

July 2017



Mountainland Flyer

EXPERIMENTAL
AIRCRAFT ASSOCIATION
EAA CHAPTER
17
KNOXVILLE, TENNESSEE

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Next Regular Gathering

August 7

McGhee-Tyson 510 Building

THERE WILL BE NO MEETING IN JULY

Because of the July 4 holiday, we will skip this Monday gathering and wish you a grand holiday. Fly the Flag.



D-DAY TRIBUTE BY REMOTE AREA MEDICAL

STAN BROCK always recognizes the D-Day invasion with a ceremony on the Saturday nearest the June 6 invasion of Europe.

By Tom Roush

Yesterday, Jerry did a most honorable thing....he flew our Chapter Treasure Jules Bernard to the RAM D-day celebration. Jules was one of only two remaining WW2 veterans at the event and was singled out to honor his service. After the program, (which was excellent) and on a whim, a small group of us decided to take Jules...and us....to lunch, which ended up being a little road-side Norman Rockwell like 1950's like gas station and hamburger joint near Riley Creek. After that, we returned to Jerry's hangar at Riley Creek and just sat around for hours hangar flying. It was one of the most rewarding days of my flying life. Giving Homage to God and Country, to our Service men and women, flying with friends. Truly time well wasted.

But the most rewarding part of the day was sitting and listening to Jules, in one of his favorite venues...a hangar that smelled like airplanes. I'm probably like you....it seems that Jules always wants to tell you a story right at the time you are busy doing something else. Not yesterday; we set aside all the distractions we have in our lives, and just relaxed. Jules was the focus of attention, and he did not disappoint. Pat and I had way too much work we intended to get done.....but instead sat for hours talking with friends and mostly listening to Jules tell stories, most of which we'd heard before. It was the best time we have spent recently. We will do more of this, and let the grass and weeds grow.

Remembering that Jules at 95, with failing sight and hearing, has lived a full and rich life and there are 95 years of incredibly interesting information stored inside his mind....and there is nothing wrong with his mind. There are messages stored there we all need to learn. We learned some of them yesterday.

Contact with the 'Greatest Generation' is slipping away.

I bring this up because I wish I'd spent more time with Lynnus Gill.

Thank you Jerry for orchestrating this day. You are a good man!

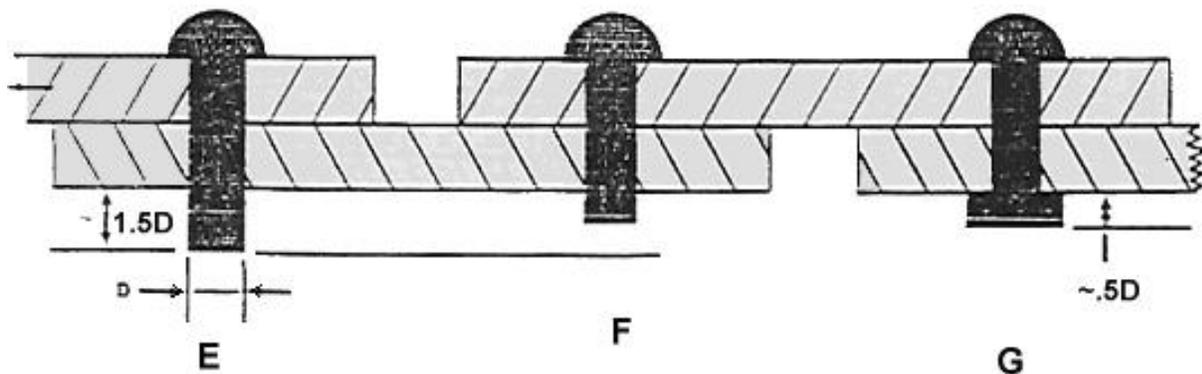
Tom Roush



Jules Bernard and Stan Brock

RIVETING INSTRUCTION

If you would like personal instruction on Riveting before your aluminum aircraft project commences, contact **JULES BERNARD** in Knoxville at: Home: 865-692-3853 He has aviation parts from the Tennessee Museum Of Aviation that must be drilled out and repaired. This is a perfect opportunity to learn from an expert and perform a service to aviation.



Zenith Aircraft Illustration

LYNNUS GILL June 1920 - June 2017

At nearly 98 Lynnus Gill had a lifetime love of aviation starting with a ride at only eight years old in a Curtiss Robin. In June or July 1941 Lynnus got his medical and began training with Guy Jones in a Luscombe 8A from a 1,000 foot x 100 foot strip in front of Guy's house for \$1.00 an hour at a time when you earned 25 cents an hour. He has owned a Waco 10, Stearman Biplane and a Fairchild PT-19. As a longtime member of EAA Chapter 17 he was interviewed in 2013 for a story in our newsletter where he displayed his already completed GN-1 Air Camper and his Soneri Sport nearing completion.

Lynnus was a WWII Veteran and buried with full military honors.



MAX GROGAN

Max E. Grogan, age 71, passed away on June 9, 2017. Max was committed to General Aviation and heavily involved with American Bonanza Society (ABS) and hosted many Bonanza Fly In lunches at the Downtown Island Airport. You may have seen him flying in the company of his pet dog, Jessie.

Max was a frequent and eloquent contributor to BeechTalk, and one of his cyber friends remembers him, "My friend Max was a man who never met a stranger. He always struck me as what one of Jesus' disciples must have been like. Just brief conversations with Max let you know that he cared about you, was always encouraging you, and always had time for you. Max had a way of drawing a crowd to a downtown island airport much the way a disciple drew people in from all over the lands, far and wide. His stories will be with me always, his smile, his pictures. . . ." Max is survived by his wife of 51 years, Bobbie, and son, Brandon.



CALENDAR OF EVENTS

Come join us for fun and education with other aviators.

Visit www.eaa.org/calendar to access a comprehensive list of events that you can filter to match your location, range, interest and schedule.

July 1 First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)
 First Saturday Breakfast at Morristown (MOR) (32 miles from DKX)
 First Saturday Breakfast. Winchester (BGF) (135 miles from DKX)
 Breakfast at Winchester (BGF) Cleveland (RZR) (73 miles from DKX)

July 3 There will be NO Chapter 17 Monthly Gathering on July 3 because of the holiday.

July 8 Second Saturday Breakfast. Monroe Co (MNV) (41 miles from DKX)

July 8 CRACKER FLY IN (GVL)

July 15 Third Saturday CAP Breakfast at at Cleveland (RZR) (73 miles from DKX)

July 15 Third Saturday Moontown, AL breakfast. (3M5) (168 miles from DKX)

July 22 Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX)

July 24-30 AirVenture, Oshkosh

July 22 Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX) July 24-30

August 7 Chapter 17 Gathering at McGhee Tyson

October 2 Juliet & Roger Cox will talk about how to fly to the Bahamas.

October 21 Blairsville Annual Chili Lunch 10-2 (DZJ) (77 miles from DKX)

November 11, 2017 EAA Chapter 17 Annual Banquet with AOPA President Mark Baker.

Fall 2018 John Leenhouts, Sun N Fun President and CEO will be our **2018** guest speaker.

Short Notice Aviation Plans (SNAP) Any weekday that the weather is good. Why wait for a weekend?

Ready to schedule:

- ➔ Trade A Plane Publishers in Crossville, TN
- ➔ Group Fly Out to the Tennessee Museum Of Aviation in Sevierville.
- ➔ Group Fly Out to Andrews, NC (KRHP) to see Jerry Stadtmiller and look at his Antique Aircraft Restoration and Repair operation. (53 miles from DKX)
- ➔ Fly Out to EAA Chapter 242 in Columbia, SC. Trade Airplane Rides

Guest Speakers ready to meet with EAA Chapter 17:

- ➔ Tom and Pat Roush flying balloons in Austria.
- ➔ TEMPEST Spark Plugs with Vince Bechtel.
- ➔ A continuation of ForeFlight training.
- ➔ Future plans include a seminar on Mountain Flying.
- ➔ Aerobatics Seminar?

Do **You** have a meeting suggestion?

June Meeting

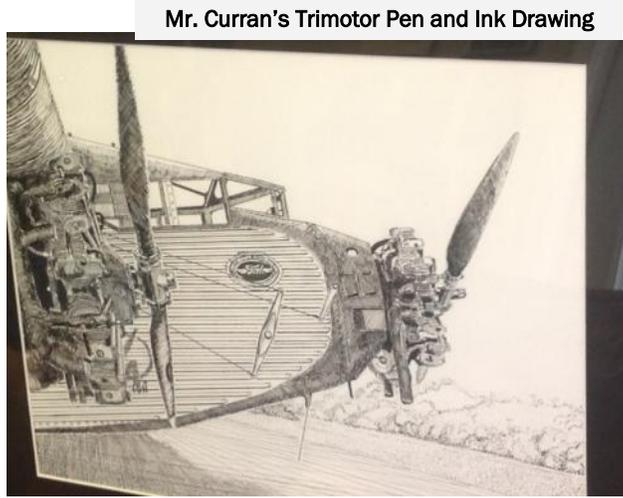
By Jerry Depew

The June meeting featured **JOHN WINTER** who attend the rudder workshop of the Zenith Aircraft factory in Mexico, Missouri and shared his experience with us.

LIN STEVENSON is a competition sailplane pilot and showed our gathering aerial shots from his glider flights.

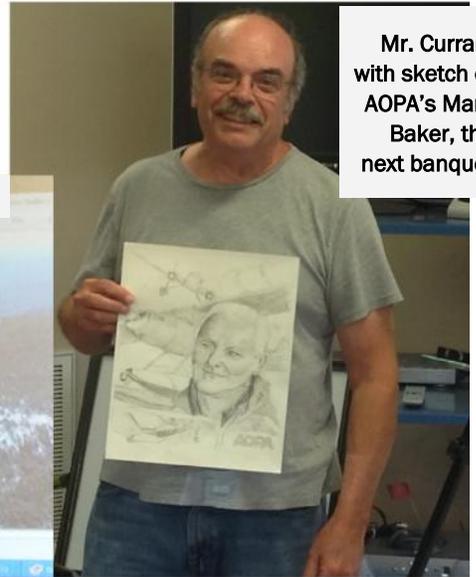
Lin is a former military and airline pilot who now works as an airplane and sailplane instructor, now teaching at Downtown Island airport. Linwoodstevenson@mac.com 865-300-6244

STEVE CURRAN is preparing a drawing of AOPA president Mark Baker that will be presented at our banquet in November. He showed us the progress so far as well as a collection of his other work including a picture he prepared from our recent Ford Tri-Motor visit that won First Place in the Monroe County Art Show.



Mr. Curran's Trimotor Pen and Ink Drawing

He showed us the progress so far as well as a collection of his other work including a picture he prepared from our recent Ford Tri-Motor visit that won First Place in the Monroe County Art Show.



Mr. Curran, with sketch of AOPA's Mark Baker, the next banquet



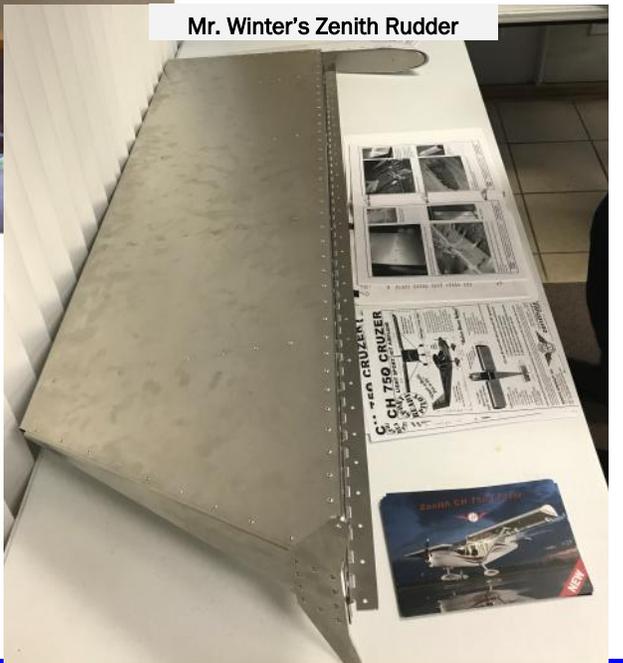
Mr. Stevenson

BILL GIBBONS donated hotdogs as a snack for the chapter gathering and **GEORGE DOUGLAS** prepared Chili that made a wonderful



Mr. Winter

topping. The chapter provided potato salad, beans, chips, and refreshments. It was another great meeting and presentation, and well attended with a few returning members that had been absent for a while.



Mr. Winter's Zenith Rudder

Strong On Safety

By Ken Strong

Tom Roush sent me three articles about the use of the CTAF (Common Traffic Advisory Frequency). I've grossly condensed all this information to fit into our newsletter. I would venture that the majority of our members have used the CTAF, but when was the last time you, me and we looked at the following articles covering the subject:

1. AOPA ASI advisory – Operations at NonTowered Airports
2. Wally Morn's article "Proper use of CTAF"
3. FAA Advisory Circular 90-42F

The credit for the articles are in their titles.

Long before you approach your intended non-towered destination, you should know the weather (AWOS), active runway, pertinent airport information, and traffic advisories. This information is readily available by listening to CTAF for your destination airport. At about 10 miles out you will begin your entry into the airport traffic pattern.

To quote the AOPA ASI advisory the following acronym sums it up. The way to fly safely at non-towered airports is to REACT.

Radio

Listen to the automated weather observations, if available, and the CTAF for airport information and traffic advisories.

Eyes

Use them! Look for other traffic. This is the tip priority when operating in the vicinity of a non-towered airport. Use landing lights so other pilots can see you more easily.

Announce

Report your position and intentions using standard phraseology.

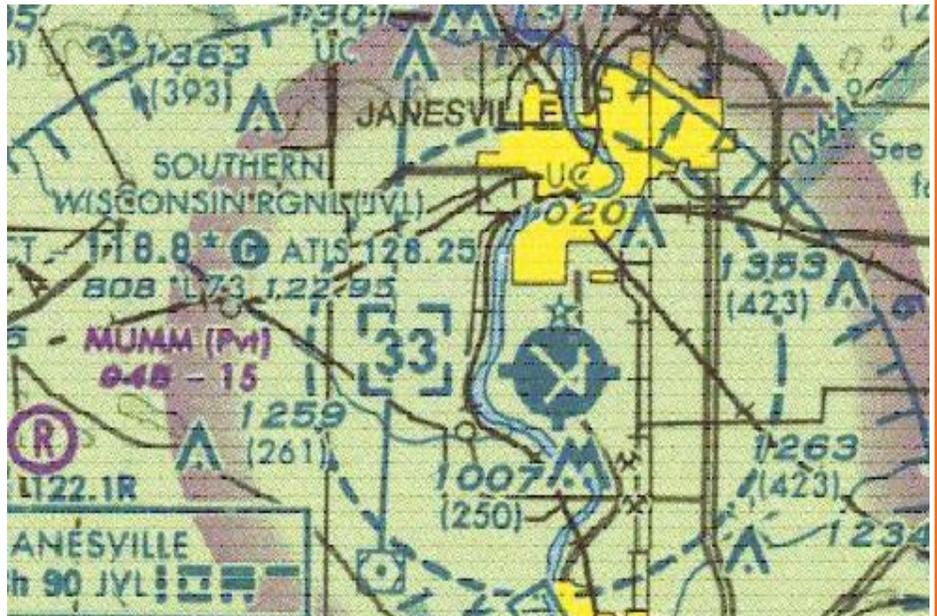
Courtesy

A little courtesy will smooth out most problems. The "me first" attitude is rude and can even be dangerous.

Traffic Pattern

Follow the recommended procedures. Before you fly, research the necessary information about your departure and destination airports.

Here is another safety tip for your wallet. Never bet on a horse named Tripod!



Temptation on the Shores of Winnebago

By Gary Picou

Don'tcha just LOVE Oshkosh AirVenture though? All of the sights, sounds, and yes even smells ranging from grilled hamburgers to kerosene in the morning.

I took my son to EAA Oshkosh (it wasn't AirVenture then) in 1991, when he was 8 or so. At the time I was an aviation journalist with *Aviation Consumer*, on the avionics beat, and we hoofed it through the booths (remember those low kilns EAA called hangars in those days?) meeting folks and looking at stuff. We caught the airshow, looked at all the airplanes, big and small—spending some time in the “Fly-market.”

Finally, as we walked back to the car, laden like beasts of burden with brochures and sales literature (before Internet), and a few trinkets, he said to me, “Dad, what we oughta do is buy a few airplane parts every year, and after a while, we can build our own!” That sums up the EAA experience, doesn't it?

Five years later, I had my own booth in one of those sweat lodges, trying to get folks to buy avionics packages from my company, Flightcraft, out of Portland Ore. Later, I joined PS Engineering, and worked the booth in the new, glorious, hangars.

I've looked at life from both sides now, and arrived at some observations and cautions.

In my experience, the average homebuilder is usually off by between 2 and ∞ years on their projected completion. This misapprehension of the time scope leads some builders into some tough situations. So, here are a few rules of thumb.

Don't:

Don't buy standard instruments at Oshkosh. Things like altimeters have a calibration shelf life.

Don't ever buy a gyroscope instrument that is not in its shipping container. I recall seeing one vendor with an array of attitude and directional gyros spread on a table. Fact: If you set a gyroscopic instrument down such that you hear a thud on the table, it's done. It may work for 20 or 50 hours, but that “thud” caused brinelling (a dent) of the bearings. In the immortal words of Majel Barrett, voice of *Starship Enterprise*, “Self-Destruct Sequence Started.”



Don't buy avionics unless you are ready for them. There is a chance they will be obsolete. The product cycle has gone from 20 years to closer to 2. I have had to tell folks that the system they are installing now has been obsolete for five years. Sorry!

The bottom line on all aircraft parts – they want to fly, and not sit in your garage.

Don't get lured in by “Show Deals.” The cost of all things aviation is a complicated equation, there are prices you pay, and other costs you may incur when you bring something home in trunk of a car that could have been bought locally.

Do:

Make a list of the avionics, instruments, and accessories you will need and/or want.

Visit the company booths. This is an unprecedented opportunity to see and touch your future investments. Repeat every year. Push buttons and twist knobs. Watch other try to figure out how to use the gear.

Talk to the representatives, and listen to others in the booth. Listen and look for consistency. Are the same people giving the same answers to you and others? A turnover of people, offerings or sales spiels is a yellow flag. All three factors is a red flag.

Visit the companies that do avionics completions and integrations, like Approach Stack Systems, Aerotronics, SteinAir, to name but a few. You may think it is expensive to get a custom panel from one of these guys. But that cost will seem insignificant when you are trying to make the stuff work, after it is buttoned up in the airplane, *and* you are trying to get your flight time in, *while* the weather holds, *and* the first cross-country is scheduled for the last week in July. That is your plan, isn't it?

Don't give in to temptation to buy “stuff” because you're attracted to shiny things and pretty lights. Use the amazing opportunity to watch and learn. If you won't be needing a gadget for your airplane or kit between now, and the next “show cycle (i.e. Sun n Fun),” bring your notes and plans home and leave the shiny things be. They will be there again, and if not, there's a good reason.

FOR SALE

MUSTANG II EXPERIMENTAL AIRCRAFT

Mustang Aeronautics Mustang II kit, approximately 80% complete. I don't have enough time or space to finish it. Cessna nosewheel. (yes, it's a tricycle cheaper insurance!) Sam James cowl. Prince P tip carbon fiber prop. Factory built wings with folding option. Includes suite of basic instruments, radio, altitude encoding Mode C transponder, PS Engineering audio panel, and a new in box ACK ELT.

Photo of Type, not actual aircraft



Engine is an Experimental O 360. Carb and Bendix injection servo included pick your induction. Wingtips and lighting are all I know that is missing. Selling for what I have in it, \$22k. May also consider trading with additional cash on a Cherokee 180.

EMAIL Jairus Hines at KG4PAM@gmail.com for details, more photos, or to set up a time to come look. Aircraft is located in Lenoir City, TN. Serious inquiries only, please. I love aviation but don't have time to yack on the phone back and forth when a simple email will suffice!



SPORT AVIATION

Jules Bernard has a three-foot tall collection of Sport Aviation magazines that he would like to donate to somebody. Home: 865-692-3853

FOR SALE: CORBIN (POBER) BABY ACE PROJECT

Fuselage, wing Cabane struts and tail feathers welded by certified master welder, rigged and covered with Stits. Fuel tank installed.

Build logs. Wings and ailerons completed (furniture grade craftsmanship), but not rigged or covered. Full set of plans and extra hardware and sheet metal. Beginnings of cowling completed.

Continental 75hp (C65A conversion) and matched McCaulley polished propeller. Engine Mount. Cub Yellow paint and supplies included. Fuselage mounted on rotisserie, wings on wheeled dolly and complete firewall forward engine on mount and rolling stand.

Engine has logbooks (around 20 SMOH?) and has been preserved. No prop log but has flown 25 hours on my C85 (Cessna 140) and works perfectly. Fuselage/wings are in my SkyRanch hanger. Engine/prop at my home in Maryville. \$6000.

Scott Spitler, nc89046@gmail.com



Photo of Type, not actual aircraft

MEET A NEW MEMBER—LIN STEVENSON

Linwood Stevenson is a retired airline pilot living in the Farragut area. A survivor of two types of leukemia, he keeps active by flight instructing in both power and sailplanes, and currently owns a Schleicher ASW-20C sailplane. His aviation background began when he became a private pilot in Montrose, Colorado, while a junior in high school, and had his commercial license before HS graduation. He did flight instructing in power and gliders while attending Adams State College in Alamosa, Colorado, then received an involuntary invitation from the US Army in 1967. He spent five years as a Warrant Officer, including two tours in Vietnam flying mostly the Army version of the King Air, the U-21A, and doing multi-engine and instrument training in the Army's Baron's and U-21's. After the US Army he was hired by Piedmont Aviation to sell Beechcraft, and then transferred to Piedmont Airlines.



While at the airline as it later morphed into USAirways, he flew the YS-11, B737, A319, A320, A321, and did a stint on the international division of USAirways flying the B757, B767, and Airbus A330 prior to retiring in 2007, all the while keeping current in GA where his heart is.

Lin is the present Tennessee Governor and Record Keeper for the Soaring Society of America. He also holds many Tennessee soaring records and one National record, all flown out of KDKX. He presently is offering flight instruction in powered aircraft and gliders, including taildraggers and cross country soaring, and is available to help on improving basic flight skills or helping pilots gain confidence in their aircraft, along with the normal BFR's, etc. Lin's contact info is: 865-300-6244 or linwoodstevenson@mac.com



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.

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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"

CHAPTER 17 MEETINGS ARE NOW ON THE FIRST MONDAY OF THE MONTH, UNLESS OTHERWISE POSTED!

EAA Chapter 17 Membership Renewal



Name: _____ EAA Member # _____

Address: _____

Email: _____ Phone: _____

Project or current aircraft or interest: _____

Annual Dues run from January 1st to December 31 each year.

Type of Registration: Regular: (\$20) Family: (\$20), list names: _____

Student (Free for [EAA Student](#) members):

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.

Online registration (<http://www.eaa17.org/EAA17membership.htm>) available using a credit card or Pay Pal

Thanks for your continued support!

Renew online or by mail to:

Chapter 17
C/O PS Engineering
9800 Martel Road
Lenoir City TN 37772

Total amount of check \$ _____

