



The ThunderWord

Thunderbird Field EAA Chapter 1217

November 2021

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. Last month Chapter 1217 member Brian Mitchell gave an educational presentation on aircraft oil coolers. He brought along a bunch of oil coolers and some really cool cutaway coolers so we could see what goes on inside them. I think everyone learned something and has a deeper understanding of how they work and when and what they should do during overhauls.

Unlike a lot of my coworkers I still keep an up-to-date pilots logbook where you write an entry after each days flying. I have a stack of fifteen logbooks dating back to when I was fourteen years old and the first entry was flying a Schweizer 2-33 out of Turf Airport with instructor Roy Coulette. Both Roy and Turf Airport have been plowed under for many years. This past weekend as I climbed out of San Francisco, I realized that this was my 25,000th hour of flying! That's the equivalent of 1041 days aloft or 2.85 years in the sky. It's still fun and the airplanes are still cool! My First Officer was so impressed he said "well don't mess up the landing".

See you around the aerodrome!

Curtis

NOVEMBER CHAPTER MEETING

The November meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, November 18th, beginning at 7 pm in the Thunderbird Room, Scottsdale Airport Terminal building. The address is 1500 North Airport Drive.

This month Eric Rovey from AlaskaZona Adventures will be our speaker. Eric is an Arizona native, but has been flying planes in Denali, Alaska since 2014. His love for flying and his love for his home state is what birthed AlaskaZona Adventures. Eric has been flying

since 2009 and had landed planes on glaciers in Alaska over 2500 times.

Guests are always welcome.

CHAPTER MEMBER FLIES WEST

Very sorry to report that a long time Chapter 1217 member, Jordan Ross, died of a heart attack on November second. Jordan was an avid model airplane builder and painstakingly researched all the color schemes and markings of the planes he built. He had also built quite a number of models of Chapter members planes for them.

Jordan loved to fly and spent many hours flying with his good friend Bob "Monk" Mitchell in his German T-34. His last flight was to Prescott a couple of months ago to see his good friend, Chuck Bivenour.

For those of you who knew Jordan and his wife of 60 yrs, Mary, say a prayer. Arrangements are in the beginning stages but his daughter, Lora, has reached out to ask for a flyover at his service which will be announced when plans come together. He is Flying now and will forever.

HIGH SIERRA FLY-IN

Chapter 1217 member Steve Thompson had some reflections on this years event.

My wife, Kimberly, was not crazy about tent camping, so we rented a motorhome for the High Sierra Fly-In and went there in style and comfort. We flew the airlines to Reno, got the brand-new RV, and drove in to the event. The road in was brutal, but it was worth the drive.

High Sierra Fly-In a must-attend event. It's the most fun you can have with your clothes on. We were able to catch some of the STOL influencers from You Tube including Juan Browne, Mike Patey and Trent Palmer.

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Bob "Monk" Mitchell and Jordan Ross

My job I was a line judge, I confirmed the aircraft came to a complete stop before doing the 180. Each plane would takeoff and at the halfway point where the aircraft would come to a full stop on heading, and then do a 180, and fly back to the start line.

If this looks like something you would like to see in person, the STOL Drags are coming to the Buckeye Airfair/Copperstate Fly-In in the spring of 2022.

FAA/CDC COVID BOOSTER-SHOT INFORMATION

Since the CDC approved the use of boosters, FAA Aeromedical has received increasing inquiry about whether pilots are permitted to receive a booster shot.

- The FAA has no issue with a pilot wishing to have a booster shot.
- The FAA still requires a 48-hour period free from safety-related duties (flying) after a dose is received.

- Any vaccination, including a booster, does not need to be declared on the FAA 8500 medical form that a pilot submits for their Class 1 physical.

THE WHITE BIRD – I'OISEAU BLANC

In late September, Ric Gillespie, the founder of TIGHAR, The International Group for Historic Aircraft Recovery, spent a week in Newfoundland with television producer Josh Gates. They were shooting an episode for the Discovery Channel series "Expedition Unknown" about the mystery of l'Oiseau Blanc, the White Bird of Charles Nungesser and François Coli. The show is scheduled to air in March or April of 2022.

L'Oiseau Blanc is arguably history's most important lost aircraft. Amelia Earhart is truly an American icon, but her mysterious disappearance had no impact on aeronautical development. The loss of the White Bird, however, was a hinge-pin in aviation history. Had the French pioneers reached New York as



Picture of our guest Speaker's Plane

everyone expected, Charles Lindbergh would not have flown the Atlantic, and the enormous boost his flight gave to the American aviation industry would not have happened. The consequences can only be imagined

As Lindbergh wrote in his 1953 book, *The Spirit of St. Louis*, "Step by step, newspaper headlines have followed Nungesser and Coli only to have them vanish like midnight ghosts."

Project Midnight Ghost is the investigation that launched TIGHAR in 1984. Eight years and twenty expeditions in Maine chasing a fascinating legend, found no hard evidence the plane had crashed there. In 1992 TIGHAR shifted the search to Newfoundland and began making real progress. Eight expeditions produced compelling archival and physical evidence that the White Bird had attempted a forced landing on Gull Pond, a shallow lake in the remote interior of the Cape Shore peninsula, and struck a small rocky island in the pond. The resulting explosion and fire

destroyed most of the wood and fabric aircraft, but airplane wreckage later seen and salvaged by hunters prompted stories of "the plane in the pond" and speculation it might be the White Bird.

On our first expedition to Gull Pond we found and recovered an artifact that may be debris from the crash, but subsequent efforts to search the bottom of the pond for surviving components -- primarily the engine -- were frustrated by the cost of deploying remote-sensing technology in such a challenging environment. We put the project on hold and turned our attention to Amelia Earhart, applying the lessons we had learned in Maine and Newfoundland.

Twenty-seven years later, greatly improved remote-sensing technology and economical drone-mounted systems guided by GPS have brought the price of doing an effective search of the pond within range.

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Accordingly, we have scheduled a major TIGHAR expedition for May or June of 2022 -- the 95th anniversary of the White Bird's disappearance -- in the hope of finally finding

whatever remains of l'Oiseau Blanc.

The International Group for Historic Aircraft Recovery 610-467-1937 2366 Hickory Hill Road, Oxford, PA 19363-4417 www.tighar.org

Following are several pictures from the High-Sierra Fly-In



Steve Thompson, Juan Browne and Mark Patey at the High Sierra Fly-In main tent



Steve Henry's highly modified Gold Class Racer with a Yamaha 300 hp engine



Jeff Whiteley's highly modified experimental Cessna 175



Freedom Fox, Trent Palmer's Kitfox, on the start line

WHAT IF

By Brian Lansberger

What if the engine quits, what if the baggage door comes open, what if a tire goes flat, what if something starts smoking.

Aviation is full of "what ifs". And I think it should be. I guess my "favorite" has to do with how much runway we leave behind us. I'm fascinated by this subject. I once watched a jet touch down long during an instrument approach and landing. He screeched off the departure end of the runway, coming to rest about twenty feet into the dirt, his wheels sunk up to the axles. Twenty feet! If he'd touched

down twenty feet earlier, he wouldn't have gone into the dirt (I'm assuming that he had antilock brakes or braked efficiently so that he really didn't skid). Similarly, if we start a takeoff roll twenty feet further down the runway rather than powering up at the very approach end, we might experience the same ending in the event of an engine failure on takeoff. The long landing I described above is an isolated incident and contains details that make it very understandable.

But almost every day, I see people who should know better sacrifice runway that could prevent them ending up with their axles buried



Much modified Piper on the course at the High-Sierra Fly-In

in the mud. Let's take the long-taught and generally accepted technique of the "short field takeoff". Most airmen will hold the brakes and bring up the power. Then they will release the brakes and start the takeoff roll. Like many things taught in aviation, this technique can be defended and actually makes sense. In fact, I believe this is the technique approved by both the AOPA and the FAA, two organizations who really know what they are doing when it comes to aviation (did you infer the sarcasm?). It's also taught by the "Acme" school of aviation (that's just my term for virtually all modern flight schools). By running up the power with the brakes on, you're developing full power without using any runway. That makes sense. Of course, subjecting your propeller to the possibility of picking up gravel and rocks doesn't. And overcoming inertia doesn't either. Would you like to know a better way? It starts in the runup area. That's where you have done everything you need to do to prepare the plane for takeoff. The only reason I include that part is because I've seen so many pilots "fuss around" on the runway. In my opinion, they should not have entered the runway until they were ready to go. In failing to do that, they have handicapped the "short field" part of the short field takeoff.

An aircraft on takeoff is at its most vulnerable. If there is safety in altitude, there is no safety on takeoff because there is no altitude! If there is also safety in airspeed, there is little of that as well, as the takeoff begins! With that considered, as the aircraft enters the runway, the pilot should be doing a couple of things. He

should be ensuring that he's not leaving ANY runway behind him. And he should be very slowly opening the throttle. By the time he is 90 degrees from runway heading, he should be opening the throttle even more. And by the time he is on runway heading, he shouldn't be able to open it any more, 'cause it's wide open. This takes a little practice and if he opened it a bit too soon and was going a bit too fast to make that turn, he may find himself on the far side of the runway. Since he was taught to be on the centerline, this may be rather disconcerting. It shouldn't be. In a tailwheel airplane, he is also applying full forward elevator. This will bring his tail up and minimize the drag of the main wing by increasing the drag from the horizontal stabilizer. The drag this creates is far less than the drag created by the wing BEFORE the tail comes up. As he begins to thunder down the runway, he simply and gradually returns to the centerline. He's actually created a bit more runway with that maneuver, so he doesn't mind being off to the side for a little while (we'll just put a gag on the complaining "Acme" instructor in the right seat!). In the interest of keeping this article short, I'm not going to deal with other stuff like transponder power, heading indicator check, engine check and making sure that a squirrel hasn't wandered into his path.

By simply using that technique, the savvy airman has made the shortest takeoff he possibly could. And his propeller will thank him.

SAVE THE DATE!



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LONGEZ AND SONEX

Tom Partin has decided to stop flying and has two
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(AZ28), a 180hp LongEz and a 120hp Sonex.
Contact Bertha Partin at bmpartin@gmail.com

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