilcy@yahoo.com](mailto:alantrabilcy@yahoo.com), 480-747-0349 m or 480-948-1747 h

### PROP BALANCING, ANNUALS, PREBUYS

Jim Berdick Al 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](mailto: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](mailto:interiors@airwestinc.com)

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[EAChapter1217@aol.com](mailto:EAChapter1217@aol.com)

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