



The ThunderWord

Thunderbird Field EAA Chapter 1217 August 2019

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At last month's meeting we had Chapter member Brian Mitchell do a talk on operating Lycoming engines that everyone learned something from. Despite it being July we had a really good turnout! Thanks to Brian for enlightening us to the correct Lycoming procedures for breaking in an engine.

Last month Chapter VP Terry Emig and Secretary Jack Pollack had a lunch meeting with the Scottsdale City Manager to discuss our continued use of the Terminal Building for our meetings. The primary purpose was to lower the \$350- per meeting we are currently paying to a lower price. Thanks Terry and Jack hopefully we can reach some middle ground on this issue.

This July marked my thirty third year of attending EAA AirVenture in Oshkosh. This year's event was bigger and better than years past. Great strides are being made in the man carrying drones and electric powered planes. I really didn't run across any earth shattering new homebuilts. In my opinion the coolest plane there was a DeHaviland Moth biplane that was originally built for boat builder Gar Wood. It had a Gypsy engine, like a Chipmunk, but it was turned back right side up. It was the same model as flown in the movie Out Of Africa.

See you at the August meeting!

Curtis

AUGUST CHAPTER MEETING

The August meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, August 15th, beginning at 7 pm. This month's guest speaker will be World War I aficionado Rich Lyon who will present the following lesson:

AVIATION HISTORY 101

Rittmeister Manfred Freiherr von Richthofen - The Red Baron - the top scoring ace of WWI.

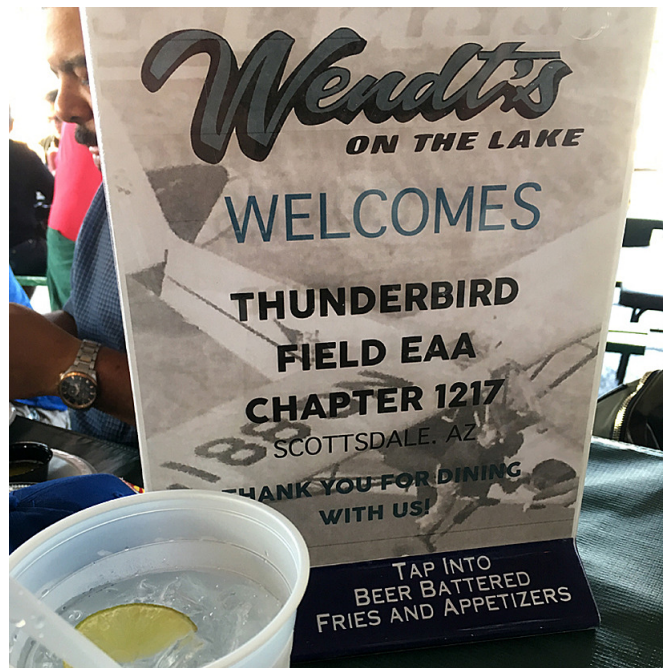
It has been 101 years since The Red Baron flew his final sortie on April 21st, 1918 - and yet the controversy continues to this day: Who shot down the Red Baron?

Learn the answer to this and more; The aircraft he flew, his opponents and their aircraft, and the growth and importance of aviation in this first great conflict of aerial warfare.

Guests are always welcome!

MEETING LOCATION

The location is The Scottsdale Airport Terminal Building, 15000 North Airport Drive, upstairs in the Thunderbird room. This location will be our permanent location through the remainder of 2019.



Wendt's Welcome Sign



Chapter members Bill Pabst and John Davis at the AirVenture Happy Hour

AIRVENTURE HAPPY HOUR

Our 21-year tradition of Chapter 1217 members attending the Oshkosh AirVenture Fly-In was an all-time record attendance. We had 36 Chapter 1217 family and guests enjoying the fish fry at WENDT'S ON THE LAKE. The fish was washed down with many tankards of Spotted Cow beer, a local favorite. It was great to see old friends, that had retired and moved away from Arizona, make an appearance.

FUTURE GUEST SPEAKERS

Now that we have this cool meeting venue it's time to get some great presentations!

In September, we will hear from a lady who was front row in the audience at Cape August 2019

www.ThunderbirdField.com

Canaveral when Apollo Eleven blasted off on its journey to the moon.

In October, the plan is to have Chapter member Dave Kujawa give a talk about EAA's 50 years at Oshkosh.

November brings back an interesting speaker from our Chapter's past. Bob Funk is going to tell the story of the Funk Aircraft Corporation. Bob has only done this presentation two other times and says this is the final curtain for this talk. It is a very emotional story for him.

NEW WEBSITE ADMINISTRATOR

Steve Thompson has the new Chapter website in its new format up and running.

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Check it out at www.ThunderbirdField.com. A website is only as good as its contributions so send Steve interesting pictures and any information on upcoming events.

TAILBEACON GETS FAA OK

uAvionix has received FAA Technical Standard Order (TSO) approval on its tailBeacon integrated rear position light and ADS-B out solution.

The tailBeacon system consists of four separate TSOs.

- 1- ADS-B
- 2- GPS
- 3- Barometric altimeter Sensor
- 4- Position light

According to company officials, the tailBeacon can be installed in less than one hour, including documentation.

In preparation for FAA approval, Avionix has tooled a second manufacturing line and obtained FAA Manufacturing Inspection District Office (MIDO) approval, company officials report.

The company also has initiated a Supplemental Type Certificate (STC) program with the FAA and is ready to perform the required STC flight testing, according to company officials. Once the STCs are approved, deliveries will begin soon after, they note.

For more information go to www.u/avionics.com

MISCELLANEOUS PHOTOS FROM AIRVERTURE



Chapter Member Stephanie Frazier tries on the Kitfox 7



DeHaviland Moth Biplane with a Gypsy Engine



The One and Only RV-5

HEMP PLANE

It might sound like Cheech and Chong's forum in tent 7 at AirVenture, but it is a legitimate airplane project. I know it's real because I saw it on the internet.

Traveling by airplane is fast and convenient, but it can take a large toll on the environment. For this reason, the Hemptearth Group is

developing the world's first plane made from and powered by hemp. The innovation is made almost entirely from the sustainable crop — from the plane fuselage and seats to the wings and tail feathers.

The hemp airplane was developed by Hemptearth, a Canadian cannabis company

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Only Luscombe Model 4 Flying

and thought leader in hemp-related inventions. The company was founded in 2012 and sells a variety of organic, hemp products. Their inventory includes hemp surfboards, paddle boards, oils, cannabis, and even a hemp fiber body phone.

This innovation is a first in the aviation world. When completed, the hemp plane will be able to transport four lucky passengers and a pilot. It has a 36-foot wingspan and runs on Hempearth Hemp Jet A Bio Fuel.

Why Hemp?

First of all, hemp is one of the healthiest and most versatile plants on earth. This innovation is a first in the aviation world. Not only is it, pound for pound, 10 times stronger than steel but it can also bend much farther than metal. As a result, hemp is ideal for aviation technology.

Furthermore, hemp is less toxic than traditional aerospace materials, such as aluminum and fiberglass. The crop is also incredibly eco-friendly. It requires less water to grow than cotton and even puts nutrients

back into the soil through a process called phytoremediation.

Finally, hemp is lighter than traditional aviation materials. As a result, it requires less fuel (in this case, hemp biofuel) to reach a high altitude. Hemp also requires no mining, drilling, or carbon fiber. Therefore, it has almost no environmental impact.

In addition to developing the world's first hemp plane, Hempearth is in the process of developing hemp composites in Montreal. Reportedly, they could replace all fiberglass in aviation and other industries — such as construction.

Derek Kesek, the founder of Hempearth, is passionate about sustainable hemp production and its seemingly endless applications. *“This is the kind of future we all want here on Earth,”* he said. When the first hemp plane is completed, its first flight will take place at the Wright Brother’s memorial in Kitty Hawk North Carolina. The location is the birthplace of aviation and will soon witness history once again.

STAGGERWING RESCUE

Chapter 1217 member Michael Friedrich wrote this story about his adventures in aircraft recovery of an iconic antique biplane.

A buddy of mine from Austria, Ewald Gritsch contacted me back in March, to take a look at a 1934 Beech Staggerwing D17R project with a Wright 975 engine at Whetstone Airport, near Huachuca City, for a potential customer in Germany, and possibly to disassemble the plane to a degree, and to stuff it into a container.

The plane had landing gear issues on its last flight and had done a wheels up landing. The

post-crash fire consumed the fabric and some wood. The previous owner started restoring the plane, but ran out of time. After a bunch of back and forth with the shipping company, they dropped off the 40 ft container, still on the trailer!

I was able to assemble a crew comprised of Dave and Tyler Britt from Tucson, Mark Weiss (EAA 1445), Gareth Gilson and Kelly Wallmueller, all from the greater Phoenix area. Kelly flew down in his Super Cub, so he could be back faster, for the birth of his grand son, or so he thought.



Hanger that Contained the Staggerwing in Need of Rebuild

I had to rent a forklift, and got one with a telescopic arm, which was a lifesaver. First we loaded the engine, which gave me some practice on the forklift. Then we had to remove the 4 wings and the tail feathers; none of us had worked on a Staggerwing before, but Gareth and Kelly had some knowledge as to which way some of the nuts and bolts had to be turned. Very helpful was

also a book on Staggerwings, which I borrowed from Gene Irvin.

Now came the hard part, lifting the fuselage! In order to get that into the container, you need to crank in the landing gear about 10 degrees! That took a while, until we had the jammed crank and chain system freed so we could move the gear. We finally were able

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Staggerwing in the Hanger



Another View of the Staggerwing sitting in the Hanger



Engine going into the Shipping Container



Fuselage Out of Hanger with Wings Removed



Fuselage ready to go into Container

to lift the fuselage with about one inch clearance on each side to spare! After loading the wings and the two crates, we called it the day. Wish I had known, that they were not going to pick up the forklift until Monday !

Gareth and I were the two left for a day of all the piddly stuff and securing the load. Kelly had to quit a long trip back in the Cub due to the winds, he missed the birth of his grandson in Mesa, but got some cuddling time later.

Spending a windy day in the dry heat (90s) takes a toll, despite drinking water, cramps



Fuselage going into Shipping Container

started to set in, next time, Gatorade. Gareth and I were totally spent after the second day, keeping our fingers crossed, that everything will hold up for the trip overseas and to the shop at www.rarebird.eu across the border from Vienna in Hungary.

August 6 we got the great news: All arrived as packed! Now they have some work to do, Ewald will also rebuilding his own Staggerwing parallel to N35E, after a Stearman project and a Messerschmitt Bf 109 certification.



Fork Lift moving Engine out of Hanger

ThunderAds

LONGEZ AND SONEX

Tom Partin has decided to stop flying and has two airplanes for sale at Thunder Ridge air park (AZ28), a 180hp LongEz and a 120hp Sonex. Anyone interested can contact Bertha Partin at bmpartin@gmail.com

GLASAIR III

Lynn Babcock has decided it's time to sell his Glasair III. This aircraft has every upgrade from speed brakes to airconditioning and cruises at 220 kts. He is asking \$215,000. Lynn is the original builder and the plane has been based at Scottsdale Airport its entire life. 480-227-5945.

THATCHER CX-4 PLANS & BUILDERS MANUAL

New, never used, donated to our Chapter. Curtis 602 710-4494

ONEX, WELL-EQUIPED LSA FOR SALE

ONEX, folding-wing, fighter-like, single-seat, tricycle-gear LSA, an 85%-scale Sonex. Powered by 100 HP, turbo-charged VW engine. Dynon SkyView, 2020-compliant ADS-B Out avionics. Ipad for navigation fits in center console. With wings folded, Onex shares space in small T-hangar behind one wing of RV-12. Offered at \$21,500. Denny Myrick 480-213-4906. Dennymyrick@me.com...

COOL PLANES FOR SALE

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

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

RV-4 PARTIALLY BUILT KIT

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

LYCOMING O-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

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Eloy Airport Julie White 520-466-3442

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