



# The ThunderWord

Thunderbird Field EAA Chapter 1217

October 2021

Scottsdale, Arizona

## **PRESIDENT'S CORNER**

Greetings from my corner of the hangar. Last month Chapter 1217 member Glen Ottosen lined up his son Steve to talk about the aircraft propeller business they have been running for seventy five years. It was interesting to learn how global their company is and what goes into each overhaul. Unfortunately, the html cord that goes from the computer disappeared so we didn't get to see the visual part of his presentation. Steve was a trooper and delivered his talk without the projector. To remedy this problem I bought two new cords from Amazon in bright yellow.

Originally this program was scheduled for spring 2020 and we had to cancel when the COVID shutdown occurred.

As the heat leaves us I have done a couple of trips to Hawaii both times with Chapter member Mike McGarry to share in the fun. I also flew the RV-8 a few times and with chapter member Paul Good as co-pilot went to the Coolidge Breakfast Fly-In. Chapter member Jerry Lane flew down with us in his Taylorcraft and even though both planes have the same airfoil there was a noticeable speed difference in top end. It was great to catch up with the Eloy and Casa Grade members from our Chapter. Seldom seen Dave Sirota even flew his Hatz biplane all the way from Tucson!

See you around the aerodrome!

*Curtis*

## **OCTOBER CHAPTER MEETING**

The October meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, October 21st, beginning at 7 pm in the Thunderbird Room Scottsdale Airport Terminal building. The address is 15000 North Airport Drive. This month Chapter member Brian Mitchell will be our speaker.

Brian is going to bring us up to date on oil cooler overhauls as well as vintage and warbird coolers he has been repairing and overhauling. Brian has been our go-to-guy for oil cooler overhauls and has spent hours educating us on care and feeding of an often overlooked component of our planes.

In a constantly evolving situation the City of Scottsdale has leased the upstairs meeting rooms to Volante Restaurant, who we hope can form an alliance with us so we can keep having our meetings in their current location.

Guests are always welcome.

## **JACK'S FIRST FLIGHT**

For the past few years, Jack Pollack has been restoring a Bakeng Duece homebuilt that was involved in a ground loop with the previous owner. It was a case of taking it completely apart, striping off the fabric and repairing and redoing a lot of the systems and structural components. Over the years the plane had received a lot of owner custom modifications which for the most part were removed.

After a structural restoration including replacing every nut, bolt and washer it was recovered in Stitts Polyfiber with a Polytone final paint. Jack did all the fabric work and painting in his garage and it looks beautiful. This was his fourth plane project having done a Cub, Stearman and building a Swick T from scratch. As hard as it is to believe this plane is nicer than the previous projects and worth looking at for the attention to detail.

On Monday October fourth right after sunup, Jack blasted off from runway 07L at Deer Valley Airport to add another test flight to his log book and everything worked perfectly. If you can get him alone he will tell you all about his next project which I am sure will be as nice as the previous planes.



**Jack's Bakeng Duece**



**Ready for First Flight**

## **HOPE FOR CFI'S**

The bipartisan amendment put forward by Reps. Sam Graves (R-Mo.) and Kai Kahele (D-Hawaii) clarifies that a flight instructor providing student instruction, flight instruction, or flight training shall not be deemed to be

operating an aircraft carrying persons or property for compensation or hire.

“This is an important first step toward a solution to the FAA’s misguided interpretation on flight training. The FAA did not heed the Committee’s bipartisan call to work toward a

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### **View from the Bakeng Duece Cockpit**

consensus solution in July, and now Congress is taking action,” said Graves. “I look forward to working with Rep. Kahele and our allies in both parties and both chambers to ensure that a legislative solution to the FAA’s new flight training guidance makes it into the final NDAA package.”

Kahele said, “I am pleased to cosponsor this bipartisan amendment with my colleague, Rep. Sam Graves. This important amendment will clear up the confusion associated with flight instruction for general aviation pilots and I look forward to working with the Senate to ensure it is signed into law.”

Although the amendment would restore what has been precedent for 60 years, the FAA’s ill-advised July 12 flight training directive currently requires operators of certain categories of aircraft to obtain a letter of deviation authority (LODA) in order to conduct flight training. According to the FAA, LODAs “prevent operators from broadly offering their aircraft for joyrides and other similar experiences under the guise of ‘flight training.’”

But the agency’s new policy has triggered an onslaught of backlash from AOPA and its

members, as well as various stakeholders who believed it to be nothing more than red tape and paperwork exercises that do nothing to enhance safety—quite the opposite.

Even FAA Administrator Steve Dickson called the LODA a “four-letter word” and “document drill” at an EAA AirVenture Oshkosh 2021 forum, telling aviators, “I’m not any happier about this situation than you are.”

Thousands of GA pilots were put in regulatory noncompliance practically overnight—causing much confusion among the flying community. This uncertainty led AOPA to reach out to allies in Congress to fight for commonsense legislation.

On July 22, Sen. Jim Inhofe (R-Okla.) and Graves introduced the Certainty for General Aviation Pilots Act of 2021 in both chambers to address the issue. Subsequently, AOPA President Mark Baker launched a call to action to members urging them to reach out to their elected officials in Congress to support the legislation. This action, used sparingly but effectively by AOPA, resulted in a swift and strong response, with nearly 100,000 letters sent to members of Congress in a matter of weeks.

“We certainly appreciate the bipartisan effort on this and can’t thank Representative Sam Graves and Representative Kai Kahele enough for their work to quickly address this important safety issue. We will continue to work with them as well as Senator Jim Inhofe and others to help move this to the president’s desk for signature,” said Baker.

The legislation is supported by AOPA, the Commemorative Air Force, the Experimental Aircraft Association, the Flight School Association of North America, the General Aviation Manufacturers Association, Helicopter Association International, the International Council of Air Shows, the National Air Transportation Association, the North American Trainer Association, the National Business Aviation Association, and the Society of Aviation and Flight Educators.



**Cessna 195 convention at Sedona earlier this month**



**Leaked picture from Vans Aircraft  
RV-15 Canopy**

### **ROLLS-ROYCE ELECTRIC NXT**

Rolls-Royce was very pleased to announce the completion of the first flight of their all-electric 'Spirit of Innovation' aircraft last month. The plane took to the skies propelled by its powerful 400kW (500+hp) electric powertrain with the most power-dense battery pack ever assembled for an aircraft. This is another step towards the plane's world-record attempt and another milestone on the aviation industry's journey towards decarbonisation.

This is not only about breaking a world record; the advanced battery and propulsion technology developed for this program has

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exciting applications for the Urban Air Mobility market and can help make ‘jet zero’ a reality.”

The airframe itself is developed from a Nemesis NXT kit plane manufactured in the US. It was designed by John Sharp as a semi production kit for air racing in the Sport Class.

By backing projects like this one, the UK Government is helping to drive forward the boundary pushing technologies that will leverage investment and unlock the cleaner, greener aircraft required to end our contribution to climate change.”

The aircraft took off from the UK Ministry of Defence’s Boscombe Down site, which is managed by QinetiQ and flew for approximately 15 minutes. The site has a long heritage of experimental flights and the first flight marks the beginning of an intense flight-testing phase in which we will be collecting valuable performance data on the aircraft’s electrical power and propulsion system. The ACCEL program, short for ‘Accelerating the Electrification of Flight’ includes key partners YASA, the electric motor and controller manufacturer, and aviation start-up Electroflight. The ACCEL team have continued to innovate while adhering to the UK Government’s social distancing and other health guidelines.

Half of the project’s funding is provided by the Aerospace Technology Institute (ATI), in partnership with the Department for Business, Energy & Industrial Strategy and Innovate UK

Rolls-Royce is offering their customers a complete electric propulsion system for their future airborne platforms, whether that is an electric vertical takeoff and landing (eVTOL) or commuter aircraft. Using the technology from the ACCEL project and applying it to products for these exciting new markets. The characteristics that ‘air-taxis’ require from batteries are very similar to what is being developed for the ‘Spirit of Innovation’ so that it can reach speeds of 300+ MPH (480+ KMH) – which they are targeting in our world record attempt. In addition, Rolls-Royce and airframer Tecnam are currently working with

Widerøe, the largest regional airline in Scandinavia, to deliver an all-electric passenger aircraft for the commuter market, which is planned to be ready for revenue service in 2026.

In June, they announced their pathway to net zero carbon emissions – a year on from joining the UN Race to Zero campaign – and the ‘Spirit of Innovation’ is one way in which they are helping decarbonise the critical parts of the global economy in which they operate. We are committed to ensuring our new products will be compatible with net zero operation by 2030 and all our products will be compatible with net zero by 2050.



**John Davis is making progress on his RV-7**

## **MY VG STORY**

Over the summer of 2020 I bought a Curtiss Jr replica. The plane was located in extreme east Texas near Shreveport Louisiana. During ground transportation to Arizona the wings were hung in slings with the nose down. They were secure but the moving around knocked off sixteen of the

Vortex Generators on the upper wing surface. This started my quest to learn about the different types of Vortex Generators (VGs) so I could replace them with the same type and design.

As my quest for info started I learned there were basically four different types of VGs. They were Homemade, Pacific Northwest Aero, CCI, and STOL Speed. I found pictures online with a Google search and compared them to the ones that were still attached. Mine were defiantly the STOL Speed ones from Australia. After reading their excellent website, Stolspeed.com, I dropped a note to them saying I needed about twenty of them for my plane. Within five minutes the guy replied and said send me your address and I will drop them in the mail. He said his VGs are sold in the US by Aircraft Spruce, which makes sense and is probably where I should have started the search. He did say that Spruce only sold complete kits and they were backordered

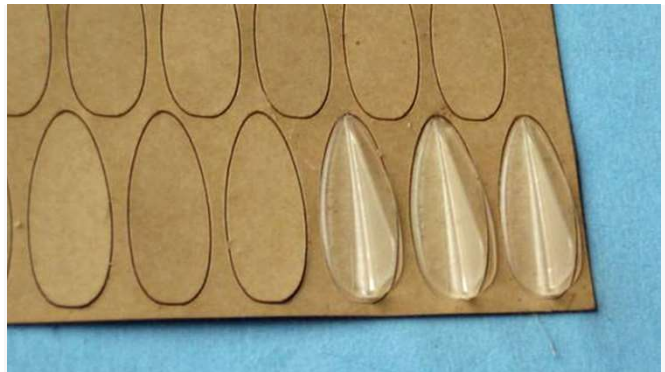
because of COVID. They still had some, enough for my repair, just not a complete set and they would drop them in the post as he called it. Price was \$25- including shipping. They said a hundred times these were only for Experimental aircraft!

The next day I started getting tracking information from The Australian Post as to what my package was up to. It took three weeks but I knew every stop it went and when the US Customs quarantined it. It was OK that the box said "Guided Missile Parts" they just had to sanitize it and spray Chanel number five on it to kill the COVID rats.

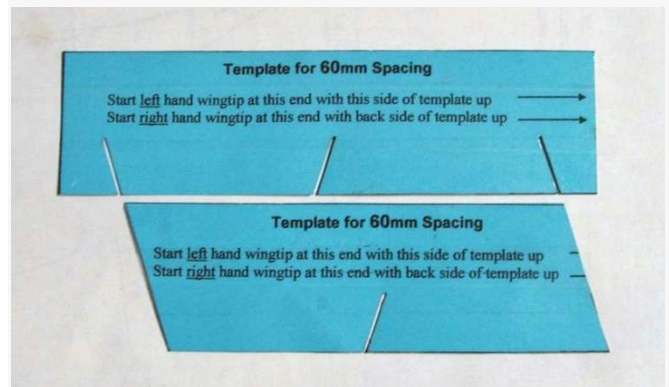
The parts came with three pages of directions, a template for installation, and a sheet of 3M ultra-sticky double-sided tape. The tape was even die cut to the exact shape of the mating surface. The installer, me, did have some difficulty putting two on backwards but it was quickly fixed.



**Vortex Generator**



**Three VGs with 3M ultra-sticky double-sided tape**



# Thunder Ads

## ADS-B TRANSPONDER & MISC.

Appareo Stratus ESG 1090MHz ADS-B transponder, Stratus 2i 978 MHz UAT w/WiFi, RAM AV-74(-1) DME/Xsponder blade ant., rack mount, pre wired cable harness, GPS WAAS ant., GPS triax cable, \$3,000<sup>00</sup>, Goodyear Flight Special II 500-5 6 ply tire, \$80, 4 Barry engine mounts 94510-41, \$400<sup>00</sup>, Dynon D-10A EFIS w/ remote compass & temp probe, \$2,000<sup>00</sup>, Charlie Spinelli, 206 678-5678, Spinellc@msn.com

## 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.<sup>00</sup> 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](mailto:bmpartin@gmail.com)

## 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 O-290-D2, kit for \$3,000 or \$16,000 for both. Wanda Refrow 602-843-9862 [w7lov@cox.net](mailto: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](mailto:delgiorgiopels@gmail.com)

## GARMIN GDL82 ADS-B "Out" DATALINK

Designed to work with your existing transponder. Slightly used. \$1,200<sup>00</sup>. Ken Roth 602-228-5000, [RothDevCor@aol.com](mailto:RothDevCor@aol.com)

## SERVICES, ETC.

### High-Perf Tailwheel & Akro Instruction

Pitts, Skybolts, all experimental tailwheel aircraft. 46-year's experience. Scottsdale Airport Budd Davison, Plus-5 Aviation, 602-738-2045, [www.airbum.com](http://www.airbum.com), [buddairbum@cox.net](mailto:buddairbum@cox.net)

### OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 [www.oilcoolersvs.com](http://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](mailto:fgorrell2@cox.net)

### HOMEBUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

### ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-4157

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

Send an E-mail to:  
[EAChapter1217@aol.com](mailto:EAChapter1217@aol.com)