



The ThunderWord

Thunderbird Field EAA Chapter 1217

September 2023

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month Fairfax O'Riley from Aerial Engagement at Scottsdale Airport gave a talk on what his company, Aerial Engagement, does. It was nice to see a little different approach to getting kids involved in aviation. He also talked about his newest passion, the state's newest glider operation at the Superior Airport.

In August I was finally able to get my Curtiss Jr. sold and off to its new owner in Moultrie Georgia. The guy the new owner hired to fly it turned out to be 6'4" and in order to fit he had to take out the bottom seat cushion so he was sitting on the plywood seat bottom with no padding!. He showed up on one-of-our-95 degree mornings and with a little help from Jack Pollack and Jerry Lane we shoe horned him into the plane and off he went.

His ground speed on Flight Aware hovered around 65 mph for most of the segments he flew at around 500' AGL altitude. The first day he flew 10.6 flight hours and ended up in Pecos Texas. Day two he got airborne at 6 AM local time and after a few stops he made it to Ranger, Texas where he landed in the rain from a passing thunderstorm. This guy is an animal! The plane will stay at historic Ranger Field in the museum for a couple of months before it goes on to Georgia. The pilot went back to his day job flying rides in a 1929 Travelaire 2000 at Ranger Field the next day!

This fall we have some great speakers lined by Chapter members so there should be some fun meetings. Dan Muxlow lined up this month's guest speaker and while it isn't directly an aviation story he is a very experienced pilot and former Kitfox owner.

See you around the aerodrome.

Curtis

SEPTEMBER CHAPTER MEETING

The September 2023 meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, September 21st beginning at 7 pm. The location is the Paradise Valley Community Center, 17402 North 40th Street. This month's guest speaker will be Mike Otis who has led a very interesting life. Here is a rundown of some of his achievements.

Graduated United States Air force Academy.

US Air Force Flight Instructor in T-37/T-38, 1986-88.

Married to Dr. Deborah **Dykema** who is a pilot and Aviation Medical Examiner. They have a Cessna 206 which they both fly.

He has run 45 marathons and placed first in all of them for his age group. Now runs 1/2 marathons

Worked at Honeywell for 30 years.

He was the first to reach the summit of Mt. Everest in the new millennium. That was not his main objective. Has summited 6 of the 7 tallest peaks in the world. His signature is to have a picture of him doing a handstand on each peak, including Everest. He said he will bring some 8X10 pictures he could sign

Join us for an interesting evening as we learn about his life and his climb of the world's tallest peak. Thanks to Dan Muxlow for lining up this month's program.

SAFFORD AIR FAIR

Saturday October 14th is the date for this year's Safford Air Fair. Everyone is invited to this fly-in. There will be static aircraft display, vendors, airplane rides, pancake breakfast, and much more! If it is like last year the people flying in their display aircraft get a free breakfast.



George Bogardus' Homebuilt

FIRST HOMEBUILT

In the early days of aviation most airplanes were built as a commercial enterprise with the intent being to sell them to the military and private individuals. The idea of individuals designing and building personal airplanes was not allowed. It wasn't until Oregonian George Bogardus was instrumental in the creation of licensing of homebuilt aircraft. In 1947 he flew the Tom Story-designed Little Gee Bee from Troutdale, Oregon to Washington, DC in order to prove to the CAA (now the FAA) that homebuilt aircraft were safe to fly. The flight in the 485 lb plane powered by Continental A-65, 65hp engine plane took eight days.

He repeated the long trip in 1951 to continue lobbying. After his appearance in Congress, the CAA approved and lifted the ban on homebuilt aircraft and created the Experimental-Amateur Built category.

Shortly afterward, the Experimental Aircraft Association was founded, possible only due to

the new federal authorization of homebuilt aircraft and Bogardus' tireless efforts. Today the EAA boasts over 350,000 members and hosts the largest aviation event in the world, attended by hundreds of thousands each year.

George Bogardus is another example of how hard-working guy from Oregon strove to make aviation affordable and accessible for everyone. He was inducted into the Oregon Aviation Hall of Fame in 2006

FIRST LEARJET TO BE RESTORED

The Classic Learjet Foundation, a nonprofit group of current and former Wichita aerospace workers seeking to restore the first production Learjet (23-003), has raised enough money to purchase the aircraft. "The financial acquisition of the aircraft completes a major goal of the Classic Lear Jet Foundation's mission to restore and operate the world's first purpose-built business jet as part of a living flight history program", said foundation

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Learjet's 23-003 Homecoming to Wichita

president Bill Kinkaid. "This milestone comes less than one year after the creation of the foundation in August 2022."

The foundation negotiated a sale price of \$90,000 with the Learjet 23's former owner, who had stored the light jet for years, knowing its historical significance. It had last flown in 1998.

As of June, the group was still approximately \$50,000 from its goal when it invited legendary Learjet owner and aviator Clay Lacy and Lynn Krogh, founder and CEO of International Jet Services, to Wichita to view 23-003 in the Bombardier Learjet delivery hangar where it is being stored prior to restoration. In mid-July, Lacy and Krogh, along with Bill Lear's daughter-in-law, inspected the airplane and received a presentation on the foundation's plans for it. The pair became the primary acquisition sponsors, making up for the shortfall in purchase funds. While the engines had previously been removed and sent for overhaul, the restoration process on the airframe itself will now commence.

ADS-B WITH DIVERSITY REQUIRED IN CANADA

The ADS-B that most of us use is connected to ground-based stations to give our position and various other information. Most airlines operating overwater use ADS-C where satellite information is supplied to a controlling
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agency for position reporting, and text messaging back and forth via ACARS. The Canadians because they don't have enough ground stations for normal ADS-B to work have dreamed up a new system.

A coalition of aviation industry groups has been asking Transport Canada to delay a mandate for satellite-based ADS-B since 2022, noting that the policy amounts to a new equipage mandate for operators based in the United States, where ground-based ADS-B systems are used. The coalition, which also includes the General Aviation Manufacturers Association, Canadian Owners and Pilots Association, Garmin International, and the Canadian Business Aviation Association, noted that there was not enough time available to equip aircraft with antenna diversity (either dipole antennas or separate antennas on the top and bottom of an aircraft) required to report aircraft position and other data to the network via satellite. In addition, information about whether specific equipment could show compliance with the mandate has not been available to industry (it was only provided within the past few weeks).

Ben Girard, Nav Canada vice president and chief of operations, responded in 2022 by

announcing the delay of the new ADS-B mandate until August 10, 2023 for Class A airspace, with the Class B airspace requirement to follow on May 16, 2024. “We recognize that supply chain issues may be impacting some of our customers in terms of their ability to acquire and install an appropriate ADS-B Out equipment in a timely fashion,” Girard wrote. “In recognition of the challenges that these customers are facing, the Canadian equipage mandate will be delayed to provide additional time to install an appropriate transponder.”

It is unclear how many aircraft have since been equipped with antenna diversity, and the coming Class B mandate raises an additional concern: Nav Canada will reportedly need to bring dozens of ground stations online around Toronto; Montreal; and Vancouver, British Columbia, because frequency interference makes satellite-based ADS-B information unreliable for traffic management in the most congested airspace. In light of this development, many are asking why the mandate is being implemented in the first place.

“Assessing ADS-B accommodation requests will be a manual process and will take time for each flight,” Nav Canada wrote, noting the

agency “will need to assess alternative surveillance means for each flight and determine if all the affected air traffic control specialties will be able to adequately handle the procedural-separation needs of unequipped aircraft on requested routes and altitudes.”

The circular notes that a 90-day “transition period” will be granted through November 8, to allow aircraft operators to “acclimate,” and noncompliant aircraft will not be subject to aviation occurrence reports that could otherwise lead to enforcement action. “During this 90-day period, Nav Canada will evaluate the removal of certain automation filters that may have previously prevented some ADS-B equipped aircraft from being visible to controllers below FL290.”

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Bling Mans Bluff, with 3350 hp, the air Racer was built at Scottsdale Airport



Chapter Member Scott Meyer is making great progress on his Carbon Cub project



Homebuilt Scaled Down B-29 coming along

Thunder Ads



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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

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](http://CAPTAINBILLYWALKER.COM/AIRCRAFT-FOR-SALE) /[AIRCRAFT-FOR-SALE](http://CAPTAINBILLYWALKER.COM/AIRCRAFT-FOR-SALE)

1960 BELL 47 HELICOPTER FOR SALE

Chuck Millar, owner of Millar Field (2AZ4), is selling his helicopter (like in M*A*S*H). Lycoming engine 132 SMOH. Best offer CRMUSA@gmail.com

THATCHER CX-4 PLANS & MANUAL

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

RV-4 PARTIALLY BUILT KIT

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