



# The ThunderWord

Thunderbird Field EAA Chapter 1217

September, 2010

Scottsdale, Arizona

## PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month I was on vacation and left the meeting in the capable hands of our Chapter Vice President Terry Emig. Thanks to everyone who came to hear Ole Griffith talk about his colorful career in aviation. Also, a big thanks to Jordan Ross for getting him lined up to be our guest speaker.

This newsletter is made great by two young ladies who both wrote stories about going to Oshkosh AirVenture, both came away with the same feeling that makes the EAA so great!

I'll keep it short; everyone should be sure and make plans to attend this year's Copperstate Fly-In next month. It will be the place to be if you like airplanes!

*Curtis*

## SEPTEMBER CHAPTER MEETING

The September meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, September 16th in the Scottsdale Airport Terminal Building. The time is 7pm. This month's featured speaker is Bob Funk who will be doing a presentation on the early days of the Luscombe Aircraft Company, as well as a look into the Funk Airplane Company. It should be a great look at a time when new designs and techniques for building planes were happening every day.

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

## LAKE HAVASU FLY-IN

Havasu Air Center would like to personally invite Chapter 1217 members to the annual "Fly-In at the Lake 2010". This is a premiere airshow that will be held on Saturday,

September 25 and 26 at the Lake Havasu City Airport (KHII). One of the main features of the weekend will be the American Hero's Air Show. Advanced military and civilian helicopters will be on static display. Havasu Air Center will also be hosting the B-25 (Maid in the Shade) for both static display and selling rides. For more information go to [www.havasuairstar.com](http://www.havasuairstar.com), or you may call them at 928-764-1999

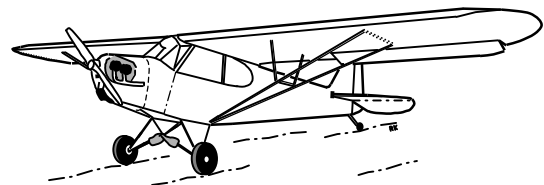
## COPPERSTATE

### JUST ONE MONTH AWAY

Be sure to plan to attend this year's COPPERSTATE Fly-In — October 21-23. 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 shifts Thursday, Friday and Saturday. 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 e-mail at [N27dm@cox.net](mailto:N27dm@cox.net) or call him at 602 241-8147.

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 email at [dprez@cactusflyin.org](mailto:dprez@cactusflyin.org).

The dates again for this year's COPPERSTATE Fly-In are October 21-23. More information is available at [www.copperstate.org](http://www.copperstate.org)





**Nancy Benscoter Makes it to the Big Show**

## **THE OSHKOSH EXPERIENCE FROM A LUCKY ROOKIE**

*By Nancy Benscoter*

Going to Oshkosh is probably on most pilot's "bucket list", but making it a reality, is something surreal and worthwhile! If you haven't done it...do it! After five years of wanting to go, I finally made it! Let me tell you, it is all that they say it is and more! I am hooked and can't wait to go again next year!

I had the good fortune of going with several friends that had already been there before along with the help and advice of our esteemed EAA Chapter 1217 President, Curtis, on where to stay and what to do while there. Everyone's guidance & advice made my Oshkosh experience overflow with an abundance of fun, both inside and outside the grounds of the International EAA Fly-In. The

term, "having too much fun" is definitely applicable when I reflect on my Oshkosh experience.

My fun started with the experience of staying on a private farm with friends. For me, I thoroughly enjoyed the hospitality of the farm's owner's and the beauty of their land. Further embellishing my fun was attending our EAA Chapter 1217's dinner at Went's on the Lakes. What a beautiful spot with great company, food and spirits! This is a must do in my opinion. From Rookies to seasoned Oshkosh Veterans, the opportunity to enjoy some fried perch and have a Spotted Cow Beer hits the spot while swapping stories of the first day's sights & sounds of the EAA Fly-In. Whether it is just listening to everyone's tips on what they saw, did and enjoyed, to

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advice on what to not miss, goes a long way when you consider the vast amount of information there is to see and take in at Oshkosh. Some of the best advice was to visit the museum, warbirds, and the seaplane base! Even though I did all of that and more, I was overwhelmed at the enormity of how many other things there are to see and do!

The best part of Oshkosh was the sense of belonging to the wonderful world of flying. It didn't matter where I was, at a vendor's information booth, browsing around the vast grounds, looking at airplanes, watching the air shows or just getting something to eat, I saw and felt the camaraderie of being around fellow pilots and aviation enthusiasts. I enjoyed the diversity of all the different types of airplanes and people who have the same interest.....flying. Yes, I am hooked.

I will see you at Oshkosh next year, my friend!  
Nancy Benscoter, EAA Chapter 1217  
Member and APA President

## **TITAN TORNADO TO OSHKOSH**

*This story was written by Claudia Delaney who visited many of our Chapter 1217 meetings two years ago when she was getting her private license. She went on to buy a Titan Tornado and could write a book of amusing stories about buying, learning to fly it, how to keep it running, and about flying to AirVenture this past summer!*

Here's an update on my trip to Oshkosh. I left McCall Idaho on Wednesday. The first day I only made it two hours before I hit virga, rain and bumps. My first night was at Magic Valley Reservoir dirt strip in Idaho. My first ever dirt landing (and takeoff the next morning), very exciting, plane did well. It was a fun afternoon, restaurant/bar located at end of runway and nice public restrooms. Soft grass to camp on, although I was scared being by myself, but restaurant guy and his wife said it was safe and they would keep a lookout on me.

Gorgeous flight to Arco, dead calm, sun rising, just beautiful. Got gas and flew up I-15 to Montana. Plane ran really well, had a 20 mile per hour tailwind, so I was going about 110 mph and no turbulence, what a combo! Landed at a place called Three Forks and got gas.

Ended up Thursday in Sheridan, Wyoming and that's where I hooked up with the EAA people from Caldwell that I met a couple weeks ago. We took off early Friday morning from Sheridan. I've never flown with anyone, so it was quite a change. Doug was flying his Cessna 206 at 65% power to keep it slow with us. His wife Sherry was flying her Cessna 150, which goes about 110 mph. I was flying my Tornado, which goes 90 mph, and another couple, Steve and Kathy were flying their homebuilt, hard core, backcountry plane with huge tundra tires that goes about 100 mph.

As we moved east, we had bigger headwinds and I was going about 65 mph, but we went up through a scattered layer of clouds and got a 20 mph tailwind.

Flew through South Dakota, then Minnesota by Friday night. Friday night was so scary. We parked the planes for the night, went to dinner, no wind or anything. At about 11pm I hear this huge roar outside my hotel room; 50 mph wind and hard, hard rain. It came out of nowhere and it was insane. I knew there was no way my tie down straps would hold and I just knew the plane was tumbling down the airport with broken straps trailing behind. I was so afraid of what we'd find in the morning. When we got there, it was fine, and you couldn't even tell there was a wind hardly. Turns out the airport manager had been worried too and he went to airport as soon as the storm hit and watched over all our planes and added an extra tie strap to one that was rocking pretty hard. After we thanked him profusely, I asked how mine looked in the wind, and he said it was fine.

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### **Camping at Idaho's Magic Valley Reservoir on the Way to Air Venture**

He said my plane was the one he was most worried about when he left for the airport. He said it was rocking a bit, but not even as much as the bigger planes. Whew, what a relief. And onto Wisconsin, crossing the Mississippi. Very picturesque, red barns, they're so beautiful it looks fake. Wow, what great flying this has been so far.

We landed 60 miles outside Oshkosh on Saturday and couldn't fly into Oshkosh because they had had so much rain they had closed all the campgrounds and wouldn't let anyone fly in that planned to camp. They had something like 13 inches of rain that month, and the volunteers that got here early parked their planes and RVs on the grass and were sinking into grass, and then ripped their wheel pants off when they tried to move the plane forward.

They weren't letting anyone in and were basically closed, which I think is pretty unheard of, but I don't really know when people are just exaggerating or not. There were so many planes stranded outside Oshkosh that we got the last tie downs at the airport where we were. Still more people were landing and having to park on the grass

around the taxiways. We couldn't find any hotel rooms and we finally found a room in a b&b, which was fine.

Sunday morning. All camping still closed and reports of tents in 1 to 2 inches of water in one of the lower campgrounds. However, someone told us they were letting in homebuilt planes. We kept trying to find a definitive answer, but couldn't. We dithered around for a while, but Steve and Kathy, who are 100 times braver than me, said "let's go for it, worse case they turn us away." In the hours we'd been waiting, I had been studying the 32-page booklet that covers the last 15 miles of landing at Oshkosh, yes 32 pages that covers the procedures for the last 15 miles! I am totally intimidated and scared. I of course being a nervous Nellie, said, "Oh no, we can't do that" and so on and they said, "come on, if we can't get in they'll turn us away and we'll come back here and land". I looked hesitant and they said "go start your plane, we're going". (To give you an idea of how crowded things were getting, we were told that Fond de Lac airport had closed because they had 300 planes land that there parked all over the grass, along the side of

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taxiways, etc., waiting to get into Oshkosh, and there was literally no more room for any planes. So they had to close the airport to any more arrivals and people were having to find airports further and further away to land and wait the opening.)

So off we go, I'm sweating bullets and trying to prepare and following Steve and Kathy in their Highlander. The procedure specifies that you have to go to this one point at 1800 feet above ground, turn off your transponder, look at the all the planes trying to get to this one point and find a plane going same speed as you visually, get ½ mile behind them and start following the railroad tracks toward Oshkosh. Ok, this sounds like a midair collision waiting to happen, doesn't it??? No radio, no transponder, exactly ½ mile apart at 90 knots airspeed or as fast as your plane will go if it's less than 90 knots? Yikes. So I'm on super duper high alert looking for planes and following Steve ½ mile when we near the "point". He suddenly turns off to the left and starts circling back, so I look ahead and see two planes coming into the point from my left and right, but ahead of us quite a bit. Just to be sure, I pull out and also do a circle and

then follow him in again. You can't speak on radio, so this all has to be done by just looking around. You fly for 10 miles and listen for them to call out your plane, "yellow and blue tundra tire, rock your wings", so Steve rocks his wings. "good rock" says tower, "proceed down railroad track for downwind for 27, rock your wings to acknowledge". Then "blue high wing Challenger, rock your wings", that's me so I rock, and get: "good rock, proceed down Fisk avenue for runway 18 left and change to frequency xxx".

So I land without incident, thank god. I was so afraid I would be the Youtube video of the plane running off the runway or something like that. Once I land they put me on the taxiway and I relax and start looking around and the entire taxiway is lined with planes as far as you can see! Turns out homebuilt camping was open so I taxied over no problem. Once I powered down, I immediately started crying that I had made it, wheels on the ground, no Youtube video that I know of, and in one piece! I just can't believe I actually made it here! Can't explain

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**New Friends Camped Out Under the Wing at Air Venture**



it, but it feels so huge and wonderful and that great feeling when you've pushed yourself beyond what you thought you could do, but then you do it?!

They have me park in line with other planes and after I power down, the EAA volunteers and people next to me all run over and start offering to help with tie downs, water, tent set up, etc. which they do for everyone, but they see I'm crying and ask me why. Then they all start saying, Oh I remember my first time flying in too, I'll never forget it, Oh yeah, Bill, remember that one year when you had to go around 3 times? Hahah and they all help me get set up and run around offering pop, food, a chair like a bunch of mother hens. "You flew this all the way from Idaho, by yourself? Well that's just awesome, I wish my wife would fly" and all the men look sad and nod their heads.

The show is really fun so far, but huge and miles of walking. Here's the campground for homebuilts- this is only one of the camp grounds, there are multiple campgrounds. Of course the homebuilts are mostly older men, so I'm quite the belle of the ball and am being given invites to dinner, special seminars, etc., and generally being fussed over. It's totally fantastic for the ego, so I'm staying as long as possible! It's going to be a blow coming back to the real world.

Wish they would let us sneak in and watch and ask a few questions. I wonder if they get

really scared watching some of us come in, when planes are too close together or a plane looking iffy, stuff like that. I guess in a busy year, they have something like 3,200 takeoffs and landings in one day! Someone told me that controllers apply to do this week and the ones that are chosen are hand picked to be especially nice and helpful. Wonder if that's true or if it's just a brilliant PR statement?

I left Air Venture on Sunday, uneventful taking off and leaving the area, whew, breathe a sigh of relief. Flew through Minnesota and South Dakota. I flew over the Devil's tower but I can see why they made a movie around it, remember close encounters of the third kind?

I made it home to McCall safe and sound Tuesday afternoon after leaving on Sunday. It only took me three days, which is much faster than I thought. I guess there are normally bigger headwinds and more afternoon thunderstorms than I had.

My GPS shows the following stats:-38 hours and 19 minutes flying time;- 3534 miles traveled; -average speed 91.8 mph, gotta love those tailwinds that brought my speed up!

Well that's it gang. I can't tell you how much fun I had sharing my flight log with you. I hope it gave you a taste of what my Oshkosh experience was like. Can't wait for my next adventure!



**See Ya Next Year**

# ThunderAds

## **FOR SALE, ETC.**

### **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](mailto:tonydutson@yahoo.com) or 480-639-5522

### **AIRCRAFT AND ENGINE FOR SALE**

1983 Thorp T-18, N583C, Home built, with rebuilt Lycoming O-290G, \$25,000.00

1954 Story Experimental #2, N1338N, Continental \$10,000.00

1956 Tri-Pacer N9950D; Converted to Pacer and restored to new condition.

ENGINE Lycoming O-290G no accessories \$1000.00

Contact: [cefann@peoplepc.com](mailto:cefann@peoplepc.com). Please use "EAA" in subject line of E-mail. located in Yelm, Washington.

### **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](mailto: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](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](mailto: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](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

### **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.

## **SERVICES**

### **HOMEBUILT AIRCRAFT CERTIFICATION**

ABDAR Gary Towner 928 535-3600

### **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 623 293-2708

### **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](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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