



The ThunderWord

Thunderbird Field EAA Chapter 1217

May 2022

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar. At the April meeting Lt Col Joe Goldsworthy from the 56th Fighter Wing at Luke Air Force Base gave us a MACA Brief presentation, that's Air Force talk for Mid Air Collision Avoidance. His presentation had lots of good information and a few scary videos of near misses. He was able to not only give us the military view but as an aircraft owner a lot of tips on what he does when flying his Cherokee. He had a lot of praise for the F-35 that he flies for a living and even invited us out to Luke to check it out in person!

See you around the aerodrome!

Curtis

MAY CHAPTER MEETING

The May meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, May 19th beginning at 7 pm. The big news is we will be having it at Chapter 1217 member Alan Travis's car museum. The address is 8618 East Los Gatos. He has moved from where he lived five years ago when we had the last meeting at his place. Alan's collection focuses on ultra-rare cars from the early 1900's as well as a few motorcycles from the same era. Many of these cars have a definite connection to the early days of powered flight.

Alan's passion for these cars has grown as much as the size of his new museum and it will be a meeting you don't want to miss! Everyone needs to arrive in advance of the 7 pm meeting time. If the main entrance gate is closed text Curtis at 602 710-4494 for the code. You can also text him anytime before the meeting, the neighbors don't want to give out the code on the internet.

Guests are always welcome!

MAYDAY-MAYDAY-MAYDAY

FLY-IN/DRIVE-IN BBQ

Sunday, May 1, was the date for the 24th annual Thunderbird Field EAA Chapter 1217 MAY DAY FLY-IN/DRIVE-IN. Eighty people and three dogs showed up to eat delicious hand-made burgers and all the fixings.

There were even a few Chapter 1217 member's planes on display for people to check out. David Roberts brought his modified 1930 Waco RNF biplane, Jerry Lane had his Taylorcraft BC-12D on display, Bill Unternaehrer had his RV-12, and Jack Pollack had his DeHaviland Chipmunk and Bakeng Duece. Curtis Clark had the Wickham B twin on display as well as his RV-8. Thanks to everyone who brought their planes out.

The organization and planning of what seems like simple BBQ actually starts a month in advance with meeting with Ed Faron the Deer Valley Airport manager to get his approval for using the wash rack and having an event. In the week leading up to the BBQ Dean Gilderoy arranged to have his trailer with all the tables and chairs available and Brian Mitchell cleaned up the grill and bought propane. At six am on Sunday Jack Pollack's wife, Clare, was up making her secret recipe burgers and cutting up the veggies and toppings. The set up got underway at 0930 and by 1130 the grill was sizzling and folk were gathering. A big thanks to everyone who helped out and also for everyone who showed up and enjoyed a perfect event. Remember the recipe for a perfect Chapter event is Friends, food and fun!

HINT FOR BUILDERS

The hunt is over! This company makes make a variety of access panels and doors that can be adapted to your experimental plane or project.

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May Day Fly/In-Drive/In Attendees enjoying some burgers and deserts

The access kits are CNC milled to order and can be ordered fully assembled with nut plates riveted in place or as blanks if you prefer to install your own. They can also do custom sizes or designs if desired. If you are in need of access/inspection panels for your experimental project check out www.experimentalaccessories.com.

DOC IN TOWN

The beautifully restored Boeing B-29 Superfortress "Doc" will be visiting Deer Valley Airport on Thursday May 26th, parking at Cutter Aviation. The plane will be available for ground and cockpit tours 9 am to 4:30 pm, Friday, Saturday and Sunday. The tours will run from 12 pm to 4:30 pm after morning flights both days. If you are interested in learning more or signing up for a ride go to www.B29Doc.com

LEARN FROM OTHERS MISTAKES

This urgent information is sent from the NTSB as part of the investigation of multiple fatal accidents.

Weather radar "mosaic" imagery created from Next Generation Radar (NEXRAD) data is available to pilots in the cockpit via the flight

information service-broadcast (FIS-B) and private satellite weather service providers. A mosaic image presents radar data from multiple radar ground sites on a single image on the cockpit display. When a mosaic image is updated, it may not contain new information from each ground site.

The age indicator associated with the mosaic image on the cockpit display does not show the age of the actual weather conditions as detected by the NEXRAD network. Instead, the age indicator displays the age of the mosaic image created by the service provider. Weather conditions depicted on the mosaic image will ALWAYS be older than the age indicated on the display.

Due to latencies inherent in processes used to detect and deliver the NEXRAD data from the ground site to the service provider, as well as the time intervals used for the mosaic-creation process set by the service provider, NEXRAD data can age significantly by the time the mosaic image is created.

Although such situations are not believed to be typical, in extreme latency and mosaic-

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Good food and conversation

creation scenarios, the actual age of the oldest NEXRAD data in the mosaic can EXCEED the age indication in the cockpit by 15 to 20 minutes. Even small-time differences between the age indicator and actual conditions can be important for safety of flight, especially when considering fast-moving weather hazards, quickly developing weather scenarios, and/or fast-moving aircraft. The general issue of latency with in-cockpit NEXRAD is discussed in pilots' guides, in industry literature, and on service providers' websites. However, the NTSB has not found that such guidance contains details about the potential time difference between the age indicator and actual conditions.

Remember that the in-cockpit **NEXRAD display depicts where the weather WAS, not where it IS.** The age indicator does not show the age of the actual weather conditions but rather the age of the mosaic image. The common perception of a "5-minute latency" with radar data is not always correct. You should consider the potential delay, which may be up to 15 to 20 minutes, when using in-cockpit NEXRAD capabilities, as the movement and/or intensification of weather could adversely affect safety of flight.

Having in-cockpit weather capabilities does not circumvent the need for a complete weather briefing before takeoff. Further, pilots should use all appropriate sources of weather information to make in-flight decisions.



The conversation continued

SUPER SCOOPER AT IWA

Usually, pilots try to avoid landing belly-first in the water. Not Scott Blue. He's trained to do it upwards of 90 times a day. Blue pilots a CL-415 Super Scooper, a two-engine plane with its wings across the top of the fuselage with two doors along the boat-shaped bottom of the plane. Those doors, and the shape of the bottom, are there for a specific reason.

"I guess it's a matter of getting used to it, you know, you're closer to the ground," Blue said. "And of course, once we get the water we climb up to a safe altitude." The Super Scooper is a fire-fighting aircraft that descends to lakes and (deep) rivers, sucks up water into onboard tanks, then flies to the nearby wildfire and drops the water on the flames. "And then go back to the lake and repeat, repeat, repeat," Blue said. Blue said his record is 99 water bombing runs in eight hours.

The Super Scooper has been based out of Mesa-Gateway Airport for the last few weeks, training and getting qualified for fire season, which they have now completed. Blue and his team haven't been dispatched to any of Arizona's wildfires yet, but Blue said they're ready when they get the call.

Fire managers at regional coordination centers keep track of firefighting resources and delegate them based on needs across the country.

For Blue, flying the Super Scooper is the culmination of many years of training, starting

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when he first saw one of the red and yellow-painted aircraft in a hangar. "I always said to myself, if there's anything I can fly, I want to fly that," Blue said. Eventually, he got his wish. Now, he flies "Lewis," the Super Scooper

currently parked in Mesa. "I do have a bit of a check once in a while realizing how lucky I am to have this job," Blue said.



UNMANNED SONEX

UNMANNED SONEX

A new unmanned aerial vehicle (UAV) was unveiled at the AUVSI Xponential convention in Orlando Florida recently, and it should look quite familiar to Sonex builders and fans! Navmar Applied Sciences Corporation (NASC) has partnered with Sonex Aerospace to develop a twin-engine jet powered UAV called TRACER. Based-upon the SubSonex Personal Jet, the NASC TRACER is a low-cost, high-performance UAV designed for speed, versatility and survivability.

"The easily field-maintainable aircraft is intended for a wide range of operations," reports NASC officials, "including Manned-Unmanned Teaming (MUM-T), reconnaissance, counter UAS, communication relay, insertion into contested airspace, electronic warfare, research and development, military training activities and many other mission sets."



More pictures from the May Day Fly-In/Drive-In



Deserts



David Roberts brought his 1930 Waco Monoplane



Curtis' Wickham B, Jack's Chipmunk, and David's Waco on display



Thunder Ads

Kitfox Model IV - 1050

S/N 1662. Grove gear, Rotax 912UL 80HP, 685 TT
Condition Inspection done March 2022, \$45,000 -
Bill Unternaehrer 602-931-8598

KING KT-76 TRANSPONDER

with encoder \$200- Continental 0-200 crankcase
\$700- Curtis Clark 602-710-4494

ADS-B TRANSPONDER & MISC.

Appareo Stratus ESG ADS-B transponder, Stratus
2i UAT w/WiFi, RAM AV-74(-1) Xsponder blade
ant., pre-wired cable harness, GPS WAAS ant.,
GPS triax cable, \$3,000⁰⁰, Goodyear 500-5 6 ply
tire, \$80, 4 Barry engine mounts 94510-41, \$400⁰⁰,
Dynon D-10A EFIS w/ remote compass & temp
probe, \$2,000⁰⁰, Charlie Spinelli, 206 678-5678,
Spinelllic@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. \$10,500.⁰⁰ 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. \$100. Curtis Clark 602-710-4494

THATCHER CX-4 PLANS & MANUAL

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

LONGEZ AND SONEX

Two airplanes for sale at Thunder Ridge air park
(AZ28), a 180hp LongEz and a 120hp Sonex.
Contact Bertha Partin at bmpartin@gmail.com

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

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, 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

HOME BUILT AIRCRAFT CERTIFICATION

ABDAR Gary Towner 928-535-3600

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-4157

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