

JANUARY, 2008

President Roberts



Mountainland Flyer



EAA Chapter 17, Knoxville Tennessee

Next Meeting: January 26, 2008 6:30 PM

Ramsey's Cafeteria: Program: Banquet with guest speaker, Bill Robinson. Door Prizes, including PS Engineering headset and Handheld Icom A6 from Aircraft Spruce. *RSVP to Jim Roberts by Jan. 19, 2008.*

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Hard to believe a new year is here already....2007 was a great one for CH 17, and we are ready to kick off 2008 in fine fashion! You probably are aware of our annual **dinner meeting, Jan 26th, at Ramsey's Restaurant**. Doors open at 5:30 for hangar flying, with dinner to follow. This year we are honored to have Capt. Bill Robinson, USAF (retired) as our speaker. Capt. Robinson was the longest-held enlisted POW in Vietnam when he was shot down on a helicopter rescue mission. I can guarantee an informative and inspirational evening for all.

In addition to the fine program, we have some **super door prizes: an ICOM A6 hand-held transceiver, and a stereo aviation headset**, among others. For more details, go to www.eaa17.org. Hope you all can make it, and feel free to bring a friend. We need an accurate head count to order the appropriate amount of food, so if you plan to attend, please RSVP to my email, president@eaa17.org by **Jan. 19, 2008**

If you couldn't make the **December meeting**, you missed a good one. Our guest speaker was **Ms. Gertrude LeValley, who was a WASP** (Women's Air Service Pilot) in WWII. Over 20 Ch 17 members enjoyed her recollections of how she started flying prior to the war, and was an instructor and very active ferry pilot. When asked, she named the P-47 Thunderbolt as her favorite airplane! **Thanks to Will Ouellette** for making the arrangements to have her at the meeting. Just shows how effective our members are at finding good program speakers in our own back yard.

Speaking of Will Ouellette, **congratulations are in order for the builder/pilot of Sonex N171FS!** The first flight was Dec 1st, and Will reports an exceptionally smooth sortie. Also, congrats to wife Pam for all the help along the way.

Another CH 17 member also reports having a new bird in the hangar. **Walt Lounsbery, our chapter secretary, has a Challenger II long-wing ultra-light** based at Oliver Springs. With any luck, we can prevail on Walt to fly it over to the Ranch for a future meeting presentation...and maybe some good demo flights!

For planning purposes, there will be **no meeting in February**. This is customary, since the January dinner meeting comes so close to the first of February. Our **next regular meeting will be March 4**. Your chapter officers and fellow members are putting together an exciting list of programs for 2008, so stay tuned to the website for details.

Finally, **I'd like to thank all of you who made 2007 such a successful year**. Without your volunteer efforts, we could not have had the success we had with our Young Eagles program, nor would we have enjoyed as many fine meeting programs as we did.

(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.

(Continued from page 1)

We hope to see all of you in 2008, and would like to ask that you continue to support your national EAA organization as well, by joining or renewing your membership. To steal a line from 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.”

Also, for 2008, we are going back to the normal dues amount of \$20. Because of money from the B-17 tour in Oct 2006, we were able to drop 2007 dues to \$10, but at our last meeting, we decided we can't afford to continue the discount. The amount will be updated on our next newsletter membership form.

Our dues go to pay expenses that are mandated by EAA (annual renewal fees and insurance), other administrative costs (some fees to the State of TN to renew our non-profit status), costs for the annual dinner meeting (not including food), mailing and website costs, and refreshments for the meetings and Young Eagle events.

When you think about it, the cost is less than \$2 a month, and we get a lot in return. If you come to the meetings and enjoy the food and drink, that alone is worth more than \$2. And you get the comradeship and entertainment for free!

Banquet RSVP: Please RSVP to president@eaa17.org by **January 19, 2007**. Please include the total number you are bringing and all names for the pre-printed nametags. Guests are welcome and encouraged! As a clarification, the cost for dinner is \$20 per person...that just about covers the actual cost of the food and the facilities. Chapter dues for 2008 are \$20 per chapter member. If your spouse is also an EAA member and a CH 17 member, the dues will be \$20 total for the two of you, in recognition of your "Family Membership," (a new membership classification...see below.)

Chapter Membership Requirements: To bring our Chapter in line with EAA requirements, our bylaws need to be amended to change our Membership classifications (that is, the types of membership you may hold in the chapter.) Currently we recognize two types, Regular, and Associate. To remain a chapter in good standing, we are required to offer five specific types of membership. Also, all chapter members are required to be current EAA members. Look soon for an email from your president explaining these changes, as we will vote on them at the January meeting!

EAA membership: As stated above, all Chapter members must be EAA members. If you aren't sure of your EAA number, please check your membership card, and bring the info to the banquet, so we can update our records (which we are required to provide annually to EAA). If you can't find your EAA membership card, the number is also on the mailing label of the "Sport Aviation" magazine in the upper left hand corner, just to the left of the date group. If you are no longer receiving the magazine, guess what?.....**It's time to renew!**

Chapter Records and History: If anyone has any business records (treasurer's records, secretary's records, or any other interesting historical records) of CH 17, please bring those to the banquet, or mail them to EAA CH 17, PO Box 11744, Knoxville, TN 37939-1744. We are in the process of refurbishing our record-keeping system, and any historical data from ANY time period is greatly appreciated!

Future Meeting Programs for Chapter 17:

When: January 26, 2008

Place: Ramsey's Restaurant– Annual Chapter 17 Banquet

Program: Vietnam POW Bill Robinson (USAF Ret). See president's message.

February: *No Meeting* (Too soon after January Banquet)

When: March 4, 2008

Place: Sky ranch

Program: C. S. Needham, WWII B-17 Bomber Pilot recounts his missions over Nazi Germany, with ordinance and propaganda.

Programs Wanted:

Do you know anything or anybody interesting in aviation?

Of course you do! So share! If you know anybody or anything who might be an interesting topic for a meeting, let us know.

Email president@eaa17.org with your suggestions.



HH-43 Husky (USAF Photo)

The U.S. Air Force used the Husky primarily for crash rescue and aircraft fire-fighting. Some Fs were used in Southeast Asia as "aerial fire trucks" and for rescuing downed airmen in North and South Vietnam.

Minutes of the January 2, 2008 Meeting

The January 2, 2008 officer's meeting was called to order by Jim Roberts at 7:20 PM at the clubhouse at Sky ranch Airport. Jim supplied pizza and sodas for the meeting.

The main topics of discussion were: Chapter Banquet planning, transfer of materials to new officers, amendment of Chapter Bylaws to conform with EAA National Office requirements, and creation of a Family Membership for our Chapter.

Jim Roberts will be the contact point for Chapter Banquet reservations. Reservation deadline is January 19. Planning details are omitted for brevity, contact an officer if you want the minutes minutiae on the Banquet.

The officer transition action included paperwork for reinstatement of Chapter corporate status with the State of Tennessee. The officers reviewed items for the EAA National Chapter status report. Officers will likely meet quarterly at a regularly scheduled Chapter meeting.

Notice will be sent out for a bylaw amendment vote at the Banquet. This amendment will bring our bylaws in conformance with Chapter membership requirements from the National EAA office. A Family Membership category will be proposed for the Chapter bylaws.

Jim Roberts adjourned the meeting at about 11 PM.

Submitted by Walt Lounsbury

When Pigs Fly!

Swinetrek takes flight

Will Ouellette's Sonex made its first flight in December 2007. Here is his account of the maiden voyage.

December 1, 2007 - high noon.

John Davis in N555 took off first as chase/observer. He contacted TYS approach to let them know what we were doing which was fine with them.

Circled around for a long final and called Cleared for Takeoff.



Will & Pam set the "Golden (last) Rivet"

The Swinetrek began rolling, gauges all in the green, and took off around noon on its maiden voyage.

I'll be damned - it flies!

The ½ flap takeoff and departure were as advertised by Sonex. Climbed out at 85 mph to altitude.

Began a slow left turn to keep the airpark within gliding distance. TYS approach control gave us up to 10K for our air work. Started to fly the airplane with a series of left/right turns, checking out the flight controls. VERY RESPONSIVE!! Flies like a fighter with e bad attitude.

The motor started to run hot on the #1 and #4 cylinders so I had to reduce power to



keep the temps in the green. This prevented flight about 3000' (wanted to go to 6000', but not today). So I proceeded into some stalls to get a feel for landing speeds. Did a no flap, 1/2 flap and full flap stall series. No flaps stalled around 48mph, 1/2 flaps around 45 mph and full flaps about 42-43mph. Since the motor kept running hot, decided to get back in the pattern so we descended

to a wide, high downwind at the airpark. Shot two approaches to low approaches (watch out for that oak tree of the north end on the runway!) and then climbed to downwind at about 75 mph.

Turned base after putting down 1/2 flaps, slowed to 70 mph and turned final. Continued slowing to 65 mph and pulled the throttle off over the non-existent overrun. Slowed to 50-55mph in the flare, touched down softly (no bounce) and aero-braked before using hand brakes. Mission accomplished!!

What a hoot the flight was - no surprises, no scares, just a hot motor. Radios worked good and even the brakes seemed to be up-to-the-job. Ground observers reported some black exhaust smoke on takeoffs so the motor is still running rich. Need to tweak the mixture screw in another notch of lean and try again. Taxiing back, the "crowd" did the wave and popped the champagne.

Many thanks to John Davis as mentor, supporter, builder, critic, Pundit and chaser during the entire Sonex process - couldn't have done it without him. Thanks also to Robert Ely for his help with the build, especially the AeroVee. Thanks also to Robert for letting me get some fam rides in his Sonex and for lending me his airplane for my BFR - what a guy!

And, of course, kudos to Frank Beeler, the EAA Tech Advisor who continually kept checking my construction progress and making sure the parts all fit together as intended.

So what's next? Get the motor cooled down and nail down the stall numbers. Then another 39 hours on flight testing between Montvale and Crossville airports.



Able Flight-Pilots at their very best.

By Gordon Webster

Most of you have never heard of Able Flight I'm sure. I was fortunate to attend an event at the Sheppard Spinal Center in Atlanta November 9th and see the fantastic work being done by Able Flight.

One of my best friends, Kevin Rodgers, got his company, Jet Aviation, to provide the initial funding to get this program running and they donated more at the event. It is just getting off the ground and needs publicity and money.

They have now awarded 10 fully-paid scholarships to handicapped people who dreamed of flying but never thought it would happen.

If you look at their web site you will see that a young man named Jacob Jeter just got one of those scholarships. I had no idea he had applied until I saw him pop up on the site. He is the son of the best friend of John Howard, my good friend and a Chapter 17 member.

They are all learning to fly the Italian made Sky Arrow. It converts to hand controls in about 5 minutes. I have flown it and it is a neat airplane. They fit the new Sport Plane rules and are sold by Hansen Aero at McCollum in Atlanta. A new one is about \$84k. You should check it out sometime.

Hansen Aero provides the plane free to Able Flight and several instructors have volunteered their time.

One of the scholarship guys already finished is a teacher in Philadelphia. He has already hustled up enough financial support to order a Sky Arrow to start another training operation in Philly. These young people have enough drive to put most of us to shame.

It was a moving experience to meet these handicapped pilots. There wasn't a dry eye in the place as they each told their stories and told about what it meant to them to move from a wheelchair to the freedom of flight. www.ableflight.org



Student Stephany Glassing and instructor Mitch Hansen in Sky Arrow

Classic Chapter 17 Nametags 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. Add \$1.00 if you want yours mailed to you.

Both feature the logo of the classic nametags. To order, send an e-mail to: Jim Underwood tnpilot@charter.net indicating which size, and give your name as you want it to appear on the nametag.

Nametags ordered by January 15 will be available for pick up at the January 26 banquet.

Payment in cash or check (made payable to EAA Chapter 17) will be accepted. At meetings, or by mail, Jim Underwood, 1251-5 Old Newport Hwy, Sevierville TN, 37862.



The Arrogant Pilot

By Gordon Webster

In all my years of flying I have never turned a pilot in to the FAA— until recently.

The FARs ask that CFIs address any unsafe piloting they see in the best manner they deem appropriate. I have seen a few unsafe practices and I have discussed them with the pilot — at least the ones I could catch up to — in a constructive manner. It has always been taken well by the pilot involved. Until a recent one.

I was flying right seat going into Dayton for their 4th Saturday breakfast in September. We checked the local info, flew upwind, crossed over the airport and then downwind while transmitting each turn.

Just about at the turn to base we had a Cessna twin coming at us head-on. He was heading for a straight in approach but was off set to our downwind side about 20 degrees, and he had made no transmission on the radio. We called him as we turned out to the right to avoid him but no answer. We extended our downwind for separation and then landed behind him. We asked the aircraft still taxiing in front of the twin if he had heard any transmission other than from us and he said "negative".

We shutdown after parking next to the twin and I got out and introduced myself to the twin pilot and his passenger-both about 60 years old or so.

I asked if he had radio problems and he said no. I asked if he was talking on the radio at all as he came into the pattern head-on with us. He just stared at me and said nothing. I told him neither us nor the other aircraft heard him say anything. At that point he snarled at me, "Why don't you get a life" and turned and walked away.

I have to admit I then lost my professional demeanor and said some unprintable things to him. He just kept walking. This was all witnessed by the pilot of the plane I was in and the pilot of the plane that came in just prior to the twin.

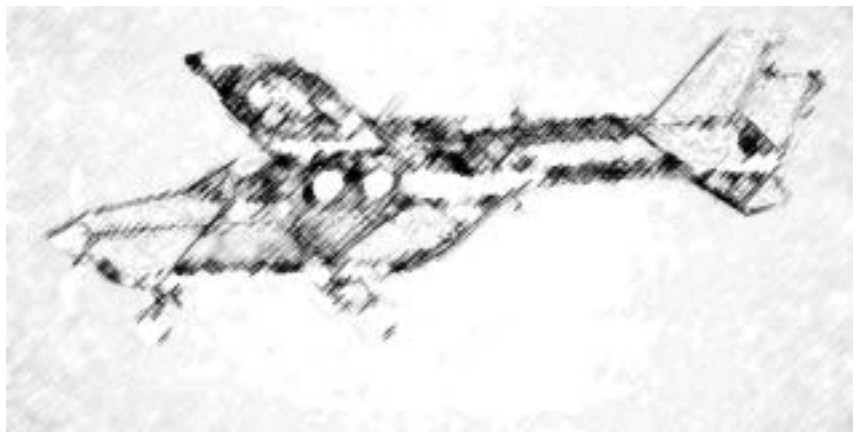
I reported this to the FAA safety officer. Both witnesses have been contacted by the FAA so I assume something will be done to hopefully get this idiot's attention.

I turned him in, not for his flying, but for his arrogance. This combination is just an accident waiting to happen in my opinion.

I think we all make some dumb mistakes occasionally. If we are lucky we survive them and learn something. Those pilots that refuse to acknowledge their mistakes are probably doomed to repeat them- and maybe take one of us down with them.

Just my opinion.

PS-The twin is a Cessna push-pull from Chattanooga.





EAA Chapter 17

EAA

Chapter 17, Knoxville Tennessee

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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.

Your Membership

Chapter 17 is in the process of updating our membership records. This is important for two reasons. First, and most important, we use the info to correspond with our members. Second, we are required to provide EAA with a current chapter roster each year. To help update our records, we are asking everyone to please provide the following:

Name, Address, Phone Number, Email Address, and EAA member number.

Dues for 2008 will be collected at the January 26, 2008 Banquet.

Finally, **we can't emphasize enough the importance of EAA membership.** This is especially critical in the current climate of proposed GA user fee increases and other threats to your freedom to fly! For \$40 a year for a single membership or \$50 a year for family EAA membership, you can add your clout to the battle, as well as get a great magazine each month and lots of other

member benefits. **If you are not a current EAA member, please join or renew your membership.** Go to <http://www.eaa.org/memberbenefits.html>, or call 800-843-3612.

In the words of Vintage Aircraft Association President, Geoff Robison, "Let's all pull in the same direction for the good of aviation. Remember, we are **better** together. Join us and have it all"



EAA Chapter 17 Membership Renewal

Name: _____ EAA Member # _____

Address: _____

Email: _____ Phone: _____

Project or current aircraft or interest: _____

Address, email, and phone info is used to update CH 17 records, is voluntary, and is not shared outside of CH 17. EAA Member # is required for our annual EAA Chapter renewal.

Please print, fill out, and bring to the next meeting, or mail to CH 17 Treasurer, at the below address. Please include a check for \$20.00 made to EAA Chapter 17.

Thanks for your continued support!

Check Here if you want a nametag (See above) _____ Small \$5.00 or _____ Large \$6.00

Name to appear: _____ Add \$1.00 if you want it mailed to you.

Mail to: Ch 17 Membership Chairman, Jim Underwood,
1251 Old Newport Highway, Apt 5, Sevierville, TN 37862 Total amount of check \$ _____

