



The ThunderWord

Thunderbird Field EAA Chapter 1217 September, 2011

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month we had a packed meeting to hear high flying helicopter reporter Bruce Haffner. We had it all set up for him to fly his R-44 to the meeting so we could look at all the electronic news gathering and production gee whiz equipment he has on board. Unfortunately Mother Nature had other plans and we got a dust storm instead! Bruce was a really great guy and had an excellent presentation. Thanks to Terry Emig and his cohort Joe Sottile for arranging for Bruce to talk.

While it seems that summer will never end we are just a month away from the Copperstate Fly-In and a great season of flying and aviation events!

I look forward to seeing everyone at the September meeting!

Curtis

SEPTEMBER CHAPTER MEETING

The September meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, September 15th in the Scottsdale Airport Terminal Building. The time is 7pm. Our featured guest will be Chris Horton with Guidance Helicopters who is coming all the way down from Prescott to talk to us about Light Sport Aircraft and the PiperSport and SportCruiser. When he is not promoting LSA aircraft, Chris is a full time helicopter and fixed wing instructor, and is part of the ASTM F37 Light Sport Aircraft Committee.

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

CHAPTER MEMBER FLIES WEST

Long time Chapter 1217 member, Mike Berglund, took his final flight on August 23, 2011. Mike is survived by his loving and tolerant wife, Angie, of 29 years. Mike was just 66 years young and loved flying. He got his first taste during the Vietnam war as a radar operator on P-3 Orions. He owned many planes including a Lance, Barron, Glassair III, GlaStar on floats, as well as several Kit Foxs including one on floats. Mike was always up for a challenge and loved modifying his planes. He will be greatly missed by all of us who have known him.



Mike Berglund with His Kit Fox on Floats

LYCOMING'S LSA ENGINE

With Rotax and Continental cranking out new aircraft engines for the growing LSA market, it was only a matter of time before Lycoming jumped into the fray.

Lycoming's Michael Kraft said the company's current focus is on the four-cylinder engine O-233 LSA mill. And as a matter of fact, several O-233 equipped aircraft were on display at

the Lycoming tent at Airventure 2011 -- ready to fly. The O-233 Light Sport Aircraft engine features reduced weight, dual CDI electronic ignition, roller tappets, and a carbureted or injected option as standard features over the certified O-235 Lycoming offering. Originally anticipated as a certified Part 33 engine, Lycoming reallocated assets for ASTM certification due to the latest recession and regulatory concerns with the FAA.



Don Lindholm's Cessna 170A

Don may have retired from his day job but he has been polishing harder than ever on his beautiful Cessna 170A. He sent these pictures from a breakfast fly-in where they were actually landing on grass!

DISPLAY AIRCRAFT NEEDED IN SEDONA - FREE FOOD AND FUEL--

On Sept 17, from 9 a.m. to 2 p.m., Sedona Airport will be hosting an open house and fly-in along with a statewide classic car show, food, entertainment, and lots of friendly pilots. www.sedonaairport.org/events

They will also be showcasing their brand new restaurant, the Cougartown Grill at the Sedona Airport that is scheduled to open on Sept 1st. www.sedonaairport.org/dining

They will also be buying everyone, including passengers, breakfast or lunch at the Mesa Grill (or CAP food booth) - (When you land see Al Comello or Bill Kerwin who will have a

\$10 gift certificate for pilots and their passengers). Breakfast food and meat not to exceed 25 lbs per pilot or passenger per meal. No to-go boxes.

They are also offering fuel at the "local" discounted price to all pilots flying in. If you own an aircraft and feel it would be a crowd pleaser and want to put it on display, they will buy 10-20 gallons of fuel to help offset some of the cost of flying to Sedona Airport KSEZ. They need 20 or so aircraft to have a good showing - so please consider sharing your cool aircraft and love of flying with the 2000 or so expected to attend. Display aircraft should be here by 8 a.m. to set up. RSVP to Al Comello, al@sedonaairport.org or call 928-862-0210



Dean Gilderoy's Recently Purchased Cessna 175 Taildragger

SCOTTSDALE AIR FAIR

The City of Scottsdale is proud to host the 15th Scottsdale Air Fair on November 5 and 6, 2011. The Scottsdale Air Fair will showcase the best of military, experimental, civilian and vintage warbird displays, aerial demonstrations, hot air balloon launches, children's "fun zone", an aviation learning pavilion with flight simulators, interactive displays and live entertainment.

If you are interested in displaying your aircraft contact Stacy Howard at 480-236-3321 or stacykhoward@msm.com. She looks forward to reserving space for all those EAA pilots who want to taxi over or fly their aircraft into the event, and would like to work with you to be sure they reserve the right amount of space and location for our members.

Please let her know who will be coming and what aircraft they will bring. She will need pilots to provide a certificate of insurance for their aircraft. She will arrange for two event passes for each pilot/aircraft. It should be a fun weekend. Lots of fly-bys, static displays, vendors and workshops.

If you know of anyone who would might be interested in becoming an event sponsor,

They have marketing and sponsorship opportunities for as little as \$500.

SOCORRO, NM FLY-IN

The M-Mountain Airport is hosting a Fly-In on September 24, 2011 at the Socorro, New Mexico (ONM) Municipal Airport. There will be a free brunch for visiting pilots. Enjoy a variety of aviation-related family activities in a relaxed, friendly setting. For more information call Laura Haines (575) 835-2460.

Socorro Municipal KONM 34-01-20.9000N / 106-54-11.3000W Elevation 4875
CTAF 122.8 AWOS 118.3

EAA CHAPTER 1217

FACEBOOK UPDATE

21 people like us!

The future is here thanks to Paul Rhodes! He has been working on our "Social Media" presence with the Facebook page that he created for Chapter 1217. You can log into www.facebook.com, then search for Thunderbird Field EAA Chapter 1217 and you will find it. You can post messages and pictures about Chapter happenings, pictures of your plane, anything you like. Be sure to click on that you "like" this site so we know people are looking at it.

HOUSTON WE HAVE A PROBLEM

*Forwarded from Ed Gibson former NASA Astronaut &
Chapter 1217 speaker*

Astronauts are stranded on the space station. America's once-mighty Space Shuttle fleet has been disassembled and mothballed with nothing to replace it. The Russians, once the inferior player in the space race, is the only hope left to rescue the stranded astronauts. No, this isn't the treatment to a B-list summer movie — it is playing out before our eyes. It never had to be this way. When historians look back on the American space program over the last five years they are bound to scratch their collective heads and say "what on Earth happened". Where were our bold strokes of genius that propelled us to the Moon, created a fleet of shuttles that were the workhorses of space, where was the leadership that ensured America's technological dominance in the world? Why did we throw in the towel?

With Washington allowing the Space Shuttle program to die and laying off thousands who worked lifetimes solidifying its success, we had to turn to our old rivals — the Russians. This week, the Russians launched a Soyuz rocket filled with supplies bound for the space station. The rocket exploded scattering smoldering debris for miles. The Soyuz is the world's last chance to travel into space. Yes, a rocket designed in 1966 is our last modern operating manned space vehicle.

It was President George W. Bush that realized the shuttles had run their course, and he set a date to replace the program. Instead of the low-orbiting shuttle, America would build the world's largest and most powerful rocket to return to the Moon, build a base there to launch more ambitious missions — go to Mars, where the presence of ice indicates the ingredients of alien life. But when Atlantis rolled to a stop at Kennedy Space Center, we had no way forward. Washington had cancelled the Bush plan and no one was quite sure where we were headed. The only certainty is that we would

layoff over 4,000 unique and highly trained American space experts - in both the public and private sector.

Meanwhile, China, India and other advancing nations are in a space race. A race that we seem content to watch as a bystander — the way the rest of the world did as Neil Armstrong planted the American flag on the Moon in 1969. Will our children post YouTube clips of a Chinese flag being hoisted on some distant world? Ironically, many of the thousands of laid-off American space workers may help China get there. Foremost in their fields, these fiercely proud and patriotic American workers will perhaps seek jobs overseas — they are left with no choice. The economic benefits are bountiful. The space race brought us advances in computers, engineering, science and technology — royalties America has been cashing at the bank for decades. But like the saying goes, you only win if you play.

Every President since Eisenhower has understood the high stakes and global reverberations of leadership — and dominance — in space. So, now we're suddenly okay with kicking all that to the curb? Imagine the message — and the pictures — sent to the world if that last shuttle were to have landed and rolled to a stop in front of what's next? A rocket slated for Mars — a Spielberg-esque looking space plane — anything would have been better than the commentators droning on about 'the last' this and 'the end' of that.

In 2011, the 50th anniversary of President Kennedy's famous speech that put America on the Moon and atop the world, we have fallen miserably to the ground. Will America abdicate its role in leading the technological advances that propel us ahead of other nations? Just ask the stranded astronauts on the space station. That is, if they aren't busy enough abandoning ship. Houston, we have a problem.



Photo by Fred Gorrell

Billy Walker's Freshly Restored Stearman

RESTORED STEARMAN 964'S INITIAL FLIGHTS

Billy Walker reports that he flew 964 for one and a half hours over the Stellar Airport on the morning of September 3rd. Then became part of a Five Ship Formation flight non-stop

from Steller to Williams Gateway (13 miles) for breakfast.

Quoting Billy: "I can't say enough about the job A&P / IA Lance Winter did on the restoration!"



"Freedom Flight" L - R: Larry Dustman, Fred Gorrell, Joe Sottile, Mike Braegger, Billy Walker, Terry Emig and Roger Parrish

A sight that sends fear into the heart of the airport restaurant's owner when these seven biplane pilots show up for the breakfast buffet!

SOME INTERESTING PLANES SEEN AT AIRVENTURE



Schweizer 2-37 Motorgliders



EAA Foundation's Flying Replica of the First Plane to Fly the Mail



Rare Rearwin Speedster from Oregon



Brite Red Rose Parakeet

ThunderAds

FOR SALE, ETC.

STEARMAN

Must see. Fresh restoration, W670 6N engine, two McCauley zero since Anderson Propeller OH, leather seats, beautiful Navy paint scheme. Smoke system, Airwolf oil filter, Jasco Alternator, zero time large magnetos, zero time carb. New glass and trimmings. Strobe lights, Red-line brakes, Panel Mounted X-Com 760 + Mode C transponder. Custom electrical panel, Concorde battery, ELT. GPS + iPad mount. Two new parachutes. 2 leather helmets w/boom mike head sets. Contact [Billy Walker](mailto:Billy.Walker@cox.net), 480-773-2823 . 480-705-5188

PROJECTS FOR SALE

Protech, PT-2, folding wings & trailer, 82 hp Mosler engine. & Gere bi-plane, about 75% complete, built from magazine plans, circa 1932, completely rebuilt Model A engine. Pat Wall 928-851-2244.

THREE-BLADE PROP SHIPPING BOX

Previously used for a MT prop for a Velocity. Will fit most normal size 3-blade props. Available to anyone who needs to ship a prop. Matt Bucko mbuc310@cox.net

2009 LANCAIR 360

Superior IO-360 engine, TTAFF 20 hours, mineral oil, every thing new including paint, GPS, loaded must see. Fred 630-897-7706

1979 CESSNA 182Q

Arizona Airplane on SDL Tie Down K-137, TT 3500 hrs, Engine 1262 hrs SOH, recent interior upgrades & wing tip replacement. Bill Maxey 602-820-5722 maxeybill@hughes.net

1995 JABIRU ST

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

GRENGA GN-1 AIRCAMPER PROJECT

Biplane conversion but can be switched to a parasol. Fuselage covered and Elizado Tigre engine installed. \$6,000.⁰⁰ Estate sale. Lesley Morgan 480-834-4831 or e-mail Curtis at EAChapter1217@aol.com to receive a digital slideshow of the plane.

PARTS

Fuel pump core, 23psi, Dukes Inc total time 18 hrs. Inline fuel filter, 3/8", Performance Mfg, tt 18 hrs. Slick magneto model 4771, tt18 hrs. Fred 630-897-7706

SERVICES

FLIGHT INSTRUCTION, ETC.

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

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928 535-3600

FLIGHT INSTRUCTION- BFR'S

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

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

MACHINE SHOP

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Send an E-mail to:
EAChapter1217@aol.com

Thunderbird Field EAA Chapter 1217. Contacts

President	Curtis Clark	602 953-2571	EAChapter1217@aol.com
Vice President	Terry Emig	520 836-7447	dprez@cactusflyin.org
Secretary/Treasurer	Jack Pollack	480 585-1885	Jack.Pollack@Analyticalgroup.com
Newsletter Editor	Ron Kassik	480 948-0168	ronkassik@cox.net
Technical Counselors	Dan Muxlow	480 563-4228	N27DM@cox.net
	Jim Berdick	623 293-2708	jimberdick7@gmail.com

**Thunderbird Field
EAA Chapter 1217
5450 East Voltaire
Scottsdale, Arizona 85254**

