

April 2009

President Lounsbery



Mountainland Flyer



EAA Chapter 17, Knoxville Tennessee

Next Meeting: April 7, 2009 at SkyRanch
Snacks at 6:30, business at 7:00

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Spot Landing

By Walter Lounsbery

I am trying out a new title for my newsletter column. I'm not sure why I picked this particular phrase. It does sound better than "crash landing." This column will appear in the April issue of our Chapter newsletter. I'll try to avoid any pranks or tall tales this time. You may want to be careful with some of the other content in the newsletter.

As I write this, I'm about to embark on a very special pilgrimage to EAA Headquarters at Oshkosh, Wisconsin. When I first heard about the EAA Leadership Academy over a year ago, it seemed like an ideal opportunity to learn how EAA interacts with its chapters. The Academy is also intended to promote sharing of ideas between chapters. After several tries, I'm finally attending the Academy the last weekend in March. I will give a short presentation on the experience at our Chapter meeting on April 7, at the SkyRanch Airport club house.

Oshkosh is not only EAA Headquarters, it is also home to EAA AirVenture starting July 27. Several Chapter 17 members have already made plans to fly or drive to the event. If you would like to share a ride to attend, please let me know or ask around at the next Chapter meeting. At this time, inexpensive accommodations are still available at nearby college dormitories (\$50 a night, two people).

Although there was no formal program at our March meeting, a lot happened and I think everyone had a great time. Jim Roberts provided refreshments. Gordon Myer joined Chapter 17. He has started a RANS-7 project. Darrell Sexton announced that an East Tennessee Wings program will be held April 4 (Saturday) at the McGhee-Tyson Flight School. There is free breakfast and lunch for this all day event.

Please keep in mind that the Chapter will change its meeting schedule for the Summer. We will be meeting the first Saturday of each month, May through August, 11 AM to 1 PM. This provides a better opportunity to fly in for the meetings and for people to show us their aircraft.

Ken Carpenter will provide the program for the May meeting on May 2. We will get to see the progress on his CH-750 STOL aircraft, which is under construction at SkyRanch. Ken also presented the Chapter with nice, mounted copies of our Chapter 17 charter document. One copy went to the Secretary (Jim Roberts) and I am storing the other.

Jim Underwood has started planning for the entire year of Young Eagles events. Current priorities are events at Athens, Oneida, then possibly Sevierville, Morristown, or Rockwood. Another possibility is a Young Eagles event at SkyRanch on a Summer Saturday Chapter

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Chapter 17 Library:

From Don Miller

VHS Training Tapes for Pilots

Larry Bartlett Aviation Seminars

- *Safe Single Pilot IFR*
- *Part A: Instrument Scan & Interpretation*
- *Part B: Enroute and Holding Patterns*
- *Part C: Approach Procedures and NDB*

King "Action" Videos Take Offs and Landings Made Easy

- *Taming Stalls and Spins*
- *METAR/TAF Made Easy*
- *Special Student Pilot Video*

Jeppeson Flight Time Video Series

- *Departures and Arrivals*
- *Approach Charts*

Duane Cole

- *VFR Tips for ALL Pilots*

AOPA

- *Collision Avoidance*
- *Pinch-Hitter: The Video*

Professional Instrument Courses, Inc.

- *Getting That Instrument Rating*
- *EAA Sport Flying #9 (717-718)*

Alchemy Video Productions

- *Ramp Check, Volume 2 in "How to Protect Your Pilot's License" Series*



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meeting day. The target date for the Athens Young Eagles event will be May 9.

Don Miller mailed me a copy of the Chapter 17 50th Anniversary presentation that he assembled (along with a very inspiring Young Eagles presentation). Gary Picou has made these PowerPoint files available for download from our Website. If you would like to see these slides at a regular meeting, please let me know.

Don't be a stranger! If you've got ideas for the Chapter, please let me know what you would like to do. One of the fine ideas we've gotten at Chapter meetings is a Fly Market event during one of the Saturday meetings. Would you like to sell or buy aviation stuff at a Chapter event like this?

Happy flying!

All Clear for Biz Jets

By Clyde Barrow

These are dynamic and difficult times for the nation's economy. The United States government has had to tackle tough problems, rescue the largest financial companies in the country, and literally borrow money from itself. Unfortunately, members of Congress had recently forgotten how aviation is a major economic engine in the United States. The NBAA and other groups, surprised by Congressional remarks about lavish spending on corporate jets, scrambled to inform



Representatives and Senators how many jobs and international trade dollars depend on corporate travel. Ironically, the very public servants that enjoy cut-rate business travel on airlines (or military VIP jet transportation in Nancy Pelosi's case), did not realize the enormous volume of business air travel needed to keep the engines of commerce turning.

Thankfully, the campaign to inform Congress and the public has had great success. Now that Congress is onboard supporting business travel, we will soon see a resurgence in corporate jet procurement and business travel. The IRS has declared that, starting April 1st, all business travel will be a fully deductible expense with a \$250 per trip subsidy. Timothy Geithner has persuaded Goldman Sachs to buy out Eclipse Aviation and increase business jet production to 250 units a month. Free scholarships will be provided for aircraft pilot and aircraft maintenance training. General Dynamics/Gulfstream Aviation will be hiring back their furloughed workers and development will resume on their supersonic business jet.

In related news, Congress will also provide low cost loans for purchasers of the Terrafugia Transition flying car. The goal is a chicken in every pot and an aircraft in every garage. Congress believes this will jump start tremendous aviation growth and a recovery of the automobile business at the same time. There is a rumor that General Motors will buy out Terrafugia very soon, perhaps on April 1st.

LASP takes a last GASP

Today (April 1st, 2009) The TSA (Thousands Standing Around) took a bold step in aviation security by replacing the widely reviled Large Airplane Security Program (LASP) with GASP, Gigantic Aircraft Security Program. The GASP is targeted to aircraft larger than 400,000 lbs.

"That big an airplane would surely constitute a threat if it fell into the wrong hands," Said TSA spokesman Barney Fife, "and we need to be certain that every man, woman, infant or Jihadii that boards the airplane is not a threat to America."

Cargo and International flights are exempt from GASP, according to Fife, "boxes and crates can't threaten us, and what happens in other places doesn't matter to us."

Therefore, the only US aircraft affected by GASP is the Hughes H-4 "Spruce Goose," currently housed in a museum in Oregon. "But if that thing gets a goin' we'll be able to assure America that the passengers mean no harm." Said Fife.



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 receive lots of gratitude for your effort.

EAA Suffers Financial Collapse

The Experimental Aircraft Association experienced a serious financial setback today (April 1st) when the hangars at Pioneer Airport collapsed.

The cause of the collapse was apparently due to large amounts of currency that had been used as insulation for the walls and ceilings. Bundles of \$20 and \$50 bills burst from the buildings during a recent thaw.

"As bad as the economy is, we didn't see this coming," said Rupert Pobereznay, EAA's Chief Financial Accumulator, "We knew that all the banks in Oshkosh, Waupun, and Beaver Dam were overfull of EAA funds, so this winter we have been stuffing capital into the hangars and buildings. They just burst when AirVenture registration opened."

Repairs are expected to take a few weeks, as the currency is coated in Randolph® butyrate dope, and applied to the structure.



Classic Chapter 17 Nametags Available

Permanent EAA Chapter 17 Nametags are available to all members. The small one (3" x 1") and larger one (3 1/2" x 1 3/4"), both cost \$7.50

Both feature the logo of the original nametags (of 50 years ago). To order, send mail to address below 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 to:

Chapter 17
PO Box 11744
Knoxville, TN 37939





EAA Chapter 17

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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 EAA Membership

Chapter 17 maintains 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 Headquarters 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.**

Finally, **we can't emphasize enough the importance of full 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 EAA membership or \$50 a year for family membership, you can add your clout to the battle, as well as get a great magazine in *Sport Aviation* each month and lots of other member benefits. **If you are not a current member of the international EAA organization, 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 page 2) _____ Small or _____ Large \$7.50 each

Name to appear: _____

Mail to: Ch 17 Membership ,

EAA Chapter 17

PO Box 11744

Knoxville, TN 37939

Total amount of check \$ _____

