



The THUNDER *Word*

Thunderbird Field EAA Chapter 1217 October 2024. Scottsdale, AZ

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month Frank Kraljic spoke about his project the "Spirit of Man" that honors the Spirit of St Louis on its 100th anniversary, May 27, 2027. Frank and Nova Hall gave a very detailed account of Novas Grandfather who was the Chief Designer of the Spirit of Saint Louis.. A big thanks to Chapter member Tod Dickey for coming up with the speaker. One of the really standouts of his presentation was that he had an actual letter written by Charles Lindberg to his grandfather.

After several teasers it looks like fall flying weather is here. I have managed to get the RV-8 and Wickham both out for a few flights.

Curtis

NOVEMBER CHAPTER MEETING

The November meeting of Thunderbird Field EAA Chapter 1217 will be held on Wednesday, November 20th. Join us at 6 pm for dinner; then the speaker starts at 7 pm. The location is the Barrio Restaurant in the Deer Valley Airport Terminal Building. This months speaker is Dan Olsen the owner of Sibran Fuels who owns the self serve fuel island at DVT. Dan is going to talk about the replacement for 100 octane fuel and what the implementation will be like. Dan has a unique perspective on the new fuels as both a fuel retailer and as a user of fuel for his Lancair that he built. He has used the new fuel in his Lancair.

Guests are always welcome.

WHAT IS SIBRAN

The pilot community had been asking for convenient 24/7 access to competitively priced avgas for several years. Sibran – Deer Valley opened in December 2008 and was constructed

to state of the art industry standards, including dual dispensers so two aircraft can fuel simultaneously. In addition, the facility is outfitted with a 1,500-gal tank for assurance of supply, and with continuous electronic monitoring for safety. Sibran - Deer Valley has on-site staff to perform daily quality control checks that are the strictest in the industry. Sibran's pricing strategy is to offer the best price possible – to all pilots, all the time. No gimmicks, secret handshakes, Twitter or Facebook accounts needed. Everyone gets the same price, all the time. You don't have to wonder if your airplane has big enough fuel tanks to get a special discount.

NEW MEMBERS

At our October meeting we signed up three new members. Welcome aboard to Richard Alexander, Jason Bunker and Christian Webb. Christian and Jason own a Pipistrel Alpha Trainer based at DVT.

And a correction to last months new members. Ms. Heather Lang was incorrectly identified as Heather Lane. So one more picture of her beautiful RV-8 couldn't hurt.



DVT RUMOR MILL

At the fall Deer Valley Pilots Association breakfast earlier this month Ed Faron the Airport Manager couldn't make it. There were several interesting announcements were made which hopefully are true.

NEW HANGAR CONSTRUCTION. The long awaited construction of more hangars on the northeast corner of the airport has been approved by the City Council. The plan is for 250 hangars which should drastically shrink the wait list.

NEW PILOT SHOP. AeroZona Air Parts has been closed since the passing of its owner last year. Aerodyne Flight Center has bought the business and moved it to the old Subway location at 625 West Deer Valley Road by the Curtiss Jenny on a pole. FMI
www.Aerodyneflight.com

SECOND FBO. The City is going to put up for bid a second FBO to compete with Cutter Aviation.

FOUR ACRE LEASE. ACV Group LLC, McKinleyville CA has leased land just west of the control tower for a large two hangar project

CHAPTER HOLIDAY PARTY

Time is getting short! Looking for someone that might be able to host this year's annual Chapter Holiday Party. If you are interested in hosting the party give Curtis a call at 602-710-4494.

SONEX GROSS WEIGHTS

The FAA has approved Gross Weight Increase Approved for Sonex and Waix!

Sonex is excited to announce the approval of a higher maximum gross weight for all Sonex and Waix aircraft powered by engines of 100hp or greater. Following a series of engineering studies and flight tests, Sonex and Waix owners may designate a max. gross weight of 1220 lbs. for aircraft with 100hp or more. Read More: <https://www.sonexaircraft.com/gross-weight-increase-101424/>

SHERPA LIVES

You might remember the scaled up Super Cub that was at all the airshows in the nineties. The daunting costs of obtaining FAA certification caused the company to shut its doors Good news a new corporation has been organized to complete the certification, manufacture, and sell multiple turbine models of Sherpa Aircraft.

OLD SCHOOL

Flying out of storage, Old School is in the skies again! Scaled Composites is returning this Medium-Altitude Long-Endurance aircraft to its role as a developmental test bed, expanding their test fleet with proven extended endurance capabilities and flexible payload options.

The Model 355 Old School, originally designed and built by Scaled Composites as the Firebird Demonstrator for Northrop Grumman, is a full-scale proof-of-concept demonstrator operating as a Medium-Altitude Long-Endurance (MALE) payload test bed.

This optionally piloted, twin boom-bronco tail, pusher configuration aircraft is an example of the fast-prototyping Scaled excels at. From contract signature, through design, build, and then test, we reached first flight of the aircraft in 11 months.

Several design decisions determined the unique loft of this aircraft – with an intent to carry sensor payloads, the far-aft wing and booms support a layout with wide fields of regard for sensors to be carried beneath the fuselage. It was also designed with potential ground transit in mind: several planned seams on the aircraft give us the ability to take it apart, store it in a 40-foot sea container to transport elsewhere, then reassembled.

One design decision made a significant change in the aircraft early on: the demonstrator was initially intended to be a UAV, but Scaled understood that getting the aircraft to flight test with a pilot to prove the concept would be faster without the wait for a Vehicle Management System (VMS) to be ready. By reevaluating the mission needs, Scaled designed an optionally-manned aircraft and was quickly able to get the aircraft to flight

and start collecting test data: for the first flight and envelope expansion flights, Old School operated as a manned vehicle.

Autonomous flights were later demonstrated in January of 2011 with a Safety Pilot on board – during autonomous operations, the Safety Pilot engages the VMS Autopilot at different points of the flight to enter the next operation mode and can provide range flexibility by readjusting to new locations mid-flight before handing control back to the VMS for mission operations.

Old School has a large internal payload bay with the ability to operate multiple intelligence, surveillance, reconnaissance (ISR), and communications payloads simultaneously.

Old School has demonstrated multiple configurations operating several different payloads for hundreds of hours – in addition to utilizing the internal payload bay, equipment has flown on top of and below the fuselage, attached to the booms, and even connected to the wings.



Picture of Old School taken from the ACSS King Air C-90 flown by Bill Unternaehrer during TCAS testing at Mojave in 2016.



DESSER TIRE NAME CHANGE

Many of us order tires and tubes directly from Desser Tire. The company has changed names according to this email.

A year ago, VSE Aviation acquired Desser Tire & Rubber. We are excited to announce that as of today our systems are integrated, and we are now selling our tire, tube, brake and battery product lines under the VSE Aviation name. By combining our businesses, we can offer our global customers a single-source solution with a broader range of products and services and provide more resources to better support you.

Desser Tire & Rubber will continue to manage the sale of hoses for the foreseeable future.

RV-15 – New tail configuration



Chapter member Dave Sirota with his new Cessna 182 he bought from another Chapter member Steve Thompson



UPCOMING EVENTS

SAVE THE DATE



OCTOBER 2024 AVIATION ACCIDENT & INCIDENT SUMMARY

By Jim Timm

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid September thru mid October. We hope to use the following detailed accident/incident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others, and be able to take the necessary action to prevent them from having similar occurrences. The number of accidents/Incidents are still down, and the really good news is there still weren't any fatalities reported. We all need to continue to prevent accidents, and I'm certain these high temperatures we have been experiencing may have kept a lot of people from flying. In continuing with the expanded scope of the report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information source suits our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

In the mean time, here are the results from the above sources.

Date: September 18, 2024

Source: FAA Incident

Location: Near AZ09

Type: Cessna 172

Injuries: 2 Uninjured

Pilot: Pilot Certificate Unknown

INFLIGHT ENGINE FAILURE

Due to an inflight engine failure the Cessna 172 made a safe emergency landing in a field near the Big Chino Airstrip (AZ09). There was no reported damage.

Date: September 23, 2024

Source: FAA Incident

Location: North East Of Benson

Type: Diamond DA42 NG Twin Star

Injuries: 2 Uninjured

Pilot: Pilot Certificate Unknown

EMERGENCY LANDING

The aircraft departed Tucson International, and the pilot declared an emergency when they lost the back door while in flight. They were en route to San Angelo Texas, and were northeast of Benson at 11,100 MSL when they lost the door. The pilot immediately diverted to Benson Municipal Airport (E95), and made a safe landing.

Date: September 26, 2024

Source: FAA Incident

Location: Tucson Ryan Field (RYN)

Type: Cessna 182TR

Injuries: 2 Uninjured

Pilot: Private Pilot

GEAR UP LANDING

The pilot reported an issue with the nose gear prior to landing, and flew a low approach for a landing gear position verification from ATC. They then made a gear up landing. The extent of damage was assessed to be minor

Date: September 28, 2024

Source: FAA Incident

Location: 18 NM East of Phoenix Sky Harbor (PHX)

Type: Piper PA-28-180

Injuries: 2 Uninjured

Pilot: Pilot Certificate Unknown

INFLIGHT ENGINE FAILURE

Approximately 18 NM northeast of Phoenix Sky Harbor Airport, the Piper lost oil pressure, and engine power, and made a landing in an Alfalfa field in the vicinity of Fort McDowell. It was an instructional flight out of Mesa Falcon Field.

Date: October 1, 2024

Source: ASN

Location: Laughlin/Bullhead International Airport (IFP)

Type: Eurocopter AS350B2 (Helicopter)

Injuries: 3 Uninjured

Pilot: Pilot Certificate Unknown

LOSS OF POWER ON TAKEOFF

A Eurocopter Ecureuil experienced a loss of engine power and made a forced landing after takeoff from Laughlin/Bullhead International Airport.

Date: October 2, 2024

Source: ASN, FAA

Location: Mesa Falcon Field (FFZ)

Type: Diamond DA20-C2 Eclipse

Injuries: 2 Uninjured

Pilot: Comm/CFI Pilot

HARD LANDING

The aircraft made a hard landing, and suffered a nose gear collapse while landing at Falcon Field.

Date: October 3, 2024

Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Pipistrel Alpha

Injuries: 2 Uninjured

Pilot: Pilot Certificate Unknown

PROP STRIKE

The Pipistrel had a prop strike during it's landing. The extent of damage, other than the prop, was unknown.

Date: October 3, 2024

Source: FAA Incident

Location: Tucson International (TUS)

Type: Amateur Built Experimental

Injuries: 1 Uninjured

Pilot: Pilot Certificate Unknown

LOSS OF BRAKES

The airplane landed, had a brake failure, and rolled thru the runway overrun, and into the grass.

There was no damage to the airport or aircraft reported.

Date: October 8, 2024

Source: APA, ASN, FAA, NTSB

Location: Near Marana

Type: Piper PA-36-285 Pawnee

Injuries: 1 Uninjured

Pilot: Commercial Pilot

INFLIGHT LOSS OF POWER

The single-engine, aerial application Piper Pawnee lost power, and sustained substantial damage

subsequent to impact with residential structures, and terrain in Marana.

Date: October 8, 2024

Source: FAA Incident

Location: Glendale Airport (GEU)

Type: Carbon Cub CCK1865

Injuries: 1 Uninjured

Pilot: Commercial Pilot

LOSS OF CONTROL LANDING

While landing, the aircraft veered off the runway, and into the grass. The damage to the aircraft was reported to be minor.

Date: October 10, 2024

Source: FAA

Location: Buckeye Airport (BXX)

Type: Bellanca 17-30A

Injuries: 2 Uninjured

Pilot: Commercial Pilot

LOSS OF CONTROL LANDING

During landing, the aircraft had a landing gear failure, and went off the runway causing damage to the left wing, left landing gear, and aileron, and struck a runway light. The full extent of the damage was unknown.

Date: October 17, 2024

Source: ASN

Location: Wittmann, AZ

Type: Cameron A275 Balloon

Injuries: 9 Uninjured

STRUCK GROUND OBJECT

The balloon struck power lines, and a power pole while landing.

NEAR MIDAIR COLLISIONS (NMAC's)

We had one Near Mid Air Collision incident reported during the period from September

13 thru October 10, 2024. The details the incident are as follows:

Date: 9/28

Location: 3.15 NM South of Mesa Falcon Field (FFZ)

The NMAC was reported between a Piper PA-44 Seminole, and a Cessna 206. The

Piper Seminole was north bound at 3,200 feet MSL, and the Cessna was circling at 3,100

feet MSL, and when the Piper was 3.15 NM south of FFZ, ATC issued the Cessna a

traffic advisory. The Cessna reported the Piper was in sight. As the aircraft converged,

the Piper climbed to 3,500 feet. As the aircraft passed, the closest proximity was 0.18

NM, and 400 feet vertical. Note; The Cessna skydive operation was NOTAMed.

SEPTEMBER - OCTOBER

PILOT DEVIATIONS

These pilot deviations need to be examined to determine if a common thread exists that we should address to help reduce the number of deviations that continue to occur, and thus enhance aviation safety.

In the reporting period from September 13 thru October 10, 2024 there were eleven pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Private Pilot thru ATP, and there was only one out of state pilot, and one foreign pilot that committed these deviations. Of the eleven deviations reported, there was a need to issue two Brashers.

Note: A controller will issue a Brasher notification to a pilot when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with FAA Flight Standards.

Pilots need to listen carefully to ATC instructions and comply with them, and if you can't comply, tell ATC why you can't. Also, when flying in controlled airspace, pilots should never be creative, but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Always fly with care and forethought.

IFR DEVIATIONS (2)

9/26 Route Deviation

Comm/CFI Pilot

Albuquerque Center (ZAB)

The airplane was cleared to KTUS as filed and given a climb to 7,000 feet, which was read back correctly. The filed routing was P08, PICLI,V16,

TUS, KTUS. As the airplane was climbing through 5,300 feet they made a left turn of approximately 120 degrees without a clearance in a Minimum Instrument Altitude area (MIA) of 6,500 feet. The controller questioned the pilot but did not issue a safety alert. The pilot said they were correcting, and the controller advised that as filed was direct PICLI and asked where the pilot where he was headed now. The pilot said they were on the victor airway to TUS. The controller advised the pilot that they were 3 miles east of the airway and that they were below the MIA so he couldn't give them vectors until they were above 6,500 feet. Shortly after, the Aircraft observed above the MIA. Later when the instructor pilot called in he stated that his student had put the wrong routing into the GPS and that he wanted to see if the student would catch it, but waited too long to step in.

10/3 Route Deviation

Private Pilot

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the departing Honda Jet turned northbound prior to the SACAT intersection which resulted in a loss of separation with an aircraft inbound to Phoenix Sky Harbor.

CLASS BRAVO AIRSPACE DEVIATION (1)

10/2 Entering Class Bravo Airspace Without Authorization

Commercial/CFI Pilot

Phoenix TRACON (P50)

The airplane entered the Phoenix Class Bravo Airspace without authorization. There was no loss of separation.

CLASS CHARLIE AIRSPACE DEVIATION (1)

10/1 Entering Class Charlie Airspace Without First Establishing Two-Way Radio Communication

Private Pilot

Tucson TRACON (U90)

The pilot deviation was reported by the Tucson TRACON when the airplane was observed crossing the U.S. / Mexico border on a VFR transponder code, and heading northbound. The aircraft continued northbound, and violated both the inner, and outer core of the Tucson Class Charlie Airspace.

CLASS DELTA AIRSPACE DEVIATION (1)

8/30 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Private Pilot

Out Of Austria (Phoenix based airplane partnership)

Phoenix Deer Valley (DVT)

The deviation was reported by Deer Valley when the Piper entered the Phoenix Deer Valley Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation.

RUNWAY INCURSION (2)

9/30 Crossing A Runway Without Authorization

Commercial Pilot

Phoenix/Mesa Gateway Airport (IWA)

The controller observed the Piper crossing the hold short line and entering the runway, and the controller had to issue a go around to another aircraft on an approximate 1/4 mile final. The Piper continued across the runway. The controller reached out to Piper and received a response after the second attempt. The controller issued the Brasher warning.

10/3 Entering A Runway Without Authorization

Student Pilot

Tucson Ryan Field (RYN)

The pilot deviation was reported by the Ryan Field controller when the Cessna crossed the Hold Short Line of the runway without ATC authorization.

AIR TRAFFIC CONTROL INSTRUCTIONS (2)

9/12 Failure To Follow Air Traffic Control Instructions

ATP/CFI Pilot

Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by a Deer Valley controller when the Piper didn't fly the departure instructions issued by ATC, and as a result conflicted with local traffic.

10/4 Failure To Follow Air Traffic Control Instructions

Pilot Certification Unknown

Flagstaff Airport (FLG)

The pilot deviation was reported by a Flagstaff controller when a Cessna turned a right base in front of, and below another aircraft, causing that aircraft to respond to a TCAS Resolution Alert. A Brasher warning was issued.

SURFACE INCIDENT (1)

9/28 Movement On A Taxiway Without Authorization

ATP Pilot

Out of Montana

Tucson Ryan Field (RYN)

The pilot deviation was reported by Ryan Field when a Beechcraft Baron entered Taxiway B

without ATC authorization. There was no loss of separation reported.

VEHICLE DEVIATION (1)

9/25 Movement Of A Vehicle On A Controlled Surface

Pilot - Not Applicable

Prescott Municipal Airport (PRC)

An FBO Vehicle deviation was reported by the Prescott tower when a car entered the active runway without ATC authorization while a Cessna was on a landing roll. The estimated closest proximity was 160 feet.

Thunder Ads

AIRPLANE MOVER FOR SALE

Gasoline powered.

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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>
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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

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