

VOLume 24,

December 2006
Second Edition

President Roberts



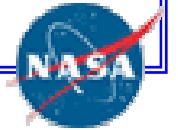
Mountainland Flyer

EAA Chapter 17, Knoxville Tennessee

Next Meeting: January 27, 2007, Ramsey's Cafateria

Annual Banquet! Start time is 5:30 PM. 5331 Central Avenue Pike (I-75 & Merchants Drive)
Chapter 17 members pay \$25.00, which includes 2007 dues, other family members are \$15 each.

Guest Speaker, Dennis Sparks, RF/Plasma Technology Group, Fusion Energy Division, Oak Ridge National Laboratory



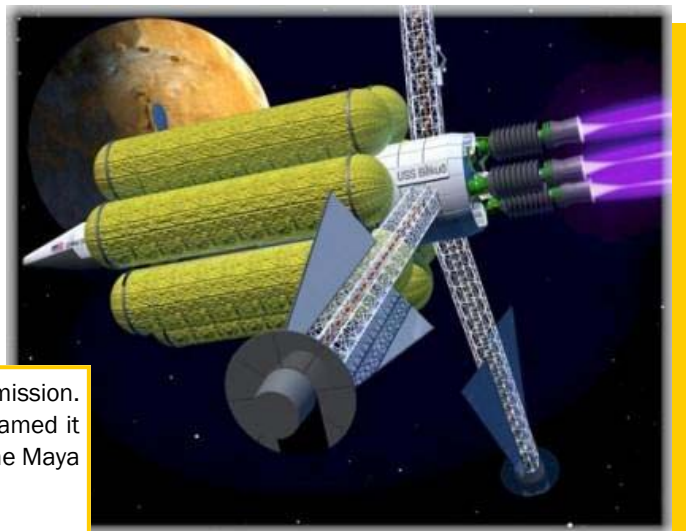
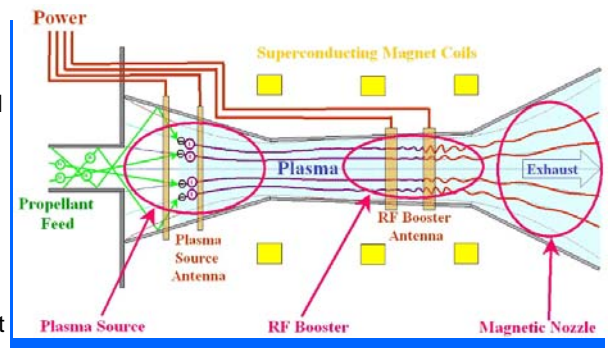
Dennis Sparks is with the Oak Ridge National Laboratory, where he conducts research in development of space propulsion systems, such as the Variable Specific Impulse Magnetoplasma Rocket (VASIMR).

Dennis soloed in a Piper PA-12 in 1957 when he was 16 years old, and flew until he lost his medical in 2001. He has logged around 5800 hrs in a variety of aircraft including being checked out in the Gemini spacecraft simulator. After school, he was lucky enough get the perfect job for a pilot and ham radio operator, and started working with NASA at the Mission Control center, Cape Canaveral Florida in 1962 to set up and operate world wide communications network for NASA's spaceflights. Dennis operated the COMMTECH/CAPCOM console for the last few flights of the Mercury program, all the Gemini, and up to the Apollo 13 mission. He was flight controller for the Aria aircraft squadron.

He operated the NCS console for the Air Force Eastern test range when there was not a manned spaceflight mission. Mr. Sparks came to the Oak Ridge National Laboratory in August of 1970 to the fusion energy division, RF/Electronics engineering.

He worked in the "SDI" program (Star Wars) in the 1980's. Presently he is in the plasma/RF technology group working with the "advanced space propulsion laboratory" at Johnson Space Center. There, they are experimenting with a plasma rocket engine that will power a manned mission to Mars in about 2018.

Dennis was the director of operations for the Tennessee wing civil air patrol from 1983 to 1988, and the wing commander from 1988 to 1991. He and His wife, the former Adele Kershaw, reside in Blount county along with 5 children and are known to all their grandchildren as "Sparkie and Granny Boo"



This is the first design of their spacecraft for the manned mars mission. Franklin Chang Diaz, the astronaut in charge of the ASPL has named it the USS Bekuo. He is from Costa Rica and is descendant from the Maya Indians. In the Maya language, this means "shooting star."

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: gpicou@chartertn.net, and get a big thank you from the editor.



Minutes from November 7th Meeting:

EAA Chapter 17 Regular Meeting

November 7, 2006

Sky Ranch Airpark

Meeting opened by Darrell Sexton, President

Secretary absent

Darrell reminded us of upcoming events:

January 20-21 AOPA Flight Instructor Refresher Course at Sevierville – open to all

January 27 Chapter 17 annual banquet at Ramsey’s Cafeteria

Members: \$25 including dues and meal, Family members \$15

February 6 AOPA safety seminar at Clayton’s HQ

April 28 FAA Pilot Proficiency Program (formerly WINGS) at DKX

June 9D-Day activities at DKX

Our B-17 public activity earned \$1800 in spite of the weather. A big thank you to all who came out to help! This highly successful activity has in-

spired us to sponsor the Ford Tri-Motor visit in 2007.

Election of officers for 2007:

President: Jim Roberts, retired airline pilot and former U-2 pilot

VP: Darrell Sexton, Manager of the avionics shop at DKX and retired ATC

VP: Scott Nowinski, retired FBI

Secretary: Linda Underwood

Treasurer: Anna Miller

Newsletter editor: Gary Picou

Web site: Gary Picou

Technical Chairman: Will Ouellette

Program: The U-2 Program and some insider’s experiences, Jim Roberts, president elect

Respectfully submitted by acting secretary: Don Miller

Oh Seven will be a great year for chapter activities if the officers know what interests you and what you are doing with aviation now. Please respond to this questionnaire as quickly and fully as you can. If possible return your answers before January 1, 2007

1. List the make and model of all owned aircraft:
2. List the total hours flown in 2006:
3. List all self assembled or restored aircraft types you have had:
4. If not currently an aircraft owner list any previously owned or co-owned:
5. Are you A and P trained?
6. About how many major fly/drive in aviation activities have you attended?
7. What chapter event was most enjoyable for you? (list 2 or 3)
8. Who do you recommend to present a regular meeting program?
9. Are you working on a pilot rating? (which)
10. Is your primary interest hanger talk or helping with activities?
11. What is your favorite chapter activity?
12. Suggestions to the officers?
13. If you are inactive, what was the last year you were active?
14. Do you believe there is a political challenge to aviation the chapter should champion? (which one)

PLEASE CHOOSE REPLY AND FILL IN YOUR ANSWERS UNDER EACH QUESTION, THEN SEND TO wa4cou@bellsouth.net. THANK YOU VERY MUCH!

Don Miller 2006 VP

If ATC doesn't Answer, Call Them Again In 15 Minutes

Anna and I had looked forward to the day we could fly the Cessna to Point Mugu, California and return ever since we bought N129S in 1999. Each new adventure along the line brought us closer to a decision. Finally in July of 2006 we began detailed planning for the trip. Long haul pilots near and far were asked for advice. Internet trip planning resources were scanned for tips and guidance, plus I have a 2nd cousin FBO operator in Flagstaff. The June annual brought reassuring news of identical compression readings for the four O-320 cylinders and no structural surprises.

I began to look at specific routes and altitude requirements. In September we began to make necessary reservations and using AirNav, selected airports with any instrument approaches and lower gas prices. Another important feature of airports chosen was being located near a moderately priced hotel. That turned out to be more difficult than you might think. One pilot suggested that we have an emergency kit for possible off airport landings in the Rocky Mountains where help might be more than a few hours coming. Ultimately we identified 35 items to include with a total weight under ten pounds. Everything from an 8' x 10' tarp to block sun and aviation handheld was included. Our overall plan was to make a straight line for California with slight changes to achieve the lowest fuel prices.

Our westbound flight included Hohenwald, TN (0M3), Russellville, AR (RUE), Pryor, OK (H71), Pampa, TX (PPA), Flagstaff, AZ (FLG), Needles, CA (EED), and Camarillo, CA (CMA). Our takeoff on October 3 was at 7:55 AM. Knoxville was blanketed in a white cotton-like layer in the valleys but the horizontal visibility was unlimited! TYS found our IFR flight plan quickly and we were off for the biggest flying adventure of our lives. With excellent visibility in the region, ATC was smiling with us as we were handed off from TYS to ATL to Memphis.

John A. Baker field, Hohenwald, was advertised on AirNav as a residential airpark and fuel at \$3.71. After 183 nm and almost exactly two flying hours against a 10 kt headwind, we landed at a near-deserted airport and few houses nearby. The FBO had a wonderful self-serve island with great gas pump, sized for GA. On takeoff we were looking at a longer flight including three Memphis center frequencies, and one Little Rock frequency in the ATC handoffs. As we journeyed west from West Tennessee we had enjoyed the sights crossing the Mississippi and seeing the rice paddies of eastern Arkansas. Russellville was a different matter to behold! First the rwy 25 approach ended with a let down after buildings and trees just off the runway end. Hoover, the lineman, was on the ramp ready to guide us to a stop directly in front of the FBO. Within seconds an aging Cadillac was driven to the plane-side, and we noticed on the sign nearby, full service fuel was \$3.42. After lunch in town we were off again to Oklahoma. Pryor, OK was to be our overnight as I found a new Comfort Inn 200 yards from the FBO and a restaurant adjacent. We expected no IFR weather or heavy traffic and chose to request flight following for part of this leg. Our initial altitude was 6500 feet, but it turned



out to be bumpy. We quickly changed to 8500 feet that resulted in a faster ground speed – go figure.

H71 is a relatively new airport built by the city to encourage growth in the adjacent industrial park. Lots of jets and twins were parked on the ramp. The FBO staff were typical Midwestern people who aimed to please. Fuel was \$3.40 per gallon full service! The FBO manager offered to take us to the hotel on his way home. That night we figured we had flown 5.7 hours, used 55 gallons of gas, spent \$213 on fuel and averaged close to 100 knots ground speed against the wind! Flying low did make the legs bumpy.

We looked forward to day two with anticipation as we expected to see the plains and mountains we lack in the east. We took off at 7:38 AM on October 4. This was to be an IFR flight at 6000 feet initially. Photo opportunities came at us in rapid succession. Tulsa is an impressive city with several skyscrapers and huge oil storage tanks covering many acres. This leg was to be a harbinger of future legs with respect to radio use. Two of our ATC handoffs were so garbled that we said something like “Rampfi” Center this is N129S level at 6”. No one seemed to care about the problem. On the Albuquerque center handoff they just said “call every 50 miles until someone answers”. Pampa, Texas is in the famous middle of no-where, and had surface winds 25kts gusting to 35!! After an interesting landing we attempted to taxi to the ramp which seemed to be 5 miles away and moving north! Another interesting feature of PPA was the pattern altitude of 4244 feet. Service was excellent after we “tied” the Cessna down with heavy

chains. Our vintage Dodge crew car performed reliably and took us to Cooder's Dixie Café in town. A real 1950 western town with great panhandle food. Fuel was \$4.20 per gallon.

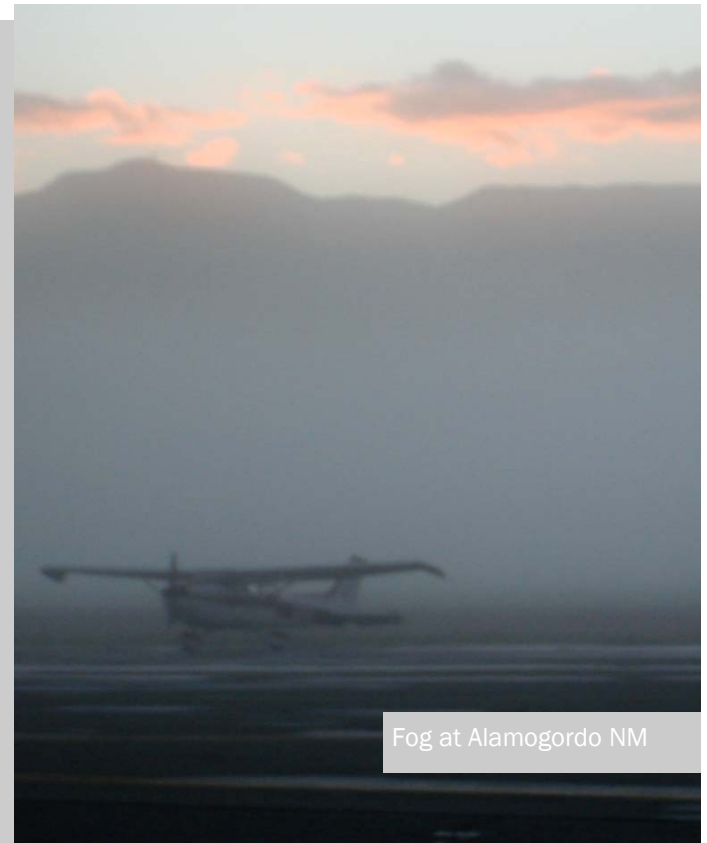
We took off at 12:35 local time amid the continuing gusty winds and crystal clear skies. In spite of the previous leg radio dropouts, we filed IFR again--Amarillo, Albuquerque, and on to destination. Center reported reception sketchy and requested Ident several times. We experimented using first the Garmin, then the King receiver, and concluded our best reception was achieved by using the Garmin with squelch off. Later we were requested to climb for terrain clearance, finally to 10,000'. Then came this request: Climb to 13,000 or accept new route -- TAFOY to V62 to Santa Fe. We chose the new route.

Fuel at Santa Fe was \$4.09 per gallon. Santa Fe airport has the old west look in both setting and buildings. Leaving Santa Fe we had filed IFR with a dogleg to miss the highest terrain. When we requested clearance we received the following: direct ZAISE @9000, direct PEDRA @ 10000, direct CABZO at 10000, direct GALLUP at 11000, then down to 9000 direct WINSLOW, then direct FLG at 9500 feet. We took off at 2:50 PM MDT VFR. We monitored ATC as best we could and later was instructed an hour or more from Flagstaff "Squawk 1200 and have a nice flight." Flagstaff ATIS came alive about 20 miles out and the tower answered our call about five minutes later. Now we understood why we had the emergency kit! That leg was spectacular as the rough and beautiful foothills began to appear in every direction.

My 2nd cousin had his "follow me" truck waiting on the taxiway as he was monitoring the tower. As we rolled to a stop two red carpets were placed near the doors and he came out with a bottle of champagne. Just kidding about the champagne! Orville had made reservations at the best hotel in town for us at his corporate rate and provided a new, clean van for overnight use. Nice! After showering we went to a home cooked meal at his house. We had a relaxing evening visiting with the Orville, his wife and four children.

The next morning we were greeted with 35 degree temperatures and we found the Cessna in a heated hanger. Flagstaff airport is at 7011 feet elevation. The biggest news to me during this trip was the high utility our O-320 Lycoming has. It climbed out competently from airports as high as 8000 feet with two adults, luggage and full fuel (in October). We had planned to fly into Lake Havasu City for our refuel before going into Camarillo, but our host recommended Needles airport. This turned out to be a mixed blessing. Gas was \$3.70 but with tax it was \$5.42. Full service only. Needles is literally in the middle of a featureless desert on a hillside. The long runway slopes at least 5%. So regardless of wind I landed up hill and took off down hill. I was motivated to buy a Needles Airport T-shirt.

While crossing the Sierra Nevada's, ATC cautioned us to call every so often until they answered. There were times when we were without contact for 15 minutes or more and flying over a featureless desert. The last leg into Camarillo is hard to describe. The LA basin IFR flying is a constant dialog with ATC...when they can hear you. Traffic reports, requests to change direction to avoid larger, faster aircraft, requests to change altitude, and fre-



Fog at Alamogordo NM

quency changes are a part of every flight. Although we saw only a dozen or so other aircraft in the last 50 miles, it seemed several hundred were operating in the area. As we approached Camarillo, traffic picked up considerably, CMA being one of the busiest GA airports in the country--588 aircraft are based on the field; average of 420 operations per day; the airport is home to 20 aviation related businesses, and 15 non aviation businesses; it is also home to the largest Commemorative Air Force Chapter outside of Texas. While visiting in the area we toured the CAF facilities, including several WWII aircraft and workshop. Gas prices ranged from \$3.49 full service to \$5.32 full service for 100 LL between the three FBO's.

Our daughter, who we were visiting, had tracked our flights across the country, was at the airport waiting, camera in hand, to record our arrival and greet us. On our rollout we felt quite a sense of accomplishment and relief!

Our daughter and her family live in base housing at Point Mugu. During our three and ½ days of visit we were able to see a few California sights. The Ronald Reagan Library is in Simi Valley not too far from Point Mugu. In case you didn't know there are 13 presidential libraries. The Reagan library is one of the largest containing 55 million pages of personal and administrative documents and 1.6 million photographs. Air Force One, a Boeing 707 is on display in a special pavilion attached to the main library. The view of Simi Valley and surrounding mountains is amazing! We celebrated our 49th wedding anniversary at Iguana's Mexican Grill in Camarillo.

After a nice visit with our daughter and son-in-law, and playing with our granddaughters, ages 3 & 5, for three days, we loaded up the Cessna with luggage and filed for Blythe, California. This leg was to

take us further south on the return trip, and we were looking forward to tail winds to make the return trip a bit shorter. The weather was not ideal, with a low layer of clouds and rain in the forecast over southern California. We took off about 7 AM after several unsuccessful attempts to contact SoCal ATC on the ground. After take-off and a 1000 foot climb, we finally did contact departure control and were cleared to 4000 feet on a heading of 220 degrees. I had filed a circular route at the outer edge of the LA class B control zone. While climbing I was given a new route: Vargus, V186, V264, Pomona, Paradise, V388, Palm Springs, V16, Blythe. Try to copy that in solid IFR while climbing! Thank goodness for a good co-pilot!

This route was parallel to my original plan but about 5 nm closer to the mountains. Even so we were vectored several times to fly parallel with departing jets and twins coming out of the valley every few minutes. When we broke out near the Arizona state line we saw what appeared to be 1000 power generating wind mills. We enjoyed VFR conditions into Blythe. This LA basin departure reminded us of the Tampa departure which involves being vectored out over the Gulf before turning north outside class B. Our next refueling stop was to be Ryan-Tucson airport. Fuel was about \$1.00 cheaper than Tucson Intl. and they have a restaurant on the field! The AirNav note says follow the blue line to the fuel and restaurant. It worked! It is a huge reliever airport with three runways and the transient service area is $\frac{3}{4}$ mile from the runways between a forest of hangers and tiedowns. The restaurant was excellent. . It was on this leg that we flew over the Davis-Monthan AFB airplane graveyard. What an awesome sight. Flying at 12,000' we were still not able to get all the planes in one picture. The facility is on 2600 acres, with 4200 aircraft in storage.

Our next leg took us to Alamogordo, NM and an overnight stay. We took a taxi to the Hampton Inn and were pleased to find several restaurants within walking distance. After a restful night and good continental breakfast, we called the taxi to return to the airport. There had been torrential rain during the night, and we found the airport shrouded in fog. The FBO operator had told us that he arrived at 7 a.m. and, since we wanted to get an early start, we arrived at 7. No one was there. He and his wife arrived about five minutes later, surprised to find us there. We had not filled up the evening before because we had arrived as the operator was closing up. He pulled the fuel truck around, taking his time because he knew we weren't going anywhere any time soon. After cooling our heels in the lounge for almost an hour, we decided we could take off and get on our way. While waiting in the FBO we noticed a sign that cautioned pilots to call 128.1 Holloman AFB departure for traffic advisories. So, plane loaded and ready to go, we dialed in 128.1 and called for advisory. We were given an IFR clearance and told to set course for CORAS intersection (north instead of east as we had planned) and climb to 13,000'. We weren't too happy about this, but we were not given any alternative. After half an hour traveling in the wrong direction, we were handed off to Albuquerque Center who told us to climb to 14 for terrain. Well, it was time to make a stand, so we told them that wasn't possible. They suggested we make a 180 and fly to BOLES AND PINON VORs then turn



east to ZAKKY intersection. We reversed course and flew about 10 minutes before ATC suggested we might want to turn east and go direct Clovis, NM (CVN). We had added 40 minutes to the trip, had seen some spectacular scenery, and taken a few photos on the way. We made Clovis a quick gas fill up and were on our way. Our next stop was Pampa, TX where we knew there would be a car waiting and a good restaurant for lunch. While traveling east we realized that we were playing leapfrog with the storms that had passed us while we slept in Alamogordo. We flew just above the tops on this leg and were treated to some beautiful cloud formations in the sun.

Our last overnight stop of the trip was Pryor, OK again. It was a comfort to know that the FBO was a friendly helpful guy, and the hotel was within walking distance of the field if we got there after the FBO was closed. As it turned out, The FBO was closed, but a call to the hotel resulted in an exciting ride from the airport to the hotel. One of their staff was leaving just as we called, and she came and picked us up. We don't know if she was irritated at having to take the time to help us out, or if she normally drives with a lead brick on her foot, but we were both glad that the trip was only $\frac{1}{2}$ mile. The remainder of the trip was uneventful, except for our approach to DKX. We again played leapfrog with the storms, but flew above them for most of the trip. As we approached Knoxville, descending in altitude, we were flying in the clouds for the most part. We did the localizer approach to DKX with some great help from ATC, breaking out of the clouds at 800' above the runway, directly in front of us. It is great to be back home, where the ATC is friendly and helpful, and can hear you.



RAMBLING SAGA OF A FLYING SAILOR

All my friends reaching eighteen were drafted. Not wishing to be drafted to a "Foxhole," I enlisted in the U.S. Navy. The recruiter said he would put a request for Naval Air duty in my file.

After "boot" they put me on guard duty. I met a high ranking officer, from the old country (Brooklyn) he said he would see what he could do.

In a short time, I was sent to Boca Chica N.A.S., Key West, Florida. After arriving they put me on the wash rack, washing F6's, for painting. I was surprised to find that the control surfaces were fabric. One F6 had a 300 lb. windshield. I ducked when the line "Captain" would throw a bucket of kerosene on the still hot, just taxied F6, "to clean the engine!"

After that I became the emergency radio operator, a table and chair with a radio and wire recorder, under a stairwell next to a rumbling Coke machine.

Pilots of F6's were training carrier landings. In eight hours there would be two sessions called Waves of three hours each. They would come in at ten feet, chop the throttle, then drop in order to catch the arresting cable, then rotate and circle to do it again. The arresting cable was a line drawn on the tarmac.

I was assigned the runway watch. I would check to see if the wheels were down; if not, set off flares and tell the pilot "Take a wave off." An officer-pilot was with me to supervise.

A F6 came in with his wheels up, the officer pilot grabbed the mike, yelling "Take a wave off, Take a wave off". The F6 pilot then firewalled the throttle, in the glare of the flares I could see the prop about six inches

from the tarmac.

As the second wave started my pilot 'supervisor' went to fly and a new officer 'Pilot' came to supervise. I said we had a lot of excitement out here today. An F6 came in with his wheels up, I don't know how he could do that, with all that training. Telling the tower, "wheels down and locked," and a horn blast in his ear. "How could he be so stu*****"--- He interrupted me. "I know all about it...that was me."

The cold war was in its infancy. At that time it was believed that the rebels in the hills of Cuba were being supplied by Russia, to gain a foothold near the U.S. When you said Castro then, you meant the sofa maker.

Somebody spotted a sub off the coast of Florida. The base CO sent out several TBM's to take a look. I managed to go along as an "unofficial" observer. We went out to the area and I saw a large long black object like the hull of an overturned boat. I did not see any decking or tower. We passed quickly and on the return trip it vanished. There was no soundings as a whale does. When we got back the pilot went for the debriefing. As an "unofficial" observer, I was



not asked. It was just as well as my dye marker-shark repellent broke and I was covered with blue powder.

The local paper got the story that we bombed a whale but no ordnance was used. Word came down to forget about it, so not to embarrass the Navy. "Top Hush" as they said in England.

In the warm waters of Florida whales swimming in tandem are scarce.....and those one hundred and fifty foot whales with conning towers are even scarcer.

Haines was a six footer. He could lift the front end of the VW bug with ease. He would sleep, then eat, the rest of the time thinking of how to get out of work of any kind. He was assigned to me. I was removing a radome off a F6 and asked him to pass me the screwdriver.

"Huh?"

I said "Go over to tool box, reach in and bring me the screwdriver."

"Wot" -- "Screwdriver?" --- mmm, "wot do it look like?"

A nice chap from Indiana, ask me to go with him to the beach, the other side of the field. We had to go about five miles around the field so as not to cross the active. When we reached the beach it was covered with debris from a recent hurricane. The old road long abandoned, had bridges on

both ends that were washed out, a victim of the 1935 hurricane. A Navy Dauntless was laying in the water whose engine failed on takeoff. It would look like a scene from South Pacific if it were not for the debris washed up by the recent hurricane. As we walked along the water he picked up a piece of metal the size of a quarter. He held it up to me and said "this is pirate treasure. You should pick up some." A hours looking could recover a dozen or so. I thought if I brought this metal, which was not even round back to the barracks, I would supply laughter for six months, when I told them this is pirate treasure.

Some months later I read in the paper about Spanish ships loaded with gold, sunk off the coast of Florida. I raced back to the beach, but the tides washed away all the debris. The beach returned to the scene from South Pacific except for the Dauntless, its tail standing like a tombstone in the light blue water.

More than twenty years later, Mel Fisher found the Spanish galleon *Nuestra Senora de Atocha* with \$450 million aboard.

This was twenty miles from the field.

End of part one.
E Leddy, EAA 14448
Maryville, Tennessee

President's Corner, December 2006:

A hearty "Season's Greetings" to everyone from your incoming CH 17 president. To quote Admiral James Stockdale in the 1992 Vice-presidential race, "Who am I and why am I here?" The short answer is, like most of you, I'm someone who likes to hang out at small airports and look at, touch, smell, talk about, tinker on, and fly small airplanes. Most of you have not met me, which may explain why I got this post....It's still a mystery to me, but I think it has to do with "Showing Up." More on that in a minute, but first the brief (I hope) bio.

I grew up in Knoxville and got the flying bug early. In 1971, when I was 17, I started a summer job to pay for flying lessons, got my Private, and for the next several summers continued to work on licenses and ratings. I worked as a CFI and general line grunt at the local airport while going to college (at U. Ga, sorry Vol fans), and went into the Air Force upon graduation. My 11 year active-duty career included great assignments as a T-38 instructor and a stint flying the U-2 reconnaissance aircraft.

I joined American Airlines in 1987, and continued my AF career in the Reserves, flying ten more years in the KC-10 tanker/cargo aircraft.

After having lived in North Carolina and Northern California, my wife Carolyn and I decided that, as you know, Knoxville is a pretty great place settle down. We moved here in 2005, and I liked it so much that I began to resent having to leave all the time for my airline job. An early retirement from AA this summer solved that problem, and I am now happily at work reinventing myself and getting more in touch with my first love, general aviation.

Thought I spent nearly 30 years flying military jets and airliners, I always kept in touch with my "roots," having owned or co-owned three airplanes. The first, in 1980, was a Starduster Two biplane. I was the third owner, and I don't know how the builder could have parted with it...it was a beauty, and in 1977 won a "Grand Champion, kit built" award at Oshkosh. I have a lot of good hangar stories from that airplane, which I would love to share sometime. An Air Force transfer forced the sale of that bird, and it wasn't until 1998 that another took its place....a 1946 Globe Swift.

My wife, Carolyn, really picked the Swift, as she fell in love with the design one day at an airport open house near our home in Sonoma, CA. At the time, I was looking for something with a tailwheel, decent performance, and fun handling characteristics. I was leaning toward another biplane, but when she said



she wanted to sit side-by-side, liked a low-wing, and, oh by-the-way, loved the Swift, the hunt was on...A year or so later we owned an airworthy, but kind-of-ratty, Swift. After a year of flying and restoration, we had a little beauty on our hands that we enjoyed for eight years.

Our third airplane, bought in a three-way partnership in 2001, was, of course, another biplane....This time a 1929 Fleet Model 1, a beautifully restored ship with a 145 Warner Radial. I have since sold my share of that bird, but my former partners still enjoy it, and this summer flew in the "Great American Barnstormers' Tour", ending up at Oshkosh. A photo of the plane is in the Oct 2006 issue of "Vintage Airplane," at the bottom of page 22. Kind of brings a lump to my throat....


Though Carolyn and I are currently "between airplanes," as some of you probably are, we still enjoy the friendships and camaraderie of "airplane people," which brings me back to "Showing Up." When I retired and finally had time to get active in the local flying community, I figured CH 17 was a good place to start. After attending a couple of meetings, and spending four days helping out with the B-17 tour at TYS, I was asked by some of the Chapter officers if I would take on the president's duties for 2007.

I was reluctant, because I figured as the "New Guy," I would be at a disadvantage working with folks and getting things done, mainly because I didn't know who does what, or how they did it. But I came to realize that EAA is built on the ideas of "community" and "teamwork," as anyone who has enjoyed any EAA event can attest. My brief exposure to CH 17 and the success of the B-17 tour showed those principles in action, and interaction with chapter members and officers convinced me that, with some effort on my part and the involvement of the CH 17 community, not even a "New Guy" could fail. There was also a little selfish motive in taking the job, as it gives me a great excuse to spend more time with airplanes and airplane people! Having said all that, I'll close by encouraging everyone to come to our annual dinner Jan 27th to see old friends, meet new ones, and hear a great speaker (details in this newsletter). Also, your chapter officers are meeting Jan 10th to plan activities for the first half of 2007. We welcome your suggestions, and encourage you to return the email survey Don Miller sent recently. Finally, an invitation to all of you to contact me anytime at 865-963-2550 or jimswift46@comcast.net. With your help and involvement, CH 17 will have a great 2007!

Chapter 17 Nametags

Permanent EAA Chapter 17 Nametags are available to all members for \$5.00 each. Each nametag will be 1" X 3" in size, white lettering/logo with blue face, and features the logo of the original nametags (of 50 years ago). To order, send an e-mail to: Anna Miller msbari@bellsouth.net and give your name as you want it to appear on the nametag.

Nametags ordered by January 12, 2007 will be delivered at the Annual Banquet on January 27. Payment in cash or check (made payable to EAA Chapter 17) will be accepted.



MARK SCHEUER
EAA CHAPTER 17
KNOXVILLE, TENNESSEE



EAA Chapter 17

EAA

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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.

For Sale:

The GPSMAP-196 offers unprecedented features and utility in an aviation portable. In addition to the built-in GARMIN basemap, the GPSMAP-196 accepts all of GARMIN MapSource products and provides turn-by-turn route guidance for street navigation. The unit can operate in three different modes: Aviation, Land, and Water, with user preferences stored independently. Other exciting features include a unique "panel page," which offers a graphical depiction of GPS-derived flight information, and an automatic logbook function that records departure airports, arrival airports, and flight time (automatically recording night flight based on sunrise/sunset information). This flight information is stored in the unit, and can be downloaded to GARMIN logbook software (available at no charge from www.garmin.com). The GPSMAP-196's processor provides map redraws and scrolling at over twice the speed of previous aviation portables. With these features plus a large (3.8" diagonal). 12-level grayscale display in a slim package, the GPSMAP-196 is sure to be the next big hit from Garmin.

Includes:

Yoke Mount, Auto Dash Mount, PC Interface Cable, Cigarette Lighter Adapter, GA-26C Remote Antenna w/Suction Cup Mount

Owner's Manual Quick Reference Guide

LIST PRICES of equipment new:

GPSMAP-196 Handheld GPS - Atlantic International Database \$799.00

GPSMAP-196 Video GPSMAP-196 Instructional Video \$25.00

64 Mb Flash Memory Card for GPSMAP-196/295/296/396/496 \$65.00

Power/Data Cable \$25.00

Yoke Mount for GPSMAP-295 \$65.00

COMMENT: this aviation portable GPS has features few below \$5000 offer. automatic logbook graphical depiction of GPS-derived flight information (turn indicator) three different modes: Aviation, Land, and Water

Asking \$500 for all Contact Don Miller 482-3167



One electric turn coordinator and skid working as removed from my RV-8 Everything for \$100 Call (865) 376-3661

KR2S sliding canopy, 48" cabin width, Jabiru 3300 engine. This is a show quality project, complete less mount and cowl.

Modified to provide additional legroom and headroom over the standard KR-2S. 48" cabin width 20 gal header tank Locking flush fuel cap

120 hp Jabiru 3300 Aero Engine and accessories new zero time.

Plane only, no engine. \$10,800 (This is the current cost to buy the kit from Rand Robinson!)

Jabiru engine only, no plane \$12,900

Complete package - plane & engine - \$19,500

There are photos and additional info on my website www.gribler.com

Contact Dan Gribler 832-353-9803