



The ThunderWord

Thunderbird Field EAA Chapter 1217 May 2024

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month is Dr Travis Allen from The Pilot Clinic did a very informative presentation on Basic Med at our meeting. Hopefully he was able to answer everyone's questions on Sport Pilot and Basic Med.

In the middle of last month I received a note from a group in Tucson that wanted to do a presentation at one of our meetings so we signed them up for this month. I had met them at the Cactus Fly-In a couple of years ago when they brought their brand new ASK-21 aerobatic two seat glider to display; they are coming to talk this month.

See you around the aerodrome!

Curtis

MAY CHAPTER MEETING

The May meeting of Thunderbird field EAA Chapter 1217 will be held on Wednesday May 15th. 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 and April meetings we reached our goal so we had the fee for the room waived.

This month Ernie Hilborn, is going to do a talk that aims to shed light on the general differences between powered flight and soaring, as well as to share the inspiring mission of Freedom's Wings Arizona.

Freedom's Wings Arizona mission is to making the joy of flying accessible to everyone, especially those with disabilities. Their organization strives to create opportunities for individuals facing physical challenges to experience the freedom and

thrill of soaring through the skies. Their dedicated team of pilots and volunteers, have provided countless unforgettable moments for our participants.

For more information about the organization and mission, please visit www.freedomswingsaz.org

Guests are always welcome.

MAYDAY-MAYDAY

FLY-IN/DRIVE-IN BBQ

On Saturday, May 4th we had our 25th annual Thunderbird Field EAA Chapter 1217 MAY DAY FLY-IN/DRIVE-IN. We had a great turnout of members, family and friends as well as some cool planes to check out.

Lyle Parker brought his AirCam over so people could look it over. Dean and Cindy Gilderoy brought their highly modified Cessna 175 down from Carefree. Bill Unternaehrer brought his RV-12, Jack Pollacks Chipmunk and Curtis Clarks Wickham B all were there for folks to check out. Thanks to everyone that displayed their planes.

Besides bring his plane Dean Guilderoy also brought his trailer with all the tables and chairs so we didn't have to rent any this year. Special thanks to Jack and Clare for shopping and making up the custom burgers. Chrissie Clark for shopping, Brian Mitchell and Nikki Fox for being the cooks and to everyone who showed up this year!

RV-4/600

When Robert Haag's started building his custom-built Van's Aircraft RV-4/600 he was looking to build the ultimate "fun machine" sparked by the introduction of the Rotax 915 iS engine.

Initially aiming to create a new racing class and exceed 300 km/h with a Rotax engine, Robert's team from Planeworx in Germany decided to utilize their

Continued on page 2



RV-4/6000 with Rotax 915 iS engine



Engine Compartment of RV-4/6000

expertise and obtain the 600kg UL category certificate. Fast forward to today, the project earned its final type approval at [AERO2024](#).

Here's a peek into their journey from the ROTAX group: Rotax: How was the maiden flight in 2022? Robert: Overwhelming! The RV 4's exceptional flying and handling were familiar, but the first flight's excitement brought a permanent grin that remains to this day.

Rotax: What were the major challenges toward certification? Robert: Opting for type certification meant rigorous testing and extensive calculations. Technical challenges included managing the center of gravity with the lighter engine, maintaining the RV 4's structure while optimizing weight, and integrating a rescue system without unsightly plastic covers.

Rotax: How has the Rotax motor enhanced the RV-4? Robert: The Rotax 915 matches perfectly, offering optimal power settings and significantly improved high-altitude performance.

Thanks again to Robert Haag of Planeworx (GER) for this insight. With the first aircraft flying and the second under construction, we're excited to see

what's next! It is nice to see development of alternative engines for Van's aircraft.



Pictures from our Flying Flea Market



Most Expensive Item at the Flying Flea Market



Lyle Parker brought his AirCam to the Fly-In/Drive-In BBQ

CHAOS IN CASA GRANDE

Anyone that has flown into Casa Grande has had to face the situation of merging with the continuous string of flight school airplanes shooting practice approaches. There is a

presumption that the flight school planes have the right-of-way, they don't!

Does IFR traffic have right of way over VFR traffic? Let's say you are shooting an ILS

Continued on page 5

approach at a non-towered airport and an airplane turns base directly in front of you. Who has the right-of-way? Which pilot is expected to break off and rejoin the pattern?

FAR 91.113 and AC90-66B state that aircraft established in the pattern have right-of-way over an aircraft approaching a runway from a 'straight-in' position such as one on an instrument approach or one doing a long straight-in final. Contrary to popular belief the FAA does not recognize IFR pilots on an instrument flight plan as having priority over VFR pilots in the traffic pattern.

Takeaway: IFR pilots must understand that they are responsible for maintaining safe separation from VFR traffic in the pattern and

should plan to terminate their approach with a 'circle to land' maneuver to join the traffic pattern and follow preceding aircraft if necessary. Additionally, IFR pilots should make standard VFR position reports as they approach the airport to warn VFR traffic of their intentions.

At Casa Grande 99.9 percent of the planes doing straight-in approaches are VFR shooting a practice instrument approach. Even though they are on an ILS, they have the same requirements to follow aircraft in the traffic pattern. So next time you hear the chaos you will know what the right way of operating is according to the FAR's.



Wickham B owned by Curtis Clark and seen at the Fly-In/Drive-In BBQ

KNOW YOUR LIGHT SIGNALS

.Air Traffic Control (ATC) light gun signals are used to communicate with aircraft when radio communication is not available. These signals can be directed at aircraft in flight or on the ground and consist of different colors and flashing patterns. You had to learn what each signal meant to get your Private Pilot

License. For many of us in the Chapter that might have been a long time ago so its time for review. Here's what each signal means:

For Aircraft in Flight:-

Steady Green: Cleared to land. This indicates that the aircraft is cleared to land on the runway.

Continued on page 7



Gilderoy's Highly Modified Cessna 175 seen at the Fly-In/Drive-In BBQ



Jack Pollack's Chipmunk and the Wickham B were on display at the BBQ

(Continued from page 5)

Flashing Green: Cleared to approach the airport. This signal is used to indicate that the aircraft is authorized to approach the airport for landing.

Steady Red: Give way to other aircraft and continue circling. This means the aircraft must continue to circle the airport because it is not safe to land.

Flashing Red: Airport unsafe—do not land. The pilot should not attempt to land; the airport is considered unsafe.

Flashing White: This signal is not used for aircraft in flight.

Alternating Red and Green: Exercise extreme caution. This signal is a general warning of danger and advises the pilot to be cautious.

For Aircraft on the Ground:-

Steady Green: Cleared for takeoff. The aircraft is cleared to take off from the runway.

Flashing Green: Cleared to taxi. This indicates that the aircraft is cleared to taxi to the runway or another specified area on the airport.

Steady Red: Stop. The aircraft should come to a complete stop.

Flashing Red: Clear the runway. This signal indicates that the aircraft should vacate the runway or that it is not safe to enter the runway.

Flashing White: Return to starting point on the airport. This directs the pilot to taxi back to the starting point on the airport.

Alternating Red and Green: Exercise extreme caution. Similar to the in-flight signal, it warns of potential danger.

Alternating Red and Blue: Pull over and give your license, registration and proof of insurance to the police, you are on a road!

These signals are crucial for ensuring safety and effective communication when radio contact is not possible. It has probably been a while since you reviewed these but they are still in use today.

MARTIN MARS

COMING TO ARIZONA

Last month we wrote that one of the Martin Mars flying boats in Port Alberni British Columbia, the Hawaiian Mars, will stay in British Columbia. The second of the world's largest flying boats is being retired—to the desert. The *Philippine Mars*, one of two remaining Martin JRM Mars World War II U.S. Navy transports, has been acquired by the Pima Air and Space Museum near Tucson, Arizona.

The aircraft is owned by the Coulson Group in Port Alberni, British Columbia, and spent decades fighting wildfires up and down the west coast of North America. An earlier deal to send the aircraft to the National Naval Aviation Museum in Pensacola, Florida, fell through but the airplane was painted in navy blue in anticipation of that move.

“We are pleased to have the *Philippine Mars* join our museum where we will preserve this World War II-era aircraft for decades to come,” said Scott Marchand, CEO of Pima Air and Space Museum.

A sister ship, *Hawaii Mars*, which fought fires up until 2015, will be flown to the B.C. Aviation Museum in Sidney, B.C., near Victoria this fall.

“As a fitting tribute to their years of service and years of hard work by many people in B.C. and the U.S., we are pleased to see both Mars aircraft landing to rest at world class institutions in 2024,” said Coulson Group CEO Wayne Coulson.

What's not clear is how the massive flying boat will get to Tucson. It has no landing gear and operates only from water. It needs a relatively big body of water to take off and land, and there is no such open water in the immediate area of the museum.

COPPERSTATE FLY NEEDS YOU

Chapter 1217 member Steven Bass has stepped up to run the Copperstate Fly-In. If you want to get involved you can contact him directly:.

PO Box 4037

Scottsdale, AZ 85261

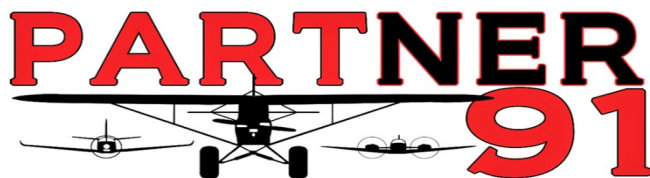
Ph: 602-758-1489

website: www.copperstateflyin.com

Facebook: CopperstateFlyIn

email: copperstateflyin@icloud.com

ThunderAds



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

RV-6A FOR SALE

Only 200 hours since new Sensenich prop 200 hours TT, and Lycoming O-320 has 200 hours SMOH. Beautiful paint and interior. For questions or photos, call 360-310-8215. Lyle Parker in Carefree.

AIRPLANE MOVER FOR SALE

Gasoline powered.
Terry Emig 520=705-8385

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

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

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

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

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

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-

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

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

