



The ThunderWord

Thunderbird Field EAA Chapter 1217

November 2022

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month Rick Bossardt from SunCountry Cubs talked about the fun of owning a Cub and landing at backcountry airstrips. He also talked about how Cub Crafters evolved and all the planes they have made in the past and currently produce. It was interesting to learn that many of the models are available as kits that you build yourselves. They also have factory assist programs to get you in the air faster.

With the Super Bowl coming to Glendale in a few months we are putting a plan B in place in case we lose our meeting space for a month or two. Before you head out to a meeting check the meeting reminder emails and the website to see if the location changes.

The Chapter is on the hunt for someone that can take over the shirt and hat sales for a while. The ideal person is someone that regularly attends most meetings and doesn't mind staying after the meetings for a little while. If you are interested drop me a note or mention it at the next meeting.

See you around the aerodrome!

NOVEMBER CHAPTER MEETING

The November meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, November 17th beginning at 7 pm. The location is the Thunderbird Room in the Scottsdale Airport Terminal building. The address is 15000 North Airport Drive.

This month Chapter 1217 member Stu Bloemer is going to do a unique presentation to our group. Stu will be bringing his keyboard and is going to talk about songs from World War Two. He will tell the stories of how the songs came to be created and also perform the piece. An example would be a grieving Mother who lost her son on his first combat

mission in a Spitfire and wrote a song about her grief.

Stu has put a lot of time and effort into putting together this presentation and it should be very interesting. It is also our last meeting of 2022 as we have our Holiday Party in December!

CHAPTER HOLIDAY PARTY

We have set the time and date for this year's holiday party. Saturday December 10th starting at four in the afternoon. Bill Unternaehrer are going to host the event at his home near Greenway road and twentieth street. Chapter 1217 is providing the munchies you just need to bring a cask of yee favorite grog to share.

MEMBER ON A MISSION

Chapter 1217 member Tod Dickey has made it his mission to promote seaplane flying in Arizona. One of the ways he does that is by educating government agencies.

Last month he flew his Grumman Widgeon up to Lake Powell for a Forest Service seminar on Quagga mussels. He was able to show the Rangers what to look for when a seaplane is needing decontamination and the best procedures for decontamination. Events like this builds a lot of goodwill for the Seaplane Pilots Association.

Quagga mussels were first found in Arizona in Lake Mead in January of 2007. They originally came from Eurasia and became established in the Great Lakes in the 1980s. Since being discovered, these prolific invaders have spread rapidly. A single adult Quagga mussel can produce up to one million larvae in a single year. They colonize rapidly on hard surfaces and can ruin boat motors and clog water intake structures, such as pipes and screens, thereby impacting pumping capabilities for power and water treatment plants. Invasive mussels such as Quaggas and the closely related Zebra mussels have cost the power industry and

Continued on page 2



Tod Dickey and his Grumman Widgeon at Lake Powell

businesses hundreds of millions of dollars in maintenance and damage repair.

VELCRO TO MOUNT ELTS

The aviation safety letters from Transport Canada (TC) always make interesting reading. There was a mention of guidance about the ill-advised use of hook-and-loop (Velcro) fasteners for emergency locator transmitters (ELTs) in the most recent ASL (January 2017). Maybe it would be a good idea to verify how your ELT is attached on or before your next annual.

Here is part of the article sent out recently:

As a result, the Transportation Safety Board of Canada, echoing their American counterparts, determined that hook-and-loop fasteners were insufficient to withstand real-world crash

scenarios. The TSB recommended that TC prohibit the use of hook-and-loop fasteners as a means of securing an ELT to an airframe.

What does this mean for the future of hook-and-loop installations on aircraft?

First and foremost, TC recommends that hook-and-loop fasteners **not be used to secure ELTs** to airframes.

While they can be shown to meet the initial certification requirements for ELT installation, degradation of the strap over time does not ensure the ELT will remain secure during and after a crash. In addition, maintenance activities need to be current and performed correctly, as they will help ensure that the ELT remains secure after an impact (as discussed in issue February 2013 of the ASL).



Long EZs and Beechcraft Starships

FLIGHT TO PINAL AIRPARK TO VIEW BEECHCRAFT STARSHIPS

By
Marc Borom

Note: This story was sent to us a few years ago but never published because the author had an accident in his plane. The story is now posted for entertainment and the Starships are not there anymore.

Since my plane is hangared so close to Pinal Airpark (KMZJ), where dozens of Beechcraft Starships are hunkered down while awaiting disassembly, I was challenged by some in the Canard Aviators group to fly over and take some photos of the gaggle. I had flown over Pinal Airpark many times, but had never been tempted to land there. As a matter of fact, I had been led to believe that private aircraft were not welcome. Pinal Airpark used to be the home of the CIA airfleet (Air America?) and unauthorized landings were punished (so I am told). It is now a mothball site for many commercial airliners - an impressive display from both the air and the ground. Some become scavenged right down to beer can stock. So here were all these Starships that are about to give up the ghost.

On asking around, I learned that Pinal is, in fact, a public airport that is managed by Evergreen Air - a company that stores, repairs, and disassembles many large aircraft. The airport is patrolled by the Evergreen security guards who are anxious to greet arriving aircraft. Photographs, I was told, are not permitted, and there are stories of people losing their film to the security guards. I was warned of stories that some pilots had been stopped, harassed and detained. I don't understand what the big deal is about photographing the planes. There are, however, planes there from all around the world, and even government planes like NASA aircraft. Maybe there are secrets to be captured on film. And then there is the Patriot Act. I could envision myself dropping into one of those deep and dark pits of no legal return. I notified several people of my intended trip in the event that I was never heard from again.

If I were to land there and be questioned, I was advised to ask directions to the restaurant. OK. I flew the 12 minutes from Ryan to Pinal; announced my intentions over the unicom (no response, no pattern traffic, just a field of giant aircraft frozen in place). I couldn't spot the

Continued on page 4

gaggle of canards at first. Then there they were, below me, as I crossed mid-field to set up a right downwind for runway 30. I tried some telephoto shots and got two marginal ones (nervously expecting to be shot down by one of the dozen or so BlackHawk gunships that nest on the departure end of 30). I made an uneventful squeak-squeak landing, and had to taxi almost the full length of the runway to find an off ramp. Now here I am heading back on taxiway Bravo and passing all these 747s, etc. in various stages of disassembly. I was sorely tempted. I fired off some surreptitious shots in the hopes of not being detected. There were only a few people working around the aircraft and standing in the doorways of the large hangars.

A white truck started moving toward me and signaled for me to follow. I stowed the camera in the wing well and followed. By golly, we moved down the taxiway right past the Starship fleet. The truck pulled in just 100 feet beyond where the Starships are being stored (what luck - was I, at least, going to get a fairly close look at the planes - before I was locked up??). A SECOND truck pulled up and a guard got out and walked over to my LongEZ.

"Could you tell me how to get to the restaurant?", I volunteered without prompting. I was then advised that the restaurant was closed. Well, plan A failed, and I had no plan B, so I went for the big Kahuna.

"Actually", I confessed, "I would really like to take a look at the Mother ships." The guard smiled, and I felt emboldened. We carried on a conversation about what was to happen to the planes. I learned that four are to be spared and sent to museums. The Pima Air Museum in Tucson is to get one. Raytheon is buying them all back and will dispose of them for reasons of liability. I didn't even know that Raytheon had anything to do with the construction of the Starships. We even talked about John Travolta's home in Jumbo-Lair. The guard (who shall remain nameless) was really very congenial and allowed as to how Travolta had flown into KMZJ on a scouting mission to purchase a Boeing 727. The guard

confirmed that Travolta was easy to talk to and just a downright good guy.

Well things were winding down and I popped the big question - "Could I take some photos of the Starships?????" The guard said that photography was discouraged (or did he say - not allowed??). I asked if it would be alright if I pre-flighted my plane "over there by the Starships". He said, "Sure" then announced that he would be going into one of the buildings for about twenty minutes and would not be able to see what I was doing.

Epilog to the Flight to Pinal Airpark

Well, what a difference a day (or two) makes. After finding out that Pinal Airpark was populated with friendly guards and helpful people, and supported a restaurant, I suggested to our local canard group that we meet there for a breakfast some morning. Gary Hertzler immediately suggested Tuesday (two days after my scouting flight). Gary, Bob Eckes and I arrived around 8 am. Our arrival was accented by army parachuting exercises being conducted on the SW corner of the field. Our set up was, of course, left pattern traffic into runway 12 - unfortunately, right into the sun (couldn't see a damn thing on the instrument panel - we all made successful, seat-of-the pants landings.).

We were met by Chris, the manager of the FBO, in his pickup truck. Following a procedure, now familiar to me, Chris led our group to the tie down area right in front of the squadron of Starships. Once parked, Chris brought over the Evergreen Van and transported us to the Adobe restaurant (opens at 7 AM and closes again at 9 AM). The restaurant is spacious and was almost empty. A generous breakfast (scrambled eggs, hash browns, biscuits and gravy, bacon and sausage, and a drink - coffee or soda) was served for the outrageous price of \$4.59 - including tax. We added the Adobe Café to our Breakfast Flight list.

We elected to walk the ½ mile back to our tie down area. Gary had brought his pocket digital camera and snapped some pictures of

Continued on page 5

the various aircraft as we walked along access road within the area marked "Restricted, No Trespassing". We were still a bit nervous about the photography. As we passed by the Starships, we lingered to admire the planes and Gary took some close ups. At that point, Chris and two Evergreen female employees started walking towards us. "Well, Gary," I thought, "there goes your camera." Surprisingly, the two women wanted to know if they could photograph OUR planes. Both a

shock and a relief. There was no hesitation on our part in giving permission. With that came our turn to photograph THIER planes. Chris allowed us to move the EZs into formation in front of the Starships. The photographs follow below. It is always nice when things turn out to be not as bad as originally perceived.

We departed as a flight of three with smiles on our faces.



Camping at AirVenture 2022. Its not to early to start planning for 2023

THINKING OF A RETRACT?

So, you want retractable gear? Excellent! There is a lot to like about retractable landing gear. Many of us have, or would like to have, planes that go faster and look cool and take us to faraway places in a hurry. Of course, as speed increases so does the parasite drag of those wheels and gear legs. Landing gear fairings can help a lot, but at some speed, the parasite drag becomes greater than to induced drag penalty you pay for hauling around a heavy retractable gear system.

But before you go purchase that nifty RG, take a long, hard look at the logbooks. Look especially hard for maintenance done, (or not

done), on the landing gear retraction system. What should you be looking for? Good question... The Beech Bonanza has life-limited parts. The service manual calls for overhauling the landing gear retraction motor every 500 hours. If you don't see such an overhaul in the logbooks, think twice. Should this be a showstopper? Maybe not, but it ought to reduce the asking price. How about the Mooney M-20? The M-20 has an Airworthiness Directive (AD) that requires removal and inspection of the retraction gearbox every 200 hours. It is interesting to note that this inspection is already called out in the service manual, but somewhere along the

Continued on page 6

way the FAA made it an AD. Perhaps this inspection was being neglected because it is a lot of work. The Piper Comanche has an AD that requires serious disassembly of landing gear and carefully measuring bushings and bolts for wear. This AD is required every 1000 hours. It takes days, not hours, to accomplish. The Cessna 210 series has serious ADs on the landing gear also and it uses an electric-hydraulic power pack which has its own special maintenance requirements. The point is that landing gear receive a lot of wear and must be maintained.

These four aircraft are just a small sampling. Study the service manual, the logbooks, and the AD list for the plane you wish to buy and then look before you leap. If a mechanic does a pre-buy inspection, be sure the landing gear system is scrutinized. Let's go back to the Bonanza, M-20, and Comanche. Common to these three aircraft is a Duke's electric motor that actuates the gear through a transmission. The motor and transmission are robust and reliable, but they don't last forever. Brushes, bearings, and gears all wear out eventually. The edge of the helix on the worm gear should

be uniform, squared-off, buttress threads. In this case, look for the center threads being worn to a knife edge. Look carefully and you can see that the teeth on the sun gear are all notched from wear. These gears are worn out. If you considering purchase of a Mooney in this condition – or with no entries about the 200-hour AD in the logbooks, then be advised that the gears cost over \$1000 just for parts. And if the entire motor/retraction assembly must be replaced then the parts are closer to \$10,000. Perhaps there is some room for price bargaining if the logbooks are sparse? Mooney M-20 has an electric gear motor and transmission. This comes out every 200hours for inspection. Located inside the belly pan, it is a formidable effort to do this inspection.

One last word... Once you have your RG aircraft, please learn the landing gear system. Put the plane on jacks and do an emergency extension. Know where the circuit breaker(s) are located. Know all the possible ways to know that the wheels are down. Remember – it is a noise abatement issue – (sound of a propeller hitting the runway.)



The north hangars are getting their ramps seal coated. Refer to this data for the dates you won't have access to your hangar. If you're

subletting, you probably don't get emails from the city so be advised!



An eagle eyed Chapter member spotted this Beech 18 sitting in the desert. You can even see it on Google Maps. It's a couple hundred feet north of Tapekim Road and a couple

hundred feet east of Cave Creek Road. It might be an excellent restoration project if you just won the Powerball

Thunder Ads



I help aircraft buyers and sellers!
SteveThompson, Carefree, AZ (480)-980-9846
<https://partner91.com/>

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 & MISC

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

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

MISC GOODIES

LONGEZ AND SONEX

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

THATCHER CX-4 PLANS & 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

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

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,
<http://www.airbum.com/www.airbum.com>,
e-mail to: 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 520-466-4157

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

Send an E-mail to:
EAChapter1217@aol.comHow