



The ThunderWord

Thunderbird Field EAA Chapter 1217 September 2012

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's meeting featured Mark Kusbel, president of Wamore Incorporated, who gave a very interesting presentation on the GPS guided parachute control systems his company makes. It's refreshing to see that there are still some US companies developing clandestine products for our military. Thanks to Dean Gilderoy for getting Mark to speak.

Speaking of meetings, a few weeks back Chapter member Dick McNaney was talking about several books he had read on flying in Alaska. He suggested that we, meaning I, should track down the author and get him to speak at a Chapter meeting. After learning how to use the Witness Protection Facebook page, I was able to track him down and get him lined up to talk. So if you have an idea for a future guest speaker, please share it and maybe we can put our collective heads together and make it happen!

I have made the big move and started what was supposed to be a routine condition inspection on my Wickham Twin, with a few more items checked off the pre-new paint job to-do list. Since both the carburetors needed overhaul (last SB done in 1968, 44 years ago) I decided it was time to get rid of the ugly/draggy intakes and get something more efficient. I had seen the Sam James Holy cowlings and cold air induction systems on RV's and contacted him to see if he would work with me. Sam turned the project over to his son Will who has just opened a shop in Vancouver, Washington. After a bunch of e-mails we went with the RV-8 filter and induction system, and he used a new mold to make just the intake scoop portions of the cowlings. The plan is to adapt the new induction system to utilize AirRaid filters and

mold the scoops into the bottom of the existing lower cowlings. By the time I get the second cowling done I should have enough sanding and glassing to hold me over for a while. To see what the cowl is supposed to look like go to www.JamesAircraft.com.

Hope to see everyone at the September meeting!

Curtis

SEPTEMBER CHAPTER MEETING

The September meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, September 20, in the Scottsdale Airport Terminal Building. The start time is 7 pm. This month's featured guest speaker will be aviation author CloudDancer. This author has written a series of four books about his life and travels as a bush pilot in Alaska. While sometimes not politically correct, his unique brand of humor and story telling will be very entertaining. He will also have copies of all four of his Alaska Chronicles books available for purchase after the meeting.

Remember guests are always welcome!

ABOUT CLOUDDANCER

This first-time author was literally raised at airports and on airliners by two parents who worked for major airlines since his birth. CloudDancer spent his formative years growing up in Fort Worth, Texas until running away to Alaska in 1973 to become a bush pilot at age 19.

Having taken his first flying lesson a week after his 13th birthday, his love affairs with one airplane after another have continued through today. He currently commands one

Continued on page 2

of the world's most modern airliners for a major US airline.

But no matter where in the world he has flown, a large part of his heart and even greater part of his soul have remained attached and devoted to Alaska, the land and the people. He looks forward with anticipation to the day when he can retire, move back to Alaska, and once again spend time soaring over the wonders of the far north.

CloudDancer today flies for a U.S. airline. Logging his first flying hours at age 13 in 1967, his 22,000+ hour logbook includes 12,000 flown in Arctic Alaska. Those hours provided both the drama and the laughter contained in his books. Since running away at 19 to Alaska, CloudDancer remains devoted to "the Great Land." For more information check out his website <http://www.clouddancer.org/>

SPECIAL NOTE: FOR NATIONAL SECURITY REASONS THERE MAY BE SPECIAL SECURITY MEASURES TAKEN SO AS NOT TO REVEAL ACTUAL IMAGES OF THIS MONTH'S PRESENTER.



CloudDancer in Alaska

FAA ON WOODEN WINGS AND SPARS

This is information only. Recommendations aren't mandatory.

This Special Airworthiness Information Bulletin is being issued to inform the public about an airworthiness issue on small aircraft with wooden wings and solid wood spars that while not common, continues to occur. At this time, this airworthiness concern is not considered an unsafe condition that would warrant an airworthiness directive (AD) action.

Various vintage airplanes were designed with solid wood spars. Recently, a foreign authority notified the Federal Aviation Administration (FAA) that, during an airworthiness inspection of a vintage biplane imported from the United States, it was determined that at least one lower wing spar had cracks at the spar attach fitting. This particular type was originally approved in the 1940s, and the age of the particular spar was not able to be determined, but was deemed to have some age due to its visual appearance. Additional investigation brought to light that the airplane had probably been ground looped in the past and the damage, while not directly linked to this occurrence, was consistent with such an event without being either previously detected or repaired. The FAA realizes that such events occur (and have occurred) frequently and that most, if not all, airplanes subject to such an event are inspected immediately. However, the discovery of this previously undetected damage leads the FAA to remind owners and operators of the importance of conducting appropriate inspections and repairs in the event of a ground loop and of the importance of inspections during routine maintenance. FAA Advisory Circular *AC 43.13-1B Change: 1: Acceptable Methods, Techniques, and Practices – Aircraft Inspection and Repair*, provides further information and procedures for such inspections.

CESSNA 120/140s INVADE TUCSON

Plans are being finalized for the International Cessna 120/140 Convention in Tucson, AZ. on October 17 thru 21. Accommodations will be available at the Casino del Sol hotel near Ryan Field, Tucson. Please make your reservations early as the hotel will fill up. To check out the hotel for this event, go to www.casinodelsol.com. If you like Cessna 120's and 140's or want to learn more about them this would be a great event. If you need more information drop Ron Wiener a note at rkw55@msn.com

COPPERSTATE FLY IN

The weekend of October 25 thru 27 will be this year's Copperstate Fly-In at the Casa Grande Airport. Check out their website at www.Copperstate.org for the latest information and the airport NOTAM for the event.



Chapter member John Levitz shows off his Aero Commander that he purchased from fellow Chapter 1217 member Mark Nuessle

SOCORRO, NEW MEXICO FLY-IN

On September 25 & 26, the Socorro Municipal Airport (ONM) is hosting A Gathering of Regional Aviators. They would like to invite everyone to visit and enjoy a

variety of aviation-related family activities in a relaxed, friendly setting. They are also offering a free brunch for visiting pilots. For more information go to: www.socorronm.gov or call (575) 835-8927

SCOTTSDALE AIR FAIR

Everyone is invited to the Scottsdale Air Fair on November 3 & 4 at Scottsdale Airport for an up-close look at the best of military, experimental, civilian/vintage aircraft, and warbirds. Explore aviation first hand at this two-day family festival produced by Zulu Café and Sound Lighting F/X. There will be an interactive area, children's area, displays of classic automobiles, bands, and food vendors. The event takes place from 10 a.m. to 9 p.m. on Saturday, featuring a musical performance by Zowie Bowie beginning at 6 p.m. The event continues on Sunday from 10 a.m. to 5 p.m.

Mother's Awareness of School-Age Kids, MASK, will provide musical entertainment from school of rock bands on Saturday and Sunday.

Advanced tickets will be on sale soon. Prices are \$10 for adults and \$5 for children 12 and under. Tickets purchased at the gate will be \$12. Military personnel with I.D. enjoy free admission.

Learn more about the Scottsdale Air Fair at <http://scottsdaleairfair.com> or call: 480-282-0464.

COMMON TOOLS EXPLAINED

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh--!'

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be

used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a

kind of divining rod to locate the most expensive parts adjacent the object you are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

FLASHLIGHT: A container for storing dead batteries.



Photos by Dan Muxlow

Piper J-3P Cubs at AirVenture Powered by Lenape Papoose 3-Cylinder Radial Engines

RARE PIPER J-3P CUBS AT AIRVENTURE

The Piper Aircraft Co. began manufacturing the J-3 Cub seventy-five years ago in 1937. The engines in the first Cubs produced 40 horsepower, but the need for greater performance soon resulted in the installation of larger engines. By 1940 most J-3 Cubs were delivered with 65 horsepower engines.

Different model designations were used to identify the different engines. The J-3C models used the Continental A series flat-four engine, the J-3F models were equipped with the Franklin 4AC, and the J-3L used the Lycoming O-145. Only a very few Cubs were designated J-3P, being equipped with the Lenape Papoose three-cylinder radial engine.

Over the years, most Piper Cubs have had one or more engine changes with the substitution of a higher horsepower engine being common. A scan through Trade-A-Plane indicates that Continental engines of 75 to 90 horsepower are most commonly found in J-3 Cubs currently for sale.

The only two known examples in existence of the Piper J-3P Cub were on display at Oshkosh AirVenture 2012



The J-3P Three-Cylinder Radial Installation

UPCOMING SEMINAR

The AOPA Air Safety Institute will be presenting a free seminar on Monday, September 24th on the subject of "Flying For A Lifetime". This seminar will examine how to maintain the same high level of safety over a lifetime of flying.

The seminar will be held at the Marriott Phoenix Mesa, 200 N. Centennial Way, Mesa, AZ on September 24th from 7:00 to 9:00 pm.

ThunderAds

FOR SALE, ETC.

STEARMAN MCCAULEY 41-D5926 PROP

Anderson Overhaul with "0" since AD complied with. Excellent condition - kept in fitted shipping crate. Make offer Billy Walker 480-773-2823 .

CURTISS REED PROPELLER \$4,000 Model 55511. 82" SAE 1 taper shaft. (Warner, Ranger, Maytag 604) Patrick McGarry: 602-430-0140

PILOT PA-400ST FOUR PLACE INTERCOM

\$50- Curtis e-mail: Azskybum@aol.com

COMBINATION VHF/GPS ANTENNA

Comant Model CI 2480-201, Separate connectors for Comm and GPS. Never installed. See AS&S pg 616. Their price \$568.75, sell for \$250.00 Ron Kassik 480-948-0168 or ronkassik@cox.net

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

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

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 EAACchapter1217@aol.com to receive a digital slideshow of the plane.

2009 LANCAIR 360

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

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, TT 18 hrs. Fred 630-897-7706

SERVICES

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602-942-2255, Cell 602-418-2045, fgorrell2@cox.net

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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 AI 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

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

AIRCRAFT INTERIORS AND COVERS

No job too small! Kim 480-396-0688
interiors@airwestinc.com

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|----------------------|---------------------------|------------------------------|--|
| President | Curtis Clark | 602 953-2571 | EAACchapter1217@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 Jim Berdick | 480 563-4228 623 293-2708 | N27DM@cox.net jimberdick7@gmail.com |

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

