

DECEMBER
2019



Mountainland Flyer



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Next Gathering

Monday December 2, 2019 6:00 PM

2950 Airfield Service Dr. Alcoa TN 37701 (Near the airport Hilton)

Please welcome guest speaker Sam McNair, EAA member of Chapter 249 in Greenville SC. shares an Alaska trip in his Zenith CH801 .

HAPPY BIRTHDAY JULES BERNARD

Our World War Two veteran turns 98 this month. We plan to have a birthday cake large enough that we can all share in cake and good wishes for our most senior chapter member at our chapter gathering on December 2nd.



EAA Chapter 17 T-Shirts:

At Monday's meeting, we will be selling the first EAA Chapter 17 apparel. We have ordered and will have at the meeting ABOUT 66 T- shirts for sale.

Half are royal blue and half are gray. Size distribution is the supplier recommendations.

There will be a mixture within colors of shirts with no pocket (large logo on back, small logo on L side, ...and shirts with pockets, and a large logo on the back but no logo on the front.

T-Shirts are \$12.00

Pocket T \$13.00

Cash or check only on Monday.



SKY Program beginning to take flight

By John Winter

If you have been to any of the Chapter 17 meetings lately or have simply read the Mountain Land Flyer newsletter, you have probably heard about the SKY (Skyranch Knoxville Youth) Program that Jesse Katz has started at Sky Ranch (TN98). If you have not, you should really find out what is going on at this little hanger on this little grass field.

I recently had the opportunity to do just that. I attended one of their Thursday night meetings and was really impressed by what I saw. The hanger that Jesse has renovated is bright and open, with a couple airplanes tucked in on each side. Tool boxes and work benches line the back wall and are ready for work. Music plays in the background to give a relaxed feel to the environment. This was definitely not your typical classroom setting. Jesse told me that his dream is to teach the students about aviation, aircraft repair and ultimately teach them to fly. What a plan!

Now I have to admit that at first I was a little skeptical of the program and wondered how he was going to pull this off. After watching this meeting and seeing Jesse work alongside Steve Abrew, I believe that they will do more than just pull it off. They will succeed with ease. They both interacted with the students well and made sure to have them all be involved in the session.

This particular session started with a discussion about traffic pattern procedures at a non-towered airport. Using a cardboard runway to simulate Downtown Island Airport (DKX) as the example field, Steve began to explain how the radio calls and pattern procedures operate at one of these airfields.

The students were first walked through the procedure and then asked to participate in the "flying" of several foam airplane models around the field. As they did this, Steve gave them different scenarios and had them make the radio calls that are needed in each situation. I was surprised at how well they did even when they mixed it up with non-standard events like emergency landings.

Jesse even got involved by being inbound traffic in a faster aircraft that made the other "pilots" have to adjust what they were doing to accommodate his arrival. All in all, it was a really informative and interactive portion of the session. Even when the kids would come up with a situation like a wheel falling



off or an engine out, Steve and Jesse didn't miss a beat, they simply had them work through the issue with a little coaching. At one point, while discussing emergency procedures, one of the students said "My wing fell off. Now what do we do?" Steve's reply was quick, albeit a little morbid, when he said "you just spiraled into the ground. You won't be in the pattern." It was much better than having the kids just sit there and listen to the procedures explained to them.

(Continued on page 3)

(Continued from page 2)

The night's agenda moved on to some hands-on building of remote control airplanes made from Dollar Store foam and hot glue. These were similar to the green airplane that was used in the pattern work portion of the evening. Jesse went over the construction of the planes and how to take the supplied patterns and transfer them to the foam board. These are fairly simple airplanes to build and are a great way to teach the students how to read plans and templates. Once they began, they traced out the patterns on the foam board and then cut out the pieces. These pieces, once completed and assembled, will eventually become their very own airplanes. Future home builders in the making? Not a bad idea.

The kids worked on the planes in a fairly focused manner for close to an hour. There was some joking around amongst them but they



stayed on task for the most part and for their ages that is an impressive feat. This showed me that they were really interested in what they were doing and respected Jesse and Steve. Of course I feel that Jesse wouldn't let things get out of hand anyway. The entire evening came across as very structured with expectations to participate by all involved. The kids are there to learn and it shows but don't get me wrong, Jesse doesn't rule with an iron

fist and ruin the fun of the evening, he just has an air of being an instructor that has goals in mind.

As the evening came to a close, the students were given one of the most important instructions of any shop that involves more than one person. Put all of the tools back in their respective locations. This may be foreign to most of us that work in a shop alone. I mean, I know that I left the belt sander down in the basement of the shop on the rolling workbench but when more than one person is involved that won't cut it. Especially if some of these kids want to go on to become professional A&P mechanics. Jesse is teaching them good habits right out of the gate even if they don't know they are learning them yet.

One thing that Jesse was really excited to show me at the end of the night was the workbench that the students built. It is made from 2" x 6" pine and has a metal top. He told me that he had the students weld the mounting tabs on the bottom of the metal top so it could be attached to the base. Now that is impressive. He then showed me some metal tool cabinets that he had the students clean up, sand and paint. My dad would have been proud of that. He taught me to fix things first, repurpose second and buy new if that was the only option. If he was still here, I bet he would want to contribute to this program as well.

So if you have some available time, talents, or even just donations, check out the program that Jesse has going on at Sky Ranch. He is definitely doing his part to promote aviation to the youth of today and that is a good thing. And with the help of others like Steve, I really see this program taking flight from this point on.



Message from your President

George Douglas, President EAA Chapter 17

We have a great meeting planned for our December gathering. We will be celebrating Jules Bernard's 98th birthday. In addition we have Sam McNair, EAA member of chapter 249 in Greenville SC. sharing his Alaska trip in his Zenith CH801. Tom Roush and his team will be modeling the clothing our chapter just purchased with our new chapter Logo on them. This clothing will be for sale just in time for Christmas.

Typically for our December gatherings we allow time to socialize and eat good food. Shirley will be cooking up a ham and fixings and several of you always bring nice desserts to share. Tom Roush will be buying the birthday cake for Jules.

Jerry Depew is asking for help on December 13 or 14 to unload Frank Shelling's WWI Jenny at the Athens airport. Contact him directly for the time and details if you can help.

Our Young Eagles event for November 23rd and December 7th at DKX Downtown airport was canceled. Shooting for Springtime!



VMC / IMC

There was another VFR / IMC class given by Chapter 17 after each second Saturday omelet breakfast at Madisonville (MNV) with Ken Strong presiding.

Chapter 17's IMC/VMC CLUB has been cleared and honored to grant FAA WINGS credit for individual programs. We are negotiating with a Local FAAST team coordinator to validate these credits. We are very fortunate to have a local Coordinator who has participated in our classes!



Details are still being ironed out, but this looks promising. We hope that credit can be earned at the next IMC/VMC meeting on Saturday, December 7, following the KMNV omelet breakfast.

Regards, Tom and Ken, IMC/VMC Coordinators



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Your President is now an experimental type guy since purchasing a RV9A.

By George Douglas

I sold my Cessna 182 and bought a RV9A up in Belfast Maine [KBST]. I had Linwood Stevenson help me fly it back. We pulled it out of a heated hangar at 8 am to **start our trip, but the radio didn't work. So we pushed it back in the hangar to troubleshoot the problem. We couldn't find the problem so we made a decision to fly it south with only a hand held radio.**

I made my first takeoff ever off an ice coated runway. When we hit around 1500 feet altitude the radio started working. On each fuel stop the radio would quit around 1500 AGL and on the next takeoff it would start working again in the air. So we had to use that handheld radio in the pattern. Lin made all the landings since I have never landed an RV9A and I **didn't want to take any chances of damaging anything on this** nearly 1,000 mile cross country trip.

We fought heavy headwinds the first day and landed in Cumberland MD [KCBE] for fuel and a hotel layover. The next morning we flew the remaining 353NM to my airstrip in about 2 hours as we had tailwinds which allowed us to average 165 KTS across the ground. Lin was like a tour guide pointing out places of interest as we flew over many places he had flown commercially with the airlines and in his early career selling and delivering Beech Aircraft. He also had made many glider flights over that same mountainous terrain. Who needs Foreflight navigation when you have a Linwood Stevenson in your cockpit. Now that I have the Aircraft back in my hangar I found the problem with the radio and now looking forward to finishing my transitional training with Linwood.



ADVERTISEMENT

Soar with Stevenson

Chapter 17's Linwood Stevenson, an internationally recognized soaring record holder is offering *Glider introduction flights* for members at Chilhowee Gliderport. If interested, email contact@eaa17.org for details.



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

LONG on Safety

Single Pilot IFR, is it safe?

By Greg Long

Thousands of single-pilot IFR (SPIFR) trips are completed safely every day. There is not a straightforward answer to whether SPIFR is safe or really the question is how safe. Flying manually occupies vast amounts of a pilot's attention. Some pilots pride themselves on how many balls they can juggle at one time. However, studies have shown that once we start juggling more than three to five tasks, depending on the individual, accuracy and effectiveness deteriorate rapidly. The problem is pilot workload. A single IFR pilot also serves as navigator, radio operator, systems manager, onboard meteorologist, and record keeper. Using an autopilot takes some of the mental gymnastics away from the pilot, leaving that capacity available for thinking ahead, which is so critical to safe operation.

The point is, an autopilot is a tool requiring training and practice. Not only is proficiency in using the autopilot required, but proficiency in flying the aircraft manually cannot be overstated.

The effective use of an autopilot reduces workload. In contrast, not being proficient with the autopilot can reduce situational awareness and create significant workload challenges when systems fail.

Single Pilot IFR can be safe if one maintains a high degree of proficiency using automated tools, such as the autopilot, and maintains manual flight proficiency.

For more SPIFR information refer to APOA.org



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BLAKE PALMER A&P / IA

Blake is a new member with our Chapter 17 and offers his mechanical services as EAST TENNESSEE AEROWORKS out of the Seymour Air Park (TN20) Contact Blake Palmer, 832-971-4407 or blake@etnaeroworks.com www.etnaeroworks.com



Use Amazon Smile and your purchase benefits EAA Chapter 17

AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at AmazonSmile, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization.



Go to smile.amazon.com and search for Experimental Aircraft Association, Knoxville Tennessee (for some reason known only to Amazon, Chapter 17 doesn't appear).

SHORT NOTICE AVIATION POSSIBILITIES

A recent attempt to schedule a fly out event with others in our local flying community resulted in a good turnout. JIMMY HUNT arranged to send a notice to the pilots on his roster that we were planning a group trip to the Third Saturday of the month breakfast at Moontown Alabama (3M5) Located 168 sm from Knoxville we could still gain an hour as we traveled west and arrive on time. I counted seven airplanes from our chapter with eleven people attending. It was a great day to fly with superior weather. Congratulations go to Jimmy Hunt and Newsletter Publisher Gary Picou for getting the SNAP idea into motion.



WHY WE OFFER 'FREE NEWSLETTER ONLY MEMBERSHIPS'

Several years ago the Chapter 17 Board of Directors decided it made good sense to offer free newsletter memberships to select people in the area. This has proven to be a good decision. We have hand picked individuals who we think would add depth to our ranks and have encouraged pilots and other aviation minded folks to give us a try. Educators, seasoned pilots from many walks, civic leaders, and more have joined our ranks, and many have become 'paying members', and all have contributed in special ways. So . . . if you are currently a Mountain Land Flyer only member, we invite you to join us for a full featured regular membership (only \$20). If you prefer not to do that, PLEASE continue as a valued FREE member.

OFFICERS AND BOARD MEMBERS, EAA CHAPTER 17

EAA17.ORG

We invite you to visit our chapter web site (www.eaa17.org) to view events and postings from our members. Anyone can read the information placed there, but only our chapter members can make a post after signing in. Make sure to check the box allowing a reply message to be sent to you when a new post has been added. This is be a good place to make invitations for other pilots to join us on aviation outings like the ones mentioned in this issue.

EAAS Chapter 17 Luncheon Banquet!

January 11, 2020 Noon Bearden Banquet Hall

With guest speaker, CarolAnn Garratt



CarolAnn Garratt, Gainesville, Florida, is a former manager with a Fortune 500 company. She earned her private pilot license in 1978 and her instrument rating in 1980. In 1996, she completed her commercial license and bought a Mooney in 2000. After her mother suffered and died from ALS, she flew around the world in 2003 to raise awareness and donations for ALS. Not content to just fly, CarolAnn built her first plane between 2004 and 2006 and took up flying gliders in 2014. She has over 6000 hours and flies more than 250 hours a year including flying students with the EAA Young Eagles program, the sick and needy with Angel Flights, and instructing cadets with the Civil Air Patrol. In 2015, she flew her homebuilt RANS S-7S to Alaska and back.

In order to do more for ALS research, CarolAnn spent 18 months planning her second world flight, a world record attempt, and, with co-pilot Carol Foy, set out from Orlando International on December 2nd, 2008 to fly around the world westbound. The planning paid off as the first six legs went like clockwork. The seventh leg, across Africa, had its difficulties, but with the help of their ground crew, everything continued almost on schedule. They arrived back in Orlando after 8 days, 12 hours and 20 minutes, just 90 minutes ahead of a massive cold front that was plowing its way across Florida. The Federation Aeronautique Internationale certified their flight as the world record on March 16, 2009. Their overall speed was more than double the old world record.

The first two world flights (and subsequent books and presentations) raised over \$300,000 for ALS research. But, CarolAnn **didn't see much during the second flight. So, in May 2011, she set out again, eastbound this time, to slowly circumnavigate the world and to see many of the countries that she had previously missed.** After 11 months, she returned to the US and wrote a third book. To date, donations to ALS research are over \$434,000.

CarolAnn's presentations are fast-paced and packed with pictures and exciting stories of the flights. She has received numerous positive testimonials. **One of the most common remarks is: "I wish that I'd brought my wife and kids to this presentation. They would have loved it."**

100% of all book sales go directly to ALS Therapy Development Institute, researching a cure for Lou Gehrig's disease.

Upon Silver Wings: Global Adventure in a Small Plane, \$20

This book is written so that you feel as if you are in the right seat watching and hearing all the action and communication as CarolAnn flies the 15-hour leg from California to Hawaii or the 12-hour leg from Darwin, Australia over Indonesia to Singapore. When the engine coughs, your heart leaps into your mouth. When the radio doesn't work, you walk step by step through the problem analysis and find a solution to allow the flight to continue. Enjoy the flight, enjoy visiting the different countries, and feel the freedom.

Upon Silver Wings II: World-Record Adventure, \$20

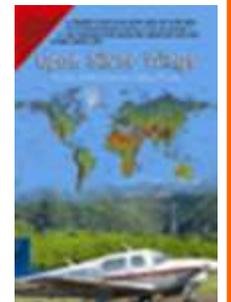
Read all about the flight and learn what's involved in planning an endeavor that touches multiple time zones, governments and continents. Learn what went right and what went wrong. Share the experience of being in a small cockpit for 158 hours, leaving the plane only 8 times to refuel and stretch (their ground time was only 46 hours). What did they eat? How did they go to the bathroom? How did they get permission to cross all those countries? And, most important, what inspired Garratt and Foy to accomplish this world record? Each book is a \$20 donation to ALS.

Upon Silver Wings III: People and Places around the World, \$20

Travel to many fascinating places with CarolAnn. You'll fly between snow-covered peaks in Switzerland and land in a valley. Getting approval to land in Haifa, Israel, and then proceed to Jordan was stressful, but, in the end very worthwhile. **Madagascar's lemurs were amazing to watch. Celebrating the 100th anniversary of flight in Malaysia was a privilege as well as a difficult time with mechanical problems. Milford Sound and the Southern Alps in New Zealand were majestic.** Then, of course, it's necessary to cross the Pacific Ocean to return home to the US.

A 40-minute high-definition DVD is also available for the 2011/12 flight. \$10 donation to ALS.

Thanks to the Banquet Committee (Linda Long, Helen Picou and Judy Wayman) for arranging this guest speaker.



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.

- December 2** **First Monday of the month EAA Chapter 17 meeting at 510 Center building at McGhee Tyson airport, 2950 Airfield Service Dr. Alcoa TN 37701 (Near the airport Hilton).**
- December 7 Morristown (KMOR) is having a Holiday Feast starting at 10:30 AM
- December 7 First Saturday Breakfast. Winchester (BGF) (135 miles from DKX)
- December 7 First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)
- December 14 Second Saturday Omelet Breakfast. Monroe Co (MNV) (41 miles from DKX)
- December 21 Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)
December 28 Fourth Saturday CAP Breakfast at Dayton (2AO) (68 miles from DKX)
- January 11** **EAA Chapter 17 Banquet with guest speaker CarolAnn Garrett (See page9)**

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

Ready to schedule:

- ➔ 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?

Dan Valle Chapter 17 Member offers Aircraft Certs & ADS-B

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

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

He has an additional service for our members to help with the paperwork and or install the uAvionix Sky and Tail Beacons for ADS-B out, as he is a dealer for them and can offer a slight discount to our members.

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

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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



Name: _____ EAA Member # _____

Address: _____

Email: _____ Phone: _____

Project or current aircraft or interest: _____

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 (eaa17.org/membership/) 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 \$ _____

