

SEPTEMBER 2018



Mountainland Flyer



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Next Gathering

October 6, 2018
Annual Luncheon

Bearden Banquet Hall

Guest Speaker John Leehouts, CEO of Sun 'n Fun.

See below for more information. **Please** preregister for the banquet tickets to allow us to have meals and seating well planned.

WEATHER ACCIDENTS

The AOPA ASI will present a safety seminar Thursday October 11 from 7-9 PM at: CLAYTON HOMES CORPORATE OFFICE 5000 Clayton Rd Maryville, TN 37804-5550

Weather is often blamed as the cause of accidents when, in reality, it's poor decision making that's the culprit. Arm yourself to make the right weather choices at crucial moments before and during flight.

Visit www.aopa.org for more information and to RSVP for the presentation.

"Lites" Leenhouts

John "Lites" Leenhouts, CEO and President of SUN 'n FUN Fly-In International and The Aerospace Center for Excellence located in Lakeland, Florida, is a 27-year veteran of the United States Navy with a distinguished record of service as a carrier fighter pilot. Lites passion for aviation has spanned over nearly 5 decades from hitch hiking to his first airshow as a young kid to retiring from the United States Navy in 2001 as the Commodore of the Strike Fighter Wing Atlantic. Lites holds the distinction of being the most experienced US Naval aviator of all time having successfully completed 10 major deployments and achieved 1,645 arrested carrier landings.

After his retirement from the Navy, Lites worked for over 10 years for the Northrop Grumman Corporation. He created a successful, teaming arrangement with the Boeing Corporation to modify, repair and overhaul all variants of the F/A-18 Hornet and Super Hornet.

"Lites" became the CEO & President of SUN 'n FUN, Fly-In, Inc. in 2011 and steered the corporation to new heights that most could only dream of. Forming and guiding the SNF team, he drove the organization to become debt free for the first time in over 4 decades. Additionally, Lites has founded and molded the Aerospace Center for Excellence, a subsidiary of SNF whose mission is to populate the aviation industry with aerospace professionals.

Lites and his wife Nancy enjoy flying in their 1930 Waco or 1964 Piper Comanche, driving antique British cars, or riding their Harleys on the many back roads of our great nation.

Get your registration NOW at www.eaa17.org/annual-banquet/



Message from your President

Hope you all join me in attending our Annual Banquet October 6th. Please purchase your advance tickets on line by going to eaa17.org/annual-banquet/. We need a head count so the kitchen can plan the right amount of food. We need to have a great turn out to welcome John & Nancy Leenhouts from the Sun 'n Fun Campus in Lakeland Florida, who are taking time out of their busy lives to visit us.

Take a look at the new Forum on our website. In time, I hope that you will go to our website a few times a week and check out the forum for announcements and info of mutual interest. We still have some tweaking to do to it and we may add a few more topics. On the trip talk topic, a pilot could post a planned flight and offer an empty seat to take a passenger along with them. It could just be a typical breakfast or lunch run. I know we have several members that would like to fly along, but until now, we did not have a good way to post this info in real time. We do now, so please start using it.

When I was camping earlier this month at Triple Tree, I talked to a pilot from our area and asked if he would consider joining our chapter. His response was he isn't building an experimental and has no plans to do so – so why would he want to join? It made me wonder how many potential members we lose because of this wrong perception. What do you tell a prospective member that has this perception? Our chapter is so diverse in its membership that anyone interested in aviation will fit in and bring something to the table. Think about this perception the next time you are attempting to recruit a new member. Explain our mission and all the events and fun we have with all our aviation-minded members.

We (your board members) know there are many of you that would like to get into flying or back in the saddle so to speak, so we are looking at the new EAA program called Flying Start. For more info on it go to eaa.org and read up on this new program. Stay tuned for more information on this as we go forward. We are also looking at holding some small Y/E events in remote locations besides the annual Y/E event held at DKX. Marvin and Sandy, our Y/E coordinators, already have one scheduled for October 24th at SkyRanch Airport with a local BSA troop. This small group may yield better results since the pilot and youngster will have more time to get to know the aircraft and aviation in general and depending on the kid the flight and training exchange can be longer or shorter without holding anyone else up.

As a reminder, there is NO meeting in October, due to our Annual Banquet, so I am looking forward to seeing you on October 6th at Bearden Banquet Hall.

George Douglas

ADVERTISEMENT

Dan Valle Chapter 17 Member offers Aircraft Certs

For VFR \$85, with Mode S VFR \$100...Less than 30 minutes

For IFR \$275, Mode S \$300...About 2 hours

If enough folks sign up for service, he will come to you, Or, if owners don't mind the short flight to TN44, he can handle here.

Contact Dan Valle

Cell 313-539-9818

A portion of the proceeds from members certification testing is returned to Chapter 17

TRIPLE TREE FLY IN

The Triple Tree fly in (SC00) near Woodruff, SC became a weeklong event with camping and events attended by many of our chapter members. I counted 16 airplanes from the Knoxville area camping together in in the woods now designated as "Fun City" by the TT ground crews. A large shade tree served as the focal point to gather with the communal tables, stoves and ice chests. It was nice to gather around multiple coffee pots, sip our drinks, and watch the airplanes arrive. Sadly, the weather drifting down from Kentucky and a hurricane headed for the Carolina's caused many attendees to depart on Saturday ahead of the day's scheduled events.

The best flying weather in the south is upon us and would be a shame to waste. Let's try to get together for more group outings to area restaurants for lunches. Some of you seem to avoid the many breakfast destinations available every weekend but there are some local places to visit during weekdays or weekends. Consider the American Cancer Society lunch at Cleveland on November 3 mentioned in this newsletter. Airplane camping is great too and Rough River is a fun trip for camping or just a day trip for lunch.



Jerry Depew (above right) and the rest of Chapter 17's delegation to **Triple Tree** for 2018



AMERICAN CANCER SOCIETY FLY IN AT CLEVELAND TENNESSEE (KRZR) NOV. 3

This first annual event for charity will have Live Entertainment and Prizes. Cost is \$15 and includes a BBQ dinner and sides provided by a locally owned restaurant. Live music will be provided by The James Human Band! Time is from 10AM to 2PM. Please RSVP's by Oct. 19th. Chrissy.seals@cancer.org or 423-499-2606

Summer of the 17's

This summer I have been exposed to the B-17 like no other time in my life. Sure I have seen a few in museums and static displays but I have never really been immersed in them before. Not like this. Starting with the *Aluminum Overcast* visit in June (see the July 2018 Mountainland Flyer for more information) and then following that up with several books on the subject, I just can't seem to get enough. On the recommendation of several folks I have read *The Bomber Boys* and *Beyond The Call*. Both books have been very interesting and I have really enjoyed them. Next up is *A Higher Call*, but books can only take you so far. Like any addiction, I needed to experience it again in person.

The National Museum of the U.S. Air Force was going to have to fill the bill. This summer they unveiled the recently restored B-17, the Memphis Belle. Being the son of a retired Air Force Major, I am a little biased by anything Air Force, and I have to say that this was one of the best static displays I have seen in a long time. Nestled in the corner of the hanger, you approach the display from far away and the details become sharper as you get closer. The anticipation builds as you approach the lit up information boards and historical pieces of memorabilia.



The plane itself is positioned on supports that suspend it from the ground. With the gear up and the bomb bay doors open, it really made for a unique look. You walk around it and look up from below as if it is barely flying above you.

Looking up into the empty bomb bay, you could almost feel the apprehension for the "run for home" after the bombs



have dropped. What would it have felt like to be so focused on the mission to the target and then realize we did it? The objective has been achieved. Now, all I have to do is make it home. Sometimes I wonder if that was maybe the scariest part of the mission for the crew. The focus of the mission's main goal is over and now it is a flight of mere survival with time to think about the return to base, and the dangers that lay between you and home.

As you move around the aircraft you begin to notice that the paint scheme reflects the condition of the old bird at the end of her tour. It's a stark contrast to the cleaned up finish of so many of the other warbirds on display. An interesting fact about the paint job is that the plane's current configuration does not have the row of swastikas below the bombing mission symbols on the nose. That was added when the plane returned to the US for the war drive propaganda tour. This makes for a good way to tell if the old photos of the plane are during combat or after.

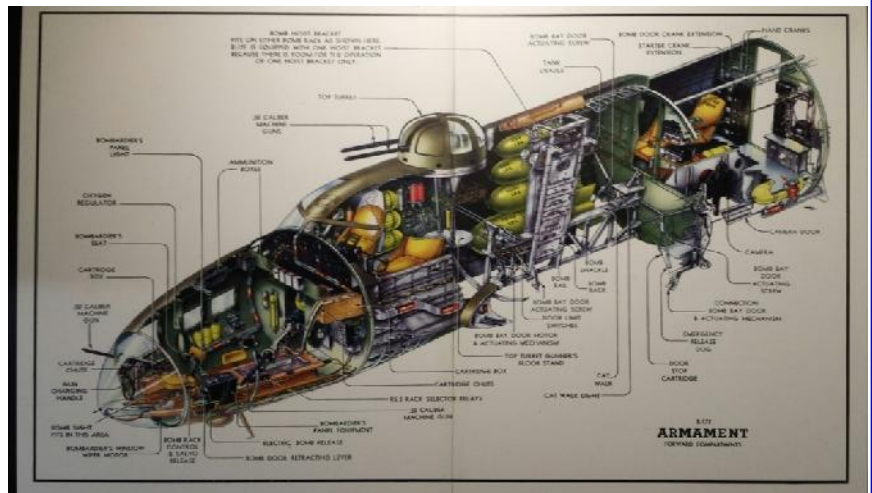


Another interesting photo on display is of the "graffiti" on the side that was accumulated during the tour once it was back state side. People were actually allowed to write or even scratch their names on the plane as it was shown around the country. It seems strange to think that this was permitted on such an iconic piece of history but at the time it was still just a piece of military hardware out on a "mission". It brought back memories of the Zenith One Week Wonder with all of the signatures on it at Oshkosh a few years ago.

The accompanying story boards that surround the plane tell of the missions of the Memphis Belle as well as other events that took place during bombing runs in the European theater. You can easily spend a couple hours there if you read everything on display. Ask my wife. She can attest to that statement. For someone who hates to fly, she still supports my aviation interests in other ways, especially at the many museums I have dragged her to over the years.



Next to the fuselage there are some technical drawings with cutaway 3D views of the aircraft that to me are simply works of art. These are not computer drawn but are copies of hand drawn and hand colored images. As someone who draws property surveys, plats, easement documents, etc. on the computer every day, I can really appreciate the talent of the folks that did these drawing years ago. Cleanly drawn and a balanced composition make these worthy to be wall art. Ok, maybe not for everyone, but to a drafting geek like me, they are.



There is also a German military drawing on display that is essentially a diagram of how to attack a B-17 and where the field of defensive fire was concentrated. Those enemy pilots were really brave, or maybe just desperate, to go at a formation of B-17s that increased this effective coverage.

Working your way around the display you wind up next to one of the dreaded flak guns. At first it seems big but as you stand there looking at the chart for altitude settings, you realize this is a pretty small gun that launches shells thousands of feet in the air with fairly decent accuracy. The white rings represent planes shot down similar to how pilots and crew would mark their fighters and bombers.

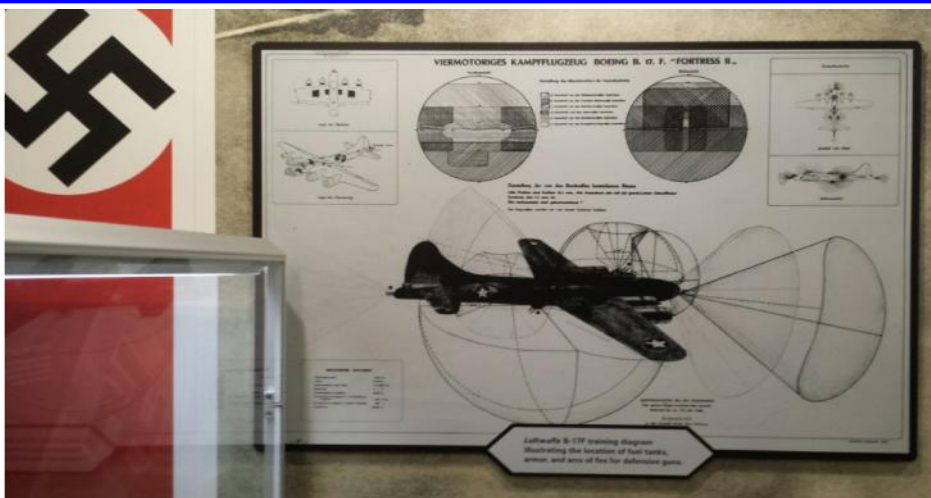
One of the last displays gives tribute to the men who worked behind the scenes to keep the planes flying. I especially liked the photo of the mechanic standing on a box while working on an engine in the mud and rain. It's easy to forget that front line personnel typically don't have the best of working environments and are expected to perform super human feats to keep the machines running. I have heard that the mechanics could become quite attached to the aircraft they worked on and considered it theirs and that the pilot and crew were only borrowing them.

I really feel that the museum staff did a wonderful job giving this beautiful machine a fitting place of prominence in the WWII hanger, and I hope that some of you take the time to visit the museum and soak in the atmosphere. Also, for those that did not ride in the B-17 Aluminum Overcast this summer, I would suggest you really consider taking one when she returns to Morristown in November. It is an experience that you will never forget.

John Winter
—EAA Chapter 17

NOTE:

The following poem was displayed next to the photo of the man working on the engine and sums up the feelings that these mechanics had at the end of the missions hoping they would all come back.



The Return

by Beryl Miles

Twenty-one went out this morning
And the sun was in my eyes
As I watched them circle around
Before they vanished in the skies.

Twenty-one went out this morning
And the sunlight caught their wings
As they crossed the little thicket
Where a blackbird always sings.

Like birds into the morning
They flew I know not where
But small and secret in my heart
All day I've held a prayer.

Twenty-one went out this morning
Riding splendid thru the sky
But still there is no sign of them
Though soon the day will die.

Then suddenly, thru time and space
There's sunlight on a wing
And above the beating of my heart
I hear an engine sing.

The sun still goes on shining
But my world grows dark with fear
For twenty-one went out this morning
but only seventeen are here.



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.

- October 1 NO MEETING First Monday of the month EAA Chapter 17 meeting at 510 Center.
- October 6 Annual Banquet Luncheon: Bearden Banquet Hall. John Leenhouts, Sun N Fun President and CEO will be our 2018 guest speaker.**
- October 6 First Saturday EAA Chapter 1494 Breakfast at Morristown (MOR) (32 miles from DKX)
- October 6 First Saturday Breakfast. Winchester (BGF) (135 miles from DKX)
- October 6 First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)
- October 11 **WEATHER ACCIDENTS by AOPA 7-9 PM at Clayton, 5000 Clayton Rd. Maryville 37804-5550. [Preregister](#)**
- October 13 Second Saturday Omelet Breakfast. Monroe Co (MNV) (41 miles from DKX)
- October 20 Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)
- October 20 Third Saturday Moontown, AL breakfast. (3M5) (168 miles from DKX)
- October 27 Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX)
- November 3 First Saturday EAA Chapter 1494 Breakfast at Morristown (MOR) (32 miles from DKX)
- November 3 1ST Annual American Cancer Society Fly In and meal for \$15.00 Cleveland (RZR) (73 miles from DKX)
- November 16-18 The EAA B-17 "Aluminum Overcast" will offer rides and tours of the aircraft at Morristown (KMOR) (32 miles from DKX)
For reservations call: 800-359-6217 or go to www.B17.org

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?

MOONTOWN, ALABAMA FOR BREAKFAST?

Our chapter has been invited to fly down as a group for one of their Third Saturday monthly breakfast. They would then take us over to their hangar museum and give us a tour. More information will follow.



EAA Chapter 17

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 co-operative 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"

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

EAA Chapter 17 Membership Renewal EAA Member # _____



Name: _____

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 \$ _____

