



# Mountainland Flyer

## EAA Chapter 17, Knoxville Tennessee

### Next Meeting:

January 3rd 19:00 EST: EAA Chapter 17 meeting.

### Minutes from December 6 Meeting

Minutes from Dec.6th Meeting

**Attendance:** Don Miller Presiding, Mark Scheuer, Ed Dumas, Chris Linn, Ron Workman, Fred Eckstein.

**Minutes Approved -** Minutes of the previous meeting were approved as written and distributed via e-mail.

**Treasurer's Report -** Ed Dumas submitted the Treasurer's report; EAA has \$644.75 in checking (\$0.11 dividend) and \$714.21 in savings. The report was approved.

**Calendars -** Ed Dumas stated that only five people wanted EAA Calendars and that he ordered those.

**Newsletter-** Everyone agreed that the newsletter was very professionally done and much appreciated.

**By-Laws -** The Group reviewed the modified Chapter By-Laws. Motion was made and seconded to accept. Voted on and accepted as modified.

Stan Brock was men-

tioned as a guest speaker at a future date.

PS Engineering was recognized for their contribution. Send in reports.

Interesting discussion on health and sport aircraft options.

**Don Miller presented** a very interesting program on Automatic Dependant Surveillance Broadcast System (ADS-B).

**Next Meeting -** The date of the next meeting will be Tuesday, Jan 3<sup>rd</sup> at 7:00 PM, at Sky ranch.

### Your Chapter 17 Officers

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**B-17 Tour Chairman**

David Brown

*Smokys from aloft  
-Don Miller*



## Win Buck\$ for writing what you know!

—Mark Scheuer

During one of the nominating committee meetings, a suggestion was made on how to make our monthly newsletter easier to publish for our new editor, as well as making it more interesting to our members.

The idea of having our members submit stories was floated and all at the table agreed that that would be an excellent idea.

But HOW to motivate our members to submit these stories? **Money.**

It was suggested that at each meeting, a drawing would be made from names of the individuals who had submitted and had published, an article that had something to do with aviation. A trip, a lesson learned, hints on making that perfect landing, even an old war story. The only requirement is that it would be aviation related.

Through a small grant from PS Engineering, Inc, along with the chapter's help, funds have been made available to offer the winner at each month's meeting, a \$20 gift certificate good at Sporty's Pilot Shop. You don't have to be present to win.

Then, at the January 2007 annual banquet, the names of the monthly winners will be placed back into the hat and a drawing made for a PS Engineering, Inc. hi-fi stereo headset, valued at \$280!

The articles should be submitted by way of email to Gary Picou ([gpickou@chartertn.net](mailto:gpickou@chartertn.net)) not later than the 15th of each month, for consideration in the next newsletter.



December 31, 2005

Oak Ridge, Tennessee

Dear Chapter 17 member,

2006 will be our 50<sup>th</sup> year of continuous charter as a focal point for aviation recreational and educational fellowship in Knoxville! Over the years many have benefited by our association and many have contributed to its success.

**On February 4, 2006, the chapter will hold its annual member and family banquet.** In preparation for that occasion, we earnestly solicit your help.

Please make a special effort to look at your old bulletins, photos and personal records for anything you could share. Oral histories are also welcome. Whatever you find, I would like to borrow it during the first two weeks of January to scan or capture on my computer.

We intend to have a showing of all history for entertainment and reminiscing. I will return all materials supplied. Personal statements on that evening are welcome as well.

In any case, **please put the date on your calendar.** You and your family are invited to attend. More details will be available in the next Mountainland Flyer. If you are not receiving the bulletin, contact Gary Picou ASAP - (865) 777-0816.

Happy New Year,

Phone: 865 482-3167, e-mail: [msbari@bellsouth.net](mailto:msbari@bellsouth.net), 104 Mockingbird Lane

Oak Ridge, TN 37830-8277



History Quiz: Can you two of the three people in this photo? Spelling counts, extra credit for the year.

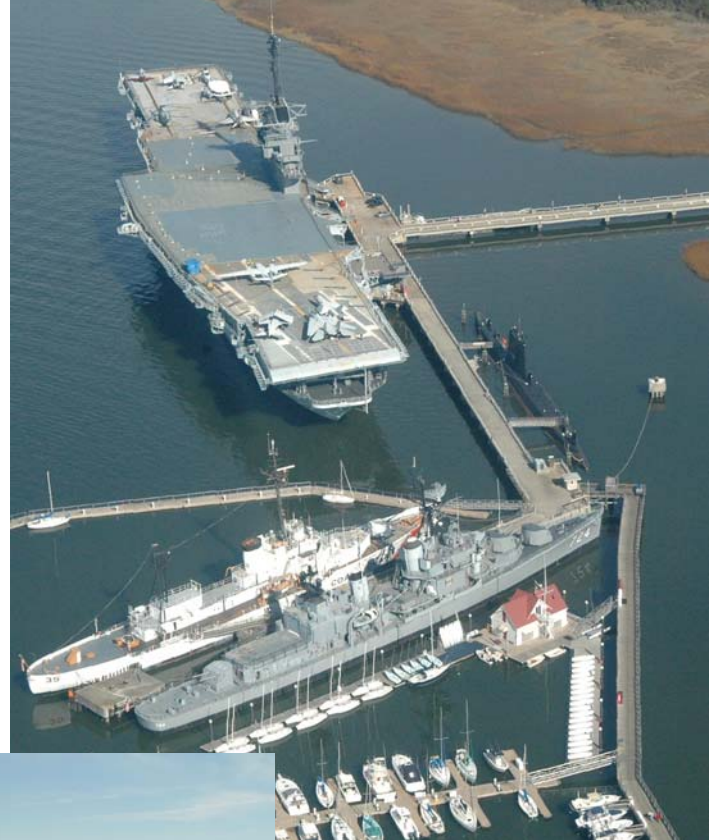
“Cessna two niner sierra, on final, Downtown Island.”

## Don’s Charleston Visit

We left Charleston's JZI (John's Island) airport on Monday about 10 AM with a VFR flight plan to Asheville. Our thought was to rest and refuel before attempting the mountain crossing, knowing the forecast was for strong headwinds and mountain obscuration until after lunch. Upon reaching 1500 feet elevation, we found the ground speed was 80 kts. So the decision was to enjoy the bumps and heading twitches as far as possible before climbing into the stronger headwinds aloft. Asheville had been our target for lunch knowing that the German Restaurant there was highly rated. By the time we reached Spartanburg, we found the turbulence was stronger than earlier in the trip and clouds above the mountains were unbroken. A call to flight service revealed that the wind at Asheville was 25 kts, gusting to 40 kts. The Greenville–Spartanburg airport (GSP) suddenly looked good for lunch. As it turned out it was outstanding! The Stevens Aviation FBO staff were friendly and helpful. They suggested eating at the GSP airline terminal restaurant, and volunteered to take us there. We were most pleased with the facility, service and menu. Since it was only a 1/4 mile walk to the FBO, we elected to walk rather than request a return ride. The restaurant is a beautiful design with a fountain/pond and cast figures just outside the glass wall of the restaurant. Refreshed, we climbed in and took off for Knoxville. As we climbed, it became apparent that the clouds had dissipated somewhat but the wind had not. My requested altitude of 8500 feet was bumpy and ground speed

was 40 kts! We decided to hunker down and live with it for a while, but it was soon obvious that the mountain wave brought 2 to 3 thousand foot changes in elevation which were beyond the O-320's capabilities to correct. The next sound you would hear was my call to Atlanta Center requesting a block altitude of 6500 to 10500. It was quickly approved and we pressed on. Fortunately, the mountain wave effect was much less after crossing the first chain of mountains and the remaining 40 miles were made with less than 500 foot uncontrolled elevation changes. I failed to catch a photo of the GPS, but the ground speed was as low as 35 kts at one point in the flight. Another aviation first for our trusty C172M! Photos attached are: Patriot Point in Charleston Harbor, mountain rising above the clouds near Gatlinburg, view of downtown Charleston from the Holiday Inn Riverfront restaurant and landing in Knoxville.

**This Holiday Inn sits in the freeway median, with a commanding view of the Port of Charleston**



**Patriot Point (Above) a floating museum to the rich seafaring history of Charleston. The Aircraft Carrier is a fantastic place to visit for Naval History lessons.**



# EAA Chapter 17

## EAA Chapter 17, Knoxville Tennessee

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### FOR SALE.

- 1 plug in dynamic mike
- 1 plug in carbon mike
- 1 pair of hood glasses
- 2 pair earplugs
- 1 new snap vent part#3251
- 1 electric turn coordinator and skid working as removed from my RV-8 Everything for \$100 Call (865) 376-3661

EAA Chapter 17's mission is the promotion of education in aeronautics, flying safety, navigation, amateur or home-built aircraft, antique aircraft restoration and construction, and related aero-sciences. To foster aviation, education, and progress in light aircraft development and other closely related phases of aviation. And to maintain a non-profit cooperative association to obtain instruction and education in aviation.

### Chapter 17—50 Years!

#### EAA Friends.

I was re-reading old Mountainland Flyers and noted that our last banquet was the 49th.

Although time is short, we should give some thought to a special recognition of the anniversary.

I earnestly solicit your cooperation in contacting inactive members who may be in the area. When we develop a contact list for as many as possible, I will write a letter to everyone requesting stories and photos to share. By virtue of this memo, I ask that of you as well. Please write a note to me sharing a story or event of special note. It need not be long or well written, in fact the more informal the better. Also, I seek your advice about what special memento of the occasion would be suitable?

Later, we can invite everyone to the banquet in addition to current members. The date is February 4, 2006. I know that some of the former presidents are still alive and even poking holes in the sky.

Thanks in advance for your enthusiastic support,

Don Miller [msbari@bellsouth.net](mailto:msbari@bellsouth.net)

On the web at [www.eaal7.org](http://www.eaal7.org)

## Congressional Research shows GA no threat –AOPA

The Congressional Research Service has released a new report, "Securing General Aviation," which AOPA says will aid lobbying efforts in support of fair and rational treatment for GA in any new security legislation. The 43-page report aims to provide members of Congress with nonpartisan research results and analysis. It explains what GA is, the risk factors, and possible options to mitigate those risks. **"This report from Congress's highly respected research agency provides an unbiased, realistic view of both the minimal**

**threat that light GA aircraft represent and the significant social and economic impacts of ill-considered security regulations,"** said Andy Cebula, AOPA senior vice president of government and technical affairs. "While we might take issue with some points, the report must be carefully reviewed by policy makers before considering any new security restrictions on general aviation." The report concurs with AOPA's contention that GA security should be *risk-based* and tailored to the unique characteristics and vulnerabili-

ties of specific airports, AOPA said. The Congressional Research Service is a government agency within the Library of Congress, where members of Congress turn for the non-partisan research, analysis and information they need to make informed decisions. The CRS has been carrying out this mission since 1914.

