

May 2007,

May 2007

President Roberts



Mountainland Flyer

EAA Chapter 17, Knoxville Tennessee



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

Next Meeting: June 12, 2007, TYS ANG Base

Topic: KC-135 Mission tour

Special Security Conditions Apply, RSVP BY JUNE 4

The May 1st meeting was a huge success! Eighteen members and two guests enjoyed food and beverages while Ken Carpenter ran a photo slide show from his recent trip to Sun 'n Fun. Lots of fascinating shots with great commentary from Ken. Following that, we enjoyed slides of **the Tiger Moth restoration being done by Ken, Dale Grubbs, Tom Lester, and Jim Golden.** We then adjourned to Ken's hangar to admire the project. Looks like it will be flying soon!

Though rain and low ceilings interfered with the **DKX Open House** on May 5th, there was still a respectable turnout and a little flying later in the day. **Jim Underwood and Pat Byrne** set up the CH 17 display, and for most of the day Jim had fairly steady business and reported some success in recruiting members, as well as getting the word out on the Young Eagle program. Darrell Sexton, Fred Eckstein, and myself were also in attendance. The rained-out April 14th **Young Eagles event has been re-scheduled to June 16th at DKX.**

Jim Underwood is in charge and reminds us that volunteer pilots and ground crew are needed. Expect more discussion at the June 12th chapter meeting. Chuck O'Donnell, who runs the Air Force Junior ROTC program at Karns HS, came to our May meeting, and reports that his kids are anxious to get in the air on the 16th!

We are also looking at a **Young Eagles Event at Scott County-Oneida...SCX...in June,** if we can pull together enough volunteer pilots. Big fuel discount promised, both at SCX and DKX, so please contact Jim Underwood with your availability at 908-8586 or tnpilot1@charter.net.

Finally, a reminder that our **June meeting will be one week later than normal.** We will meet on **June 12th at 3 PM at the TYS Guard base for a KC-135 tour,** then adjourn to Sky ranch for snacks and the regular meeting. Our technical counselor Will Ouellette and his wife Pam are setting up the tour. Will has the following info for those planning to attend: **The base is willing to host us for a 6/12/07 tanker tour and a maintenance hanger tour, starting at 3:00 p.m.. To get on base, they need a list of names and social security numbers a week before the visit. the plan is to park everyone's cars at the parking lot across from the club (next to the gate entrance) and hop a bus for the tour. So everyone has to be there no later than 3:00 p.m. or you're off the bus.**

Please send your name and SSN to me at jimswift46@comcast.net.

Deadline is June 4th. See you on the 12th!

May 2 Meeting Minutes

Submitted by Jim Linda and Jim Underwood

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.

We had 17 members and 2 guests.

- Ken Carpenter showed some exciting pictures from Sun an Fun and photos of the Tiger Moth being built/restored, and we looked at the aircraft. Great work and we hope to see it fly soon!

- We are planning our April 14th rain makeup date for Young Eagles on June 16,2007 at DKX Downtown Island Airport.

WE NEED PILOTS AND VOLUNTEERS.

- Our next meeting is June 12,2007 for the tour at the National Guard Base and the KC-135.

Meet at TYS at 3pm and then have a meeting at Skyranch at 5pm. Details to follow.

- DKX Open house, May 5th...Pat Byrne and Jim Underwood will have a table set up to represent our chapter, to provide information about EAA, our Chapter 17, and Young Eagles

- - Chuck Odonnell with Karns High School, asked us if we would be willing to help them with a project called Build A Plane.

EAA Chapter 17-- Young Eagles

The rained-out April 14th **Young Eagles event has been rescheduled to June 16th at DKX**

Volunteers needed, contact Jim Underwood,



Why I love to Read the Federal Register

By Gary Picou

In my line of work, I spend lots of time with regulations, and one way I keep tabs on the government is by getting the “federal register” delivered to my email every day. Usually, it is a collection of ADs, Passenger Terminal Fees, Environmental Impact information, etc. Sometimes there is a Notice of Proposed Rule-making of interest, and occasionally, some gem of GovSpeak like this:

“... The only applicable requirement for airship certification in the United States is FAA document FAA-P-8110-2, Airship Design Criteria (ADC). This document has been the basis of bilateral validation of airships between Germany and the United States for many years. However, in 1995, the LBA issued the initial version of the Luft[uuml]chtigkeitsforderungen f[uuml]r Luftschiffe der Kategorien Normal und Zubringer (hereafter referred to as the LFLS)[*gee, why? ed*], which added a commuter category to German airship categories and also added additional requirements for normal category airships. Due to this, where the previously mutually accepted ADC can be considered to be harmonized in practice, the issuance of the LFLS created regulatory differences for normal category airships between the United States and Germany.

The German regulation Luft[uuml]chtigkeitsforderungen f[uuml]r Luftschiffe der Kategorien Normal und Zubringer, (referred to as the LFLS), effective April 13, 2001; except:

- (1) In lieu of compliance to LFLS section 673 the LZ N07 will comply with ADC Sec. 4.14.
- (2) B-1 LBA, Equivalent Safety Finding for Section 76 LFLS, Engine Failure

Future Meeting Programs for Chapter 17:



The program for June 12th [NOTE DATE CHANGE] is 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, made the arrangements.



Boeing Company Photo

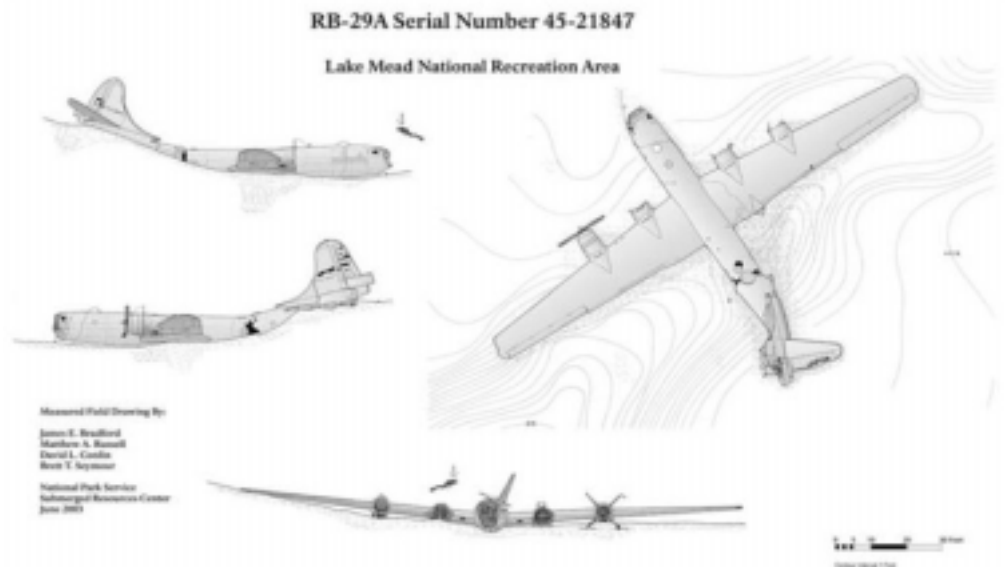


Special Security Conditions: Those desiring to attend **MUST** contact Jim Roberts [jimswift46@comcast.net] by **June 4, 2007**, including Social Security Number.

Our July 3rd 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!

August 7 guest speaker is Charles D'Ooge. Charles is a retired Navy scientist, who was a weatherman in the Pacific in WWII. Following the war, he worked at China Lake Naval Weapons Center in Nevada, where he personally was involved in the development of several of the Navy's top weapons of the cold war. He also participated in "Operation Apollo." Not to be confused with the NASA program to go to the moon, this earlier program used B-29 bombers as platforms for research on cosmic radiation and solar radiation. During his B-29 flights, Charles parachuted from a burning plane over Georgia, and survived an inadvertent ditching in Lake Meade. Besides his scientific achievements, Charles is an experienced pilot, having owned a Waco biplane, a Vultee BT-13, and a Globe Swift, as well as several gliders. His glider experiences led him to develop a process for shaping bubble canopies years before it was commonly done. Charles is now retired and lives in Tellico village, and always welcomes the chance to get involved with the local aviation community.

September 4, Chapter 17's Avionics geek Gary Picou will present a briefing of autopilots, including the different types, manufacturers, airframe interfaces, installation and maintenance considerations for EAA aircraft.



Oshkosh Odyssey

The Conclusion

By Jim Roberts, Chapter 17 President

2007
AIRVENTURE
OSHKOSH

AirVenture
2007

July 23– 30
2007

Sunday morning, June 23rd, finds clear blue skies over Minnesota and Wisconsin. A perfect day for a group arrival to the world's premier aviation event...AirVenture 2006! I've come here to join in the annual Globe Swift fly-in and formation flight to Oshkosh. After breakfast, a group of twelve pilots gather for a briefing at

and tune in Oshkosh ATIS. The news is not good...because of an aircraft accident, the field is closed and arriving aircraft are holding for an indefinite time.

Fortunately, our group departed with plenty of fuel, and has the option to hold for a good while. Rather than join the rat race in the charted visual holding fixes, Green Lake and Rush Lake, we elect to orbit the Waupon Airport, where we have the airspace to ourselves, and can land if the delay becomes too long. As it turns out, luck is with us, and after only a few orbits, approach control announces the field is open, and arrivals can resume.

We follow the charted visual arrival, and fall into an in-trail formation, ½ mile apart at 1,800 MSL and 90 knots, the published altitude and airspeed. I am the number two Swift in line, and as I cross the approach controller at the town of Fisk, I am assigned runway 36 Left. Normally the only transmissions are made by ATC controllers, so to acknowledge, I rock the wings, and proceed to follow the published path.

After switching to tower, and lining up on 36L, I lower the gear and flaps,

and settle into the "slot" for touchdown. Unfortunately, the preceding aircraft fails to make the assigned turn-off, so Tower directs a go-around, with a request to "Keep it in close" on a right downwind for another try. I'm happy to comply with the request, and, on landing rollout from the second approach, the controller thanks me with, "Nice job Swift...welcome to Oshkosh."

The Vintage Aircraft parking volunteers do their usual outstanding job of directing ground traffic, and after a motor scooter escort to parking, I'm soon unpacking and tying down the aircraft. As this task progresses, a steady stream of vintage Swifts arrives and fills up our reserved parking line.

This was my fourth trip to Oshkosh, and my second one flying in, so I had no problem making myself at home in the campground that my friend Paul and I had set up the previous Thursday. That had been a long day, driving up from



EAA Volunteers enjoying complimentary lunch at "Sallie's Alley"



The Swift line at Oshkosh

Lake Elmo, MN, just east of Saint Paul. When the flight profile has been covered, including weather, route of flight, and emergency procedures, we all head to our planes. Aircraft are grouped according to performance, with the 125 to 145 horsepower birds departing first, followed by a group of 150 to 180 HP planes, and finally the 210 HP "Super Swifts."

The plan is to join up over the Waupon airport, about thirty miles south of Oshkosh, and proceed from there to join the charted arrival at the town of Ripon. The whole trip should take about an hour and a half. I depart with the last group of planes and all goes well until we approach Waupon

Brodhead, Wisconsin, setting up camp, and then driving back. But the work paid off, and it was great to settle in for a week of airplane heaven.

As usual, our campground, nicknamed "Sallie's Alley," was populated with regulars from years past, and in many ways the gathering was like a family reunion.



P-51 lineup in the Warbird area

Besides socializing and taking care of ourselves in camp, our group also provided a free daily lunch to the volunteers in charge of Vintage Aircraft parking. We were unfailingly met with smiles and sincere "Thank you's" that made the effort worthwhile.

Of course the main objective at Oshkosh is to take in as much as possible. The routine I like best is to start the morning out among the planes. It's cooler then, the crowd is smaller, and the light is better for photography. Aircraft are parked by category, such as antique/classic, experimental, aerobatic, war-bird, ultralight, etc. Each group has a dedicated chunk of real estate for its display, and

you can easily spend several hours in each area.

Mid-day is best for forums, vendor displays, and the EAA museum, which could take up a day itself. There's a spectacular air show every afternoon, and often great entertainment in the evening at Theater in the Woods. Also, AirVenture 2006 saw the debut of a "Fly-in Theater," where classic aviation films are shown every night under the stars. Take a chair or blanket, spread out, and enjoy!

It's easy to get around; with a free tram system that covers all areas of the fly-in. Be sure to get over to the Sea Plane base, which is a combination tram and bus ride, but well worth the time. And speaking of the seaplane folks, they sponsor a corn roast dinner that can't be missed.

While we're on the subject of food, there's plenty to be had on site, but if you can find a vehicle to get "off base," two places you have to experience are "Ardy and Ed's Drive In," at 2413 South Main Street, and "Wendt's on the Lake" at N9699 Lakeshore Drive. Ardy and Ed's takes you right back to the 50's, with roller skating waitresses, juicy burgers, and homemade shakes. And for fried perch (a Wisconsin classic) you can't beat Wendt's.

One thing you can count on at Oshkosh is changing weather, with a guarantee

of at least one day or night full of impressive thunderstorms. Be sure to bring a poncho or other rain gear, and a backup pair of shoes, unless you enjoy walking around all day with your feet squishing!



Classic Stearman biplanes in the antique area.

Because of the grand scale of AirVenture, a little "pre-flight" preparation is necessary if you want to make the most of your trip. The best source of information is the official website, <http://www.airventure.org/>.

If you are flying in, be sure to download a copy of the AirVenture NOTAM at <http://www.airventure.org/2007/flying/notam07.pdf>. This document contains all procedures for OSH arrivals and departures. Don't leave home without it!

Finally, during your visit to OSH, stop by our campground, "Sallie's Alley" for a cold refreshment or a snack. We're located in the center of the row of oak trees south of the vintage parking area adjacent to theater in the woods. See you there!

An approaching storm illustrates the need for good tie-downs



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 or call 800-967-5746. 2007 Workshop Dates:

September 7-9, October 19-21, November 16-18

SAS SCHEDULES E-LSA REPAIRMAN COURSES

Sport Aviation Specialties has space available in the FAA-accepted 16-hour E-LSA repairman courses in Atlanta GA (KRYY) August 25-26. 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.

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, or e-mail 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 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.



Evergreen Aviation Museum

A visit to the Spruce Goose

By Gary Picou

On a recent business trip to Portland Ore., I found time to visit the Evergreen Aviation Museum, at McMinnville (MMV) which lies about 35 miles southwest of PDX. When I lived there in the mid 1990s, the Evergreen Aviation Museum was a collection of planes, but they had acquired the "Spruce Goose," and planned to build a major museum around it. They succeeded in a way that would make Howard Hughes proud.

The history of Evergreen Aviation, and the museum is a tribute to the aviation roots of the founders, Delford Smith and his son, the late Captain Michael King Smith (USAF). For that story, visit www.sprucegoose.org.

I want to say that visiting the museum, and the centerpiece Hughes H-4/HK-1 Flying Boat, was an incredible experience. The "Spruce Goose" is arguably the world's largest experimental aircraft. Even when stand next to it, you can't get a sense of the size, until you realize that the Bonanza would easily park on one side of the horizontal stabilizer.

Even more fascinating is the fact that the skin is a flawless smooth surface of plywood formed over the ribs and stringers. It's a very big machine, but the smallest details are exquisite. Restoration was a monumental task, the rest of the museum is very well done too, so all aviators should make a McMinnville pilgrimage when you are out west.



Yes, that's a DC-3 parked under the wing. If it were raining, it would not get wet.



You can't get a handle on the size, but the smooth skin is amazing!



The facility is first class, and all the exhibits around the Spruce Goose are equally well done.

Airplane for Sale

Amateur-built Aircraft
KR-2 Design
Partially Completed



Owned by Vestal Bass

\$4,000 or Best Offer

For Information Call David Hamlin
(423) 894-6600
Chattanooga



EAA Chapter 17

EAA

Chapter 17, Knoxville Tennessee

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

Email: gpickou@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 \$ _____