



## EAA Chapter 17-- Knoxville, TN

### President's Comments

*From Darrell Sexton, President, EAA Chapter 17*

### Chapter Leadership:

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Do you realize that 2005 is about half over. I think that our chapter has had a successful year for the first half. Lee has had a plate full of Young Eagles.

This coming Tuesday, July 12, our Chapter 17 will have a joint meeting with the club at the Sky Ranch. Brandon Hughett, Chief Flight Instructor and General Manager of the Knoxville Flight Training flight school at DKX will give a presentation on Mountain Flying. Everyone I have talked to that had heard his presentation has said how good they thought it was. I've never heard it yet so I am really looking forward to it. Since I will be there, this will count as a Safety Seminar for the WINGS program for anyone that needs a seminar for that.

Ken and the friends at the Sky Ranch are providing Pizza and soft drinks for everybody starting at 6:30pm, and the seminar starting at 7:00pm. Hope to see you there.

At our last meeting we discussed holding some socials with other groups. One thing discussed was going to Ramsey's Cafeteria for dinner on a Saturday night and having a couple of chapter members give a short talk and show pictures for recent trips they had been on. Having a maximum of two presentations lasting about an hour total with the meal and spending the rest of the time to socialize. Having a possible cookout at the Sky Ranch later this fall has been talked about too.

It's not too soon to start thinking about our January banquet. Let me know if you have any ideas.

That's all I have for now.

See you Tuesday night... I think you will enjoy Brandon's talk.

Darrell

**Chapter 17 Classified Ads**

Loehle 5151 Engine & Instruments: Subaru EA-81 engine (1800 cc) and various instruments for sale. 280 hours on engine, recently overhauled to new specs and basic VFR instruments. Contact John Franzreb (865) 376-9924.

RV-9A: Tail, Wing and Fuselage kits including Van's RV-9 wiring kit and 2 Duckworks leading edge landing/taxi lights. The tail, flaps and ailerons are finished. Both wings have the ribs attached. Located in Verona, Kentucky that is about 30 minutes south of Cincinnati, OH. Will NOT separate these parts. \$13,500. Also available Whelen combo strobe and position lights \$700, PSS AOA Sport \$850 and an Aero Instruments Heated Pitot/static tube \$500. Contact [scottspencer@fuse.net](mailto:scottspencer@fuse.net)

1943 Boeing PT-17 Stearman: She's a beauty! See it at DKX or on the web: <http://www.huua.com/stearman/> Contact David Senn (865) 482-3178.

1979 Cessna 182RG: '79 Cessna 182RG for sale. 2600 hours TT and 350 SMOH. Contact Ken Carpenter (865) 693-0457.

Aeronca Champ, Engine, & Prop: One 7BCM-CONV airframe, recovered, with C-85, almost ready to fly and a Continental C-65 with prop, zero time. Located in Murfreesboro. Contact Lester Smith (615) 308-4764.

Avid Speedwing N791SB – Overhauled Rotax 582 engine by Lockwood Aviation, Electric Start, Ground adjustable carbon fiber prop, Bendix handheld Navcom, Intercom + 2 sets of headphones included, Always hangared / garaged. \$14,900. Contact Gary Livesey (865) 548-7643.

**DVDs Available**

Hurry! A limited number of copies of the Vans DVD "The RV Story" are available from Ed Dumas for a limited time only! Please call Ed to reserve your copy!

**June Young Eagle Report**

Despite the weather that made us start flying about two hours later than planned, we had a successful International Young Eagles event June 11, 2005. Some Young Eagles were not able to stay until the weather cleared and about 6 of them were flown later in the week or the weekend following. There are 23 Young Eagles flown to date in June. BUT, we still have a few who would like to fly. If you want to fly some Young Eagles, one on one, please let me know and I will get you in touch with the Young Eagles waiting to fledge.

I also wanted to extend my thanks to all those who helped with ground control, ground school, registration, the Young Eagle pilots and special congratulations to Ted Hughes for becoming an EAA member and flying his first Young Eagles.

Our next scheduled Young Eagles event is Saturday October 15, 2005. The following Saturday October 22 is the rain date.



**An 18 minute video of the  
YOUNG EAGLES Day  
in high quality DVD is now  
available at \$15.00 per copy.**

**Call 405-7896  
after 8:00 PM weekdays  
anytime on weekends.**

## BASIC RULES OF FLYING

(Thanks to Lou Thacker for contributing these a few days ago)

Every takeoff is optional. Every landing is mandatory.

If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.

Flying isn't dangerous. Crashing is what's dangerous.

It's always better to be down here wishing you were up there than up there wishing you were down here.

The only time you have too much fuel is when you're on fire.

The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

When in doubt, hold on to your altitude. No one has ever collided with the sky.

A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

You know you've landed with the wheels up if it takes full power to taxi to the ramp.

The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.

Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.

Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.

Always try to keep the number of landings you make equal to the number of take offs you've made.

There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

Helicopters can't fly; they're just so ugly the earth repels them.

If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.

In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

It's always a good idea to keep the pointy end going forward as much as possible.

**The new EAA 2005 Calendars are here! Get yours for only \$10.00 while supplies last! Reserve your calendar early by contacting Ed Dumas, EAA 17 Treasurer, soon. We also have a limited number of EAA Chapter 17 cloth patches available for \$3.00 each. Get yours now!**

Keep looking around. There's always something you've missed.

Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.

The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

The Piper Cub is the safest airplane in the world; it can just barely kill you.

Blue water Navy truism: There are more planes in the ocean than there are submarines in the sky.

Here is a letter from the Boy Scouts Troop 30 sent to Lee Erickson soon after the June 11 Young Eagles rally:

Lee,

Thank you so much for the time and patience required to allow our scout troop (Troop 30) to attend the Young Eagles Flight School and flight. Please tell all the adults how much we enjoyed it. Everyone did a superb job. The boys were so very excited! On Monday, they went to scouts and told the scout masters all about it and even took the poster to show and explain. The scout master... a man's man... rugged kind of guy... was forced to tell that about three weeks ago he hired someone to fly him over his properties to take pictures. He ended up needing a barf bag! Thanks for all you've done.

BSA Scout Troop 30,  
Jill Gill and boys and dads

Ed Dumas, Jr  
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Please Deliver To:

**EAA Chapter 17  
Meeting**

**Tuesday, July 12, 2005**  
at 7:30 p.m. at Sky Ranch  
Different Meeting  
Time/Date!

