

November
2009

President Lounsbery



Mountainland Flyer



Your 2009 Chapter 17 Officers

President

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Jim Roberts
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Treasurer

Leonard Abbatiello
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Young Eagles

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EAA Chapter 17, Knoxville Tennessee

Next Meeting: November 3, 2009 at McGhee-Tyson

Meet at info kiosk, Baggage Recovery Area at 6:30.
To tour TYSS, you **MUST** RSVP with Walt before 12:00
noon EST Monday Nov. 2

November EAA Chapter 17 Meeting at McGhee-Tyson

Trevis Gardner, Vice President of McGhee-Tyson Airport Operations has set up a tour of the airport for our Chapter.

The tour will be Tuesday, November 3, at 6:30 PM. This is our regular monthly meeting date, so please let everyone know that we will not be meeting at SkyRanch Airport Clubhouse in November.

Due to airport security requirements, we need an RSVP no later than noon Monday, November 2. We need to have a confirmed head count and attendee roster. I recommend sending in your RSVP even if you are not definitely attending. We cannot add anyone to the roster at the last minute.

We will meet at the information kiosk on the first floor near Baggage Claim at 6:30 PM. You can park in the Parking Garage, make sure to bring your parking ticket. Jim Roberts will be our "Pilot in Command" for the tour.

Arrangements for a break and refreshments are still TBD. If we can set that up, we'll make the announcement before the start of the tour.

When the idea of the airport tour came up several months ago, people were very enthusiastic about also touring the control tower. We contacted the tower operation (which is separate from airport operations) and discovered that they

only have personnel to deal with tours during the day, and can only handle four to six people at a time. Unfortunately, we meet in the evening and will likely have more in attendance.

See you there!



Chapter 17 Library:*From Don Miller***VHS Training Tapes for Pilots**Larry Bartlett Aviation Seminars

- *Safe Single Pilot IFR*
- *Part A: Instrument Scan & Interpretation*
- *Part B: Enroute and Holding Patterns*
- *Part C: Approach Procedures and NDB*

King "Action" Videos Take Offs and Landings Made Easy

- *Taming Stalls and Spins*
- *METAR/TAF Made Easy*
- *Special Student Pilot Video*

Jeppeson Flight Time Video Series

- *Departures and Arrivals*
- *Approach Charts*

Duane Cole

- *VFR Tips for ALL Pilots*

AOPA

- *Collision Avoidance*
- *Pinch-Hitter: The Video*

Professional Instrument Courses, Inc.

- *Getting That Instrument Rating*
- *EAA Sport Flying #9 (717-718)*

Alchemy Video Productions

- *Ramp Check, Volume 2 in "How to Protect Your Pilot's License" Series*



Chapter 17 in Crisis

Despite Amazing Rewards, Chapter in Official Crisis

NOT a scary Halloween story, this is for REAL!

It's true. After decades of successful operation at the hands of your dedicated officers, Chapter 17 is in the throes of an "official crisis." According to our bylaws, a slate of candidates for 2010 officer duties is supposed to be available for presentation to members at the October meeting and officers for next year will be elected at the November meeting. As it happens, the nominating committee of three: Jim Roberts, Leonard Abbatiello, and Jim Underwood, only had one representative at the October Chapter meeting and no official candidate list. The missing members of the nominating committee were out of town or had overriding obligations.

We haven't managed to follow our own bylaws and we don't seem to have enough members that would like to serve the Chapter. Here is the unofficial list of volunteers for elected Chapter offices:

President: No candidate
 First Vice President: Jim Roberts
 Second Vice President: No candidate
 Secretary: No candidate
 Treasurer: Leonard Abbatiello
 At-Large Director: Walter Lounsbury

The bylaws are available on the Chapter website. If you can't find them, I'll be happy to email a copy if you contact me.

The Chapter bylaws describe our organization, which is corporate (governed by the Board of Directors) and non-corporate.

The corporate side of the house works on the major financial and organizational aspects, while the non-corporate parts of our organization are everything else. The Board of Directors requires three people for a quorum, drawn from the officers listed above and the At-Large Director.

This is an appropriate point to talk about my personal situation next year. I am trying to start a business, which takes a near-total level of effort and dedication. It is not possible to serve the Chapter as an officer and meet that obligation.

However, I have put my name up for At-Large Director so that the Chapter can perform as a corporation. I'd be very happy if someone else were to step up for that duty.

Given that, maybe I'm not the best spokesman for the joys of Chapter duties. Let me try anyway. Chapter 17 is a truly great EAA chapter. We do a lot for the community, we are composed of passionate aviation enthusiasts, and we enjoy a good level of participation. People step up to work on Young Eagles events, the annual Banquet, EAA B-17 flights, and in other aspects of aviation in our community. I have really enjoyed working as a Chapter 17 officer because I get to share in many of these experiences and contribute what I can. I believe the other officers feel the same way. It is personally rewarding and a great opportunity to advance aviation in the community.

So please consider your own situation and what you can bring to the future of EAA Chapter 17. Consider how much fun you can have working with an active Chapter in a thriving aviation community. Perhaps you know someone else that can also contribute? After all, we are only looking for three good members to serve next year. Think about it.

Regards,

Walt Lounsbury

Chapter Transitions

Gone West . . .

"Dear Walter,

I am sad to report that Dick lost his fight with cancer on October 21. Fortunately he wasn't in a lot of pain and passed away in his sleep. He was buried in the Veteran's Cemetery in Knoxville. If you would remove his name from your rolls, I would appreciate it.

Thank you.

Sally Merian"

On a brighter note . . .

Will Ouellette has served for several years as Chapter 17's Technical Counselor. He's an authentic aircraft homebuilder, having constructed a Sonex that had its first flight December 2007. He will be changing his hobby careers next year, likely to RV travels of America's highways. Unfortunately, that also means he will be leaving EAA and Chapter 17. We wish Will and his wife "happy trails" and thank them for their contributions to Chapter 17.

Chapter 17 Annual Banquet

Arrangements are being finalized as this is written, so complete details will be announced by email.

The Chapter 17 Annual Banquet will be held January 30 (Saturday), 2010 at Bearden Banquet Hall, 5806 Kingston Pike, Knoxville. Menu TBD, exact time TBD, yadda, yadda, yadda.

Last year our Chapter was taught a very important, and very expensive, lesson. First, in this economy all banquet venues require solid advance numbers for the number of dinners, and all dinners asked for will be paid for. Second, people find the banquet RSVP easier than making it to the banquet, so we paid for a lot of dinners nobody ate. Third, once upon a time it was possible for the Chapter to charge only \$20 for the banquet dinner and dues for the year. And some people think they are still living at that time (maybe the 1960s) so paying \$20 for dues and another \$20 for the Banquet ticket was very confusing.



I will admit that some people are so confused that they think everything would be great if we just had our banquet at Ramsey's, where it has been held for many years. Well, I'm sorry to tell you that Ramses is no longer in the banquet business. And we would still have to change the way we handle the event.

In order for the Chapter to remain on reasonable financial footing, the Banquet will be handled differently this time.

We will *not* be asking for dues at the banquet. In fact we won't ask for any money at the banquet. We will get to purchase tickets for the banquet in advance, and we will base the contract for the number of dinners on the actual paid tickets. This is a procedure that many other organizations have employed for a long time, with great success.

With this change, I think the volunteers at the banquet and those attending will be able to focus on our premiere Chapter social event of the year. We can all have a better time. Isn't that what it's all about?

The *real* story of Flight 188

It was a routine flight, San Diego to Minneapolis, just the second leg of the Seattle-based crew.

The weather was severe-clear, as the 144 passengers could see the snow-capped Sangre de Cristo mountain range bathed in reddish evening light as they clipped Southeast Colorado, and the freshly harvested plains stretching into the distance.

All was routine until the crew noticed a cloud deck appearing ahead. The radar was completely clear, so they just guessed that this was some mid-level cirrus and probably wouldn't amount to more than a few bumps.

Still, in just a few seconds from spotting the cloud, the Airbus A320 was enveloped in the mist, which went from white to grey to dark so rapidly that the first officer Chris Noble hit the seat belt sign and requested that the FA's get seated ASAP.

The dark clouds became illuminated by flashes of lightning (although none appeared on the radar). Finally, the cockpit was washed in intense blue-white light, but the crew could hear nothing, and see nothing beyond the glare.

The First Officer came to, slowly. There was no cockpit around him. Nothing familiar in his line of sight, and he found he couldn't move. Was it a midair? Am I dead? He didn't feel dead. He didn't feel anything. He realized that he was looking through something like thick glass, and just in his periphery was another enormous test tube, which appeared to contain Captain Barnes, suspended, wearing nothing but a tie and epaulets.

There was sound, too. Some sort of a bleating, buzzing noise, but almost seeming like a conversation. Straining, he thought he could pick out something else. Something that sounded human, responding to the bleats.

"zpfddy, gleep, zzzpdt,"

"Aha, Zoog, I see you brought two more in. Good work. Where did you find these?"

"xxxwwpdt, zepddt, wepdt, HCT-ONL, NW118."

"WHAT! Zoog, how many times have I told you, **no** assimilations while on duty, especially not **in flight!** PUT THEM BACK, *NOM!*"

"Boooooooooooooooooopzzzzqqqqffdt"

FO Noble began to feel heavy, and breathless, and was again surrounded by a brilliant flash. He found himself in the familiar A320 cockpit, surrounded by a serene night sky. Somebody was speaking into his headset, "Northwest 188, Minneapolis Center, please respond, do you copy, and are you okay."

Captain Barnes: "Yeah, Center, we're fine, say again,"

Northwest 188, please turn right to 225 degrees, descent to Three Two Zero and standby for routing instructions. You are now 150 miles *Northeast* of MSP."

The FR and captain looked at each other in shock and disbelief. What had happened?

Captain Barnes said, "The last thing I remember was being surrounded in a bright light, and someone in a Delta uniform saying, "Resistance is futile, you will be assimilated. Resistance is futile, you will be assimilated."

Replied Noble, "We can never tell anybody, no one would *ever* believe us."

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: gpickou@chartertn.net, and receive lots of gratitude for your effort.



Chapter 17 October Meeting

Notes of the Regular October 6, 2009 Meeting

(These are not full minutes, as it is not possible to coordinate a meeting and take minutes. QED)

The meeting started late due to poor driving by the President, Walter Lounsbery.

As a result, the refreshments (pizza) arrived somewhat cold. The meeting started about 7 PM.

Jim Underwood led a discussion of further Young Eagle activity for this year. Brandon has been talking about an event on the 24th or 31st of October or first Saturday in November. Jim sent out emails for pilots two days ago, hasn't heard back.

During discussion about separating club dues from the annual banquet, Jim Underwood proposed ending the club year in June. Walt suggested that this would be a good time to implement something like that as we are running under budget and might extend it over an additional six months. There was general consensus in favor of the idea.

Walt passed out copies of the Financial Report. There was some question about carrying the account balance in the checking account rather than the savings account. Jim Underwood moved to accept the financial report, motion carried.

There was an extensive discussion about the next Chapter banquet. Walt passed out some of the cost figures for various venues the Chapter considered last year, plus literature from the venues. Bearden Banquet Hall was the choice of those present. The discussion moved to enlisting a speaker for the banquet and several candidates were proposed. Walt was tasked to call Jim Roberts about a possible astronaut banquet speaker.

Other proposals included:

Bob Minter, founder of Sevierville Tennessee Museum of Aviation

Jim Roberts, U2 presentation

Stan Brock, Remote Area Medical

Brandon, training center Downtown Island Airport

Mark Scheuer, avionics

Get local DAR to talk about registration

Aviation Insurance and Financing

Ron Poore (member) may be DAR or DER

Bob Davis, DPE

Welding class. Check with Jim Roberts. Somebody at Tellico Village.

To be fair, at some point in this discussion people were proposing candidate speakers and presentations for regular Chapter meetings. Feel free to pick a point in the list where that happened.

Notes by: Walt Lounsbery

Classic Chapter 17 Nametags Available

Permanent EAA Chapter 17 Nametags are available to all members. The small one (3" x 1") and larger one (3 1/2" x 1 3/4"), both cost \$7.50

Both feature the logo of the original nametags (of 50 years ago). To order, send mail to address below 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 to:

Chapter 17
PO Box 11744
Knoxville, TN 37939





EAA Chapter 17

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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 EAA Membership

Chapter 17 maintains 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 Headquarters 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.**

Finally, **we can't emphasize enough the importance of full 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 EAA membership or \$50 a year for family membership, you can add your clout to the battle, as well as get a great magazine in *Sport Aviation* each month and lots of other member benefits. **If you are not a current member of the international EAA organization, 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 \$20.00 made to EAA Chapter 17.

Thanks for your continued support!

Check Here if you want a nametag (See page 2) _____ Small or _____ Large \$7.50 each

Name to appear: _____

Mail to: Ch 17 Membership ,

EAA Chapter 17

PO Box 11744

Knoxville, TN 37939

Total amount of check \$ _____

