



The ThunderWord

Thunderbird Field EAA Chapter 1217

October 2020

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. OK I was misled by the weather girl in last month's newsletter, summer was not over! It has been HOT. Hopefully cooler temperatures are coming soon because it is the middle of October and it's still 100 degrees.

After many many months my little twin, the Wickham B, has taken to the skies after a painstakingly long condition inspection. I upgraded to new Grove wheels and brakes, newer light weight battery, ADS-B, and rebuilt the landing gear struts. It felt really good to fly it and am looking forward to getting it to the paint shop. Robbie Grove from Grove aircraft was great to work with and took the time to figure out the correct brake application for the plane based on gross weight and landing speed as well as what was previously installed. One of the many reasons for switching from the 55-year old Clevelands was the cost of replacement parts for the certified Cleveland's. Anyone needing a set of used wheels and brakes I will make you the deal of a lifetime to get them out of my hangar.

Stay healthy and keep a positive outlook. See you around the hangar!

Curtis

CHAPTER MEETINGS

RESTART IN 2021

Chapter 1217 Officers: President Curtis Clark, Vice President Terry Emig and Secretary/Treasurer Jack Polack reached an unanimous decision that we would get back to regular meetings in January 2021 when the COVID risk will be at hopefully a more manageable level.

We would like to have our annual Holiday Party in December but got word from Bill who hosted the last couple of years that his house is a no go because his wife is recovering from hospitalization. If you are interested in hosting this year's event or know of a location we might use please get in touch with Curtis at azskybun@aol.com.

Rest assured that for 23 years we have been having monthly meetings and we will get back to it when life gets back to normal.

FLIGHT REVIEW

TRIBAL KNOWLEDGE

Every two years the FAA requires pilots to get a Flight Review from a CFI. There is a basic requirement to get an hour of ground training and a minimum of an hour of airborne training. One of the things that gives pilots heartaches is what sort of questions are going to be asked in the ground portion.

Recently Jack Pollack was faced with this question when he needed to get a Flight Review. In researching this he found that if you go to FAA Wings website they have a section called Flight Review Prep Course. After the completion of the course some questions are asked based on the material presented. A Certificate of Completion is issued and you print it up and give it to your CFI and you have met the one hour of ground requirement. Really painless and free!

DR ROSS AME OFFICE MOVED

Many Chapter members use Dr. Burr Ross as their Aviation Medical Examiner. His office has moved to 3811 East Bell Suite 107 Phoenix, AZ 85032, southwest corner of 40th Street and Bell. Its easy to not verify the current address when making an appointment and there is no large flashing banner saying they moved.



Pat McGarry's Super Decathlon

PAT MCGARRY'S SUPER DECATHLON

Chapter member Pat McGarry has sold his C72 collection and replaced it with a Super Decathlon. His plan is to offer taildragger checkouts, aerobatic and transition training to pilots who are getting ready to fly an RV. It isn't going to be available for sol rental.

The plane was once owned by airshow legend Bobby Younkin.

MY ADS-B INSTALATION

Curtis Clark

After much fiddling around I finally have completed my ADS-B installation in the Wickham B twin. I used a mobile avionics guy for the Garmin ADS-B in my RV-8 and after watching him it didn't look like rocket science. It also didn't look like \$1,600⁰⁰ worth of work from a non-A&P mechanic.

For the Wickham I choose the uAvionic Echo unit. This plane doesn't have a tail light and the wingtip lights are mounted on an angle that didn't allow the normal wingtip or tail light replacement units. My plan was to mount it on a repurposed marker beacon antenna mount and have it transmit through the fiberglass nosecone. Like a lot of planes with no gyros

the Wickham had a marker beacon antenna which was very strange.

While attending a recent Copperstate Fly-In the manufacturer was there and they were offering a huge discount so I picked up the unit with antenna for \$995⁰⁰. I stared at it for several months and realized that it didn't come with any installation instructions. In asking some of our Chapter members I found that you had to download the installation instructions from the uAvionics website.

With the help and guidance of many I fabricated the mount that would hold the two components and the antenna and wired it into the avionics master switch. Using my iPhone I was able to download a set up app and entered all the required information. Everything seemed to work smoothly so after I put the plane back together after the condition inspection, I did a forty-five-minute test flight, downloaded the FAA Performance Monitor report that made sure everything worked. I printed up a copy and put it with the aircraft logbooks and I was done. It wasn't rocket science and was really straight forward and I can guarantee if I did it again it wouldn't take anywhere as long as it did.



Risen Prototype

NEW SPORT PLANE FROM SWITZERLAND

When a new and interesting airplane is discovered on the internet we will try to pass it along to the membership. This sexy looking V tailed plane has a very modern wing platform but has large fowler flaps that make the landing speed low. If you go to the website and do a google search, it mentions Ultralight and LSA but based on the constant speed prop, retractable landing gear and 180 mph cruise it doesn't fall into the US category restrictions for certification in our country. It is also a factory built airplane and not a kit so it would be worth resolving these questions before dropping the \$189,000⁰⁰ price tag.

Porto Aviation Group is an innovative start-up, born in the summer 2016 with the aim of designing, developing and producing airplanes of excellence; the headquarters were located in Pavullo nel Frignano, Modena, an ideal place to combine a beautiful airport, a territory already interwoven with high technology and innovation.

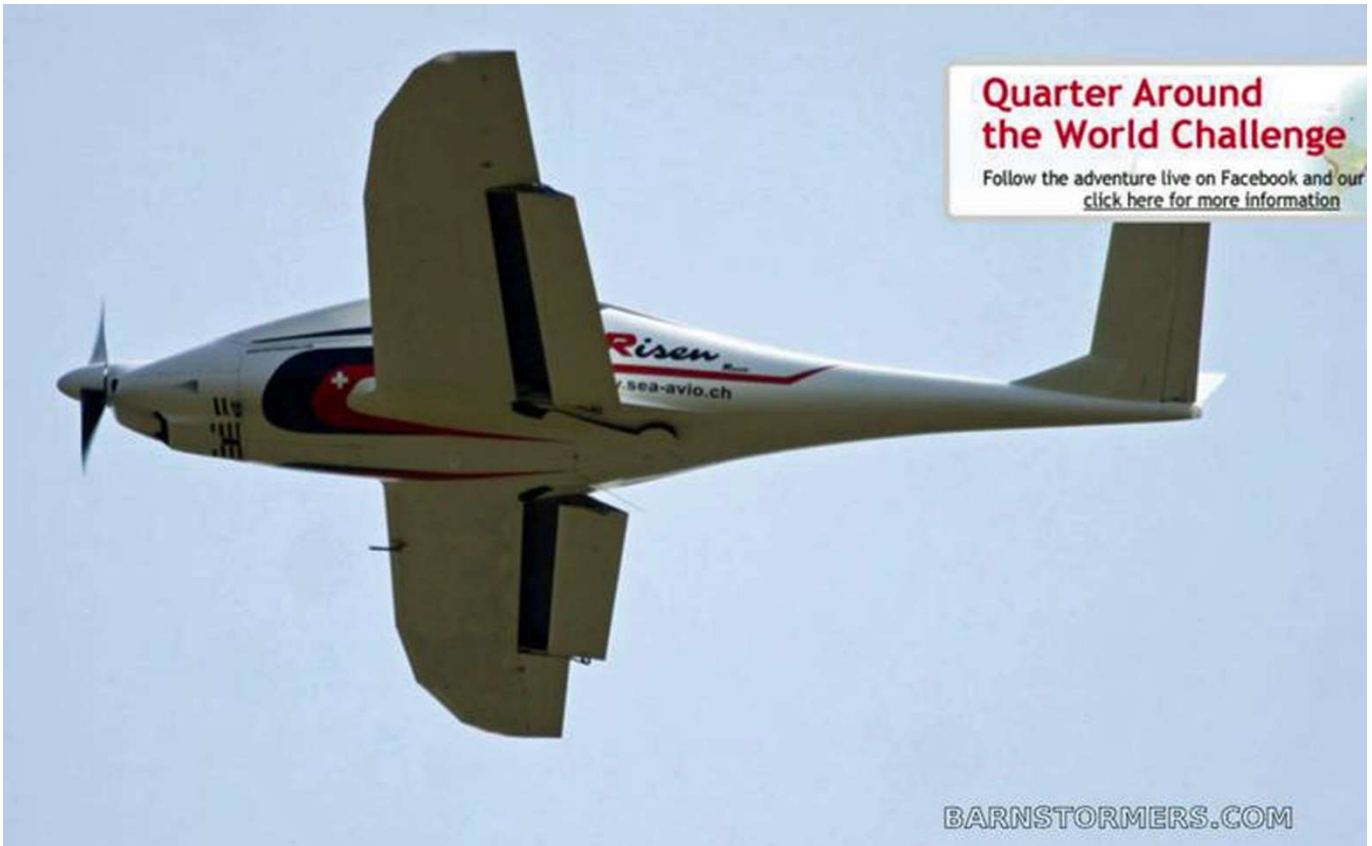
The primary objective is to industrialize the production of Risen and then continue the development of even higher airplanes; there is

already an agreement with Pavullo airport to create a production site directly at the airport.

The Risen project

The preliminary Risen project was first born in Alberto Porto's mind in the spring of 1995; however the times and market were not ready for this advanced aircraft. The project was consequently put on hold while the fluid dynamics firm Porto Ricerca increased its expertise in fluid dynamics consulting and high level engineering. The company grew very quickly as a result of successful partnerships with car manufacturers and top level Formula 1 teams such as Minardi and Ferrari. Porto Ricerca also worked on successful projects in the boat racing world, the America's Cup, Swedish Victory Challenge Team, Volvo Ocean Race Team, New Zealand and Amer Sport One with top yacht designer German Frers. Porto Ricerca also has been very active working with the aircraft industry. The company is a distributor and learning center for some of the most advanced fluid dynamics softwares available. This brought Porto Ricerca's team into partnerships with Agusta,

Continued on page 5



Risen Aircraft with Large Flaps that Provides a Slower Landing Speed



Aerea, Aermacchi, Alenia, Meteor, Pilatus Aircraft, VulcanAir, OMA-Sud, Piaggio Aero Industry and Selex Galileo Avionica.

The experience acquired during the years of consulting for these major aerospace and aircraft companies resulted in the expertise that led to the exceptional Risen design. These years also helped to refine and improve the safety, efficiency and beauty of the Risen that you can buy today.

We knew this project had to take many years to be achieved. The economic crisis was in progress and instead of selling consultancy and know-how in a depressed market, we decided to invest in the project enough resources for one year of full engineering, FEA analysis, fluid dynamics simulations and to build the first flying Prototype.

At the beginning of 2010 Alberto Porto and his partners started construction of the first Risen prototype. In the sunny morning of March 12, 2012, the Risen aircraft made its maiden flight. The first word the test pilot said after landing was "Unbelievable!".

In April 2013, after 100 hours of flight tests, the project was ready to be disclosed to a group of investors. Their participation resulted in the formation of the SEA company. While the prototype flight tests continued, the building of the first production aircraft and production tools commenced. This production aircraft was unveiled on April 15th 2015 at Aero, in Friedrichshafen (Germany), the global show for general aviation.

SUPERSONIC JET UNVIELED

Boom Supersonic founder Blake Scholl describes the Oct. 7 rollout of the company's sleek XB-1 demonstrator as "a little surreal." Boom was founded in 2014 with the dream to bring back supersonic civil flight, Scholl's ambitious plan has been derided as crazy by some and unrealistic by others.

Now, a completed aircraft is set to begin ground tests in the coming weeks. The aircraft is a small proof of concept plane that will pave the way to transitioning to the follow-on Overture airliner. The One-third-scale XB-1 is October 2020

ready to begin ground tests as early as November 2020.

The 71ft long, delta-wing XB-1 trijet looks to have more in common with a high-speed fighter than an airliner, the completed demonstrator has already proven to Boom's backers that it has the design and manufacturing capability to produce the first privately developed air-breathing civil supersonic aircraft.

But the next real test will be in taking flight. Flight tests will begin in Mojave, California, later in 2021 following initial ground tests at Centennial Airport near Denver. The XB-1 will undergo taxi tests in Colorado before being shipped to Mojave, California, for flight tests later in 2021.

The plane known by its nickname "Baby Boom," will be put through an initial battery of 36 major ground tests ranging from hydraulic system checks and engine runs to failure modes and ground vibration tests. "We'll do taxi tests here in Colorado, and then take the vertical tail off, put it on a truck and take it down to Mojave. Then we put the throttle forward and go fly, and that'll probably be later next year."

A major source of skepticism about Boom during the last six years has centered on the lack of a definitive plan for how to power its supersonic airliner. Three GE Aviation J85s will power the XB-1. But until recently, nothing was known about the engine choices for the Overture. With the recent disclosure that Rolls-Royce has been in talks with Boom for five years and is now the chosen propulsion partner for the airliner, more details are beginning to emerge.

"A few months ago, Rolls had three different engine concepts for the aircraft, and by November we'll be selecting one," Scholl says. Few specifics are known, but Scholl says all the options are medium-bypass midthrust derivatives of existing cores. "The options are a completely off-the-shelf core, an upgraded core or a photo-scaled core," he adds. All will

Continued on page 6



Boom Supersonic One-third-Scale Delta-Wing XB-1 Demonstrator

be adapted with a new low-pressure system, distortion-tolerant fan and exhaust.

With engine plans firming up and the XB-1 ready for testing, Boom’s schedule for the Overture is also coming into sharper focus. Based on lessons learned from the demonstrator, final configuration freeze is targeted for the end of 2021. The program will be officially launched in 2022, coinciding with groundbreaking for the as-yet-unnamed production site. “In 2023, we’ll start building the first parts and tools, and then rollout of Overture is in 2025. First flight is 2026,” Scholl says.

“Then the question becomes, how long does flight test and certification take? The Airbus A350 did it in 18 months. Based on the controversy around the Boeing 737 MAX there is a real possibility the FAA will take longer than usual to certify a supersonic biz jet.

Boom also plans to whittle down its list of 15 potential U.S. assembly sites to around five finalists by year-end. “He adds that the final arrangement could include an option for an inland final assembly facility and a coastal site for supersonic flight test and delivery.

ENGINE CRATE??

Chapter 1217 member John Davis is trying to help out a friend in Australia who has a Champ. It is one of those odd Champs with the two cylinder Franklin engine. John has the engine in his hangar at Deer Valley and would like to find someone with an engine crate that could be used to ship it. A crate for a Rotax, Lycoming or Continental would work. If you have one laying around because it was too good to toss and you want to part with call John at 907 350-8758.

THUNDERBIRD FIELD EAA CHAPTER1217 CONTACTS

- President Curtis Clark602-710-4494 ...EAACChapter1217@aol.com
- Vice President Terry Emig 520-836-7447Terry@ValleyPumpandMachine.com
- Secretary/Treasurer.. Jack Pollack 480-695-4441Jack.Pollack@Analyticalgroup.com
- Newsletter Editor Ron Kassik..... 602-809-5168 ...ronkassik@cox.net
- Technical Counselor Dan Muxlow 480-563-4228N27DM@cox.net



Vought Cutlass Restoration was moved to Falcon Field

MUST SELL - N-29XF The Ultimate FUN Machine! Make Offer!

Built by John Pike (Big Sky Wings) - R-1340 (600 HP) Curtis F11C-2 "Goshawk!" Off the ground at half throttle - screaming skyward at full throttle! Less than 120 hours TT SINCE NEW! Becker COM & TXPDR (Garmin ADS-B). 20 gal smoke tank - 102 gal fuel. EASIER to fly than a stock Stearman! Ask Mike Rutledge, President SRA - he's flown it...

Less than 2 minutes to convert from fighter to TWO-PLACE dual controlled!

Photos and info: <https://CaptainBillyWalker.com> (480) 773-2823

Thunder Ads

AIRCRAFT TOOLS

I have some aircraft tools that I acquired through a friend. I would like to sell them. Dan Burdett 480-600-2865

SCHWEIZER 1-26C GLIDER

Complete restoration, new fabric and paint with Stewart Systems. New skid, new tire and canopy. Has cg hook and factor tip wheels. Trailer painted with new tires, lights and wheel bearings. Completed in spring of 2012 and stored inside. You tube video glider Jerry Lane. This glider is 100 percent legal and ready to tow to field and fly today. \$10,500.⁰⁰ Jerry Lane - 602-663-2432

MISC GOODIES

Continental 0-200 case with data tag and extras. \$500; **Cleveland 6:00 x 6 used wheels**, discs, bearings and double puck calipers \$500; **Beech 18 fabric rudder**, fits either side or make into a coffee table. \$200; **Beech Staggerwing** carved desktop model with stand, about 12 inch wingspan \$100; **Douglas DC-4 pedestal** with throttles and controls. Perfect for your man cave \$100. Curtis Clark 602 710-4494

ALASKA BABY BUSHWHEEL

tailwheel assembly, Like new. 6x8.5 tire Used but in good shape, Jack Pollack 480 695-4441

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

COOL PLANES FOR SALE

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

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 delqiorqiopels@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 year's experience. Scottsdale Airport Budd Davisson, 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

FLIGHT INSTRUCTION, ETC.

Airplane: Private: Commercial, Instrument, ATP, ME; and Lighter than Air: Private and Commercial. Fred Gorrell 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