

VOLume 25,

January 2007

President Roberts



Mountainland Flyer

EAA Chapter 17, Knoxville Tennessee

Next Meeting: January 27, 2007, Ramsey's Cafeteria

Annual Banquet! Start time is 5:30 PM. 5331 Central Avenue Pike (I-75 & Merchants Drive)
Chapter 17 members pay \$25.00, which includes 2007 dues, other family members are \$15 each.

Dress is casual (no shirt, no shoes, no banquet). Payment by cash or check only. Make checks payable to EAA Chapter 17. Please RSVP to msbari@bellsouth.net.

Guest Speaker, Dennis Sparks, RF/Plasma Technology Group, Fusion Energy Division, Oak Ridge National Laboratory

NO Meeting in February! Next Regular Meeting March 6, 2007 **6:30 PM** (*new time*) for refreshments & social time.

click
FMI



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Young Eagles

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President's Corner, January 2007

Greetings to all and Happy New Year! Now that the Holidays are over, it's back to work, and your CH 17 Board of Directors has been busy.

At a planning session Jan 10th, we finalized details for the **Jan 27th Banquet**, and worked to prepare some **dynamic meeting topics** for the first half of 2007. I think you'll be pleased with the results. Check the CH 17 website <http://www.eaa17.org/>, or look in this newsletter for info on both.

To make 2007 a great year for CH 17, we started with a survey Don Miller emailed last fall (Thanks, Don.) The response was good, and we learned a lot about your likes, dislikes, and suggestions. In general, we are focusing on the following five areas:

Meetings: Folks suggested we start earlier, serve food or snacks, and have entertaining and informative presentations. So, starting March 6th, our **meetings will begin with a social/snack session at 6:30**, followed by the formal portion at 7:00. This gives everyone a chance to catch up with the latest airport gossip and brag on their projects, while enjoying gourmet cuisine (pizza and soft drinks), prior to settling in for the entertainment. We promise to keep administrative discussion to a minimum, and concentrate on topics of interest to all.

Builder involvement: You expressed a real interest in building and restoration. Our May meeting features the **Tiger Moth restoration** at Sky Ranch. And if there's enough interest, we can host a weekend **aircraft electrical/wiring class**. This requires at least 20 "students," so we'll coordinate with nearby chapters to maximize attendance. See the following for more info: <http://www.aeroelectric.com/seminars/seminars.html>. Also, we're looking at a possible **fabric covering demo** from Superflite systems...again, depends on enough interest. You also said you'd like to help fellow builders with their projects. For that to work, we need a volunteer or two to set up a **CH 17 Builders' Network**...a list of builders/restorers and their projects, members who have talents and/or tools they are willing to share, etc. Finally, builders and restorers, we'd love to have a presentation on your project. Just let us know and we'll set it up!

Activities and Projects: They don't call Tennesseans "Volunteers" for nothing! Many of you said you want to get involved in Chapter activities. The B-17 tour last September at TYS is a good example of what we can accomplish when we work together....a lot of folks enjoyed this historical aircraft, and we raised over \$1,800 for the Chapter. As a result, we are pursuing a **visit from the EAA Ford Trimotor**...we'll keep you posted. Also, you may be aware of the **June D-Day observance** sponsored by Remote Area Medical at DKX. This year we'd like to take part, by hosting residents of the new East TN Veteran's Home. If enough of you get involved, we can treat these deserving folks to a day out at DKX, a bar-b-que, and hopefully some orientation flights. Also, we'll be talking to Ken Carpenter about doing some **improvements to the clubhouse** that Sky Ranch so generously offers for our meetings.

(Continued on page 2)

Topic suggestions for MountainLand Flyer Articles:

We have compiled a list of suggestions in case you may want to write an article:

First solo– what was it like, what went through your mind as you watched your instructor walk away?

Most memorable views aloft – What have you seen that made you realize “this is what flying is all about”?

Most valuable flight lesson that you didn’t understand until now– We have all had it happen, we learn to fly, pass the tests, build the hours, and get on with life. Then one day, years or even decades later, we find a situation that makes us understand why they teach this stuff. What was YOURS?

Submissions don’t have to be long, spelling and grammar are not counted, that’s what editors are for.

Send your contributions to:
 gpicou@chartertn.net,
 and get a big thank you from the editor.



Treasurer’s Report

EAA Chapter 17-- Knoxville, TN



From: Anna Miller, EAA Chapter 17 Treasurer

Re: Treasurer’s Report for December 2006

Checking: Beginning Balance \$1107.37

Total Deposits: \$1882.50	Total Withdrawals: \$246.66*
Balance: \$2743.21	

Savings: Beginning Balance \$5.39

Total Deposits: \$0.01	Total Withdrawals: \$0.00
Balance: \$5.40	

*Check written for chapter charter renewal and insurance: \$227.00

Respectfully Submitted,

Anna Miller, Treasurer, EAA Chapter 17

(President’s Corner, continued from page 1)

Young Eagles: One activity that everyone said they enjoyed was the Young Eagles program. I can personally attest there is no greater reward than the smiles on the faces of these young pilots as they take the controls for the first time! This year, under the leadership of Jim Underwood, we are planning four events. If possible, we will have **two in Knoxville, and two at outlying airports**, perhaps Sevierville (GKT) and Scott County (SCX)...We are open to suggestions. Our first event will be **April 14th**...Yes, we know it’s close to tax day, but that was the best date available, considering school Spring Break schedules and other local aviation events. Contact Jim Underwood at tpilot1@aol.com, or 865-908-8586 to volunteer.

Flyouts: Let’s not forget one of the main reasons we build, restore, and lovingly maintain our aircraft...FLYING! Folks suggested fly-outs to pancake breakfasts, fly-ins, and nearby aviation museums. Another possibility is a “Poker Run.” Again, we need a volunteer to make arrangements, contact participants, etc. Once we have a “point person,” we can get the ball rolling!

In closing, I’d like to offer a plug for this newsletter. Kudos to Ed Dumas for a fine job in the past, and to our new editor, Gary Picou. Because we are a far-flung group, we rely on electronic media to stay informed. Gary has taken on the dual responsibilities of newsletter and web site, and I know he appreciates all the help he can get. Take note of a challenge to all writers from Ed Leddy, who says, “No one can catch up with me!” Also, **we’d like to feature a member and their aircraft or project in each newsletter.** Please send info about yourself and your plane, along with photos, to: gpicou@chartertn.net.

Finally, though we have a great web site and newsletter, there is no substitute for real, live participation. To borrow a line from Geoff Robison, President of the Vintage Aircraft Association, **“Let’s all pull in the same direction for the good of aviation. Remember, we are better together. Join us and have it all.”**

Bill Kershner Takes the Last Spin

'SPIN DOCTOR' BILL KERSHNER DIES AT 77

Fellow Tennessee aviator, Bill Kershner, passed away in January, leaving a legacy of the art of airmanship that is legendary in general aviation. Better writers than I weighed in on this aviator's accomplishments and devotion to piloting, so we will pass along the text composed by AOPA, EAA, and other notables.

Aircraft Owners and Pilots Association

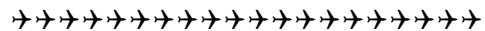
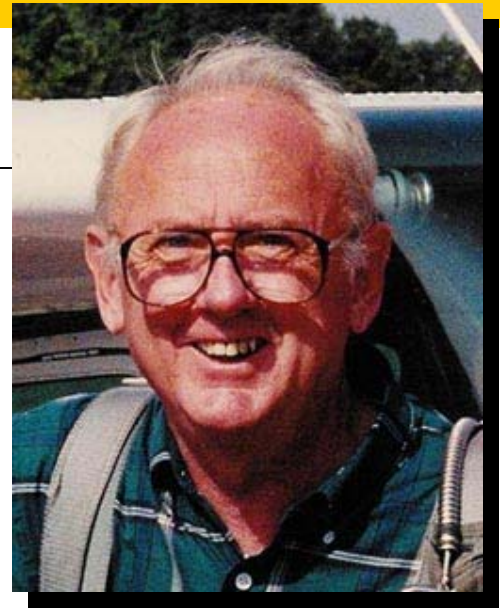
Pilot, flight instructor, and aviation author William K. Kershner, 77, died January 8 in Sewanee, Tennessee, after a prolonged battle with cancer. "Bill will be remembered as an enthusiastic pilot, great educator, and friend," said Bruce Landsberg, AOPA Air Safety Foundation executive director. "He served as a sounding board on many occasions to the foundation. I called on him periodically to discuss airmanship or procedural issues. From traffic patterns to aerodynamics of stalls to



IFR techniques, I could always count on Bill for good advice." Kershner soloed an Aeronca Defender from Clarksville, Tennessee's Outlaw Field (a grass strip at the time) in 1945 at age 16. After four years flying Corsairs in the Navy, Kershner worked as a corporate pilot, flight-test pilot, and special assistant to William T. Piper Sr., then president of Piper Aircraft. With the help of his wife, Betty (who typed his handwritten manuscripts Kershner authored and illustrated a series of five highly regarded flight manuals; his Student Pilot's Flight Manual alone has sold more than 1 million copies. Kershner contributed often to AOPA publications, including AOPA Pilot and AOPA Flight Training. He also was known for his interest in spins, having logged more than 8,000 spins totaling some 35,000 turns. He was the national General Aviation Flight Instructor of the Year in 1992. Kershner continued to teach ground school into late December 2006. See the multimedia presentations about Kershner's work on AOPA Online.

From EAA:

"EAA is saddened by the loss of such a stalwart educator and supporter of the aviation community," said EAA President Tom Poberezny. "The depth of the contributions he made is clearly evident by his many honors, including his induction into the EAA/NAFI Flight Instructors Hall of Fame here in Oshkosh."



From Ralph Hood, Airport Business Columnist, Observer, and Motivational Speaker

The great Bill Kershner is dead.

Others will describe his life in great detail. I will just say that he was a great writer and a great educator.

Kershner's many training books made complex subjects simple. If he wrote it anyone (even I could understand it). Once I was arguing with two rocket engineers about the finer points of flat spins. I called Kershner. He clarified the entire question and explained the answer, all in a few minutes.

Kershner was also admired and liked by everyone he ever met, and that's a rare man. He was in the very first group inducted into the Tennessee Aviation Hall of Fame, and I was fortunate enough to be there. He was, as usual, delightful.

My contacts with Kershner were few and far between, and that was my mistake. My Alabama location was just a bit south of his Tennessee location for many years, and I truly regret that I didn't take the opportunity to spend more time at the feet of this great master.

Kershner also wrote fun-to-read stories. In my favorite, he pulled the throttle back and asked his student, Now, where you gonna land? The student picked a field and Kershner explained exactly why that field was totally inadequate and would not work. Then Kershner pushed the throttle back in and the engine went quite dead. Kershner landed that air-

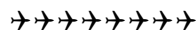
(Continued on page 4)

(Continued from page 3)

plane in the very field he had said wouldn't work.

The student timidly said, "Uh, I thought you said that field wouldn't work." Kershner's next written line was brilliant. "Shut up, I carefully explained." That line ranks right up there with Gordon Baxter's line, "Instrument flying is an unnatural act probably punishable by God."

Long may his books live on.



The FAA and the general aviation industry named William Kershner of Sewanee, Tennessee the General Aviation Flight Instructor of the Year for 1992. He was once heard to say, "**When I die, I just want my tombstone to read: William K. Kershner, Flight Instructor.**"

His Books include: The Student Pilot's Flight Manual

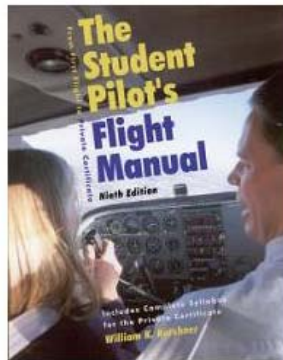
This is the authoritative volume from Bill Kershner, the first in The Flight Manuals Series.

Presents a wealth of practical information while encouraging decision making by students. The fundamentals of flying are clearly described in a step-by-step, informal manner that a student can easily understand. Includes detailed references to maneuvers and procedures, and is fully illustrated with the author's own drawings. This book is also intended as a reference for the Flight Review for private pilots with a single-engine, land airplane rating.

Awards and Honors include:

- 1970 - Tennessee Ninety-Nines Award
- 1977 - Flying Physicians-Airman of the Year.
- 1980 - Alpha Eta Rho-International Aviation Fraternity Award.
- 1992 - General Aviation/FAA-National Instructor of the Year.
- 1993 - GE Lecturer at Smithsonian Air and Space Museum.
- 1994 - Award of Merit from the Ninety-Nine Organization.
- 1996 - Civil Aviation Medical Association-Forrest M. Bird Award.
- 1997 - Elder Statesman of Aviation.
- 1998 - Flight Instructor Hall of Fame, Oshkosh, Wisconsin.
- 1999 - Quick-Goethert lecturer at the University of Tennessee Space Institute.
- 2001 - Honorary Doctor of Science from University of the South, Sewanee, TN.
- 2002 - Tennessee Aviation Hall of Fame, Sevierville, TN

In lieu of flowers, memorial contributions may be made to the William and Elizabeth Kershner Scholarship Fund at the University of the South; the Smithsonian Air & Space Museum in Washington, DC; or the Tennessee Aviation Museum in Sevierville, Tennessee.



Introducing a new EAA Member Benefit launched this year– the EAA Finance Program (administered by AirFleet Capital, Inc.)

The EAA Finance Program was unveiled at Sun-N-Fun and EAA AirVenture Oshkosh during 2006. AirFleet Capital staff was on hand to meet and greet pilots in EAA's Member Village at both events, answering questions and providing information to members. The staff from AirFleet Capital also attended the 2006 NBAA convention in Orlando, Florida, assisting EAA in reaching out to the business aircraft market.

The EAA Finance Program provides a wide array of programs to meet the needs of our members. It's currently able to finance experimental aircraft (kit & airworthy), light-sport aircraft, piston, helicopter, and jet aircraft. With their extensive knowledge, passion, and experience in general aviation, EAA and AirFleet Capital have created a program that offers a variety of options that are constantly changing to meet the needs of members. This was evidenced by a new program launched by the EAA Finance Program that allows for financing of progress payments for the new very light jets (VLJ's) which have recently been certified. There are many pilots looking to purchase an aircraft in this new class, but who have to make payments as the aircraft progresses in its manufacturing process. The EAA Finance Program is able to help those who are in a position to order their VLJ with the progress payments.

The EAA Finance Program has also been aggressively supporting the special light-sport aircraft (S-LSA) market. As this new class has developed, EAA and AirFleet Capital have been right there, rolling up their sleeves, obtaining information and research on the various aircraft, and producing financing options for these aircraft to fit the needs of the sport pilot. As the light-sport aircraft industry continues to develop and change the face of recreational aviation, the EAA Finance Program will continue to review the aircraft entering the market in order to support those aircraft that have been accepted and certified by the FAA. This is all part of EAA's mission to make aviation more attainable and affordable to its current and future members.

To obtain more information on the programs offered by the EAA Finance Program, give them a call at 866-808-6040 and a representative will be happy to speak with you and answer any questions you may have.

Brenda Anderson EAA Chapter Administrator 920-426-6867 banderson@eaa.org EAA - The Leader in Recreational Aviation www.eaa.org EAA is about participation: Be a member! Be a volunteer!





Future Meeting Programs for Chapter 17:

- The program for March 6 will be the SR-71 and U-2 aircraft



Presenters will be Jim Roberts and Bud Brown who flew them.

The Lockheed SR-71, unofficially known as the Blackbird and by its crews as the Habu, was an advanced, long-range, Mach 3 strategic reconnaissance aircraft developed from the Lockheed YF-12A and A-12 aircraft by the Lockheed Skunk Works (also responsible for the U-2). It flew from 1964 to 1998. Clarence "Kelly" Johnson was the man behind many of the design's advanced concepts. The SR-71 was one of the first aircraft to be shaped to reduce radar cross section. However, the aircraft was not stealthy and still had a fairly large radar cross-section. The aircraft flew so fast and so



high that if the pilot detected a surface-to-air missile launch, the standard evasive action was simply to accelerate. Twelve aircraft are known to have been lost, all through non-combat causes.

The program for April 3rd will be the feature film: 16 Right provided by Don Miller

One Six Right is an inspiring documentary film that reveals a special look at the unsung hero of aviation, the local airport, through the life, history and struggle of an airport icon: Southern California's Van Nuys Airport. The film takes viewers on a journey of spectacular aerial sequences and tells a romantic story through the accounts of passionate pilots, air traffic controllers, historians and flight enthusiasts, including well-known faces such as Sydney Pollack, Lorenzo Lamas, Paul Moyer, Hal Fishman and many others. There is no off-screen narrator. The film uncovers the rich history of this airport - Amelia Earhart broke a world speed record over its runways, Marilyn Monroe was discovered while working in its hangars, and scenes from Casablanca were filmed on its grounds. Almost every type of aircraft has graced its runways, from the primitive airplanes of the 1920's to the state-of-the-art business jets of today. Through the history of the Van Nuys Airport (VNY), the viewer comes to have a new appreciation for the significance of all General Aviation airports as a critical component of the communities they serve.

The program for May 1st will be "Rebuilding the Tiger Moth" by Ken Carpenter and a host of Coworkers

The de Havilland DH.82 Tiger Moth was a 1930s biplane designed by de Havilland and operated by the Royal Air Force and others as a primary trainer. It remained in service with the RAF until 1952 when many of the surplus aircraft entered civil operation that continues to this day.



The Tiger Moth prototype was derived from the de Havilland Gipsy Moth (DH.60). It was powered by a de Havilland Gipsy III 120 hp engine and first flew on October 26, 1931. The RAF ordered 35 Tiger Moth Is which were designated the DH.60T. A subsequent order was placed for 50 aircraft powered by the de Havilland Gipsy Major I engine (130hp) which was designated the DH.82A Tiger Moth II. The Tiger Moth entered service at the RAF Central Flying School in February 1932. By the start of WWII the RAF had 500 of the aircraft and large numbers of civilian Tiger Moths were requisitioned to meet the demand for trainers.

1933 de Havilland DH82a Tiger Moth (G-ACDJ)

By the end of World War II, over 7,000 Tiger Moths had been built; 4,005 Tiger Moth IIs were built during the war specifically for the RAF, nearly half being built by the Morris Motor Company. A further 151 were built in Norway, Sweden and Portugal, and 2,949 were built by other countries of the British Commonwealth. Canada manufactured 1523 of the DH82C, which had a 145 hp D.H. Gipsy Major 1C engine, enclosed cockpit, and other modifications required by the northern climate, as well as supplying 200 Tiger Moths to the USAAF which designated them as the PT-24.

RAMBLING SAGA OF A FLYING SAILOR PART II

By Edward Leddy,
EAA. 14448
Maryville, TN

Bye Charley

At this time all males from China, or now called Pacific Rim, were called Charlie, or Charley, probably after the Charlie Chan movies of that time.

This Charley was a Philippine farm hand, a short person with a hot temper. He was noted for getting even when any tricks were played on him. And Charley wanted to fly.

(The U.S. has some deal that if you join or enlisted in the military, you were eligible for a citizenship.)

Five T.B.M.s and five crewmen were getting ready for a torpedo run training flight. If this seems familiar to you then you must be thinking of the T.B.M.'s lost in the "Bermuda Triangle" (Flight 19, Missing 5 December 1945).

The T.B.M.'s have a small compartment with a seat below and aft or back of the rear gunner's seat. The door cannot be opened in flight. In an emergency you would pull the release handle and kick the door out.

The compartment was used for radio and navigating. When your turn came to receive flight or "Flight Skins" as it was called, pay, extra money for flying, you must fly in a training flight. It was not unusual to fly in this compartment.

The story around the base was that Charley got a ride in that compartment. He got airsick,

and he told the pilot to go back.

"I sick, wanno go back"

"Charley, I can't go back till I finish the mission."

"Chaley sick go back"

"Charley, do you have your chute on?"

"Yeesss"

"Do you know how to use it?"

"Yee---sssss"

"Then go ahead and jump, if you want to go back."

Long silence.

Then the pilot hears on the intercom:

"I go now....bye"

The pilot is looking down, to see if a white canopy opens up. He is starting to get nervous; he put his career in jeopardy, telling an enlisted man to jump into shark-infested waters. Charley remained quiet on the return trip.

Charley got even.

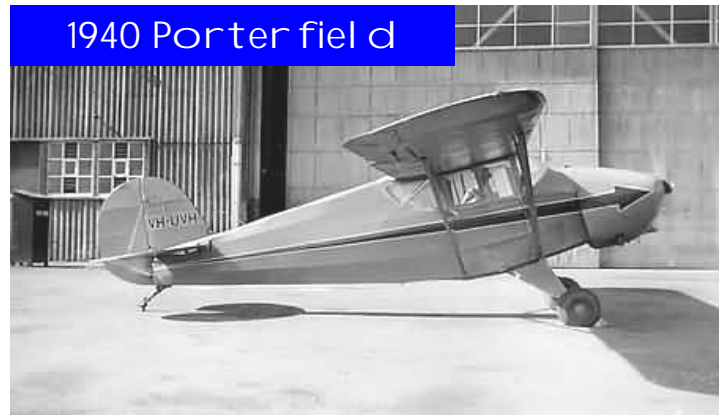
The Porterfield

A friend of mine came to me. He said that Chief Viner was getting discharged and needed a car. He wants to trade you his airplane for your car. I had a 1940 Nash, '8'. It was clean with a quiet engine. Each cylinder had two plugs. Chief Viner had a 1940 Porterfield.

The lure of flying my own airplane was too great. I was reluctant to make the trade, but I did.

I hired Bill Wright at \$5.50 per hour. Yes Wright. He was the field A.I.

I had about three hours when



a fellow sailor (airman was not used then) came over to me. He said he has a ticket and 90 hours. "Wow!" 90 hours. He wanted to feel out different aircraft. He would show me what to do for a license, and pay the 57 cents a gallon Avgas. "Sounds good."

We flew to a golf course and proceeded to do a 360° steep bank over a golf cart. Suddenly the aircraft went over in a snap roll and entered a spin. My 90 hour pilot pulled us out about 200 feet from the ground. I saw the ground, it looked like we were on final.

He said, "Let's go back," and not another word was said till after tie down.

"Thanks," he said, and walked off. I never saw him again.

He did not pay for the gas either.

Time for solo.

The A. I. patted me on the back said, "Go ahead kid" and then pulled his 200 pounds out of the back seat. Not a word said about adjustment to the trim. When the time came to land, a good wheel landing was made, but could not get the tail down. The next landing was good after adjusting the trim.

What a difference 200 pounds

made!

"You need more instruction," said he. Translated: I need to pay off my mortgage. We had a long hot wait to let a Cuban airliner DC 3 to land. (Round trip to Cuba \$25.) On the return trip looking down, a fire truck was coming on the field. "Must be an airplane in trouble." "My God, it's us!" "Let's get down."

When down, we found out that flames were coming out of the exhaust stack. The Lyc.65 had two heads in one casting. A small crack developed between the intake and exhaust allowing gas to reach into the exhaust manifold.

My discharge from the Navy was in a few days. The repairs to the aircraft plus the \$60 annual were more than the Porterfield was worth. I left it to the F.B.O.

→→→→→

Epilogue

The Porterfield had an extra tank above the pilot's head. Its weight when filled with gas was about 50 pounds. It was placarded not to land when filled, but nothing about steep banks. The 50 pounds in the overhead, coupled with a half empty main, changed the c.g. such that in a steep bank, it would snap roll into a spin.

If you didn't build it, it isn't homebuilt!

Don't Mess with the FAA! Or "Yes, my name IS Piper."

The Federal Aviation Administration recently issues guidance to designees advising them against approving formerly production aircraft as homebuilt.

From the Dec. 20, 2006 Memorandum

"... Recently, previously type certificated aircraft have been presented for certification as amateur-built aircraft. In most cases these aircraft are not eligible for certification because the individual or group of individuals cannot demonstrate that they built the major portion of the aircraft, greater than 50% of assembly.

During certification, if a question arises as to the eligibility regarding the major portion requirement, FAA Form 8000-38, Fabrication/Assembly Operation Checklist, should be used to make the determination of eligibility."

What seems to be happening is that builders will salvage an airplane, fix it up (rebuild, alter or repair), and submit it as an amateur built aircraft when it is pretty obvious that it started life as a certified machine

The applicant for airworthiness Certificate says that they use some salvage parts which is permissible, but that the intent of 14 CFR 21.191(g) is not met, requiring that the majority of the aircraft is NOT from prefabricated parts or kits.. The FAA memo says, "This practice rarely meets the intent of 14 CFR 21.191(g) Operating Amateur- built aircraft, and must be discontinued."

FMI, visit www.faa.gov, and navigate to Advisory Circular 8130.2, paragraph 146(b)(1).

EAA SportAir, Lincoln Electric Offer 2007 TIG Welding Workshops

EAA SportAir Workshops and Lincoln Electric have teamed up again to offer seven TIG welding workshops this year at the Alexander Technical Center, Griffin, Georgia (about 30 SM South of Atlanta). The courses cover the fundamentals of TIG welding 4130 chromoly tubing, stainless steel, and aluminum and are taught by Lincoln's expert instructors using Lincoln Precision TIG 185 welding units.

"More and more EAAers are using TIG welding to build their aircraft," said Charlie Becker, director of EAA SportAir Workshops. "These handson workshops are the best way to learn the welding process and get the most out of your investment in a TIG welder."

Tuition for the two-and-a-half-day workshops is \$359 for EAA members and \$399 for nonmembers. For more information or to sign up for a workshop, visit www.SportAir.com or call 800-967-5746. 2007 Workshop Dates:

January 26-28, March 9-11, April 13-15, May 18-20, September 7-9, October 19-21, November 16-18

Classic Chapter 17 Nametags Now Available

Permanent EAA Chapter 17 Nametags are available to all members. The small one (3" x 1") will cost \$5 each. The larger one (3 1/2" x 1 3/4"), will cost \$6.

Both feature the logo of the original nametags (of 50 years ago). To order, send an e-mail to: Anna Miller msbari@bellsouth.net indicating which size, and give your name as you want it to appear on the nametag.

Nametags ordered by January 17, 2007 will be delivered at the Annual Banquet on January 27. Payment in cash or check (made payable to EAA Chapter 17) will be accepted. We look forward to seeing you all at the banquet.



Relative Nametag Sizes





EAA Chapter 17

EAA

Chapter 17, Knoxville Tennessee

EAA Chapter 17
Newsletter Editor
412 Huxley Road
Knoxville TN, 37922

Email: gpicou@chartertn.net

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.

For Sale:

The GPSMAP-196 offers unprecedented features and utility in an aviation portable. In addition to the built-in GARMIN basemap, the GPSMAP-196 accepts all of GARMIN MapSource products and provides turn-by-turn route guidance for street navigation. The unit can operate in three different modes: Aviation, Land, and Water, with user preferences stored independently. Other exciting features include a unique "panel page," which offers a graphical depiction of GPS-derived flight information, and an automatic logbook function that records departure airports, arrival airports, and flight time (automatically recording night flight based on sunrise/sunset information). This flight information is stored in the unit, and can be downloaded to GARMIN logbook software (available at no charge from www.garmin.com). The GPSMAP-196's processor provides map redraws and scrolling at over twice the speed of previous aviation portables. With these features plus a large (3.8" diagonal). 12-level grayscale display in a slim package, the GPSMAP-196 is sure to be the next big hit from Garmin.

Includes:

Yoke Mount, Auto Dash Mount, PC Interface Cable, Cigarette Lighter Adapter, GA-26C Remote Antenna w/Suction Cup Mount

Owner's Manual Quick Reference Guide

LIST PRICES of equipment new:

GPSMAP-196 Handheld GPS - Atlantic International Database \$799.00

GPSMAP-196 Video GPSMAP-196 Instructional Video \$25.00

64 Mb Flash Memory Card for GPSMAP-196/295/296/396/496 \$65.00

Power/Data Cable \$25.00

Yoke Mount for GPSMAP-295 \$65.00

COMMENT: this aviation portable GPS has features few below \$5000 offer. automatic logbook graphical depiction of GPS-derived flight information (turn indicator) three different modes: Aviation, Land, and Water

Asking \$500 for all Contact Don Miller 482-3167



One electric turn coordinator and skid working as removed from my RV-8 Everything for \$100 Call (865) 376-3661

KR2S sliding canopy, 48" cabin width, Jabiru 3300 engine. This is a show quality project, complete less mount and cowl.

Modified to provide additional legroom and headroom over the standard KR-2S. 48" cabin width 20 gal header tank Locking flush fuel cap

120 hp Jabiru 3300 Aero Engine and accessories new zero time.

Plane only, no engine. \$10,800 (This is the current cost to buy the kit from Rand Robinson!)

Jabiru engine only, no plane \$12,900

Complete package - plane & engine - \$19,500

There are photos and additional info on my website www.gribler.com

Contact Dan Gribler 832-353-9803