



The ThunderWord

Thunderbird Field EAA Chapter 1217 September 2018

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At last month's meeting we had long time Chapter 1217 member Capt Billy Walker visit and talk about his aviation career. He lived in some very interesting times and got to fly some really cool planes. He briefly covered his time in South East Asia during the Vietnam War flying for "a civilian contractor". It was a case of the best stories are the ones not told!

I am progressing through getting my RV-8 painted at Wickenburg by our July meeting speaker. It has been primed and had the yellow base coat applied. I have made a point of driving up there once a week to stay on top of things and make sure we are on the same page. By the time this month's meeting rolls around I hope to have it back in its hangar.

See you at the August meeting!

Curtis

SEPTEMBER MEETING

The September meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, September 20th, beginning at 7 pm. This month's guest speaker will be Chapter 1217 member and LongEze owner, Gary Moward. Earlier this month Gary dropped me a note explaining he has not made the last few meetings because he is on the Deer Valley Airport Pilots Association Board. They meet on the same day and time as we meet, and they have been fighting a huge problem on the horizon. Because of the importance of his work we thought it would be appropriate to have him speak to our Chapter about what is going on at DVT.

The City of Phoenix has come out with new proposed guidance on hangar acceptable use

and safety. The guidance must have been developed by safety monkeys who know nothing about airplanes. If adopted, the policy will be binding at KDVT and Glendale, and possibly other airports,

Gary is going to run through how the Deer Valley Pilots Association works to combat an attack on our rights as aircraft owners and what we can do to support them. If you have a plane at DVT it would be a good idea to learn what is happening. If you are at other airports it will give you an idea of how to fight city hall when future restrictions are imposed.

MEETING LOCATION

The location is Paradise Valley Community Center, 17402 North 40th Street. It is on the west side of 40th Street just north of Paradise Valley High School. Basically 1/4 mile north of Bell on 40th Street. We will meet in the large multi-purpose room. You can park on the south side of the building and have more parking options that are closer to the door. Look for the signs!

HOLIDAY PARTY LOCATION

For many years Ron Landon and his wife Sherrie have hosted our annual Chapter Holiday Party.

Message from Ron

As you may know, Sherrie is going through chemo therapy right now. She is going through intense treatment through mid-November when she will have a break for surgery, which we anticipate will occur somewhere in early December. Once that is over, she will be back on reduced chemo through next June. This is a long road but she is fairing very well, her spirits are high and the long term prognosis is excellent.

Continued on page 2

Thinking ahead, because of what Sherrie is going through, we will need to plan for an alternate location for the chapter Christmas party this year. We absolutely love having

everyone here, but I need to stay focused on Sherrie's welfare in the months ahead.

If any of our members would like to step and volunteer to host this year's party please contact me.



Curtis's RV-8 in Master Aircraft paintshop

VAN'S AIRCRAFT TO PRODUCE READY TO FLY AIRCRAFT

Van's Aircraft is establishing its own aircraft assembly facility and team at its company headquarters in Aurora, Oregon. Future RV-12iS and RV-12-iST SLSA aircraft models will be assembled and delivered at this new facility as fly away planes.

Synergy Air has been Van's assembly partner since the launch of the RV-12 SLSA program and has done a tremendous job for Van's and its customers, the company said in a news release. As Synergy Air continues its

expansion into and emphasis on the builder-assist arena, the companies will continue to work together to create opportunities that will expand the RV fleet and the Van's Aircraft family.

Van's Aircraft has announced that it will be producing the RV-12iS family of SLSA airplanes at its factory facility going forward.

Several years ago, Van's set out to implement a comprehensive SLSA program for the purpose of delivering the RV-12 as a ready-to-fly, certified light-sport aircraft that can be

Continued on page 3



Planes similar to Chapter Member Denny Myrick's RV-12 will soon be sold Ready to Fly

used by individuals and flight schools. Over the last year that program has grown to include the next-generation SLSA RV-12iS and, most recently, the RV-12iST trainer aircraft. Synergy Air and Van's Aircraft originally partnered to implement the various components necessary to run and deliver a complete SLSA program: design, manufacturing, and aircraft assembly/build, a comprehensive safety program in conjunction with the FAA, technical support, and marketing. Synergy Air worked with Van's from the onset of its program to apply expertise related to the marketing and aircraft assembly portions of the program.

The natural evolution and success of both businesses has brought them to where they are today: Synergy has become even more focused on the important business of assisting Van's Aircraft's customers in building their own RV airplanes. As the RV-12 SLSA program has matured, Van's has expanded its workforce and capabilities to include marketing and production, aircraft construction, and has developed improved

September 2018

processes and technologies to enable them to operate with greater efficiencies and agility. This move represents the next logical step in the business growth of each of their companies, enabling both to best focus and deliver in their respective areas of strength while best positioning their collaborative business relationship for the future.

Importantly, this change is the result of mutual successes and represents a natural and positive evolution of both businesses that enables both companies to deliver even more -- both in partnership and individually. Just as it makes sense for Van's to take on SLSA assembly work at this time, it also makes sense for Synergy to focus on growing its key business: Builder-assist services for people who are building their RVs. In fact, Synergy is growing and recently expanded beyond its Eugene, Oregon facility when it opened a second builder-assist center in Georgia. These changes are great for Van's Aircraft, great for Synergy Air, and good news for our mutual customers.

Continued on page 4



Victory Jet

All SLSA aircraft have been and will continue to be fully-supported by Van's Aircraft. That will not change. Van's technical and business support teams remain ready to support every customer that flies our airplanes. The Van's support team serves as your single point of initial contact for any support needs related to the RV-12.

Van's does not anticipate schedule delays as a result of the change in production staffing and location. Any RV-12iS currently in production with Synergy will be finished at Synergy's Eugene facility. Any aircraft not yet started will be completed at and by Van's Aircraft. Van's anticipates delivering aircraft that are already on the schedule on or before the estimated delivery dates we've previously communicated to individual customers.

As part of this change, Van's is staffing a dedicated SLSA build team, which is co-located at our Oregon factory in a new, dedicated workspace. The design of this team and program will allow them to increase throughput and enable even quicker delivery of RV-12iS SLSA aircraft. Van's will leverage its existing people, experience and processes

to optimize their ability to deliver more efficiently.

EPIC VICTORY JET TO FLY AGAIN

Every so often at AirVenture a plane comes along that you fall in love with. About ten years ago Epic Aircraft was getting into its super quick build homebuilt corporate plane program. They had a turboprop that looked like a TBM 700 and a single engine kit built jet called the Epic Victory Jet, where you pounded one rivet, glued two parts together and a team of professionals finished the plane for you. When it was done some FAA dupe on Epics payroll issued an "Experimental-Amateur Built Airworthiness Certificate" and you were free to fly it around as a homebuilt and circumvent all the FAA certification and safety requirements. You could even get a Repairman Certificate and do your own condition inspections saving tens of thousands of dollars a year over normal jet aircraft annuals.

After Epic went bankrupt and they had "the big sale", I would ask them what ever happened to the Victory Jet? No one seemed to know or was interested in sharing the

Continued on page 5

information. Now it has surfaced that the Russians bought it! There is no Trump joke coming it's a true story.

Just this past month a Russian airline with the catchy name of S7 has presented a proposal to the Governor of the Moscow region to build Epic Victory business jets in the region.

The Russian news service RT Novosti reports that Andrey Vorobyov said through his press service that he recently visited S7's training center, where General Director Vladimir Obedkov told him the company plans to invest nearly \$200 million in a new manufacturing plant that could create about 1,000 Jobs. However, Obedkov did not say when ground might be broken on the facility.

S7 acquired the rights to the Epic Victory aircraft after the company went bankrupt in 2009. The single-engine composite-construction aircraft would have a range of about 1,080 nautical miles. It is intended to be operated by a single pilot and carry 4-5 passengers.

S7 is the second-largest aviation group in Russia. Siberia Airlines and Globus Airlines both fly under the S7 brand.

While it might take a while for these planes to appear on the blackmarket/Trade-a-Plane/Barnstormers sites, I have renewed hope that there might be a Victory Jet in my hangar in the next twenty years.



TWIN JAG... a Twin-Engine Corvair Powered Project

TWIN JAG – NOT TWIN RV

First, about myself...My name is Jim Tomaszewski and I am a 46-year-old professional pilot. I live on the east end of Long Island, N.Y., with my lovely and VERY understanding wife Ginger. I rent a T-hangar at Mattituck Airport and own a hangar and property at Heaven's Landing Airpark in Clayton, GA. I live & breathe aviation. If you MUST look up every time an aircraft flies over, aviation is in your blood!

I feed my aviation addiction as a professional pilot and currently fly as a Captain on a Challenger 605 corporate jet. I am an ATP

with type ratings in the Lear Jet, Falcon 50/900, Embraer Legacy, Gulfstream IV, Challenger 604/605 and Douglas DC-8. I have roughly 15,000 flight hours with over 14,000 of them in multi-engine aircraft. I have been interested in aviation since I was four years old after my first flight on a TWA 747.

My dad is retired from TWA after working 37 years as a Sheet Metal Mechanic & Maintenance Inspector. I learned to fly in a Cessna at the local airport. Fast forward 20 years later and I find myself flying worldwide

Continued on page 6

as a Captain on a DC-8. On one particular trip, my flight engineer showed me some pictures of his homebuilt aircraft. It was a beautiful Van's RV-6A! After seeing the pictures and talking for hours with him, I was sold. The rest of that trip I spent thinking how to convince my wife that I wanted to build an airplane!

When I broke the news to her, she said "no" faster than I could get the words out of my mouth. After showing her pictures of the RV she changed her tune. Originally, she had visions of a lawn chair duct-taped to a hang glider with a weed whacker engine! Well, she came around and let me purchase the tail kit. Subsequent portions of the kit followed and in five years I had a flyable RV-6A. After flying off the 40 hour Phase I (it had a Sterba wood prop...thus the 40 hours), we traveled around the eastern US for the next nine years in the RV-6A. Most people would be happy with the achievement of building a kit aircraft, but not me!

Since 95% of my flight time was multi-engine, I began to search for a twin-engine homebuilt. There was nothing that matched what I was looking for. I only needed 2 seats and it had to be fast! That is when I decided to take the bull by the horns and began engineering the TWIN JAG. My wife began to get suspicious of the 100+ drawings I made night after night. She knew something was brewing...

At this time, I purchased the plans to build a Cozy MKIV. It was modified to have twin Corvairs also. That project is currently about 1/3 complete. I put that project on hold and began the TWIN JAG project. The TWIN JAG began its life as a flying RV-6A. I made a decision out of respect for Van's Aircraft to not refer to this aircraft as a "twin-engine RV-6A". I hope that everyone will do the same.

About three years of R&D, engineering and planning went into this project before I began dismantling the RV-6A. I felt the RV-6A had some shortcomings, some in the design...some in my original build.

Experimental aviation gives us the freedom to "think outside the box" and I feel it is one of our last great freedoms!

People quickly forget what experimental aviation was about before the "kit" days. In the 1950's & 60's, just about all homebuilts were either plans built or one-off original designs. Nowadays, experimental aviation is too full of "sheeple"...the type who think any paint job other than the kit factory paint scheme is a major mod! Experimental aviation has a lot to offer to a broad spectrum of pilots. Not all facets of homebuilding appeal to every pilot so choose your level and get started. Exercise your freedom and use what experimental aviation has to offer YOU.

Finally, what is the TWIN JAG and why Corvairs???

Here is an overview of the TWIN JAG:

- 2 seat twin-engine fixed gear aircraft.
- Length: 21 ft
- Wingspan: 26 ft 6 in
- Estimated Empty Weight: 1400 lbs
- Gross Weight: 2150 lbs.
- Estimated Cruise Speed: 190 mph
- Estimated Stall Speed (GW): 64 mph
- Just some of the features:
 - 2-120hp Corvairs with Weseman 5th bearing and new billet crankshafts
 - 2- 27 gallon fuel tanks (no fuel in passenger cabin)
 - Unique prop brake system in lieu of heavy high maintenance constant speed props
 - Dual 10 in Dynon Skyview with dual AHRS
 - Fully IFR equipped w/ autopilot & electric elevator trim
 - 2 separate electrical systems & batteries
 - Tubular steel (4130) nose gear w/ bushing dampening
 - Forward baggage shelf
 - 40 in wing extension
 - ...much more!

ThunderAds

FOR SALE, ETC.

COOL PLANES FOR SALE

Only flown by little old ladies to church on Sundays. <http://captainbillywalker.com/aircraft-for-sale/aircraft-for-sale>

BAKENG DUECE

On gear, most of structural fabrication complete, wings, ailerons, flaps, tailfeathers and fuselage 90 percent done. No engine but dynafocal ring for a 0-320, new cleveland wheels and brakes. Located in hangar at Prescott \$3500, Charlie 602-377-2271 cdmichael1@gmail.com

Mooney for Sale

Terry Emig has a friend in New Mexico who is selling his Mooney. For more info, call Terry at: 520-836-7447 or email terry@valleypumpandmachine.com

Piper Cub Wings

Rebuilt with new spars. One wing ready for cover the other wing soon. Pat Battle A&P/IA DVT 602-274-2434

Completed RV-7A tail kit.

Completed and zinc chromated. Nate D'Anna 602 891-4771 Email Natedanna@q.com

CESSNA 172'S FOR RENT

Two IFR Cessna 172s for rent at Chandler. Owned by Chapter member Pat McGarry. Contact Chris Hoel for more information and to schedule birdganqft@gmail.com

'65 MOONEY

Very clean, 4000TT, 22 hours SMOH, \$41K with new annual, Goodyear hangar, Joe Hobbs joseph.hobbs@cox.net for more information

RV-4 PARTIALLY BUILT KIT

\$13,500 Lycoming 0-290-D2, kit for \$3,000 or \$16,000 for both. Bill Refrow 602-843-9862 w7lov@cox.net

LYCOMING 0-360 A1A

Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

GARMIN GDL39 PORTABLE GPS

ADS-B Receiver with free Weather and Dual-Link Traffic. Battery Pack with extra Battery included. Works with all Apple Products. Brand new in the box, \$400. Ken Roth 602-228-5000, or e-mail: RothDevCor@aol.com

SERVICES, ETC.

High-Perf Tailwheel & Akro Instruction

Pitts, Skybolts, all experimental tailwheel aircraft. 46 years experience. Scottsdale Airport Budd Davison, Plus-5 Aviation, 602-738-2045, www.airbum.com, buddairbum@cox.net

OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 www.oilcoolersvs.com

ANNUALS

Owner Assisted. Jim Moss had to move to Alaska to care for sick parents. He may be back later.

FLIGHT INSTRUCTION, ETC.

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

HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-3442

Want to see your aircraft-related ad here in the Thunderword?

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

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

