



The ThunderWord

Thunderbird Field EAA Chapter 1217

February 2024

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's meeting was canceled by the PV Community Center a week before the meeting. They were mildly apologetic for not telling us sooner since they had known for six months that the room was going to be demoed.

Over the years the problem of last-minute venue cancellations has been a problem that has gotten worse. Part of the problem is we are paying very little if anything for our meeting rooms. The PV Community Center was \$100-per meeting with a couple of pages of rules we had to follow. Another big part in the case of the Volanti meeting room in the Scottsdale Terminal Building and the Community Center is the staff will not return phone calls and emails.

So, the answer is fall back and regroup. This month we are doing a field trip to member Scott Meyers shop to learn about the Carbon Cub kit he is building on Saturday February 24th. Thanks to Scott this month's meeting room dilemma is solved.

Meeting attendance has been down since the pandemic and two other reasons are that we meet on the same day as the Deer Valley Pilots Association and that members don't like being at an off-airport location meeting in a room with no windows.

Problem solved! Starting in March we will meet at Barrio Restaurant in the Deer Valley Airport Terminal Building. We have also moved our meeting date to the third Wednesday of each month. To increase camaraderie, we will open the doors at six in the evening and invite you to come try out the

many food selections and perhaps a pint of their favorite brew before the meeting starts at seven. Our deal is that meeting attendees will buy \$250- of food and drinks to get the room for free. You need to sit in the meeting room area and tell them you are with Thunderbird Field EAA Chapter 1217 so we can make out goal. Don't sit in the main restaurant.

Hopefully the new location and moving the date will work toward increasing meeting attendance.

See you around the aerodrome!

Curtis

NEW MEETING LOCATION FOR THIS MONTH

The February meeting of Thunderbird Field EAA Chapter 1217 will be held on Saturday February 24th at member Scott Meyer's workshop to check out his Carbon Cub. The time is 10 am and the address is 1626 West Gardenia Drive, Phoenix Arizona. If you get lost he can be reached at 317-213-4161, Hope to see everyone there.

Guests are always welcome!

FOR YOUR RV JET-A

DeltaHawk is developing a new, jet-fuel-powered piston engine for the RV-14. The Van's Aircraft RV-14 will be installed with the new engine package and is expected to fly soon. In many areas Av gas is getting scarce and the thought is that rather than find a replacement for 100 octane they develop engines that can run on jet fuel.



Curtis's Scheibe SF-25E motorglider that he recently sold



Motorglider in its new hangar in Texas. Check out the background

WICKENBURG FLY-IN

The annual Wickenburg Fly-In and Classic Car Show was held last month and it was a fun Fly-In. We had a good representation from our Chapter flying up.

Taylorcraft BC12D

DHC Chipmunk

RV-12

February 2024

Jerry Lane

Jack Pollack

Bill Unternaehrer

Wickham B

Waco RNF

Toyota

Curtis Clark and Paul Good

David Roberts

John Davis

The weather was perfect, wind was calm and the food was free! There was a great turnout of cars considering it was the weekend of the Barrett-Jackson Auction.



Delta hawk RV-14 with diesel engine

COPPERSTATE FLY-IN RETURNS

Chapter 1217 member Steven Bass has stepped up to run the Copperstate Fly-In. The plan is to have it on November 1-3 at the Casa Grande Airport. Steve is looking for people to get involved and would like to hear from you if you have a skill they could use.

PO Box 4037

Scottsdale, AZ 85261

Ph: 602-758-1489

website: www.copperstateflyin.com

Facebook: CopperstateFlyIn

email: copperstateflyin@icloud.com

VAN'S AIRCRAFT UPDATE

The leading kitplane maker now seeking to chart a course out of bankruptcy, will give customers waiting on orders that include non-airframe components two weeks to decide whether to accept or reject price increases for engines, propellers, and avionics ranging from February 2024

3 to 12 percent. Broader concern over the potentially existential threat to the company if too many customers reject the higher prices was reflected in pricing concessions offered by at least two major vendors—Hartzell and Dynon.

Van's Aircraft, founded more than 50 years ago, has produced more than 11,000 aircraft, and needs 70 percent of the roughly 4,800 customers with unfilled orders to accept higher prices to make reorganization feasible, the company has said in court documents and hearings. The Oregon firm has a few weeks left to figure out if it will convert enough contracts to higher prices paid to be able to reorganize—or face potential liquidation if no viable reorganization plan is approved by the court and no buyer emerges to take over in such a case.

Customers who reject the higher prices will be pushed into the pool of unsecured creditors who must file a claim and wait months, at

Continued on page 4



Curtis and Paul Good on their way to Wickenburg Fly-In in the Wickham B



Wickham B in flight

a minimum, to seek recovery through the bankruptcy proceeding. Accepting the higher price would create a new contract. The company is working to fulfill these updated orders, having recently reported nearly 100 deliveries since customers began accepting higher prices for airplane kit orders. The latest

update from the company, posted January 27, extends a previous deadline to accept or reject orders for aircraft kits, with a two-week decision timeframe to be stipulated in individual notices that were to be delivered to all customers with unfilled orders that include engines, propellers, avionics, or any combination of these.



C-130 practicing touch and gos at Deer Valley

“Customers who receive these notices will be given 14 days to decide whether to accept or reject these modified orders,” the company stated. “We realize that many customers with orders for Van’s airframe kits who are facing the January 31 deadline also have open orders for third-party items. Some of those customers have been waiting to see what their cost increases will be on these third-party items before deciding whether to modify or reject

their airframe kit orders. If you receive an official notice to modify or reject a third-party item order and you have not yet decided to modify or reject your airframe kit order, your deadline to modify or reject your airframe kit order is extended to the same date by which you must decide to modify or reject your third-party item order.”

Continued on page 7



David Roberts, Aussie John Davis and Sue Miller at the Wickenburg Fly-In



Jack Pollack and Terry Emig having fun rib stitching a Stearman aileron

Vans Aircraft Update Ctd.

Customers have faced aircraft kit price increases reported to average around 30 percent, though at least one customer reported facing a much steeper percentage increase of 54 percent in a recent court filing.

Van's Aircraft has its own deadline looming, with a reorganization plan due to be filed in early March.

The new component price increases vary by manufacturer. Hartzell propellers purchased through Van's Aircraft will increase 3 %, while Sensenich and MT propellers will cost 6 % more than original order price, and that same 6-percent increase will apply to RV-12 avionics and powerplant kits, according to the online notice. Customers with Lycoming engines on order will face the steepest hike: either a 12-% increase over the original order price, or 2024 pricing, whichever is lower.

“We know these price increases create hardship for our customers. However, without taking these steps and making these price changes, there simply is not a feasible path forward for Van's Aircraft,” the company stated. “Increasing these prices allows us to remain in business to provide parts, kits, and support for the thousands of builders and owners of Van's products, and to be around to support each of you for years to come.”

Van's Aircraft noted that “special accommodations made by Hartzell” allowed the company to hold the applicable price “increase to a minimum,” while Dynon, a leading supplier of avionics for experimental aircraft, offered affected Van's Aircraft customers a 5% rebate.

The court has final authority over deadlines, and all other aspects of the company's operations, during the Chapter 11 process, and has not yet adjusted the February 12 deadline for creditors to file claims against Van's Aircraft. The two-week timeframe noted by Van's Aircraft will closely coincide with that court-set date, depending on the timing of delivery to each customer. It means the company should know by the middle of February whether it has re-closed enough sales to proceed with reorganization.

FAA WEATHER CAMS

Something that pilots have pointed out that saves lives and improves safety is the network of live weather cameras along routes commonly flown by VFR pilots. The weather cameras have been used in parts of Alaska for years and are now starting to be installed in the lower 48. It would probably be a good idea to familiarize yourself with the system and how it works. Go to www.weathercams.faa.gov check it out.

2024 BUCKEYE AIR FAIR

February 16th through 18th are the dates for this year's Buckeye Air Fair. More than 30,000 spectators made Buckeye Air Fair 2023 a huge success. The 2024 Air Fair will feature an airshow, vintage and military aircraft, action-packed demonstrations,

Aviation Academy exhibitions and so much more. AOPA

CACTUS FLY IN

The 66th annual Cactus Fly-In will be held on Saturday March 2nd at the Casa Grande Airport. Gates open 8:00 am Saturday, March 2nd, 2024

No charge for fly-in antique, classic and experimental aircraft and preregistered classic/antique vehicles (max-50 display cars). For an exact schedule and more info go to www.CactusFlyIn.org—

YUMA AIRSHOW 2024

The 2024 Airshow is scheduled for March 9, 2024 and is slated to include performances and demonstrations by the 3rd Marine Aircraft Wing Band, Marine Corps Mounted Color Guard, Aftershock Jet Truck, Tora Bomb Squad, U.S. Airforce F-22A, U.S. Marine Corps F-5F, and various other performances and static display aircraft and equipment.

Yuma Airshow 2024 aims to provide safe, entertaining experiences that will showcase

the doctrine and cutting-edge technologies of the Marine Corps as it prepares to fight the conflicts of the future.

FAA LODA ELIMINATED

In a misguided attempt to stop people from giving rides for hire in experimental warbirds the FAA came up a requirement for all Experimental aircraft owners, pilots, and flight instructors to obtain a letter of deviation authority letter (LODA) before they could give or receive flight instruction in experimental aircraft.

A small part of the original LODA was retrained that requires flight instructors who provide dual instruction in experimental aircraft they own or advertise giving dual instruction to still obtain a LODA for their intended operations.

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