

April 2020



# Mountainland Flyer



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## Next Gathering

### UNKNOWN

#### THERE WILL NOT BE A MEETING IN APRIL

Usually we skip the meeting this month because many of our chapter members would be away attending the Sun N Fun air show in Florida now rescheduled for May 5-10. Now the Coronavirus has trumped everybody's Spring Break plans and it may even be necessary to move the Monday May 4 gathering but must meet later to promote the arrival of the EAA, B-17 "Aluminum Overcast" and the B-25 "Berlin Express" scheduled for May 21 to 25 at the McGhee Tyson airport.

## March Meeting Report

In preparation for the arrival of these well-known World War II bombers, honorary AAF Captain Gary Picou gave a mission briefing to our room full of members. The objective was to make us, and Bomber Volunteers better informed of wartime production numbers and the different missions they performed. We hope that you will volunteer your time for this 5-day event and share your knowledge with our visitors.

The Twin Engine Medium Bomber "Berlin Express" is new to the tour and was included because of the tremendous success of the bomber tour we hosted a few years ago.

Many viewers told us then that they had a relative fly or crew upon the four engine Flying Fortress as the Boeing B-17 was known, or that a family member failed to return. Even with eventual fighter escorts all the way to Berlin, only one in three bomber crews would survive fighters, FLACK or fate to complete the required number of missions before rotation out of combat missions. The medium range twin engine B-25 Mitchell Bomber is a wonderful addition for display, and we may hear from surviving veterans that worked with them in North Africa, Italy or in the Pacific.

WE NEED VOLUNTEERS TO WORK WITH THE BOMBERS. We need help with Social Media and Ground Crew to help with the many visitors that will take the airplane tours or schedule a ride in the plane. We will solicit for volunteers soon and give that information to Robert Berlin. Having some knowledge of the planes and history will make the tour a more rewarding experience.



## Message from your President

George Douglas, President EAA Chapter 17

### Message from your President

I will not bother you all the virus warnings other than if you are formation flying to keep your wings at least 6 feet apart! If any of our members are having problems putting food on the table during these tough times, please let me know.

For those of you that are doing well while being locked down this can be a good time to get those things around the house or in your hangar finally fixed. During this time, I have totally disassembled my experimental Lycoming O-320 engine with plans to bring it up to certified standards. This is quite a time-consuming mission since you must send a lot of parts out to be inspected and repaired to serviceable specifications.

I sent my Crankshaft, Cam, Gears and other internal parts to [www.aircraftspecialties.aero](http://www.aircraftspecialties.aero) in Oklahoma. They rejected the crank for a small crack on the flange area where the prop bolts on. They reground the Cam and machined the Valve lifters. I purchased a new crank and several other parts and hardware from Don George Engines [www.dgaircraft.com](http://www.dgaircraft.com) in Orlando. Don has been a friend of mine for years and he let me walk through his engine shop and ask questions from his staff. I learned a lot from that visit.

While in Orlando I dropped off my cylinders with a past co-worker at Delta in Sebring Florida who overhauls cylinders and they are already being shipped back to me.

Next, I sent my engine cases to [www.divcoinc.com](http://www.divcoinc.com) in Oklahoma. They found a severe crack in one of the cases and were able to weld it. This could have been the source of the oil leak I was chasing. **Engine cracks in cases are very common and when they finish you can't tell where the repair was made.** They will machine all the flanges and line bore the cases. When the cases come back they will look brand new.

I have taken a lot of pictures along the way and plan to do a presentation on this engine build at a future meeting. One reason I have shared this with you is to give you a better perspective of why it takes so long to get an engine overhauled. Outsourcing the work I mentioned above is the slowest part of the whole process. I hope to get everything back soon before Dementia sets in and I forget where all the parts go!

**Hopefully it won't be too long before we can all get back to normal and restart our monthly meetings again.** Keep your fingers crossed that the B-17 / B-25 will go as scheduled.

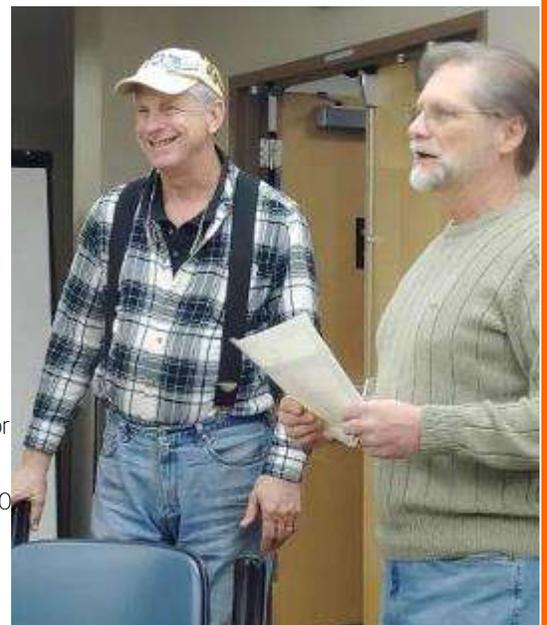
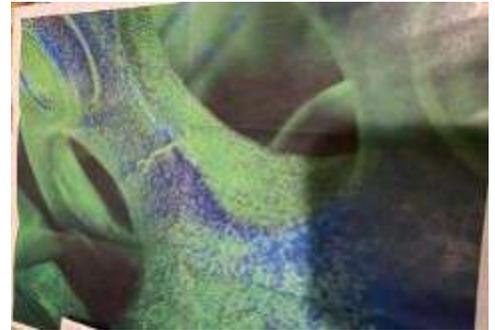
Stay Safe

George  
Douglas

Jim Auman (L) receiving his Chapter Service Award as Tech Councilor for 2019.

NOTE: Jim suffered a fall from a ladder in the hangar March 26 2020. He is recovering at home after surgery.

Airplanes are dangerous . . .



## LONG on Safety



### A Springtime reminder.

- With Spring just around the corner, as pilots we need to think about quickly changing weather and how it will affect our time in the sky. Fast moving frontal systems, wind, and thunderstorms can make for, at a minimum, alterations in courses.
- ➔ Make sure your aircraft in top shape if it has not been flown much during the winter months. The first part of Spring may be a good time to have the annual done.
- ➔ Remember, airplanes are particularly attractive places for birdies, bugs, and rodents to nest in early spring. Check ALL openings for squatters.
- Are your flying skills current, if not, perhaps an hour refresher with an instructor is warranted. At a minimum do some air work and shoot a few landings.
- This year in particular, give special consideration to your health and the health of others when you fly. An emergency landing always has risk and currently the risk is much beyond the landing itself.

## ADVERTISEMENT

### 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*

## 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](mailto:contact@eaa17.org) for details.**

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



## Europe or Asia? B-17 and B-25 experience

By Gary Picou

Let's consider the lives of the crews for the B-17 and B-25. Just for comparison, we will put the crew of the B-17 "Aluminum Overcast" in European Theatre of Operations (ETO), operating from the 8<sup>th</sup> AAF bases constructed around London. Name to the contrary, we'll imagine the B-25 "Berlin Express" operating in the Pacific with the 7<sup>th</sup> AAF, pushing westward to the Imperial Japanese home islands.



In the 8<sup>th</sup>, you have a 1 in 3 chance to fly the required 28-50 missions (67% casualty rate) and come home. You will live in a Nissen hut, with a tiny stove fueled by rationed coal. The weather will be cold, rainy and treacherous for flying, and you will be living in mud. Your hazards are Luftwaffe fighters, Flack (from Fliegerabwehrkanone) and bad weather. If your airplane is crippled by the enemy, you may be able to bail out, and your options are being shot in your 'chute, captured by Wehrmacht soldiers and sent to POW camp, captured and shot by German citizens, or picked up by resistance fighters or friendly citizens and sheltered and transported out of danger (for now).



But, you will be near English villages and towns, with pubs and English girls enthralled by Yankee accents, and more so by their pay grades and crisp uniforms. In contrast to the British who are paid less than one-fifth the Yanks monthly wages. A weekend pass was a train ride to London, where the pubs and women were more abundant and eager to serve.

If you get your ticket punched for the 7<sup>th</sup> AAF in the Pacific, you can look forward to a better survival rate, losses are 15 to 20%. Your threats are weather (the Pacific has typhoons and we did not have any satellites), navigation over hundreds of miles of open ocean (Remember Dead Reckoning from pilot school?), enemy fighters and anti-aircraft. If your bomber is crippled, you may ditch in the Pacific, and *hopefully* be found by a search aircraft. Or not. Hundreds of aircrews are still missing.

Or you may land in Japanese hands. They did not adhere to the same rules as Nazis and were known to use American prisoners (as well as anybody else they captured) as bayonet practice. Luftwaffe and Allied aircrews understood that treatment in POW camps was reciprocal. The Japanese did not expect their pilots to survive, and cared nothing for American counterparts.



The best option was to be found by indigenous people where were supportive of Americans and smuggled to a location for repatriation.

The Japanese fighters in the air and ground tended to be really good, and not so good. After action reports from the time were often puzzled as to why some days the ACK-ACK was accurate and the Zeros and Zekes aggressive and the next day, not so much.

You will be living on tropical islands (sounds nice, right?). In tents, with varying amounts of blood-sucking insects. The weather will be hot, and wet. Depending on the island, it will be mud or coral dust. But it will be everywhere. Japanese suicide counter-attacks may come any moment of the night. Snipers are frequent.

As soon as the island or atoll you are on is secured, you will be sent to the next hot spot, for a different, yet similar experience. It's called "island hopping" where some Japanese holdings are intentionally bypassed but become B-25 targets to keep them contained as a threat.

Because of the difficulty landing supplies, you may be using Japanese tools to fix your airplanes. While burying or disposing dead Japanese soldiers. (Okinawa, beginning April 1st 1945 had 70,000 dead Japs, 90% of the their total troops)

When Hitler declared war on the United States December 12, 1941 (BIG mistake, thank you), US committed to a "Europe-First" war. Still, while the build-up to face Fortress Europe happened, the AAF was engaged in war in the Pacific. Air warriors were forced to use the aircraft that were in the Pacific in 1942. Worn out and shot up, the AAF cannibalized what they could and hoped for better days.

Food will be GI rations, and if you are lucky an egg or chicken liberated from a local inhabitant. But the locals don't have much either, thanks to occupation by the IJA. And there is not an English-speaking woman for a thousand miles.

Clyde Mullins

Here are a few pictures I took at MNV last night with the FAA presenting Clyde Mullins with the Wright Brothers 50 year pilot award. Several of our members were in attendance to join in on the celebration. Clyde is also an A&P IA as well as a pilot. We learned a lot about his life journey through Aviation and the impact he made through the years on many young pilots lives as a CFI. The FAA (Big Brother) gave him a thick folder on all of his past interactions with the FAA going back to when and where he took his first solo flight as a student. Clyde has become a fixture at MNV performing many Aircraft Annuals for several of our members through the years. Clyde was born in Kentucky, then moved to the Dayton Ohio area working for GM and on the side owned an airport and taught many pilots to fly. At retirement he moved to Gods country right here in East Tennessee and still works on aircraft in semi retirement.

About the Wright Brothers Award

The Wright Brothers **Master Pilot Award** is the most prestigious award the FAA issues to pilots certified under part 61. This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots".

To be eligible for the Wright Brothers MPA, nominees must meet the following criteria:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate.
  - Have 50 or more years of civil and military flying experience.
- Up to 20 years of the required 50 years may be U.S. military experience.
- The effective start date for the 50 years is the date of the nominee's first solo flight or military equivalent.
- The 50 years may be computed consecutively or non-consecutively.
- Be a U.S. citizen

**Note: Revocation of any airman certificate will disqualify a nominee for this award.**



Nashville FSDO's ASI Pam Charles presents Clyde Mullins with Wright Brothers award, March 2020.

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

## CALENDAR OF EVENTS

Come join us for fun and education with other aviators. Visit [www.eaa.org/calendar](http://www.eaa.org/calendar) to access a comprehensive list of events that you can filter to match your location, range, interest and schedule.

### MORRISTOWN CANCELS THE APRIL BREAKFAST

Because of the Coronavirus, the Morristown EAA Chapter 1494 will skip the First Saturday breakfast at Morristown but hopes to resume on May 2.

### CALENDAR OF EVENTS

Please continue to check with organizers if you plan to attend any event. Social distancing, you should "Request a fly-by."

- March 31- April 5 is **now May 5-10**. Sun N Fun airshow in Lakeland Florida is rescheduled.
- April 4 Canceled till May 2. First Saturday Breakfast. Morristown (MOR)
- April 4 First Saturday Breakfast. Winchester (BGF) (135 miles from DKX)
- April 4 **CANCELLED** First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)
- April 6 **NO First Monday of the month** EAA Chapter 17 meeting
- April 11 Second Saturday Omelet Breakfast. Monroe Co (MNV) (41 miles from DKX)
- April 18 Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)
- April 25 Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX)
- May 5-10 is the new schedule for the Sun-N-Fun air show in Florida.



### MARK YOUR CALENDARS! (and cross your fingers!)

- ➔ Memorial Day Weekend (May 23-25, 2020) Chapter 17 hosts EAA's B-17 "Aluminum Overcast" AND B-25 "Berlin Express" at McGhee Tyson Airport. **You WILL want to volunteer for this mission. Details Forthcoming.**



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?



# 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



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/](http://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 \$ \_\_\_\_\_

