



The ThunderWord

Thunderbird Field EAA Chapter 1217

April 2024

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month Mark Solper entertained a packed room with his presentation on Ultralights and Part 103 eligible aircraft. I was hoping it would be an interesting topic and it seemed like there were lots of people wanting to learn more about them and the giant steps that has happened in the past few years.

The idea of having the monthly meetings at the airport restaurant seems to be well received. As time goes on maybe more folks will enjoy the camaraderie of the meetings. There were some mistakes and poor service but the Barrio manager is working to get everything up to speed.

We are planning some fun activities for the chapter so stop out and have some fun. Next up is our Flying Flea Market, monthly meeting, May-Day BBQ so come out and get involved!

See you around the aerodrome!

Curtis

APRIL CHAPTER MEETING

The April meeting of Thunderbird field EAA Chapter 1217 will be held on Wednesday April 17th. Join us at 6pm for dinner then the speaker starts at 7pm. The location is the Barrio Restaurant in the Deer Valley Airport Terminal Building. We need everyone's support in having dinner and drinks before the meeting so can meet our \$250- tab so we get the meeting room fee waived. At the March meeting we reached our goal so we had the fee for the room waived.

This month's speaker is Dr Travis Allen from The Pilot Clinic. He is an FAA Designated Medical Examiner and can perform all classes of medicals but he is the go-to-guy for Basic

Med. For fun flying he has a Swiss Pilatus PC-3.

DILLON PRECISION FIELD TRIP

On the evening of Friday March 29th our EAA Chapter joined up with IAC Chapter 22 at Dillon Precision Products at Scottsdale Airport. A big thanks to Pike Kelly for all his help putting this event together.

They had their AT-6, T-34, Huey helicopter and Citation on hand for us to learn about. They even had ladders so visitors could sit in the planes and helicopter. After a tour of the Dillon factory everyone enjoyed some hot dogs on the grill and a showing of the movie *Cloud Dancer* a cinematography masterpiece, it had lots of cool flying scenes. Everyone had a good time catching up with old friends and meeting a few new ones.

Absent from the evening was their T-38 Talon which was in Mojave California doing chase plane duties for the Boom supersonic corporate jet test program.

MAYDAY-MAYDAY FLYIN/DRIVEIN BBQ

Saturday, May 4th, 1100-1400 will be the date & time for the annual **Thunderbird Field EAA Chapter 1217 MAY DAY FLY-IN/DRIVE-IN**. Deer Valley north side wash rack. Watch for more information in the Chapter e-mails..

CHUCK BIVENOUR FLIES WEST

Chapter 1217 member Chuck Bivenour, 94, passed away on the anniversary of powered flight. He was a graduate of the US Naval Academy and flew Grumman Bearcats off the carrier Yorktown.

Chuck owned several planes over the years including a Bonanza, Citabria, Stearman and his favorite a SNJ that he painted in his military

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squadron markings. He was one of the original members of the Cactus Squadron who flew

their warbirds at airshows and events across the state. Chuck had a passion for sharing

flying his planes and he always was taking someone for a flight; he will be missed.



Dr Travis Allen and his Pilatus PC-3

HARTZELL BUYS

WHIRLWIND PROPELLERS

Hartzell Propeller of Piqua, Ohio last month announced the purchase of WhirlWind Propellers Corporation. This acquisition expands Hartzell's product portfolio into light-sport aircraft.

Founded in 1995, WhirlWind Propellers manufactures composite constant-speed and ground-adjustable propellers for the light-sport, experimental and unmanned aircraft

markets. The Company also designs proof of concept propellers for emerging applications. Hartzell Propeller plans to retain the WhirlWind brand and product offerings.

Hartzell Propeller is a global leader in advanced technology aircraft propeller design and manufacturing for business, commercial and government customers. With more than a century of experience, the company designs next-generation propellers with innovative blended airfoil technology and manufactures

them with revolutionary machining centers, robotics and custom resin transfer molding and curing stations.

Hartzell Aviation is a group of firewall forward companies and products. The brands include Hartzell Propeller, Hartzell Aerospace and Welding and Hartzell Engine Tech.



Hangar Field Trip and Movie Night

COPPERSTATE FLY-IN NEEDS YOU

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

MARTIN MARS FINDS A HOME

The famed Martin Mars bomber, named Hawaii Mars, a massive water tanker aircraft used for fighting fires for more than a half-century in British Columbia, is expected to make its last flight this fall when it will be flown to North Saanich for a permanent display in the B.C. Aviation Museum. A deal has been struck with the plane's owners, the Coulson Group

ofCompanies, the province and the aviation museum to bring the bomber south.

The Hawaii Mars has not flown any firefighting missions since 2015 and has been sitting idle at Coulson's Sproat Lake Air base since its retirement. The bomber was put up for sale in aviation marketplaces at \$5 million, though no offers emerged.

The discussions were initiated by Mosdell, a Port Alberni native who grew up around the plane and now owns a martial arts studio in Royal Oak.

Mosdell connected the museum and Coulsen with the idea of preserving the plane. Mosdell was added to the museum's board and given the lead to continue negotiations and link up the province about how it could help in the acquisition, and draw up a plan to bring it to the museum on the lands of the Victoria International Airport.

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Naomi Friedrich checks out the At-6/SNJ at Dillons hangar tour



Cessna Encore seen on Dillon Field trip



Dillon's Bell Huey



One thing absent from our tour at Dillons was their T-38 Talon. It was busy in Mojave California flying chase plane for the test flights of Boom's supersonic biz jet



Two 1968 models Kelly Kreiselmeyer and Dillon's Huey

(more on water bomber)

“People just love this plane and they’ve come from all over the world just to see it,” said Mosdell, noting that when he worked in forestry, lumber customers from Japan specifically wanted to see the Hawaii Mars bomber. More recently, German tourists had their faces pressed against the fence at the Coulson yard craning for a closer look, he said.

Last July, B.C. Aviation Museum president Steve Nichol told the *Times Colonist* the museum planned to make the Martin Mars a centerpiece of its collection of B.C. wildfire aircraft, which already includes an A26 Douglas Invader and ex-Honeywell Convair 580. The Mars would be the first firefighting water “scooper” for the museum.

The museum said there are future plans to build a new hangar for all three.

Nichol said the Hawaii Mars bomber “would be one big jewel - make that a boulder - in our crown at the B.C. Aviation museum.”

But getting the Hawaii Mars to the airport presents several hurdles.

It’s the largest fixed-wing water bomber in the world, with a wing span of 200 feet and a body 120 feet long, so trucking it isn’t an option considering the plane’s sheer size. Even if the wings were taken off, it’s a long and difficult route with bridges and power lines, and the costs to transport and reassemble would be prohibitive.

A temporary flying certificate would have to be approved by Transport Canada and the aircraft would require several checks to be prepared to fly again. It would then have to be flown to Patricia Bay and hoisted onto a barge.

Nichol said changes may have to be made to some of the docks and infrastructure at the coast guard base at Patricia Bay to barge the big plane to land, where it would have to be fitted with wheeled dollies to be rolled out of the ocean, put into a cradle and trucked across West Saanich Road and Victoria International Airport property to the museum.

Weather would play a role in both the flight and softness of the soil over airport lands.

The Martin Mars bombers are water planes and have no landing gear. Only seven Martin Mars were made by California-based Glenn L. Martin Company, all for the U.S. Navy as ocean patrol and long-range transports during the Second World War. Most were used for naval cargo on the San Francisco-Honolulu route until 1956.

The last four, sold as scrap, were bought by a B.C. forestry consortium and later converted to water bombers. One Mars crashed while firefighting near Nanoose Bay in 1961 with the loss of four crew. Another was critically damaged in a storm.

The remaining two Martin Mars bombers were acquired by the Coulson Group in 2007 from Timberwest and its subsidiary, Forest Industrial Flying Tankers. The Philippine Mars, painted blue and white, was retired in 2012 and isn't considered airworthy. The red and white Hawaii Mars had its last fire season in B.C. in 2015.

Coulson, which fights fires in several countries around the world. The Coulson fleet is composed of the largest volume of large air tankers worldwide and the crews now work in the U.S., Australia, Chile, Argentina and South Korea.



Martin Mars flying-boat that is going to a museum



John Davis and his formerly owned RV-8

Chapter member John Davis is visiting Australia and went for a flight in the RV-8 he built 23 years ago. He sold it to his buddy Rob

a Qantas Captain and they shipped it from Anchorage to Australia.

Thunder Ads



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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/aircraft-for-sale>

THATCHER CX-4 PLANS & MANUAL

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w7lov@cox.net

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