



The ThunderWord

Thunderbird Field EAA Chapter 1217

April, 2005

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! We had a good turn out for March's meeting to hear Bill Unternaehrer give us an update on Global Positioning Systems. I think everyone learned a lot even though Bill freely admits he was just touching the tip of the iceberg on this emerging technology. There is a lot more to the newer GPS units than a fancy color display.

Last weekend brought to an end the ten-year run of the "Stearman Fly-in" at Casa Grande. Terry Emig has decided to pass the baton to Bill Allen and the Fly-in will be moved to the Allen Airways hangar at Gillespie Field outside San Diego for the next ten years. I don't think Terry told him about the ten-year deal!

Plans are under way to set a time and date for our annual "EAA Chapter 1217 Fly-in / Drive-in at Deer Valley. We will have more information at the April meeting. This is always a popular event and brings everyone in the Chapter closer together.

Mike McGarry, Jack Pollack, Tom Weidlich and I are headed down to Sun-n-Fun so we will have a report at the next meeting on our activities.

Hope to see everyone at the April meeting!

Curtis

NEW MEMBERS

Paul Besing has rejoined after joining the Army and going to helicopter training on the Apache. Paul has built an RV-6A in his former life. Also joining was Mark Garrard who is Paul's partner in the Kit Log business.

APRIL MEETING

The April meeting of Thunderbird Field EAA Chapter 1217 will be on Thursday, April 21st. The time is 7 pm in the Scottsdale Airport Terminal Building. This month's guest speaker will be Jim White. Jim owns the clipped wing Monocoupe "Baby Ruth". How Jim got involved with the plane and had Chapter member George Evans restore it for him is only part of the story. The plane itself has a very colorful history and is one of the more famous racing planes of its era. This is the first, and maybe only time that Jim has told the plane's story. Jim's girlfriend is working on putting together a Powerpoint presentation with lots of pictures of the plane over its lifetime.

NEXT MONTH'S MEETING

Lonnie McClung from Groen Brothers Aviation will be our guest speaker. His company builds several different types of gyrocopters from the personal sized two seat Sparrowhawk up through large turbine powered gyrocopters intended for military use. Lonnie plans to bring the Sparrowhawk demonstrator over for all of us to look at first hand.

FIRST FLIGHTS

Al Ross's newly completed Jabiru took to the skies for the first time on Saturday March 12th at Carefree Airport. Larry Pritchard also recently got his Thorpe T-211 airborne at Deer Valley. Gordon Reimel's GlaStar at Carefree and Mike Berglund's Kitfox Vixen at Deer Valley are both ready for flight awaiting paperwork fixes.



JIM WHITE'S CLIPPED WING MONOCOUE "BABY RUTH"

CHAPTER HATS

Another shipment of Chapter 1217 hats has come in. All the well-dressed pilots are wearing them so pick one up at the next meeting.

NEW PLANES AND PROJECTS

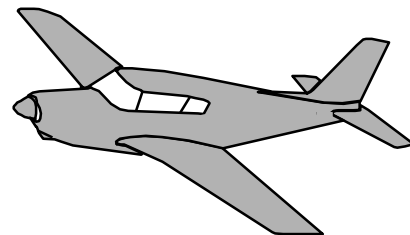
Brian Briggerman has purchased a Zenith kit to replace his Mooney. Brian Ryckmen has purchased a Cessna 180 and has his Super Cub up for sale, there will be an article on the delivery in next month's Thunderword.

RV FLYIN

The weekend of May 6-8 is the second annual EAA RV Fly-in in Carson City Nevada. Registration begins on Friday and judging is on Saturday. There will be lots of prizes in numerous categories, static displays, and food available at the airport. For more information contact Mike Jimenez at 775-246-4025 or email at mijimen@aol.com. The event is sponsored by EAA Sierra Chapter 403.

CHAPTER NAME TAGS

The last vendor we were using has gone out of business. Anyone who needs a new name tag or who has never received one needs to contact Curtis Clark at 602 953-2571 or send an email to EAAChapter1217@aol.com. Just leave your name and that you need a nametag and we will get them ordered.





ALL ROSS AND HIS JABIRU



FIRST LANDING

WOOD GRAINING ON METAL

One of the things about the aircraft from the thirties and forties that always attracts me is the simulated wood grain instrument panels. The process for creating one of these finishes isn't as hard as you might think and it might be just the thing to set your cloud stretcher 400 away from all the others.

Simulated wood grain on metal is easy once you learn how. My learning curve took four trips to the paint store and about two weeks. Most of the waiting time is for the various layers of paint to dry. You can do it with one trip to the paint store and a little practice. The paint store in this case was Home Depot. You will need to decide on two colors, one for the base coat and one for the wood grain. I used Caramel Lette interior flat latex for the base and oil based Traditional Mahogany for the wood stain. You will also need to buy, from Lowes, some spray cans of Valspar Ultra /clear #165958 for the clear coat over the other two paints. Naturally, you also need to buy a new tool. It is the Olympic "Wood Graining Tool," and is located in the same paint section of the store. Don't get too mad if you have to buy a whole quart of the latex. Just think of it as using some of your beer money and helping you to loose weight.

With the latex paint as a base coat, using mineral spirits paint thinner will not affect the base coat. The third paint is an acrylic finish in a spray can. Thus, the third does not affect the first and second paint just like the second paint doesn't affect the first. Are you confused yet?

STEP ONE: After chromating the metal, paint a nice coat of latex paint on your practice metal. I didn't thin the latex and it took a couple of days to dry. It probably would be a good idea to thin the paint. Make sure the base coat is dry before proceeding to the next step.

STEP TWO: Place a thin coat of the oil based stain over the base coat. Have some mineral spirits paint thinner handy. Using the

wood grain tool, pull it in the direction you want the grain to go. I found the handle on the tool useless, and gloves an absolute necessity. Drag the tool using the comb edge and just make straight grain. A paper towel with thinner is used to remove most of the stain from the tool. After straight graining the stain, use the face or notched edge of the tool to provide variety in your wood grain pattern. Wipe the tool as needed. If you screw up and don't like your results just take the paper towel with thinner and stain from cleaning the tool and wipe off the entire surface and start over. Once you have the wood grain pattern you like, be sure and let the thing dry for a couple of days.

STEP THREE: Over spraying the clear acrylic should be done with the pieces laying flat if possible. Apply three flashing coats of clear with some drying time between coats. After dry, sand with wet/dry 400 sand paper. It is necessary to repeat this step three or four times. The goal is to have a very smooth surface.

If you don't like the choices of base and color coats ask your wife for advice and get different colors. I do recommend you stick with the three types of paint in the same sequence. With a little practice you can have a deep wood grain instrument panel like a Rolls Royce.

TURBOCHARGING ENGINES-

A REFRESHER

Turbocharging has been part of everyday operations for some pilots and A&P mechanics for many years. The science of adding a turbocharger to an aircraft engine and making that system provide a bonus in operating capability has been well established. The purpose of this article is to give you a brief rundown on what the general aviation pilot should know about turbocharged flat opposed piston engines. Always read your engine specific operating manual and follow it carefully.

WHY TURBOCHARGE?

Experience has taught us that flying high and fast is most desirable on cross-country flights, and the relatively inexpensive, small, light weight turbocharger makes this possible. Turbocharging the flat opposed aircraft engine also allows cabin pressurization in piston aircraft.

The turbocharger has made it possible to climb above most of the undesirable flying weather instead of banging through the poor visibilities, bumpy air, icing, and slower speeds below 10,000 feet. With greater flexibility in choice of altitude, it is possible to take advantage of favorable tailwinds and fly higher to avoid turbulence. Also, by flying at a higher altitude with a turbocharged engine you can maintain higher power settings at higher altitudes. This means faster true airspeeds and increased range with better fuel economy.

The turbocharged engine is a blessing at high altitude airports. The normally aspirated engine may be marginal from these fields, but turbocharging will provide sea level power

and drastically improve takeoff performance. The turbocharged engine offers the advantage of high altitude flight without the high cost of a turbine powered airplane.

WHAT IS TURBOCHARGING?

Without going into complicated formulas, the turbocharger is an air pump that allows us to supply the engine with dense air (and the oxygen needed for combustion) not only at sea level, but also when operating in the less dense air at high altitudes. The pump used in a turbocharger may be described as a centrifugal air compressor that is mounted on a shaft. To power the compressor the hot exhaust gases that are discharged as wasted energy are now harnessed by directing them through a turbine wheel that might be described as a very sophisticated windmill.

These two turbine wheels, mounted on a common shaft, are enclosed within housings that separate and contain the two components, this entire part is known as the turbocharger.



Thunder Ads

FOR SALE

REPUBLIC SEABEE PROJECT

Hangered at DVT. Fuselage assembled. Professionally built to this point. Many parts are new. Call Tod at 602 272-1347.

1/3 PARTNERSHIP IN 1973 PIPER ARROW

Hangered at DVT, TTAF: 4608, Great IFR, King KX-155 (2) (1 G/S), Narco DME190, Garmin 195, PS Engineering PM1000 4 Place, King KMA-24, many speed mods, air conditioning. Contact Tod 602-549-8786 www.filjan.com/n56023 or quarterhorses@gmail.com

CESSNA 140 WHEEL PANTS

Set of wheel paints for a Cessna 140, never installed, back plates, wheel nuts included. \$400 obo. Rich Bursley 623-521-4104.

GlaStar Fixtures

All fixtures to build a GlaStar airplane. Will take \$150. Bill Grieme 480-998-9164

Lycoming 0-235-C1

673 SMOH, Sky Tec starter, removed from Long Eze for 0-320 upgrade. \$6500. Mark Boram 520-883-0672

RV-3 Parts & Misc

RV-3 wings, flaps, ailerons and wing tips \$1000., 2 US army flight helmets, 8 new David Clark listen only headsets \$100. each, 2 yellow tagged cranks for an 0-320 and an 0-290-G. Dick Wall 602-788-9848

COZY 3 PLACE PROJECT

Fuselage finished thru Chapter 8. Have most raw materials to finish fuselage and wings. Includes plans, landing gears, metal kit, epoxy pump, news letters, etc. Asking \$1500 (firm) for all. Jim Stevens 623-872-7531 after 3 pm. Location: Avondale, AZ

Skybolt Project

Most major work complete. Hangered at DVT. \$10,000. Stuart McDonald 602-954-9343

JEFFAIRE BARRACUDA PROJECT

Fuselage on gear, wings built. Instrumentants, gauges and a whole lot more. 80% complete. Must sell for only \$9,900. Hangered at Glendale, AZ. Call John 480-704-3250

SERVICES / WANTED

Instrument Instruction

Get your instrument rating with a club member J. Robert Moss CFII, expert in Garmin 430 / 530 IFR operations, Cirrus checkouts. Call Jeff 480 699-7447

Designated Pilot Examiner

Chapter member. Paul Jones 520-251-1251

Prop balancing, Annuals, Prebuys

Jim Berdick AI 623-581-9152

Annuals, Restorations, Fabric Work

Eloy Airport Julie White 520-466-3442

Aircraft Welding and Restorations

Evans Aviation 480-585-3119

Airmen Physicals

Dr. Henry Givre AME, Chapter member and RV-4 owner. 520-836-8701

Aircraft Photography

Mike O'Connor CrashOConnor@aol.com
480-515-5105

BFR's

Fred Lloyd 602-234-1940

Maintenance and Annuals

Klobe Air, LLC Aircraft Maintenance Service Located at Glendale Airport, southern blue hangars #4 Alice 623-877-9033

Flight Instruction

Learn to fly, get a new rating, or BFR. Samir 480-518-5346.

Machine Shop

High quality parts fabrication for homebuilts at a reasonable price. David Leverentz 520-898-4321

TOOLS NEEDED

I am starting a Zenith 601XL project and need virtually all the tools required for the project. I hope to find them used. I am putting together a list and will have it soon. If you know of anyone that has finished their project and no longer needs their tools, give them my name. The first thing I need are clecos and associated accessories to put them in with. Brian Briggerman blb7037@cox.net

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

Send an E-mail to EAChapter1217@aol.com

**Thunderbird Field
EAA Chapter 1217
5450 East Voltaire
Scottsdale, Arizona 85254**

