

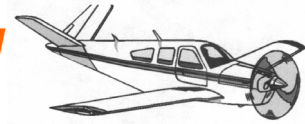
September 2002

**Vol**ume 19, Issue 6

# MountainLand Flyer



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



### **Revved up in Reno**

*By Miller Wilder*

September has always been a great month for aviation. Some years are better than others, but there is always something to talk about.

We all remember what happened last year, and we now know how the American flying spirit prevails. We may **not** remember two years ago when an East Tennessee aviator dominated the Reno air races.

The Reno races have always been held in mid September, and this was the 39<sup>th</sup> year. Many of us hoped to see the excitement last year at Reno, but grounded by the GA flight restrictions, the racers did not fly. So, after being bottled up for a season, the planes came out this year like a champagne cork.

The highlights of the event included the only flying WWII Bearcat running again, a Howard Hughes H1 racer setting speed records, and Dago Red P-51D breaking 500 mph. In addition, our own East Tennessee team of Vic Barret and Rittner Will, participated, flying their Quesair Venture. Poised to win, the Venture suffered a slight gear collapse, and they did not bring home the Gold, but look out next year!

The air shows between the races were Oshkosh quality and over 200 thousand people enjoyed the event in person. For the first time in Reno history, we had a jet race. The jets were the L-39 Albatross flying nearly the same speeds and the tight race was intense. Winning multiple times was Mary Dilda, a Tennessee pilot, who not only placed in the jet races, she put up a good fight in the T-6 Texan class as well. She may

not have won the race, but she was definitely the best looking! It is great to have such a strong presence from our beloved state.

Next September we can look forward to the races being held from the 11<sup>th</sup> to the 14<sup>th</sup> in Reno, Nevada.

Speaking of air racing, Francois Pin of Knoxville again won the World Class National Championship to represent the USA in the World Air Games in New Zealand flying his engineless PW-5 SMYK glider. Sailplane racing has always interested me, it is amazing how they can go hundreds of miles at incredible speeds on only the powers of the wind. This September gives us lots to talk about in Tennessee Aviation, hope to see you at the meeting.

September meeting will be the 27<sup>th</sup> at Skybranch at 7:30 (TN98)

Ken Carpenter will be presenting the annual Oshkosh Slideshow.



Photo © Mark Johnston

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NOTE: For a full color, longer version of the Chapter 17 newsletters, send me an email.  
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**Gone West** (reprinted from the email version last month)



This was a case of an Experimental Aircraft and pilot being used for the altruistic purpose of advancing humankind. His memory and purpose should never be forgotten. -edJ”

Tim Crawford, a one-time member of Chapter 17, died while flying his Long-EZ last month in Massachusetts.

Tim lived in Oak Ridge between 1989 and 1999. He kept the Long-EZ at Rockwood airport, as I'm sure many Chapter 17 members will recall. He was promoted to Field Research Division director in 1999 and moved to Idaho Falls, ID. There have been stories about the aircraft and research flying in the March 1995 newsletter of the Mountain Land Flyer, in the July 1999 issue of Sport Aviation.

**Here is the obituary:**

Dr. Timothy Crawford, the Director of NOAA's Field Research Division in Idaho Falls, Idaho, died Saturday, August 3, 2002 when he became incapacitated and the airplane he was piloting crashed into the ocean four miles south of Vineyard Haven, Mass.

Dr. Crawford, 54, was flying an atmospheric research mission. The aircraft he was piloting was a Long-EZ aircraft he had built himself. An autopsy revealed he became incapacitated because of a massive stroke while in flight. Dr. Crawford's aircraft was leased to NOAA for the purpose of atmospheric research. The aircraft, which was a highly

modified Long-EZ, had more than 3,600 hours of flight time. Dr. Crawford was pilot-in-command for over 2700 of those hours. The Long-EZ involved in the accident was the third of five total aircraft Dr. Crawford had built, and was his second Long-EZ. Dr. Crawford was an instrument-rated commercial pilot and airframe and powerplant mechanic with more than 3000 hours of pilot-in-command time in experimental aircraft. The aircraft was on display at the 50th EAA AirVenture convention this year in Oshkosh, Wis. It was shown in the Federal Pavilion where the public could learn about the aircraft and its mission. The Long-EZ was particularly well suited for environmental research because of its pusher configuration, which allows the installation of instrumentation in undisturbed air in the nose of the aircraft.

For more information on the Long-EZ visit the NOAA/FRD web site at:

<http://www.noaa.inel.gov/capabilities/longez/>

A scholarship fund has been established in Tim Crawford's memory through the NOAA Field Research Division. Donations may be sent to:

Tim Crawford Scholarship Fund  
 c/o NOAA Field Research Division  
 1750 Foote Drive  
 Idaho Falls, ID 83402  
 Make checks payable to: FRD Employees Association  
 Please include on note line: Tim Crawford Scholarship Fund

NOAA Long-EZ At Kitty Hawk Nat'l Monument



## Young Eagles- The Century of flight is approaching!

By Don Miller

The Sky Ranch section of Chapter 17 will present a KIDS FLY FREE DAY on October 12 at Sky Ranch. Ken Carpenter will be chairman of the event and Don Miller will arrange for authorization forms to be sent to the families.

We expect up to 75 children and about ten staff. A few more pilots would be welcome to join them. This will be a half-day event with two ground schools preceding the flights. All are invited to come out for fellowship and fun.

Time continues to count down toward December 17th of 2003.

Nationally, we need 170,000 Young Eagles to reach the goal of one million. Of EAA's more than 1,000 chapters, about 900 have an active Young Eagle program.

To reach our goal, each chapter will have to schedule twice as many events in 2003 as previous years. For Chapter 17 that would be **four** events.

At this time, we have two dates on the calendar; April 5 and June 14, 2003. Another suggestion is to check your flight bag, file cabinet and airplane for any Young Eagle flight forms not sent in. Please complete them and send them to the EAA or to Don Miller. We are actively looking for co-sponsors of the 2003 events.

We hope to have T-shirts with the 100th anniversary and Chapter 17

prominently displayed. The chapter needs **your** suggestions, contacts and support to make this happen! Please call, write or pony express a note to Don with your support. In 2003 Chapter 17 must have strong leadership from every member. Contact one of the officers if you would be willing to take a new leadership role in 2003.



**Over 800,000  
Flown!**

## B-17 Drops Dollars on Chapter 17

By Bill Lofgren

For the August meeting we had a video of the B-17 event at the Sevierville Airport. Many Chapter 17 members helped out with this program along with members of the Sevierville Chapter. It was great to see the B-17 on the ground and in the air as well. On many of the flights, it had a P-47 and a P-51 flying in formation with it. T-34's and a T-28 also flew formation with it at different times. Our members helped load and unload the B-17 passengers, sold tickets for tours, and sold souvenirs in the little trailer.

EAA Headquarters sent us a check for \$2617.00 that we split 50/50 with the Sevierville Chapter. \$1308.50 was our part of the money from the B-17 tour.



## Multi-Media experiences in store this month

### EAA Chapter 17



The September Chapter 17 meeting will be at the Sky Ranch, featuring Ken Carpenter's Wonderful Slide Show and Commentary of Oshkosh 2002.

Ken normally puts on this show at the August meeting, but was out of town that weekend. We always look forward to seeing the slides Ken takes, and thank him for doing this for us. Ken mentioned that there also is an excellent video of Oshkosh taken by Mr. Varner that can be shown as well.

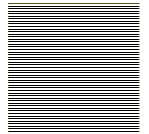


**Next Meeting**  
**Sept. 27,**  
**Sky Ranch**  
**7:30 PM**

### Glacier Girl to Fly Oct 26

The latest word from The Lost Squadron in Middlesboro KY is that the Glacier Girl will take to the sky at about 2 pm. It has been a half-century since she made her last landing on Greenland's ice cap. Steve Hinton will be the "stick." They expect more than 20,000 to attend, to plan accordingly. Bill Lofgren provided this latest update photo.

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