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MountainLand Flyer

EAA Chapter 17-- Knoxville, TN



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Carpenter**

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NOTE: For a full color version of the Chapter 17 newsletters, send me an email. gpickou@chartertn.net

President's Comments

From Ken Carpenter

Big news is a change in the meeting time.

The group voted to change the time to Thursday night at 7 PM, and be over by 9:00 PM at the latest.

The topic at this meeting will be a video of the Champaign War Bird Museum (15 minutes).

Then we will have a presentation of plans of different planes, Osprey, Europa, Rans S7, Vans RV 7. We expect many new guests since we will be inviting all the 250 kids we take for a ride Oct 25th during the Young Eagles outing.

The Oct 25th Young Eagles event will be BIG and we need help with ground control and loading planes. I think we will have enough pilots; but if you are interested, get in touch with Gordon Webster or show up that morning. We will have hourly groups most of the day.

The Annual Banquet will be a Ramsey's Restaurant/Cafeteria. January 24th 2004 at 6 PM, food serving soon afterward. You can get there a little early and see lots of pictures of planes.

We are also trying to plan a meeting around December 17th (Probably Dec 11th), and need a program connected to the Wright Brothers. How about a little help?



Wait till
Ken sees
this!!

HAVE YOU EVER HAD A GOOD IDEA GO BAD?

By Jerry Depew

We are preparing to celebrate 100 years of powered flight, and I thought it would be appropriate to tackle a new rating. I have casually read and dreamed of obtaining a Multi Engine rating and decided to spend some overtime pay that had accumulated . . . and I needed a Biannual anyway. I had two weeks scheduled for vacation in September that should provide great flying weather, but I need to make this a vacation for my wife too. My musings evolved into a search for a flight school on the coast that would allow my wife the opportunity to bask in the sun and bank a tan before winter.

A search of the EAA web site gave a long list of schools separated by state, but I was unable to limit the search to Multi Engine training. I did find an advertisement for a school near Atlantic Beach, North Carolina within commuting distance of the beach. We now had a plan. I could fly in the mornings and lounge on the beach in the afternoon. This was going to be a great vacation.

WHAT REALLY HAPPENED

There was this hurricane. I got the call canceling our hotel reservations just an hour before departure time. I did find a place to stay well inland, still near my training airport and only an hour from the beach. Now my missis is not happy as I begin flying twice a day while she is cooped up in a motel room. Within days we were able to move to the beach during a day of rain that washed out any hope of flight. Robin is at least happy and I resume my training. I would wake up early to dress and look at the beach. It was an hour drive back to the airport and I am expected to have the airplane preflight done and ready to go at 9AM. I fly in the morning, and follow up with a ground school mid day. Another lesson in the afternoon and commute back to the hotel in time for dinner. Too late to go to the beach, and I have procedures to memorize before bed anyway.

I tell Robin that at least I would have half a day with her on Saturday after my check ride with the FAA designated examiner. I get up early and peer out at the ocean on my way to the airport for another hour drive. It is a quiet road and allows me to go through the emergency single engine shutdown mantra. Did I mention FOG? Thick around the airport and solid IFR. We get out very late in the morning and fly the 60 miles to meet with the examiner. He had a wonderful personality that puts you at ease. He likes old airplanes too, and showed pictures of the air tour he attended. After the oral exam with a little coaxing from him, I was able to come up with enough correct answers to move on to the flight demonstration. After an exasperating session of my wallowing around in the sky with less than professional exactness I was directed to the landing phase. At least I did not pound a hole in the runway as I did in day one. Seems that my full stall landing in a twin was quite an event... darn near traumatic. I soon learned to carry a little power throughout the landing. Now, demonstrate a short field landing . . . on a 7000 foot runway. I Fooled him. All these years at Meadowlake

have made me a master of this



maneuver. I am sure it was my ability to repeat all of the mantras correctly as I slewed around the sky that was my salvation and I was granted a Multi Engine Commercial. It rained on the flight back, and I did not care.

I arrived back at the hotel about sunset with a gloomy sky. Missed the beach again. I said goodbye to the beach the next morning. I was happy that all the work was over. I had accomplished a major task. Now I get one of those new plastic licenses with the hologram. I was confident that I was going home well trained because at the first exit I attempted to lower the landing gear.

To Members of Chapter 17:

From Dave Stevenson

Over the past three years there has been a lot of inaccurate, and sometimes, totally false information circulating regarding the situation at Meadowlake Airport. The following are documented statements of fact:

- ◆ Meadowlake Airport became a licensed public use airport in 1972 and remained as such in TDOT records until March, 2001 when the airport owner requested the TDOT Division of Aeronautics to change the status to "Private Use."
- ◆ The airport owner was advised by letter dated April 6, 2001 from Robert V. Woods, Director, Aeronautics Division that ". . . **commercial operations are no longer Authorized at the airport.**"
- ◆ Again on February 6, 2002 Director Woods wrote the airport owner stating "...**once again, be advised that commercial aeronautical operations are not authorized at this airport. This is not limited to the above-mentioned operations, but to all and any revenue generating activities including such items as hangar rental or flight instruction. Such activities are against the law and should cease immediately.**"

The present owner's deed to the airport property dated January 26, 2000, contains the following paragraph:

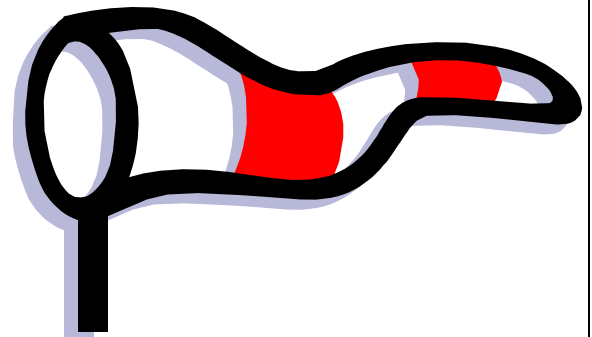
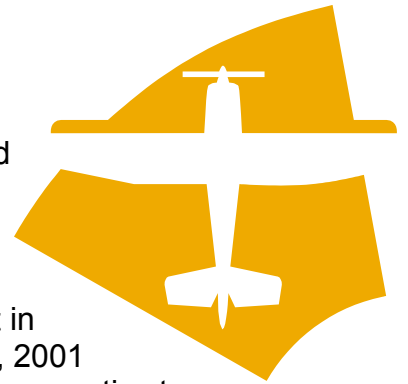
BEING subject to the Restrictive Covenants of record in Deed Book L-11, Page 342, a Right-of-Way agreement as described in Deed Book U-9, Page 692, Grant of Easement for Ingress and Egress as described in Deed Book O-17, Page 837, Easements for taxi strip and for Ingress and Egress more particularly described in Deed Book K-21, Page 316 and Deed Book S-21, Page 379, all of record in said Register of Deeds Office for Roane County, Tennessee and further subject to any and all applicable easements of record in said Register's Office."

In brief, the above granted lot owners in Meadowlake Airpark Subdivision unrestricted access to the runway, taxiways, and vehicular access to their lots and defined the runway as a 100 foot strip with a 50 foot easement on each side.

The airport owners from the start attempted to deny or severely restrict these easements, leaving the lot owners no alternative but to file suit to secure these rights which they already owned!

THESE RIGHTS-OF-WAY AND EASEMENTS WERE AFFIRMED BY THE CHANCERY COURT ON MARCH 20, 2003 WITHOUT EXCEPTION.

Hopefully, the foregoing information dispels some of the misconceptions as to what the situation at Meadowlake has been over the past three years.



Destination, St. Pete

From Don Miller

Our last Saint Petersburg trip was quite a successful venture. Our goal was to visit our daughter Chris and her son Alhen in Clearwater. A previous attempt August 8th ended in a decision to return at the half way point due to un-forecast thunder showers and hail in central Florida.

We took off from DKX at 6:30 AM on Friday with an IFR flight plan. The sky was clear and the winds light as we climbed to the assigned altitude of 7,000'. We enjoyed an unusually nice sun rise with accompanying sky color changes. The ATC approved a direct flight to Macon where we had planned to have lunch. Fuel prices are reasonable there, and the crew car made a trip to Cracker Barrel possible. We were off again at 10:57 AM, again on an IFR flight plan. ATC vectored us around Moody AFB, but that added little to the travel time. The last hour of the three hour leg was in actual IMC, but with a relatively high ceiling of about 2500'. We broke out occasionally to see the Gulf of Mexico and coastal shore buildings. An interesting disconnect between the pilot and the ATC occurred as we broke out over St. Petersburg. The controller was handling his peak morning load and was eager to drop the 172 to his own devices as SPG came closer. He was so eager that he handed us off to the tower at Albert Whitted (SPG) just as we broke out of the ceiling. I was happy to see the city and the place our daughter lives.

I looked around the landscape in front of us and saw the familiar cross of two runways just like the taxiway chart I had in front of me on my lap. I had been cleared for approach to runway 5, so I continued my descent. Within seconds, I received a call from the tower at SPG with the unex-



pected instruction to make a right turn and stop descending! It was at this point that I looked at the GPS readout to see if it would shed light on the "new" instructions. It did! I was 6 miles from SPG. I was looking at St. Petersburg International a class B airport!! The remainder of the landing was uneventful except for dropping to the runway after clearing the two story building at the approach end of a 6500' runway.

We had a lovely visit with Chris and Alhen Friday evening and Saturday. One of our goals was to go computer shopping and help her make a decision. As you might guess, the Clearwater, St. Petersburg and Tampa Bay area has hundreds of computer vendors. We saw Dell, hp, e-machine,

Sony, etc. etc. and several independent shops who make pc's to order. The decision was finally made and we moved on to the other activities of the day. This area had weather very similar to TN weather in August, but more humid.

Sunday, found us at SPG for an 8 AM takeoff. I felt the likelihood of afternoon thunder storms in ET was minimal and a later take-off was a good bet - hey we slept late. The weather we encountered was precisely what I had been briefed for that morning. Calm winds and scattered clouds at 5000'. We had requested 8,000' to be above the layer and to enjoy the welcome free air conditioning. The remainder of the return was as planned. We enjoyed a variety of different ATC styles along the way to keep it from being too boring. Some were attentive and constantly providing clever little suggestions or interrogations - What is your heading now; verify your altitude, watch for the invisible traffic at your 1 o'clock, all the while we are at a steady 8,000 plus or minus 20 feet. Later we encountered a controller who failed to point out several other aircraft within 2 miles and 1000 feet. He was the ATL controller who kept us to within 35 nm of DKX.

As we approached home we heard several familiar call signs being announced in the pattern, and knew we were really home.

November Flying Calendar

11/8/2003	Millen, GA	Chapter 172 Low-Country Boil Fly-In, Millen, George Airport 215 Contact Information: John Magnan 706-547-3607 Email Address: jcm2@earthlink.net
11/8/2003	Martinsburg, WV	Chapter 1071 Young Eagles Rally, Shepherd Field MRB Contact Information: Jeff or Judy 304-754-7581 Email Address: ismJudy@aol.com
11/8/2003	Winter Haven, FL	WHPA Annual Fly In, Winter Haven Florida GIF Contact Information: Bernice Williams 863-293-7672 Email Address: bercoupe@aol.com
11/8 - 11/9/2003	Charleston, SC	Aviation Weather Safety Seminar-Weather or Not, Charleston International Airport KCHS Contact Information: Kathy Dennstaedt 410-379-5731 Email Address: contact@chesavtraining.com
11/15/2003	Fort Myers, FL	2003 Lindbergh Symposium - celebrating the 100th Anniversary of Powered Flight, Fort Myers RSW Contact Information: Margaret Eiluned Morgan 239-334-2154 Email Address: lindbergh@wwrepc.com
11/15/2003	Tea, SD	Chapter 289 Pancake Breakfast, Great Planes Y14 Contact Information: jim glenn 605-339-0242 Email Address: precsharp@juno
11/16/2003	Fort Lauderdale, FL	Aviation Weather Safety Seminar-Weather or Not, Fort Lauderdale Executive Airport KFXE Contact Information: Kathy Dennstaedt 410-379-5731 Email Address: contact@chesavtraining.com
11/16/2003	Palm Beach Gardens, FL	Chapter 203 Breakfast & Young Eagle Rally, North Palm Beach County F45 Contact Information: Craig Wilcox 561-966-1860 Email Address: craigwilcox@peoplepc.com
11/22/2003	Fort Pierce, FL	Chapter 908 Pancake Breakfast/Fly-In, St. Lucie County International FPR Contact Information: Paul Fischer 772-564-0201 Email Address:

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NOTAM

EAA Chapter 17

NEXT Meeting!

THURSDAY

Oct 30th, 2003

SkyRanch

Meeting Change