



The ThunderWord

Thunderbird Field EAA Chapter 1217 February 2021

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. I sound like a broken record when I keep saying meetings will resume. Still no exact date but this pandemic will pass and life will get back to normal.

Getting back to normal for me involves going back to work flying for the airline. For the past year I have had the good fortune to be on a paid leave but it is ending and I need to return for 19 months until retirement. It has served as a productive retirement warm up. I have managed to get the motorglider almost restored to flying status as well as finishing a long list of items on the Wickham B that lead up to getting it painted. After three and a half months it is back in my hangar and I'm finishing up reassembly and a very short punch list. It's a long story, I will save for one of our meetings.

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

Curtis

CHAPTER MEETINGS

RESTART IN 2021

As much as we would like to announce in-person meetings starting up, Chapter 1217 Officers: President Curtis Clark, Vice President Terry Emig and Secretary/Treasurer Jack Polack, reached a unanimous decision that indoor meetings will resume when the COVID risk will be at hopefully a more manageable level.

Another big hurdle is location. Our home in the Thunderbird Room at Scottsdale Airport currently is closed do to health risks to gatherings of more than ten people. The guest speakers we have in the queue aren't jumping at the chance to talk to large groups.

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.

CACTUS FLY-IN

March 5 and 6 are the dates for the 63rd annual Cactus Fly-In. The location is the Casa Grande airport. Those dates are on a Friday and Saturday. Amid the COVID restrictions, this year this will be a small informal fly-in and won't be open to the general public. No admission, vendors or food will be available at the airport. Just across the street there is a large shopping complex with restaurants.

CHAPTER MEMBER FLIES WEST

It seems like every few months one of our members leaves us on a final flight. This month we lost Chapter member Kevin Hebestreit who passed away very shortly after being diagnosed with cancer.

Kevin had recently retired after a 20+ year career with Ric's Auto body in the Scottsdale Airpark. He had sold his house in Scottsdale and bought a house and hangar on a grass runway in his home town in Michigan. He loved flying his RV-4 and also had a two-seat trike for local flights and scaring the hell out of his friends. Kevin was also an active model airplane flyer and flew combat control line models.

Over the years he had owned a Cherokee, two different Bonanzas, an EAA Acro Sport biplane as well as two different RV-4's. He was always ready to help out with any project and was an expert welder, bodyman and painter. His infectious zest for life was contagious and he will be missed by his flying friends.

Last week we also lost one of our guest speakers, Col. Ole Giffith who passed away

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just 90 days short of his 100th birthday.
Tailwinds Ole.

Next month there will be a write up on Ole's
aviation legacy.



Ole Griffin and his RV

SCOTTSDALE AIRPORT CLOSING

Scottsdale Airport has plans to resurface the runway and will be closed starting July 1 for 45 days. If your flying might be impacted you should look to the airport website for exact closure dates.

ISRAELI SPITFIRE

The Biggin Hill Heritage Hangar and The Spitfire Company Ltd are gearing up for 2021 with a number of important restorations forthcoming over the next twelve months. Renowned for its quality of work and the fact that the More 4 series 'Inside the Spitfire Factory' shown during 2020 gave the public the first real viewing of a Spitfire factory at work, many individuals have expressed an interest in owning one.

Such is the case for Spitfire Mark LF/IX TE517 which has returned to the Biggin Hill Heritage Hangar for restoration-to-flight after a period of storage. Built by Vickers-Armstrong at their Castle Bromwich factory, TE517 was one of a Spitfire build totaling 1884 under the contract No. B 98168730. Fitted with a Rolls-Royce Merlin 66 engine, it was rolled out from the

factory in early spring, 1945 and was initially allocated to No. 33 Maintenance Unit based at RAF Lyneham.

After a brief period of storage the aircraft was allocated to No. 313 (Czech) Squadron on 25th July 1945 then based at RAF Manston in Kent. The end of the war saw the squadron transfer to Prague on 24th August as part of the Czechoslovakia contribution to the war effort. It remained in the country until its return to the UK where the squadron was disbanded and TE517 was 'Struck off Charge' (SOC).

Sold to the Israeli Air Force and serialized 20-46, the aircraft was 'Bought-on-Charge' (BOC) on 30th August 1945 and served with the IAF till 'Struck-off-Charge' nine years later. Languishing in a Kibbutz in Israel but still complete, the aircraft was recovered by aviation collector Robs Lamplough and bought back to the UK where it was given the reserved serial number G-BIXP. This was never taken up.

The restoration back to flying began in early 1980 at an unknown destination in Bristol.

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In August 1984 ownership passed to Charles Church with further restoration being undertaken by Charles Church (Spitfires) Ltd at Winchester from 9th April 1985 till 1992. Now registered as G-CCIX the restoration continued till the airframe was sold to Kermit Weeks of Tamiami, FL, Florida. The aircraft

remained there from 1992 till 2002 when it was returned to the UK and to Booke-Wycombe Air Park. Currently the Spitfire is now with The Spitfire Company (BH) Ltd for a full restoration-to-flight.

Hopefully in the near future this famous Israeli Air Force legend will be back in the skies.



Doug Kulick's Tri Pacer with French Marine Corps Liaison colors

PA-22 GROUND ATTACK BOMBER

Doug Kulick has a very unique warbird he is restoring. It might win a contest for the most unique affordable warbird ever.

Doug has restored a 1952 Piper Tri Pacer aircraft as an exact duplicate of a French Marine Corps Liaison Aircraft which flew in the African Operations Area during the 1950's to 1975. This is the only aircraft in the world flying of this historic nature which supported the French Foreign Legion in Africa. All details were followed by actual historic documents and photos. This unique aircraft will be flown to the 70th Piper reunion at the Piper Lock Haven, Pa museum in June 2021 and then to the grand Oshkosh Airshow in July of 2021. Following those airshows she will attend many more airshows providing a most interesting and exacting, historically correct piece of World Aviation History.

Like a lot of people these days Doug has started a Go Fund Me page. There is a very unique group he is appealing too, warbird owners and aficionados who apparently have very deep pockets. He plans to use the funds for handouts, film making, airshow expenses, promotional programs, educational and Youth seminars.

Funds will be needed as soon as possible to stay on the time line for this year's up-coming air shows. Your taking ownership by your kind of support will allow many citizens of all walks learn of an American Icon aircraft used by one of our closest allies, Airshows for 2021 include:

1. Sentimental Journey Piper Tri Pacer, June 21-25 Lock Haven PA airport and Piper Museum
2. Oshkosh Air Adventure, July 25-Aug 1, 2021
3. Planes of Fame air show, Chino airport CA. Oct. 30-31 2021

TERRAFUGIA FLYING CAR

Earlier last month the television and newspapers were reporting the FAA had certified the first flying car. Molt Taylor rolled over in his grave and aviation fans everywhere couldn't believe the media could be so wrong. What they probably meant to say was first one certified this month. The reports said the skies would be packed with flying cars in the near future. A couple of days later came this news story.

Amid "massive" layoffs reported by Forbes magazine February 16, Terrafugia abruptly pulled the U.S. plug for the two-person Transition, an FAA-approved light sport aircraft with folding wings.

The Terrafugia Transition is (was) a two-person light sport aircraft. The magazine reported that "80 to 100 employees at the company's headquarters" in Woburn, Massachusetts, "have been let go, and that Terrafugia's intellectual property and further development of the Transition" LSA "are being moved to the Wuhan China Flight Research Center by owner Zhejiang Geely Holding Group" with plans to discontinue U.S. operations in the coming months.

The company was founded by Carl Dietrich in 2006 with a group of fellow Massachusetts Institute of Technology graduates as the first practical flying car since Moulton Taylor's

Aerocar. The latest setback for the Transition flying car occurred just a few weeks after the FAA granted a special LSA airworthiness certificate for the twin-boom, pusher-prop design on January 26. The measure allowed the company to produce the flying four-wheeled craft for aviation purposes in the United States, though it was still awaiting federal approval to drive on public roadways.

The pathway to the sky was not a direct route, and the Terrafugia Transition needed regulatory help along the way including an FAA exemption granted in 2016 that allowed the Transition to fly as an LSA at a gross weight significantly above the 1,320 pounds otherwise allowed.

A Rotax 912iS Sport fuel-injected engine powered the Transition through the air at 100 mph; Dynon SkyView avionics, and an airframe parachute rounded out the aviation safety package. The car was aimed at tech savvy boomers, and had a base price of around \$400,000.

Unique car-like features included four-wheel hydraulic disc brakes, a circular steering wheel/yoke mechanism, and folding wings that allowed the aircraft to tuck into a one-car garage. However, the multipurpose vehicle paid a steep price for its versatility and tipped the scales at 1,800 pounds because of Department of Transportation automobile safety and environmental rules.



Fokker Dr.I Triplane Fighters looking for the Nieuport Squadron

63rd Annual
CACTUS FLY-IN



MARCH 5-6, 2021
CASA GRANDE MUNICIPAL AIRPORT (KCGZ)
WWW.CACTUSFLYIN.ORG

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CURTIS F11C-2 "GOSHAWK"

Built by John Pike. R-1340 (600 HP). Less than 120 hours TT since new. Becker com & txpdr, Garmin ADS-B, 20 gal smoke tank, 102 gal fuel, <https://CaptainBillyWalker.com> 480- 773-2823

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. New skid, new tire and canopy. Has cg hook and factor tip wheels. Trailer with new tires, lights and wheel bearings. This glider is 100 % legal and ready to tow to field and fly today. \$10,500.⁰⁰ Jerry Lane - 602-663-2432

MISC GOODIES

King KT-76 transponder, antenna and encoder \$500-, **Continental 0-200 case** with data tag and extras. \$500; RV-3 canopy brand new never cut \$200, **Douglas DC-4 pedestal** with throttles and controls. Perfect for your man cave \$100. Curtis Clark 602 710-4494

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. Contact Bertha Partin at bmpartin@gmail.com

THATCHER CX-4 PLANS & BUILDERS MANUAL

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

ALASKA BABY BUSHWHEEL

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

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. Wanda 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 GDL82 ADS-B "Out" DATALINK

Designed to work with your existing transponder. Slightly used. \$1,200⁰⁰. Ken Roth 602-228-5000, RothDevCor@aol.com

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Eloy Airport Julie White 520-466-3442

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