



The THUNDER *Word*

Thunderbird Field EAA Chapter 1217 April 2025 Scottsdale, AZ

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month's meeting speaker was FAA FAST Team Manager Ernie Copeland who did a very informative talk about avoiding rotor wash. The big takeaway is 3/3/23- 3) For hovering helicopters a minimum of three rotor diameters away. 3) For forward flight a minimum of three nautical miles, especially large helicopters. 2)- Leave two minutes for rotor vortices to dissipate behind a helicopter in forward flight. You will not receive a warning from ATC so it up to the pilot to be aware of the dangers. There have been some beautiful days for flying in the past month even though the afternoons have been breezy.

See you at the April meeting!

Curtis

APRIL CHAPTER MEETING

The April meeting of Thunderbird Field EAA Chapter 1217 will be held on Wednesday, April 16th. 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 month's speaker is local pilot Scott McDonald. His first flying job was as a jump pilot at Casa Grande Airport. He later went on to fly for Globe Air and Aviation Specialties at Falcon Field. These were the times when they were flying B-17's, PV-2's, Connies and even had a Boeing 307. Scott is going to talk about flying and the books he has written. Blenders and Bullets, Windward, and Low Level are three of the most popular.

Guests are always welcome



Scott McDonald



APRIL FLEA MARKET

We will be having our third annual flea market at Deer Valley on Saturday April 12th before it gets too hot. We plan sell lots of items that have been graciously donated to the chapter. You are also encouraged to bring a table to sell off those excess treasures that are clogging up our hangars, garages and workshops.

The event will be taking place at hangar 57-01 in the shade from 10am-2pm. To participate bring a table and some change, everyone will be responsible for there own stuff. Some help is defiantly to set up, price and ride herd on things. If you can help email eaachapter1217@aol.com. You will have to wait until the meeting on the 16th to get a full report.

MAYDAY-MAYDAY FLYIN/DRIVEIN BBQ

Saturday, May 3rd, 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. The chapter will be providing the burgers and fixings. You need to bring a side dish or dessert to share.



CHAPTER MEMBER DONATES PLANE

With modern planes there are sometimes inspections and component mandatory overhauls that can cost several times the value of the plane.

Chapter member Tod Dickey was facing that reality with his family's Beech 400. They had owned the plane since it was new and kept it in perfect condition. Rather than scrap it he decided to donate it to the Pima Air Museum in Tucson.. Last month Tod flew the plane to Davis Monthan Air Force base and taxied the plane to its final resting place on public display. With its shiny paint and sleek shape it is hard to believe the plane was forty years old.

This plane was serial number one and was built in Japan as a Mitsubishi Diamond 1A and shipped to San Angelo Texas in pieces. It was assembled and certified as the first Diamond in the US. Later after Beechcraft bought the design it was recertified as a Beechjet 400.

The museum issued a press release saying ; **NEW ARRIVAL!** A Beechjet 400 joins the collection. This aircraft was originally designed by Mitsubishi as the MU-300 Diamond. Beechcraft purchased the rights to the aircraft and redesignated it as the Beechjet 400 in the mid 80s, which is when this one was built. In the 90s they were also produced as the T-1 Jayhawk, advanced jet trainer for the USAF, and as the Hawker 400 for commercial and private sectors.



U2 coming to EAA AirVenture

EAA AirVenture Oshkosh 2025 will feature one of the most popular intelligence, surveillance, and reconnaissance (ISR) aircraft, as the U.S. Air Force plans to bring a Lockheed U-2 from Beale Air Force Base in California. The 72nd edition of EAA's annual fly-in convention is July 21-27 at Wittman Regional Airport in Oshkosh, Wisconsin.

"The U-2 continues to play a vital role in ISR operations for the United States and remains an iconic aircraft among the Air Force fleet," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "We welcome the crew to Oshkosh and appreciate the opportunity to have one on display at EAA AirVenture."

The aircraft will be on display all week to commemorate the U-2's 70th anniversary, having first flown on August 1, 1955. Nicknamed Dragon Lady, the U-2 served as a major

upgrade to the United States' reconnaissance capabilities after World War II. The U.S. has used U-2s all over the world including during operations in the Soviet Union, Korea, Afghanistan, and Iraq. The aircraft can reach altitudes greater than 70,000 feet with a cruise speed of 470 miles per hour.

While the U-2 is a single-seat aircraft, it often requires a team effort to land due to the reduced forward visibility and bicycle-type landing gear. A second U-2 pilot follows the aircraft in a high-performance chase car during landing. The two pilots communicate via radio to ensure a successful landing.

Arriving alongside the U-2 will be a T-38 Talon, a supersonic jet trainer that serves a variety of roles in Air Force pilot training. The aircraft is primarily used by the Air Education and Training Command to prepare pilots for frontline fighter and bomber aircraft. The T-38 boasts an impressive amount of power with the ability to reach speeds greater than 800 miles per hour.

AIRVENTURE HAPPY HOUR

It has now been a 25-year tradition of Chapter 1217 members attending the Oshkosh AirVenture Fly-in to get together one evening and compare sightings and stories. This year on the first day of the Fly-In, we will have our annual AIRVENTURE HAPPY HOUR AND FISH FRY at WENDT'S ON THE LAKE. Come and join us for some traditional Wisconsin food and libations. That's on Monday, July 21st around 7 pm.

If you want to plug it into your GPS the address is N9699 Lake Shore Road, Van Dyne, WI 54979-9703 (920) 688-5231; www.wendtsonthelake.com. They are located 3.8 miles south of the seaplane base. We have a reserved section and there will be no waiting for hours like at the other restaurants in the area.

EVENTS

MCAS Yuma Air Show, Yuma, AZ, April 15, 2025.

NAF El Centro Air Show, El Centro, CA, (Blue Angels). April 15, 2025

Thunder and Lightning Over Arizona, Tucson, AZ, April 22-23, 2025

The Great Sedona Fly-in, Sedona, AZ, May 3, 2025

Casa Grande Breakfast, April 26

Coolidge Breakfast, May 3rd

Kayenta Airport Fly-in, May 3rd

PLANES THAT NEVER MADE IT

The Lockheed Model 75 Saturn was a small, short-route commercial aircraft produced by the Lockheed Corporation in the mid-1940s. Lockheed announced the project on November 19, 1944. The design team, led by Don Palmer, created a high-wing, twin-engine monoplane with 14 seats and a top speed of 228 mph (367 km/h). Lockheed touted the Saturn's capability to take on passengers and cargo without ramps or stairs, making it suitable for small-town airports with limited facilities. Tony LeVier piloted the first flight on June 17, 1946. Lockheed had received 500 conditional orders for this aircraft, priced at \$85,000 each. But, by the time the design was completed, the selling price had risen to \$100,000 and these orders had been cancelled, with war surplus C-47s filling the same market at a quarter the price. Lockheed lost \$6 million from the development of the two prototypes, which were scrapped in 1948.

It was designed to carry up to 14 passengers and powered by two Wright engines. The plane faced stiff competition from Douglas and Convair, the Convair 240 unfortunately had better overall performance, was pressurized and had a lower price tag.



MARTIN MARS

The team has been hard at work taking apart the Martin Mars at Lake Pleasant. As of April 9th the wing is completely removed from the main hull. Their goal was to have it completely dismantled before the first 100 degree day, they made it.



EAA FLYIN NOTAM

The free 32-page booklet is an absolute must if you're flying an aircraft to Oshkosh. It outlines all arrival/departure procedures, radio frequencies, Wittman Regional Airport details, and much more. Go to www.EAA.org then AirVenture and the NOTAMS on the drop down menu at the top of the screen.

Although many of the procedures are similar to previous years, there are updates in nearly every area to enhance safety, efficiency, and convenience for the thousands of airplanes expected at the World's Greatest Aviation Celebration®.

The EAA AirVenture flight procedures Notice is required reading and should be part of a pilot's pre-flight preparation.

Graphic TFR NOTAMs: When flying in the U.S., EAA strongly encourages you to check NOTAMs and Notices for current temporary flight restrictions (TFR) that may affect your flight route.

Safe Landing at AirVenture – Best Methods for Landing on 18R and 27

In this video, EAA Safety Committee leaders and experienced pilots Sean Elliott and Charlie Precourt demonstrate the AirVenture specific pattern and landing techniques for runway 18R and 27 – both good and bad. Key points to note from the video:

- These demonstrated pattern descent points and target altitudes may be different from what you are used to. Early descent on the downwind leg is not a typical pattern operation and hitting 1,300 feet MSL at the downwind to base leg corner is different as well.
- Plan to be wings level on final by 1,050 feet MSL.
- If it doesn't feel right, IT IS OK TO GO AROUND! ATC will accommodate and provide instructions.

Additionally, EAA published an [AirVenture arrival preparation flight review lesson plan](#) for pilots. Consider reviewing this with your CFI prior to flying into the event.

FEBRUARY - MARCH

PILOT DEVIATIONS

2/27 Standard Instrument Departure Deviation (SID)

Private Pilot

Out Of Iowa

Phoenix TRACON (P50)

The deviation was reported by the Phoenix TRACON when the Piaggio Avanti didn't fly the SACAT 3 SID as published.

3/1 SID Deviation

Unknown Pilot Certification

Out Of North Dakota

Phoenix TRACON (P50)

The deviation was reported by the Phoenix TRACON when the Citation didn't fly the SACAT 3 SID as published.

3/1 SID Deviation

Unknown Pilot Certification

Out Of New Mexico

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Bonanza Didn't fly the DVT 3 out of Phoenix Deer Valley (DVT) as published.

3/3 Altitude Deviation

Comm/CFI Pilot

Albuquerque Center (ZAB)

The Cessna 172 was level at 7,000ft, and radar data for the aircraft showed they went from 7,000ft to 6,700ft and then back to 7,000ft. Shortly after they had descended to 6,500ft, they advised the Albuquerque controller they were

doing a quick descent to 6,500ft to avoid icing. The controller stated they are on an IFR clearance so maintain 6,000ft and advise if you need any assistance. They were issued a Brasher.

3/5 SID Deviation

Commercial Pilot

Out Of Missouri

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Socata TBM didn't fly the DVT3 Departure out of Phoenix Deer Valley Airport (DVT) as published.

3/9 FAA Part 135 Flight Plan Deviation

Unknown Pilot Certification

Springerville Airport (JTC)

The pilot deviation was reported by Albuquerque Center when the fire fighting jet aircraft failed to cancel their IFR Flight Plan resulting in an Alert Notice being issued. A Brasher notice was issued.

CLASS BRAVO AIRSPACE DEVIATIONS (2)

2/22 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix Tracon when the Cherokee entered the Phoenix Class Bravo airspace without first obtaining authorization.

2/22 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot

Out Of Indiana

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix Tracon when the Cessna entered the Phoenix Class Bravo airspace without first obtaining authorization.

CLASS DELTA AIRSPACE DEVIATIONS (2)

2/26 Entering Class Delta Airspace Without First Establishing Two-Way Radio

Communication

Commercial Pilot

Out Of Montana

Prescott Airport (PRC)

The deviation was reported by Prescott when the Light Sport Savanna entered the Prescott Class Delta Airspace without first establishing radio communications.

3/8 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Commercial Pilot

Out Of California

Phoenix Deer Valley (DVT)

The pilot deviation was reported by Deer Valley when the Piper Lance entered the Deer Valley Class Delta Airspace without first establishing two-way radio communications.

RUNWAY INCURSIONS (6)

2/7 Entering A Runway Without Authorization

Unknown Pilot Certification

Out Of Mexico

Tucson International Airport (TUS)

The pilot deviation was reported by Tucson International when the Cessna touched down on the runway without ATC authorization.

2/7 Entering A Runway Without Authorization

Commercial/CFI Pilot

Glendale Airport (GEU)

The pilot deviation was reported by Glendale ATC when the Pipistrel taxied onto the runway without ATC authorization.

2/12 Entering A Runway Without Authorization

Comm/CFI Pilot

Mesa Gateway Airport (IWA)

The pilot deviation was reported by the Gateway ATC when the Cherokee crossed the hold short line of the runway without ATC authorization.

2/21 Entering A Runway Without Authorization

Comm/CFI Pilot

Mesa Gateway Airport (IWA)

The pilot deviation was reported by the Gateway ATC when the Cessna entered the runway without ATC authorization.

2/24 Entering A Runway Without Authorization

ATP/CFI Pilot

Mesa Gateway Airport (IWA)

The pilot deviation was reported by the Gateway ATC when the Marchetti Jet entered the runway without ATC authorization.

3/2 Entering A Runway Without Authorization

Private Pilot

Mesa Gateway Airport (IWA)

The pilot deviation was reported by the Gateway ATC when the Cessna entered the runway without ATC authorization.

FAILURE TO FOLLOW ATC INSTRUCTIONS (3)

2/7 Not Complying With ATC Instructions

ATP/CFI Pilot

Mesa Falcon Field (FFZ)

The pilot deviation was reported when the Lancair was instructed to fly straight out, but turned on course without ATC authorization.

2/22 Not Complying With ATC Instructions

Commercial Pilot

Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Cessna didn't follow ATC instructions to join the final.

3/5 Not Complying With ATC Instructions

Private Pilot

Out Of California

Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when the Beech King Air overshot the extended runway centerline during his turn inbound, and conflicted with a Cessna on final on an adjacent runway.

SURFACE INCIDENT DEVIATIONS (2)

2/10 Taxiing On A Taxiway Without Authorization

Comm/CFI Pilot

Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when the Cherokee entered a closed portion of the taxiway without ATC authorization.

3/5 Taxiing On A Taxiway Without Authorization

Private Pilot

Out of Idaho

Tucson International (TUS)

The Pilot deviation was reported by TUS when the Cessna taxied onto a taxiway without ATC authorization.

MARCH 2025 AVIATION ACCIDENT & INCIDENT SUMMARY

Date: February 9, 2025

Source: FAA Incident

Location: Glendale (GEU)

Type: Mooney M-20F

Injuries: 2 Uninjured

Private Pilot

LANDING GEAR COLLAPSE

The left main gear collapsed as the airplane was taxiing out for takeoff. The damage was minor.

Date: February 13, 2025

Source: FAA Incident

Location: Marana (AVQ)

Type: Cirrus SR20

Injuries: 2 Uninjured

Comm/CFI Pilot

FLIGHT CONTROL DISCONNECTED

While in the pattern at Marana the left hand control became disconnected from the ailerons. The control on the right side remained connected, and the aircraft was able to return to Mesa Falcon Field (FFZ) without further incident.

Date: February 14, 2025

Source: FAA Incident

Location: Tucson Ryan Field (RYN)

Type: Bakeng Duce (Experimental)

Injuries: 1 Uninjured

Comm/CFI Pilot

ENGINE FAILURE

The aircraft departed, and immediately declared an emergency because of an engine failure. He landed on a taxiway without further incident.

Date: February 16, 2025

Source: FAA Incident

Location: Eloy (E60)

Type: Sky Diver

Injuries: 1 Fatality

Pilot Certification Not Required

PARACHUTE FAILURE

The sky diver exited the airplane, and his parachute failed to open. There was no damage to the airplane.

February 20, 2025

Source: ASN, NTSB

Location: Cottonwood (P52)

Type: Cessna 172S Skyhawk

Injuries: 2 Uninjured

Pilot Certification Unknown

AIRCRAFT ACCIDENT

The aircraft departed Prescott and was reported to have been involved in an accident at Cottonwood, and the damage was reported to be substantial. No accident details were available.

Date: February 25, 2025

Source: FAA Incident

Location: Gila Bend

Type: Cessna 172

Injuries: 1 Uninjured

Private Pilot

LOSS OF CONTROL LANDING

The pilot reported blowing out a tire on landing, and ran off the runway. There was no reported damage to the airplane or airport property.

Date: February 27, 2025

Source: FAA Incident

Location: Mesa Gateway Airport (IWA)

Type: Cessna 170

Injuries: 1 Uninjured

ATP/CFI Pilot

TAXIED OFF PAVED SURFACE

The pilot landed and taxied off the paved surface, and into the mud. There was no damage to the aircraft or airport property.

Date: March 1, 2025

Source: FAA Incident

Location: Tucson International Airport (TUS)

Type: Mooney M-20J

Injuries: 1 Uninjured

Private Pilot

LOSS OF CONTROL LANDING

Upon landing the airplane went off the runway, and into the dirt, possibly due to a flat tire. There was no damage to the aircraft or airport property.

Date: March 19, 2025

Source: ASN

Location: Near Winslow

Type: Piper PA-28-180

Injuries: 1 Uninjured

Pilot Certification Unknown

INFLIGHT POWER LOSS

The airplane departed Flagstaff, and near Winslow the Piper experienced a loss of engine power, and a subsequent forced landing to open field terrain. The airplane sustained unknown damage, but post-incident photos show the engine, and windshield covered with oil.

NEAR MIDAIR COLLISIONS (NMAC's)

We had two Near Mid Air Collision incidents reported during the period from February 14,

2025 thru March 13, 2025.

DATE: February 16, 2025

LOCATION: Mesa Falcon Field (FFZ)

A NMAC was reported when a Pilatus was on a final for RWY 4R at FFZ, and a Cessna was on base to land on the parallel RWY 4L, but flew thru the final to 4L, and came within .11 mi, and 100 ft vertical of the Pilatus.

DATE: February 24, 2025

LOCATION: Chandler Airport (CHD)

A Cessna 172 reported a Drone off their right side as they turned base for RWY 22R at CHD. No evasive maneuvers were required and the closest proximity was estimated to be 15 feet.

Thunder Ads

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 bmartin@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 Giorgi delgiorgi@giorgiopels@gmail.com

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.
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