

AUGUST 2018



Mountainland Flyer

EXPERIMENTAL
AIRCRAFT ASSOCIATION
EAA CHAPTER
17
KNOXVILLE, TENNESSEE

Your 2018 Chapter 17 Officers

President
George Douglas
president@eaa17.org

First Vice President
Ken Strong
vicepresident@eaa17.org

Second Vice President
Sam Robinson
vicepresident@eaa17.org

Treasurer
John Haynes
treasurer@eaa17.org

Secretary
Gary Picou
secretary@eaa17.org

Board Member at Large
Greg Long

Newsletter Editor
Jerry Depew
editor@eaa17.org

Newsletter Publisher
Gary Picou
gprou@chartertn.net

Webmaster
Robert Berlin
Webmaster@eaa17.org

Young Eagles
Marvin & Sandy McGraw
young eagles@eaa17.org

Technical Counselor
Jim Auman
Techcounselor@eaa17.org

Events Coordinator
Tom Roush

Next Regular Gathering August 6, 2018

We meet the first Monday of the month at McGhee-Tyson
510 Center
Come early to visit and eat. The program starts at 6:30 PM.

This from Albert Robinson

Sending this e-mail to let you know I felt that the B-17 Repositioning flight was Great! It was an experience of a lifetime to fly aboard the B-17 all the way to Indiana, but even more of an experience to be able to say we actually handled the controls for a few minutes. Glad we got a chance to take that trip!!



CHAPTER 17 FLY OUT AND COOKOUT at MNV set for Sunday August 12, 1PM

Monroe County airport (MNV). Tickets will be sold for a meal that will be prepared for us and we can socialize with our many members, and again trade airplane rides with other pilots. This will be an opportunity to ride in an airplane that you may be interested in building or flying.



Message from your President

It's been a couple of months now since we hosted the very successful B17 Aluminum Overcast. I still often think about the people we met and the historical value I received from our involvement. I have since read the book a "Higher Calling" about the B-17 pilots and the German pilots that were defending their mother land. At our next meeting we will have a presentation by **Sandra O'Connell** called "*The Lucky Bastards Club: Letters from a B-17 Pilot*" She has compiled letters in a book from the pilots of that time period and has made several presentations around the country over the last several years.

Plan to attend CHAPTER 17's 2nd Annual FLY OUT AND COOKOUT at MNV. It is set for Sunday, August 12th starting at 1PM. MNV airport manager **Tom McCosh** will be providing the food and refreshments. Go to www.eaa17.org and purchase your tickets for \$7.50 in advance or at the airport for \$8.50. We will also be selling advance tickets at our meeting for \$7.50 each. We hope to do some flying around the patch and giving you an opportunity to ride in an airplane that you may be interested in building or flying. We might even give some Young Eagle and even Adult Eagle rides if we have a few prospects at our cookout.

I am looking forward to Monday's gathering and our social time which now starts at 6:00 PM with the meeting starting at 6:30 PM and ending by 8:30 PM. Our chapter will provide the main dish and refreshments, as usual. Shirley will be making her special taco soup so come hungry. I encourage you to bring your favorite dessert to share. Don't forget to email me if you have something you would like us to cover at any of our meetings.

George Douglas — President Chapter 17

Never Fly Solo! *

**Unless required by 14 CFR 61*

PS: I received this email below concerning our B-17 hosting.

Greetings George, I hope all is well with you. Before any more time slips away from me (and AirVenture kicks off in full force tomorrow) I wanted to send one more thank you to you and your chapter for hosting a great B-17 tour stop weekend! We appreciate all of your efforts and your taking such good care of the crew - I know they had a great time! What an outstanding turnout; I hope you are as thrilled as we were!

Warm regards,

Kristy Busse EAA #1016800

Manager, Air Tours



THE JULY MEETING

We had 55 people attending during this holiday weekend to view some of the pictures of the B-17 "Aluminum Overcast" presented by Robert Berlin. We had many guests and Jules Bernard was introduced as the Rock Star of the B-17 event.

That was followed by a twenty-minute video showing the steps involved in the overhaul of a Lycoming aircraft engine prepared by Skyward Tech.

KINGSTON AIRPORT GETS NEW OWNER AND A “NEW” NAME

By Jerry Depew

On a Saturday in July, Sammy Jones, and partner Steve Cate, the new owners of the Riley Creek airport hosted a meeting in one of the hangars attended by about 25 pilots and hangar owners to hear about the progress of the airport acquisition and future plans for development.

Hangars will soon be repaired and a new roof installed becoming the first available since the hangars were built at Monroe County, and expected to help fill the demand for affordable shelter in the Knoxville area. Sammy announced that he plans to offer these “T” hangars for \$150 per month allowing more pilots to fly from his 2600' x 40' existing runway. Papers have already been sent to return the airport to Privately Owned / Public Use and changing the name back to it's original name as MEADOWLAKE.

With the return to Public Use status it is hoped that funds might become available to widen and extend the paved runway and place lights for night operations. Fuel (100LL) will become available and he plans to offer Ethanol free auto fuel for those airplanes that qualify.

Other improvements planned for



the airport as it grows is for new hangars, tie downs, and an attempt to reestablish the seaplane access. The future looks bright, and a website has been created to access airport news: meadowlakeairpark.com

LONG on Safety

Safer pattern procedures at uncontrolled airports

By Greg Long

According to the National Transportation Safety Board (NTSB), the most probable cause of mid-air collisions is the pilot failing to see and avoid other aircraft. Nearly all accidents occur at or near uncontrolled airports and at altitudes below 1,000 feet.

Risk associated with mid-field entry into an uncontrolled field can be minimized by utilizing a teardrop entry to the downwind from mid-field. There is better visibility of aircraft within the pattern.

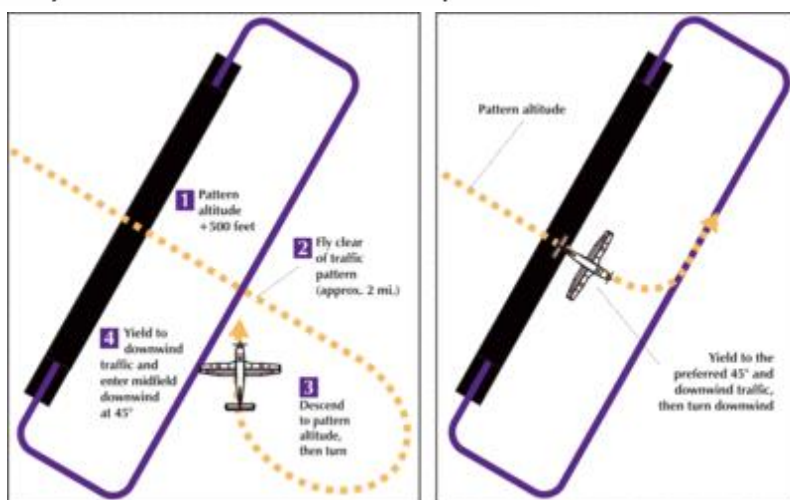


Figure 9. Preferred Entry from Upwind Leg Side of Airport

Figure 10. Alternate Midfield Entry from Upwind Leg Side of Airport

Another way to achieve better visibility within the traffic pattern at an uncontrolled field is to utilize a “roll-base turn” pattern, which replaces squared base leg with a constant, gentle turn from the end of downwind onto final. This is similar to the technique often used by pilots conducting “roll-off 180” maneuvers during a simulated (or real) engine failure in the traffic pattern — as well as to the overhead pattern entries taught to military pilots for deceleration. The potential benefits include lower and more stable bank angles and reduced likelihood of being misaligned with the runway upon completion of the turn, decreasing the risk of an overshoot accident.

For more information see [FAA Airplane Flying Handbook](#).

Chapter 17 has another new family of members; John, Ariana, and Ximena Usher. John flies a Boeing 767 for FedEx and is interested in building an aircraft with his 13-year-old daughter. He would like to volunteer in the EAA Young Eagles or anywhere else for the Chapter. In addition, he is currently looking for a hangar. EAA #1084415

REMOTE AREA MEDICAL CELEBRATES THE 74TH ANNIVERSARY OF D-DAY

STAN BROCK of RAM hosts our military veterans to honor them on the day that the Allies invaded Normandy to begin the liberation of Europe. There are so few WWII veterans now able to attend, but our own member **JULES BERNARD** was present and able to stand as a representative of WWII. **JACKSON BOWEN** was there too, as the pilot of the Cessna 208 Caravan flying the skydivers that landed behind the C-47 used for the backdrop of the ceremony. The Caravan turbo-prop has 600 SHP and was donated to RAM by FED EX.



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.

- August 4 First Saturday EAA Chapter 1494 Breakfast at Morristown (MOR) (32 miles from DKX)
- August 4 First Saturday Breakfast. Winchester (BGF) (135 miles from DKX)
- August 4 First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)
- August 6 First Monday of the month EAA Chapter 17 meeting at 510 Center.**
- August 11 Second Saturday Breakfast. Monroe Co (MNV) (41 miles from DKX)
- August 12 CHAPTER 17 FLY OUT AND COOKOUT at MNV 1 PM**
- August 18 Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)
- August 18 Third Saturday Moontown, AL breakfast. (3M5) (168 miles from DKX)
- August 25 Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX)
- October 6 Annual Banquet Luncheon: Bearden Banquet Hall. John Leenhouts, Sun N Fun President and CEO will be our 2018 guest speaker.**
- Nov. 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.

Hindenburg Connection

. . .continued from August 20016, by popular demand. . .

For new readers, what is this about? Eighty two years ago, in August 1936, my paternal great grandfather, Harvey Burrill (1868-1938) travelled from the United States to Germany and back. These excerpts of his dispatches from abroad (he was publisher of *The Syracuse Journal*) came from newspaper articles written for and about his trip, presented to his grandson, my father, in 1936, when he was 11 years old.

The descriptions of the Zeppelin travel alone offer a view of an experience that is impossible today. It is gone, as extinct as a passenger pigeon. If you want to sail a Viking longboat or a replica of Christopher Columbus' Nina, you can. Want to fly a Ford Tri Motor or a B-17? Sure! Want to experience weightless and leave the atmosphere? Sign up now with Virgin Galactic. But a transatlantic cruise by Dirigible? Sorry; That airship sailed 79 years ago.

Like a good newspaperman, Mr. Burrill added his own impressions as he traveled in rare luxury to Europe during the ascendancy of the Third Reich, in the depth of the Great Depression in America.

But let's continue the story . .

ON BOARD ZEPPELIN HINDENBURG (By Mail August 29, 1936).-

By HARVEY BURRILL.

If it is all the same to our family and friends, we will hereafter view the sunrise from an airship 3,000 feet up in the air and over mid-Atlantic. That makes it worthwhile. It is a beautiful morning, and far below the smooth ocean at times is obscured by fog. A diminished German liner on the water blows three salute blasts as this huge airship rushes by at 130 miles an hour. So fast was the airship traveling that the third blast seemed in the distance. The passengers have become acquainted all around. It is an idle, restful life. Up here one feels detached from the world. You look beyond the horizon and in imagination see a distressed world. Back of us is our country with troubles enough, goodness knows. Straight ahead we see England, and swinging down France and Germany and Italy and poor, wrecked Spain. And Russia and all the rest of them. Rushing straight into countries that are feverishly preparing for war.

Up here, we ask ourselves what it amounts to and is it worthwhile?

There are interesting people aboard. Also two baby antelopes from Wyoming that do not seem to appreciate the honor of being the first animal to cross the ocean on an airship except a couple of dogs. We have with us as naval observers Commander Charles E. Rosentahl, commandant Lakehurst naval air station; Lieut. George F. Watson, Lakehurst communications and intelligence officer, and Lieut. Alexander MacIntyre. Commander Rosendahl will go with the Hindenburg to South America on the voyage that starts the coming week.

A chat with Commander Rosendahl was interesting. He has put in 11 years in the airship branch is today the outstanding United States authority on lighter than air ships. He is optimistic about the future of airships, which got a black eye when the Shenandoah, the Macon and the Akron met disaster.

He says that the Germans for a third of a century have put effort into airships and so have succeeded. Now the successes of the German ships have caused a revival of interest at Washington. The airship will always have a much larger cruising range, has many advantages in war and in peace, has greater speed than surface ships. Our government does. Well to listen to Commander Rosendahl. He and Captain Lehmann and Dr. Hugo Eckener, the great designer of Zeppelins, are friends.

There must be a story in every person on board. Why are they here and where are they going? Take Miss Grace Brown of Detroit, for instance. She is a lawyer, who has started out to fly around the world. She flew from Detroit to Lakehurst, then boarded this ship. She has traveled and flown to Europe. She is a friend of Queen Marie. After Paris and an International law conference, she flies around the Continent and starts westward by way of Calcutta. Commander Rosendahl is wondering how she is going to fly across the Pacific, because the clipper ships are not yet taking passengers. But Miss Brown says she will manage somehow. And get home by Christmas.

UNCLE SAM LAGS.

The Hindenburg carries 13 officers and a crew of 45, more than is needed, but there are 13 men in training. Our officials in Washington should make a note of this. The great United States has two men in training and has several small blimps that can still get in the air. At Lakehurst, you see the Los Angeles in the big hangar, where it has been for many months, out of commission. It would have to be reconditioned to go into service again. Think this over.

Well, folks. Thursday has been a grand day for the Zeppelin and everybody on board. The weather has been perfect, cool up in the air, and sweaters and topcoats were in order. It was after lunch that the tip of Ireland was sighted. So across the Irish Sea to Land's End and then over the English Channel at about 3,000 feet giving the passengers a fine view of this part of England.

Night falls, with the Hindenburg running along the English coast with many flashing lighthouses, and then over Holland and thence into Germany, with a thrilling night view of Cologne and we see the Rhine for the first time. We arrive over Frankfurt at 3 a.m. Saturday and it is 10 p.m. Friday in Syracuse. At 3:45 a.m. we are in the big hangar. Next the unloading of baggage, then customs, a long bus ride to the hotel. It is exactly 6 a.m. The trip from Lakehurst New Jersey to Frankfurt took 43 hours and 45 minutes, not a record trip, but a fast one.

Article IV. August 30, 1936

By HARVEY BURRILL

BERLIN (By mail).-When you come to Germany you must see the Olympic stadium. No matter how long you wait, it will still be here, for it is built to stay (*Publisher's note: The stadium is still there. It suffered little during WWII; During occupation, part of it was used as a British headquarters until 1949*). As a matter of fact, there is one big stadium that will seat 100,000 persons and half a dozen smaller ones (several about the size of our university stadium). The stadium is on the immediate outskirts of the city and you get there by a new boulevard very wide and named after Adolph Hitler. The city has been a riot of color in honor of the Olympics; that is, pennants and flags red background, white circle in center with a black swastika. Thousands of persons from all parts of Germany have been here to see the decoration and stadium, and now the decoration will be taken down; but every-where on public buildings and private homes you see the swastika. This emblem makes the people Hitler conscious.

BERLIN SPOTLESS TOWN.

Impressions and observations: The streets of German cities are very clean. No dust, no rubbish Not a scrap of paper. There are comparatively few automobiles, many of them small in size. There is no traffic problem, cars parked in designated places. There are traffic lights, but they do not operate on Sundays. You seldom hear an automobile horn. There are thousands of bicycles ridden by old and young, and many motorcycles that make about the only noise in the street. There are few trolley cars, but many buses, some double deck. Also sightseeing buses for tourists. Now and then one-horse carriages for hire.

The Germans have an architecture all their own, and it is most attractive. Berlin is a beautiful city. These people are great on ornamental iron doors and fences.

MANY BEAUTIFUL HOMES

You drive around the city and innumerable public buildings and beautiful homes. Goodness knows how many statues there are of men who have made their mark in Germany's long history. The Kaisers are well represented, but the Kaiser business, as you know, does not amount to much now.

You see few policemen, but many soldiers, who salute their superiors and goosetstep when they change the guard at the tomb to commemorate the soldier dead of all German wars (no unknown soldier). The trees, shrubbery and flowers on every hand are a sight to behold.

In open spaces you see small boys in "shorts" drilling to be soldiers some day. No colored people. Some men wear the Hitler moustache. And give the Hitler salute.

There are many banners with the five circles intertwined (symbolic of the five continents), the Olympic symbol. German police dogs always on a leash.

Our waiter at the Adlon hotel (high class hotel) summed up the German philosophy by saying:

"We Germans know what we want, and we are united to get it. The French do not know what they want and, divided, are fighting among themselves and getting nowhere. Look at poor Spain. We Germans stand together and believe in Adolph Hitler because he is a man of action and accomplishes things."

That observation was worthwhile to us.

Training kids for soldiers.

In many open lots you see small boys being drilled by an older person. "Drilled for what?" you ask.

Drilled for war – mere kids. And Adolf Hitler has just extended the period of compulsory enlistment from one year to two years. Germany now has an army of 600,000.

Every government on the face of the globe knows that Germany has re-armed and is all set to go.

The German people do not want war; they want peace. But they cannot be squeezed by the Communists of Russia and France. You are told on every hand that war is in the air, and in Germany even the tourists actually see the preparation for war. The population accepts the situation calmly and keeps busy. The people have seen so much war that they are fatalists.

The American soldiers who got to the Coblenz bridgehead after the armistice will remember the castle of Ehrenbreitstein on the high bluff overlooking the Rhine. It is something to remember, and our American boys will see the picture merely to mention the name. Here on the Rhine, below this great castle now occupied by German soldiers where once the doughboys dwelt, is romance to stir your soul.

... *Publisher's note—Great Grandfather Burrill then traveled by train in France and Belgium, visiting Versailles and Flanders Fields—places of significance after the "War to End All Wars" In speaking with folks in 1936, everybody believed war was inevitable. But that's political, not aviation. The next installment will cover his trip from Le Bourget to England in a civilian airliner from 1936. Hint—it's NOT a Tri-motor or DC-3.*

Pilots and Aviation Enthusiasts

Please mark you calendars, plan to attend, and share this information...



2018 MICHIGAN AIR TOUR (MAT)

September 21-23, 2018

Pre-Tour Welcome Party on September 20th

Planning is underway. Registration will be open soon. This year's MAT will be hosted from a central airport with fly-outs to other airports around that central location. One hotel; no need to pack and unpack daily. Grass airstrips and airports that have not been on past tours will be included making for new adventures. Spot landing contests are being considered to challenge piloting skills.

Watch for more details coming soon on michiganairtour.org

Please SHARE this info with other pilots: my mailing list is limited. Thanks!

Rebecca Duggan

President

Michigan Aviation Education Foundation [586-839-7252](tel:586-839-7252)

ANNUAL CHAPTER BANQUET SET FOR OCTOBER 6

George Douglas announced the dates for our 2018 banquet and speaker have been locked in.

We will be holding it on October 6th, 2018 at Bearden Banquet Hall. John (Lites) Leenhouts President & CEO of Sun N Fun Expo Campus will be our speaker this year. The times and location are the same as last year. George was careful to schedule our banquet on an off weekend for the UT football team so there will be no conflicts.

ADVERTISEMENT

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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



EAA Chapter 17

EAA Chapter 17
Newsletter Publisher
412 Huxley Road
Knoxville TN, 37922
Email: publisher@eaa17.org

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



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 \$ _____

