

VOLume 25,

April 2007

President Roberts



# Mountainland Flyer



## Your Chapter 17 Officers

### President

Jim Roberts  
692-8138  
jimswift46@comcast.net

### First Vice President

Darrell Sexton  
(865) 414-7861 Mobile  
(865) 380-5539 Fax  
etnwings@yahoo.com

### Second Vice President

Scott Nowinski  
865-675-2133  
scottkay22@hotmail.com

### Secretary

Linda Underwood  
865 908-8586 tnpilot1@aol.com

### Treasurer

Anna Miller  
msbari@bellsouth.net  
Cell 771-9288

### Newsletter & Webmaster

Gary Picou  
gpicou@chartertn.net

### Technical Counselor

Will Ouellette  
(865) 977-7880

### Young Eagles

Jim Underwood  
865 908-8586 tnpilot1@charter.net

## EAA Chapter 17, Knoxville Tennessee

**Next Meeting: May 1, 2007, Sky Ranch**

**Topic:** Rebuilding the Tiger Moth, with Ken Carpenter

**6:30 PM** for refreshments & social time.

President's Corner for April 2007:

Greetings to all! By now April is just about past, and we can look forward to another great Tuesday night get-together at Sky Ranch. **May's program** promises to be an up-close-and-personal look at a real piece of aviation history....our own **Ken Carpenter's Tiger Moth** restoration! Don't forget our **new start time of 6:30** for snacks and hangar flying. This has been a real crowd pleaser the last two months, so show up early to get a good shot at the grub.

Our last meeting was a big success, with a "Wide Screen" presentation of the film "16 Right." **Many thanks to Don Miller** for bringing the DVD, digital projector, and sound system. **Also thanks to Ken Carpenter** for the loan of the screen that made the movie theater experience complete. This was such an enjoyable experience, that we might try it again in the future with a different video.

You'll notice that we owe our success to the involvement of our members, as Don and Ken constantly demonstrate. With their examples in mind, I'd like to point out some upcoming Chapter 17 events that will require our participation to ensure their success.

First, **May 5<sup>th</sup> is the annual Open house at DKX**. Jim Underwood has volunteered to run the show at our Chapter table, but he'll need help to meet and greet folks and represent both CH 17 and EAA. I have ordered promotional materials, magazines, etc, so we should have plenty of goodies to hand out. Come join us for a goodtime at the airport!

Second, though April showers bring May flowers, they also resulted in the cancellation of our **Young Eagles** event. Y.E. Chairman Jim Underwood is planning a new date, which will be discussed at the May meeting. We had 20 to 30 kids lined up, so I know they are looking forward to flying. **Volunteer pilots or ground crew are needed**, so please let Jim know your availability.

He can be reached at 908-8586, or [tnpilot1@charter.net](mailto:tnpilot1@charter.net).

Third, preparations for the August **EAA Ford Trimotor visit** continue, as our coordinator Scott Nowinski reminds me. The EAA guidelines recommend two co-chairs, in addition to the Coordinator: A Marketing Chairman, and a Volunteers and Equipment Chairman. We'll discuss this more at the May meeting, but feel free to contact Scott at 675-2133 if you are interested in either of these positions.

Finally, plans are in progress for our June and July meetings. **For June, we are trying to arrange a visit to the TYS Air National Guard base for a tour of the KC-135R** (the bird with the BIG new turbofans), and a mission briefing. Will Ouellette, our technical counselor and former ANG fighter pilot extraordinaire, is making arrangements, and we hope to have a firm date soon. **Our July program will be a field trip to Montvale Airpark in Maryville**, where our gracious hosts Pam and Will Ouellette will be on hand to display the Sonex that Will has nearly completed. Rumor has it that strawberries and ice cream will be the featured special that night!

As you can see, we have a lot of fun planned for the next few months. I look forward to seeing you all soon!

## "Sun n Fun" Report

By Jim Roberts

This year I had the pleasure of attending, for the first time, the Sun 'N Fun Fly In at Lakeland FL. To be brief, it was well worth the 10-11 hour drive, and if you haven't gone yet, you owe it to yourself to visit at least once.

It was, like many people say, a smaller, more easy-going version of Oshkosh. Lots of planes, great airshow flying, and all the major flying organizations and vendors are represented (including our own Mark Scheuer of PS Engineering.) The layout is compact enough that getting around is a breeze, and this year the weather couldn't have been better, though it was a little windy early in the week.

On-site camping looked pleasant with most campgrounds shaded by towering oaks draped in Spanish moss, and there was plenty of RV parking adjacent to the show (for wheeled RV's, not winged ones.) All-in-all, everyone seemed laid back and happy to be present at the opening event of the 2007 fly-in season.

Because of the smaller crowd size, it's easy to run into friends, and I enjoyed "bumping into" several fine folks from K-Town. Just goes to show what a small world aviation can be!

Of course, there were lots of photo opportunities. Following are just a sample...

Chapter 17's own Award Winning Ken Carpenter gathering material for one of his famous aviation slide shows.



Hoot Mon! It's louder than a radial engine, but doesn't leak as much oil.





Members of the “Sky Ranch Mothia” contemplate their next aircraft purchase.



AirVenture  
2007

July 23– 20  
2007

“Martha, I think we’re in trouble. The BLACK HELICOPTER is in the front yard.”



Contrary to popular opinion, this was NOT Jim Roberts’ last assignment at American Airlines!



The tail end of the report.

### 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 hands-on 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](http://www.SportAir.com) or call 800-967-5746. 2007 Workshop Dates:

*May 18-20, September 7-9, October 19-21, November 16-18*

### SAS SCHEDULES E-LSA REPAIRMAN COURSES

Sport Aviation Specialties has scheduled three more FAA-accepted 16-hour E-LSA repairman courses in Ashland, Kentucky, and Fayette, Alabama. The courses provide required training for owners or would-be owners of experimental light-sport aircraft to obtain an FAA light-sport repairman certificate, which authorizes them to perform their own annual condition inspections. It is also excellent preparation for certificating an E-LSA.

Fayette hosts a weight-shift course May 24-25. (Unlike previous courses, these will be held on weekdays.)

Discounted tuition of \$349 is available to members of EAA, US Ultralight Association, or Aero Sports Connection. Normal tuition is \$399 for non-members. For more information visit [www.sportaviationspecialties.com](http://www.sportaviationspecialties.com), or e-mail [sportaviation@kc.rr.com](mailto:sportaviation@kc.rr.com).

### 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](mailto:msbari@bellsouth.net) indicating which size, and give your name as you want it to appear on the nametag.

Payment in cash or check (made payable to EAA Chapter 17) will be accepted. At meetings, or by mail, Anna Miller, 104 Mockingbird Lane, Oak Ridge TN, 37830.





## Future Meeting Programs for Chapter 17:

### **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 sub-



sequent 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.

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.

**The program for June (Date TBA) will “hopefully” be a visit to the TYS Air National Guard base for a tour of the KC-135R (the bird with the BIG new turbofans), and a mission briefing. Will Oulette, our technical counselor and former ANG fighter pilot extraordinaire, is making arrangements, and we hope to have a firm date soon.**

Our July program will be a field trip to Montvale Airpark in Maryville, where our gracious hosts Pam and Will Oulette will be on hand to display the Sonex that Will has nearly completed. Rumor has it that strawberries and ice cream will be the featured special that night!

**The program for July 3rd** will be a trip to Montvale Airpark and visit with Pam and Will Oulette, and the Sonex project that is “nearly” ready to fly.

## ROBINS MUSEUM OF AVIATION

BY DON MILLER

Anna and I had planned to visit several aviation museums this year. On Friday April 6 we discovered our required duties had been completed about 3 PM. After a quick check of the weather



and options for travel it was decided to fly to Macon Georgia that evening with the expectation

of renting a car and finding a room near the Warner Robins AF museum. Armed with that as a plan, and after weighing the high wind forecast we began our trek to DKX. Enroute we phoned the Macon FBO to reserve a car, and topped off N129S after arrival at DKXs hanger 4. The surface winds were 12 kts out of 290 gusting to 20 kts. That was less than 15 kts cross-wind down Runway 26 I figured, and heck it would be a tail wind to Georgia! Around 6:30 PM we took off and

turned to 175 degrees track. The 189 nm took 1 hour and 35 minutes with the tail wind landing just after dark on Rwy 28. The choices had been Middle Georgia Regional or Macon Downtown. After looking at the AirNav FBO write-up and speaking with both FBOs I concluded that a longer drive was less painful than the rates quoted for fuel and tie-down plus higher cost for the car at MCN. It was bumpy as expected crossing the Smokies and there were scattered clouds at our crossing altitude, but that was a small price to pay to be able to spend all day if needed to see the museum most of the day.

Upon arrival at Macon Downtown we were greeted by a lineman with red flashlights and a car nearby. This FBO (Macon Jet Center) met

all our expectations and did it with a smile. They recommended the Comfort Inn across the street from the museum. This was an excellent location and a clean hotel with nice rooms.

The museum is open 9AM to 5PM seven days a week. It is free admission and volunteers are on hand in each building to explain the exhibits and supply brochures. Currently the museum complex consists of three buildings with the Eagle building having three stories of exhibits. The collection includes nine bombers, eighteen cargo aircraft, fourteen fighters, nine helicopters, seven missiles and drones, ten trainers and ten utility/special



aircraft. Of special interest to me was the B1B, YMC-130, CH-3E and HH-34J. The buildings had theme areas which were often filled with one-of-a-kind displays. A large display of photos and memorabilia each for the “Flying the Hump”, 8th Air Force in Europe, American POW documents and forms created by the Germans, WACs and Women’s Air Force Service Pilots and air war over Europe.

This is a large museum and a fourth building is under construction to be focused on Work War II. I recommend than any pilot interested in military air history put this one on their must do list. Photos accompanying this little story convey some of the high points for me. I took a photo of the letter from Thomas T. Hardy, Acting Chief of Staff to General Carl Spaats, Commanding General , US Army Strategic Air Force authorizing the use of the first atomic bomb, but it was too fuzzy to read. It said in part: “You are authorized to deliver the first special bomb as soon as weather will permit visual bombing after 3 August 1945 on one of the targets; Hiroshima, Kokure, Nilgeta and Nagasaki. “Dissemination of and all information concerning the use of the weapon against Japan is reserved to the Secretary of War and the President. It is desired that you personally deliver a copy of this directive to General McArthur.”



Clockwise from facing page: Chilly day at 8500', N129S @ Macon GA, U-@ at Robins, WASP B-17 Poster, SR-71, Static Display C-130 gunship, B-29, Gate Sign Robins Museum



WASP Class 43-W-6 at Lockbourne AAB Columbus, Ohio showing 16 of the 17 women qualified to fly the B-17.



# 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.

### 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.**

We know many of you probably already gave us this info at the January dinner when you renewed your membership for 2007. However, a check of our roster has revealed some omissions, so we are asking everyone to please help us fix the mistakes. You can help in one of two ways:

If you have already paid dues for 2007, just email the above info to Jim Underwood at TnPilot1@charter.net. If you need to pay 2007 dues, please use the form below and mail it to Jim, or do it in person if you are coming to the April meeting.

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 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 \$10.00 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: \_\_\_\_\_

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

