

Nov. 2007

President Roberts



Mountainland Flyer



EAA Chapter 17, Knoxville Tennessee

Next Meeting: December 4, 2007 6:30 PM
Skyranch: Program: Guest Speaker Gertrude LeValley, WASP
(Women in Service Pilot).

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

Greetings to all ! Just some notes to bring you up to date on CH 17:

Young Eagles: Our last event for 2007 was held Oct 13th at Skeyranch. Ken Carpenter, Marvin Mcgraw, and Les McLaurin were our volunteer pilots, and had some very happy customers! We plan on starting out 2008 with a BIG event, sometime in May...Stay tuned. Thanks to Jim Underwood and Ted Hughes for all their hard work as Young Eagles coordinators, as well as Chuck O'donnell for his great ground school instruction. Also thanks to all the other volunteers that make the program a success!

November Meeting: Our meeting this month was a big success, with over 20 members turning out to hear Pete Michaels, Knoxville's own airborne traffic reporter, recount tales of 30 years in aviation. We all enjoyed the lessons he shared through some interesting "There I was" experiences, as well as some humorous stories too. Thanks, Pete, and thanks to Mark Scheurer for inviting him.



Pete Michaels: Knoxville's Skywatch aviator for three decades.

At the November meeting, we discussed the concept of a Chapter Programs Coordinator position. This person would help share responsibility for lining up program speakers and topics for next year. We have a lot of talent to draw from in the Chapter, as well as the local area, we just need help getting in touch with them. If you are interested, let me know!

New Chapter Officers were elected on Nov 6th. They are: President...Jim Roberts, 1st VP...Max Grogan, 2nd VP...Darrell Sexton, Secretary...Walt Lounsbey, Treasurer...Leon Abbatiello. Though they are not elected positions, Jim Underwood will remain as Young Eagles Chair, and Will Oulette continues as Technical Counselor. Thanks to all for volunteering their time to make Chapter 17 a success.

Sonex added to CH 17 fleet! Speaking of Will Oulette...by the time you read this, he should have successfully flown his newly-built Sonex. The FAA sign-off is complete, and Will is planning on the first flight on November 10th. Look for photos on the website soon. Congratulations, Will!

Annual Banquet: The date is set for January 26th, 2008 at Ramsey's Restaurant. This year we are honored to have a true American hero as our dinner speaker.

(Continued on page 2)

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:

gpi-cou@chartertn.net,
and get a big thank you from the editor.

(Continued from page 1)

In 1965, Staff Sergeant Bill Robinson was shot down over North Vietnam while serving as a crewman on an HH-43 rescue helicopter. After being held prisoner of the North Vietnamese for over 7 1/2 years, he finally returned home in 1973. He is recognized as the longest-held enlisted Vietnam-era POW, and holds, among other decorations, the Air Force Cross, the Silver Star, the Bronze Star, and the Legion of Merit. After his release, he received a direct officer's commission from President Nixon, continued his military career, and retired as a Captain. I have heard Captain Robinson speak, and can guarantee an evening you will not forget. I look forward to seeing you all there!

Finally, as Captain Robinson's experience reminds us, we all have so much to be thankful for. I hope you reflect on that as you enjoy Thanksgiving with your friends and loved ones. Look forward to seeing you in December.



HH-43 Husky (USAF Photo)

The U.S. Air Force used the Husky primarily for crash rescue and aircraft fire-fighting. Kaman delivered the first USAF H-43As in November 1958. Delivery of the B series began in June 1959. In mid-1962 the USAF changed the H-43 designation to HH-43 to reflect the aircraft's rescue role. The final USAF version was the HH-43F with engine modifications for improved performance. Some Fs were used in Southeast Asia as "aerial fire trucks" and for rescuing downed airmen in North and South Vietnam.

Future Meeting Programs for Chapter 17:

When: December 4, 2007

Place: Skyranch, 6:30 for refreshments

Program: Guest Speaker Gertrude LeValley, WASP (Women in Service Pilot).



When: January 26, 2008

Place: Ramsey's Restaurant– Annual Chapter 17 Banquet

Program: Vietnam POW Bill Robinson (USAF Ret). See president's message.



February: No Meeting (Too soon after January Banquet)

March 4, 2008

Place: Skyranch

Program: C. S. Needham, WWII B-17 Bomber Pilot recounts his missions over Nazi Germany, with ordinance and propaganda.

Programs Wanted: Do you know anything or anybody interesting in aviation?

Of course you do! So share! If you know anybody or anything who might be an interesting topic for a meeting, let us know.

Email president@eaa17.org with your suggestions.



Young Eagles Report

By Jim Roberts, Chapter 17 President

October 13th was a beautiful day for Young Eagle's at Sky ranch. Pilots Ken Carpenter, Les McLaurin, and Marvin McGraw had some very happy customers, and a good time was had by all! Chuck O'Donnell did his usual great job of ground school, and Jim Underwood handled the admin duties.

Our next event is planned for May 2008. We want to start the year off with a REALLY BIG group, so we are talking to folks from near and far to round up as many kids as possible. We anticipate perhaps as many as 100 Young Eagles to join us, so watch the website for more info as spring 2008 approaches.

Thanks to Jim Underwood, Ted Hughes, Chuck O'Donnell, our volunteer pilots, and all the other Chapter 17 members who make this program such a success!



Clockwise from left: Les McLaurin and co-pilot, Marvin McGraw's crew is all smiles, Ken Carpenter prepares for flight

Chuck O'Donnell's famous ground school



Early Days in Traffic Reporting

By Gary Picou, EAA 360104

Our talk by Pete Michaels set me to reminiscing, which I thought I'd share. . . In 1961 my father was the advertising manager for Atlantic Richfield Oil Company, in Philadelphia Penna. This was the time of gas for 19.9 ¢ a gallon, and every fill-up got you a plate or a glass tumbler, or something. A crisply uniformed attendant filled the tank, checked the oil and radiator, washed the windshield, and even handled a special paperwork transaction, the "Credit Card" if you were a special customer. Remember?

Anyway, Dad's personal friend and our family dentist had a "thing"

about helicopters. This is 1961, the Bell 47 was state of the art. Philadelphia also had one of the first urban freeways in the country, the Schuylkill Expressway.

They hatched a plan to get a Bell 47 and fly it during rush-hour to look for accidents and disabled vehicles, and also to provide traffic reports. The Atlantic "GO PATROL" was born. Besides the choppers (which I think the dentist owned and leased back to the oil company), they had several International Scouts (the original SUV) that ran up and down the highway to get folks moving by donating fine Atlantic gasoline products, changing tires and filling radiators. In the 60's, that is all any car ever needed, right?

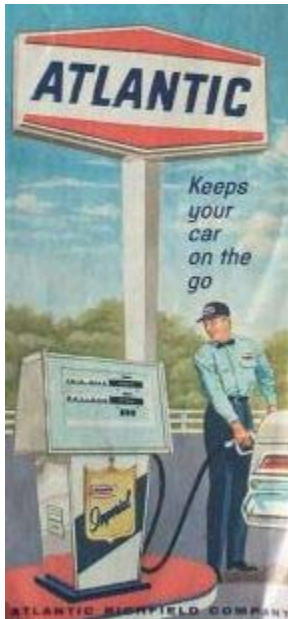
By 1963 this was a thriving enterprise and the Atlantic Board of Directors had a meeting/picnic at our farmhouse near Valley Forge. Dad brought the helicopters there and gave rides to all the company brass. But whenever there was an empty seat for a 6 year old kid (me). . . guess who would rather fly than talk stock options and drink martinis? I was a probably a pest to these seasoned pilots, who were undoubtedly in their 20's. But I didn't care, because these guys were right there with Alan Shepard and John Glenn, heroes of the air.

Seeing my house shrink and Valley Forge park side by the bubble of a Bell 47 was something that changed my life, and made me want to spend my career around flying machines. Over the years I got to know the crews and their adventures. The Bells were so reliable that it wasn't IF they were having a problem, but more a sense of surprise when something didn't happen. They had several autorotation onto the freeway or shopping centers, and stuff like that.

Unlike Pete Michaels, they wouldn't fess up to being on the ground, but would run the engines on the tarmac and give traffic reports that sounded like they were flying on foggy mornings. They had the crews out in the Scouts to feed the reporters information, plus all the police radios.

One year the family got to go to the Reading (Pa.) Air Show and watch these guys perform close air routines, flour bag precision drops and the like, demonstrating the capability of these spindly looking machines. There I saw the Blue Angels, and several other performers, which completely turned my blood to 100LL blue.

I attended the Reading air show over the intervening years. As a high school senior, on a rainy day, I stepped into a tent, and found myself with a recruiter for Spartan School of Aeronautics (which I recognized from all my issues of *Flying Magazine*) "Son, are you interested in a career in aviation?" And here I am, with 30+ years s far.



Sole Manufacturer of TC'd Carburetors Ceases Production

November 8, 2007 — Precision Airmotive, LLC, the nation's only manufacturer of Marvel Schebler float carburetors used in many type certificated aircraft engines manufactured by Lycoming, Continental, and Franklin, discontinued sales of those components on November 1, 2007 because it is unable to obtain product liability insurance. "We're working to try and resolve this, to try and arrange it so that parts can come through the engine manufacturers or something along those lines," said Roger Hall, general manager of Precision Airmotive. "There's no resolution at this point, and that's what we're working for." Precision has manufactured the FAA-approved carburetors since 1990. They were originally designed as early as the 1930s and continue to fly over a million flight hours a year, Precision notes in its press release.

"Nonetheless, Precision has seen its liability insurance premiums rise dramatically, to the point that the premium now exceeds the total sales dollars for this entire product line," said the release.

Precision contends that the product is safe, as does the FAA, but "litigation costs for defending the carburetor in court are unsustainable for a small business such as Precision."

The company is working with the engine manufacturers and others to try and minimize the impact on general aviation and to provide future support for the product. There is a substantial quantity of parts and carburetors in the pipeline, which should support the industry for a short time.

Classic Chapter 17 Nametags 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.



COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg (email: WA8DOF@yahoo.com),
EAA Chapter 439 (Michigan) www.eaa.439.org

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.



If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at www.lycoming.textron.com. Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.



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 \$ _____

