



The ThunderWord

Thunderbird Field EAA Chapter 1217

August, 2006

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Thanks to Terry and Jack for running last month's meeting and a big thanks to David Roberts for being the guest speaker.

I made my 22nd annual pilgrimage to Oshkosh for the Fly-in last month and had a good time. Each year the AirVenture Fly-in gets bigger and bigger but this year's attendance was down because of lousy weather and the fact that it would be hard to beat last year when Spaceship One visited. One unique aspect of this year's event was that they were promoting three new flying movies: Flyboys, 16 Right, and a Reno Air Race movie.

We need to start focusing on fall flying as soon as the weather cools off. Chapter 1217 is going to sponsor a fly-in/drive-in picnic at Deer Valley for our members to make up for the spring one that got sidetracked. We also have the improved Copperstate Fly-in without an airshow to plan for, our annual Young Eagle airlift in October, and the annual Holiday Party to look forward to.

I hope you can make it to the August meeting!

Curtis

AUGUST CHAPTER MEETING

The August meeting of Thunderbird Field EAA Chapter 1217 will be held on Thursday, August 17th, in the Scottsdale Airport Terminal Building. The time is 7pm. This month's guest speaker will be Kevin Kirkpatrick who is going to talk about the Sport-Jet single engine personal jet he is marketing. His company is also introducing a

new Mustang replica that should be interesting to learn about. Remember guests are always welcome!

WHAT IS THE SPORT - JET ?

DIMENSIONS

Length 30 ft. Wingspan 33.2 ft. Height 8.2 ft.

PERFORMANCE

Normal Cruise	340 kts
Never Exceed	375 kts
Economy Cruise	310 kts
Rate of Climb	2,500 ft./min
Operational Ceiling	25,000 ft.
Stall Speed	68 kts
Landing Speed	80 kts
Take-off Distance	2,300 ft.
Landing Distance	1,800 ft.

SPECIFICATIONS

Empty Weight	2,800 lbs.
Max. Take Off Weight	4,900 lbs.
Payload	2,100 lbs.
Wing Area	153 sq. ft.
Wing Loading	30 lb/sq ft.
Fuel Capacity	210 gal
Baggage Area	18 cu. ft.
Engine:	Single 1,500 lb thrust turbofan

Want to learn more? Come to the August Chapter meeting!

AIRVENTURE / OSHKOSH

FLY-IN REPORT

AirVenture is a Wisconsin word for heat and humidity with a ninety percent chance of evening thunderstorms! Chapter 1217 was well represented with Wedel Waltz, Ron Landon, Bill Maxey, Dan Muxlow, Curtis Clark, and Don Lindholm in attendance. Don braved the thunderstorms and camped out

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under the wing of his Cessna 170 all week. It was also reported that Tom Weidlich, Jim Thorne and Al Ross were there but I didn't see them.

The highlights of the event, for me, were a restored 1944 Noorduyt Norseman, Nemesis NXT, a homebuilt full size P-51A, and the restored Howard racer Ike. There was also a display of barnstorming biplanes that were all in perfectly restored condition with the pilots dressed in period costumes (that was a little weird).

There were acres of commercial vendors, but the best one was Embaer aircraft that had a tent with a full-scale replica of one of Santos Dumont's early planes. Even though he did his flying in France he was from Argentina. The company went to a terrific expense to bring the display to Oshkosh and really did a nice job. The plane was a huge biplane canard that you flew standing up.

If you are thinking about going next year remember that we can get rooms in one of five houses located just west of the airport for around \$60.00 a night per person. The folks we stay with are going to get me the numbers for their neighbors who want us to stay with them, these will all be new rooms that haven't been available before. Next year is the year for you!

CHAPTER HAPPY HOUR

Sometimes the best laid plans go sour, that was the case with this year's Oshkosh Chapter Happy Hour. The place just went out of business two weeks before the Fly-in, not the shrewdest business plan. After exhaustive research, next year's official 2007 Thunderbird Field EAA Chapter 1217 Happy Hour will be held on the first evening of the Fly-in at Wentz on Lake Winnebago, about three miles south of the seaplane base.

AIRVENTURE PICTURES

We expect to have pictures of some of the AirVenture planes and activities in the September issue of the ThunderWord.

VANS LSA SHOWN AT OSHKOSH

With Cessna, one of the world's largest general aviation aircraft manufacturers, expected to enter the S-LSA market, it seems reasonable that the largest manufacturer of kit airplanes would enter it too.

Van's Aircraft Inc., of Aurora, Oregon, were showing components of a proof-of-concept version of their RV-12 at AirVenture. The RV-12 is Van's first effort to build a kit conforming to the LSA standard. Projected features for the kit include removable wings, full-span flaperons, and an all-moving stabilator. Power for the RV-12 will come from a Rotax 912S 100-horsepower engine, the same engine expected to power the Cessna offering, and the engine of choice for many of the available S-LSA models.

The airplane likely will be offered first as a standard Van's kit, then progress to a fast-build kit option. An S-LSA kit option, where the builder is not required to complete at least 51% of the construction, is also under consideration, the company says. According to Van's, factory built, fly-away versions of the airplane will not be available. Pricing for the kit will be similar to prices for other Van's kits. A prototype airplane is expected to fly in September or October of this year. Kits likely won't be available until late 2007.

CHANGES FOR YOUR MEDICALS

It was announced at AirVenture this year by FAA Administrator Blakey that she had signed off on the start of a rule making process to extend the term of a first-class medical from six months to one year, and will extend the term of third-class medicals for pilots under the age of forty, from two years to five. She also announced that the committee that oversees issuing special issuance medicals will meet more times per year in an effort to streamline that procedure.

MICCO ACQUIRES SP26

TYPE CERTIFICATE

Micco Aircraft Company, Inc. has acquired the type certificate, tooling, fixtures, and inventory assets for the Micco SP26 aerobatic sport aircraft and will establish new production facilities at Frank Phillips Field in Bartlesville, Oklahoma. The company says new aircraft deliveries will begin in the first quarter of 2007. For more information, call 405-596-7225 or visit www.miccoaircraft.com/

LAND OF ENCHANTMENT FLY-IN

The EAA Land of Enchantment Fly-In, will be held at Moriarty Airport (0E0), Moriarty, New Mexico, 8-10 September, 2006. Early registration will start Friday at 3PM with Pancake breakfasts Saturday and Sunday plus a lunch on Saturday. The NMPA will have a Wings Safety Seminar Saturday morning. The Lobo Wing CAF will have an "Open Hangar Day" Saturday. There will be shuttles to the new US Southwest Soaring Museum both days. They plan to have a Young Eagles Rally Sunday morning. They hope to have vendor's reps from Zenith and Titan in the exhibitor's tent. You may go to www.loefi.com for more information on local hotels.

FAA ORDER REGARDING

AIRSHOW FREE FUEL

Different FAA Inspectors have always had different opinions on the "If I get free fuel for flying my homebuilt to an airshow, is it legal?" question. The FAA, in order to put everyone on the same page, has come out with the following Order. #8130.2. If you plan to go to airshows with your plane you should read this carefully. Remember also if you use your plane commercially you need a current second class medical, or better, and a current 100 hour inspection. The annual counts as a 100 hour, so if you haven't flown your plane 100 hours since its last annual you are golden.

Situations addressed by Order #8130.2 include:

1. A pilot flies to an airshow site in an EXPERIMENTAL aircraft for the purpose of putting it on static display and receives fuel/oil from the sponsor or organizer without being charged for it. Is it contrary to the aircraft's operating limitations to accept the free fuel/oil/hotel/rental car if one of the limitations states a prohibition against operating the aircraft for compensation or hire?

14 CFR 91.319(a) (2) states: (a) No person may operate an aircraft that has an experimental certificate- - (2) Carrying persons or property for compensation or hire.

FAA Order 8130.2 The required limitation in the aircraft operating limitations states: No person may operate this aircraft for carrying persons or property for compensation or hire. There is no limitation prohibiting compensation for exhibition of the aircraft, only for the carriage of persons or property.

2. A pilot flies to an airshow with an EXPERIMENTAL aircraft for the purpose of putting it on static display and receives fuel/oil/hotel/rental car from the sponsor or organizer without being charged for it. Is it considered an operation for compensation or hire that would require the pilot to be the holder of a commercial pilot certificate to fly the plane there?

The aircraft is not being operated for compensation; it is being exhibited for compensation

3. A pilot performs in an airshow with an EXPERIMENTAL aircraft, and receives fuel/oil/hotel/rental car from the sponsor or organizer without being charged for it. Is that considered a receipt of compensation that would require the pilot to be the holder of a commercial pilot certificate to conduct the operation?

If the aircraft is being operated for compensation, the pilot needs to hold a commercial pilot certificate. If the fuel is in exchange for the performance then, yes.

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But, this applies to any aircraft not just experimental.

4. Is it contrary to the aircraft's operating limitations for the operator of an EXPERIMENTAL aircraft to give rides to media representatives in his/her aircraft and to receive fuel/oil/hotel/rental car (without being charged for it) if one of the operating limitations states a prohibition against operating the aircraft for compensation or hire?

The aircraft is being operated for compensation. If a person is being carried and the operator receives compensation of any kind for the flight, then it would be contrary to 91.319(a)(2) and the operating limitations.

The idea is to make it clearly understood with the show organizer that any compensation you receive is just for the display of your plane and not for a flight demonstration, even if you plan on flying. Next month we will get a final ruling on: If groupies that frequent airshows are considered compensation to the pilots.

**AMATEUR-BUILT AVIATION
RULEMAKING COMMITTEE
AIRWORTHINESS - DESIGNEE
NOTIFICATION SYSTEM**

The FAA has set up the following website to answer every possible question you might have. This is the site they set up for Designees to have the latest info. You can view Order 1110.143 in the Regulatory and Guidance Library (RGL) at the following web address: www.airweb.faa.gov/RGL

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ThunderAds

FOR SALE

PROP EXTENSIONS AND OTHER GOODIES

Prop extensions, one fits small Continentals other fits Lycoming \$150. each, 0-200 starter \$150., Old cylinders for lamps \$50. each. One man Midget Submarine. \$2,500. Curtis Clark 602 953-2571

KITLOG SOFTWARE COMPANY

The KITLOG software company that provides a web based builder's log is for sale. It would be the perfect business for someone with good computer skills and a desire to travel to Fly-ins. Contact Chapter 1217 member Paul Besing at pbesing@yahoo.com

MISCELLANEOUS ENGINES, PARTS, ETC.

Continental A65 Disassembled, all parts included, needs overhaul, best offer. Franklin 150hp. 500 hours, hasn't been running for years, cylinders have been removed, but are included; best offer. Continental O-145. Encountered prop strike, disassembled and magnafluxed, cases & rods ok, bad camshaft & engine gears. 400 hrs since new Millennium cylinders. \$3,000. Spinner and backplate off Stinson 108. \$165.00. Metal wingtips off a Cessna 170 - undamaged. \$140.00 each. Dave Edmonds, Sharri Shelton's Dad, 209-533-0354

1972 G33 BONANZA

260 hp, 950 since reman engine and new 3-blade prop. King, Garmin 195 GPS, 3-Axis AP, Annual 1/06 \$99,900 obo. 602-441-0093 joseph.hobbs@cox.net

SHEET METAL TOOL KIT & RV-6/8 VIDEOS

REDUCED from \$1,500. to \$1,100. Never used. Cleveland Complete Sheet Metal Airframe Tool Package (I paid \$1670 2 yrs ago); C-Frame Table; Set of 4 "From the Ground Up" RV-8 construction videotapes (cost new \$80); Set of 10 George Orndorff RV-6/8 construction videotapes (cost new over \$200). \$1,100 for everything. Will sell videotapes and tool set individually. Contact Chapter 1217 member Denny Myrick 480-502-0547 or e-mail: dennymyrick@cox.net.

Lycoming 0-235-C1

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

SKYBOLT PROJECT

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

JEFFAIRE BARRACUDA PROJECT

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

SERVICES

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

Machine Shop

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

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

Send an E-mail to EAChapter1217@aol.com

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