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# MountainLand Flyer

**EAA Chapter 17-- Knoxville, TN**



**Ken  
Carpenter**

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## President's Comments

*From Ken Carpenter*

Oshkosh is over and it was a good one. The weather was cloudy most days, which kept the temperature down in the comfortable 70's. It rained lightly two afternoons but not enough to stop the air show. Don Miller was there the first part of the event and took some good pictures. Jim Golden was shooting lots of video. The program August 29<sup>th</sup> at 7 P.M. will be still pictures by Don and a brief video of the air show done by Jim. The September program will probably be my pictures.

I went to the President's Breakfast and heard inspirational words from Tom Poberezny. Best idea was one that we should have started five years ago. At Young Eagles, we should be handing out a brochure about Chapter 17 including meeting times and dates. They strongly recommend a regular time and place with a clear invite to come to meetings and see more about aviation. It has been a great way to get new members to the chapter and encourage young people to get involved after they are turned on by the airplane ride. Another idea was to have some planned activity for young people and parents to come out on and on-going basis. That will take a lot of effort and thought.

Maybe if we were building a plane or something and interested parties could be invited to take part. Think about that, we have over a thousand people we have taken for rides and

not really tried to invite back. Big opportunity lost.

This October 25<sup>th</sup>, our last Young Eagles event for the year, we will have a brochure. We will also make a point to invite them to the October 31st meeting.

I need a speaker for the annual banquet January 24<sup>th</sup>. If you have a suggestion, feel free to share it with Bill Lofgren, Don Miller or Tom Lester. We are currently looking for a place and may return to the location of last year even though it is slightly expensive at \$20 a plate.

I need suggestions for programs. Better yet, how about some volunteers to do a program? Give some thought to what kind of programs you would like to see. What would it take to get your attendance? Would a change of meeting time help? Would you prefer a Saturday morning time or Thursday evening? Bill and I are going to do a telephone survey.



## AIRVENTURE 2003

*From Don Miller*

My dream was to fly my own airplane to Oshkosh one day and park among the thousands of other fly-in visitors. Serious planning began last year after Anna and I drove to our first AirVenture visit. We made reservations at the University of Wisconsin dormitory system that provides regular bus service to the gate. In preparation for this visit, I used the AOPA Flight Planner web tool to research possible fuel stops, enroute navigation details and needed charts of airport runways and approaches.



Oshkosh is a blast! Whatever your interest, you can find kindred souls by the bucket full there. I like to see the latest homebuilts; the vintage restoring challenge, flyable early powered aircraft and to hear the forums.

The great circle distance is 527 NM and just a few extra miles will bypass all class C & B airspace – strongly recommended by FAA. I loaded my two-man tent, air mattress, suitcase, charts and flight bag into N129S and was off at 8 AM on Saturday. After a fuel and rest stop at SQI, I was off again for the last 143 NM and the unique approach procedure used for AirVenture. After reading the NOTAM several times and printing the associated layouts and procedures I felt I was ready.

Unfortunately I took the advice of a local pilot at SQI and flew toward UNU. The advice was that the railroad on the NOTAM continued to UNU and made it easier to merge with incoming traffic. Unfortunately I forgot that I had previously decided the best way to find Ripon, Wisconsin was to fly a radial of the OSH VORTAC. I made the error of not using my GPS to find UNU. It seemed so short a distance and Wisconsin skies are much clearer than ET. Truth is I got lost because of the sameness of the Midwestern farm squares. After ten minutes of wallowing around, I got back to the plan and



intersected the 55° radial of OSH beyond the 16 NM point at Ripon. After that it was duck soup to complete the arrival procedure! The deal is, you have 10 NM between Ripon and Fisk to get everyone in line and separated by 1/2 mile or so. When you come up on Fisk, the ATC guys size up the situation and make suggestions to fix any obvious spacing or head to tail misalignments.

I arrived alone over Fisk and was whisked right along to the Blue arrival flow. In other words, winds favored runway 9 and 36 at that moment. When I switched to the tower, I was directed to a left downwind for 36L. After slowing enough to exit the runway onto the grass, I was directed to taxi to the north 40 (general aviation aircraft camping.)

A heads up about the North 40 – The first arrivals are parked on the east end of a 40-acre field near the war bird parking and the transportation hubs. As the field fills, arriving aircraft are parked



successively further west toward the businesses and highway adjoining the field. Sleeping near the highway is virtually impossible without headphones on. Another important detail, not publicized, is the absence of regular food service on-site until the official opening day. I was able to

avoid starvation as an early arriver because the Vintage Aircraft Association had set up a temporary food service on the south end of the airport. They also arranged for a tractor with carriages to be run from the N-40 area to the food

twice an hour. They offered breakfast and supper only for five dollars each. Most of the type club mass arrivals were on Sunday. This year, 100 Bonanzas and 42 Mooneys were joined by 25 Comanches for a Sunday mass arrival. That this is



a huge event is difficult to adequately tell someone about. The booklet describing the individual forums, entertainment and vendors requires 61 pages with a font size of 8. Exhibitor booth numbering extends to 4162, housed in four very large freestanding buildings and hundreds of temporary tents or fly's. Dozens of manufacturers choose to introduce new models at this event. Examples included Honda/Continental, Symphony, Cirrus, Diamond, Luscombe, and Velocity to mention a few.

The warbird review and aerobatic feats each afternoon are always worth the trip. I looked at all of the headphone suppliers in existence and tried on all their models within an hour and a half!

Several new models and features are now available by the way. ANR models are growing in



number and features. Many have larger battery capacity or aircraft supplied power now. As for the headliner visiting aircraft this year; the Airbus Beluga with it's 23' X 70' cargo bay and 103,600 pound load capacity was impressive to see as well as the Hughes H-1, 1935 world speed record holder.

Advice to the first time visitor. Don't expect to come away satisfied with the visit unless you can devote 3 or more days to this! Do plan on walking 3-8 miles each day. Wisconsin sun is just as hot as ours; use suntan lotion!! Plan to see two or three subject areas in depth, not everything. Don't exclude the evening programs or forums unless you have a good reason to. Camping, dormitory or hotel is a personal choice, but remember the campers have a big edge on effective use of time. BELIEVE THE AIRVENTURE NOTAM ADVICE!

### Young Eagles!

Next KIDS FLY FREE day is October 25<sup>th</sup> !

Contact Don Miller (865) 482-3167, msbari@bellsouth.net



### Sky Watch!

Tom Lester is flying the Pietenpol most every day, early in the AM when it is cool.



Dave Vickers just restored Aeronca Chief



Barney Tuggle's MiniMax

Lunanaught Don Miller



### Moon (town) Mission

I had an excellent trip to Moontown Airport Fly-In Breakfast recently. It was IFR most of the flight south and all of it flying north. My old friend from several previous lives went along with me. He was a Navy pilot and later flew a 182 out of Oliver Springs for a few years. The breakfast they serve is substantial, including biscuits, pancakes, sausage, fruit chunks, scrambled eggs and orange juice or coffee. We arrived at 9:10 AM local and found the serving line running low. It seems the best arrival time would be around 8 AM local.



Moontown "Tower"



RV-8 Panel

Several interesting airplanes had flown in and a few are based there. I have included a photo of the RV-8 panel that flew in. It was definitely high end home built! For some reason it did not have air conditioning? The locals go all out to be hospitable. Their informal tower was used effectively to manage both the pattern and taxiing to park. The return trip to DKX was longer since the wind was not favoring us and had to do the localizer for 26. Ceiling was 2000 feet and mist limiting forward visibility to 2 miles. We were number four in line to do the approach taking us almost to Morristown as the ATC lined up the queue. A first for me approaching DKX. I recommend giving this

destination a try when the weather is favorable. Although a grass strip, it is easy to find and the amenities are equal to a much larger airport. --Don Miller N129S

### EAA Chapter 17

**NEXT Meeting!**  
**August 29<sup>th</sup>, 2003**  
**SkyRanch**  
**7:00 PM**



Ray Winsky's new paint job