

February 2017



Mountainland Flyer

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Next Chapter Gathering

February 6th
Sky Ranch (TN98)

Social 6:30 Presentation at 7:00 PM

Subject: Aircraft Insurance

PART TWO - THE INSURANCE. FEBRUARY GATHERING PLANS

THE INSURANCE COMPANY

The airplane be-
longing to
George Douglas
was insured by
our local Knox-
ville D. R. Cox &
Company, Inc.



The very one
that provided all those wooden benches scattered
around area airports for about half a century. Nathan
Woodall from D.R. Cox Insurance will talk about air-
craft insurance as it applies to us. We are all some fa-
miliar with insurance but Nathan says there has been
interest in hearing about why an insurance claim may
not be paid. Plan to attend the first Monday of the
month, February 6, at Sky Ranch Airport, 3535 Alcoa
Hwy. 37920 We start at 7:00 PM but come early to
visit.



THE JANUARY AND FEBRUARY MEETINGS ARE RELATED

We had another great meeting with about 40 people attending to hear about the serious accident that President George Douglas chose to develop into a safety lecture for our January meeting.

George was impressed with the RV design and found an RV-6 owner in Kansas that would take his existing project in trade. It was a beautiful airplane and George bought it. To satisfy the insurance company he began the required training and 40 landings.

Bad weather there cut the training short and George went to Florida to continue training in taildraggers to better prepare for his return to Kansas:

All the flying in Kansas with the new (to him) RV had been on a grass runway (think forgiving). As it made its first landing at a hard surface runway, the plane grabbed, swerved and exited the runway with disastrous results. George then showed us the airplane picture with a perfectly serviceable communications antenna. All else was unrecognizable. Aside from very sore ribs, there was no serious injury. Now he hopes his insurance will cover his loss.

Rather than suppress the sad story, George chose to make this a learning moment and a lesson for all our chapter members. He presented us with a history of the event and how the FAA treated the accident and the questions and documentation he had to provide. There was speculation that a wheel may have been canted improperly and rather than skid with no effect on grass, tracked some sideways on the concrete runway.

MEDICAL CHANGES BEGIN IN MAY

The FAA this week issued a final rule (BasicMed) that allows GA pilots to fly without holding an FAA medical certificate, as long as they meet certain requirements.

THE MARCH GATHERING will host Doctor Ernest Gibson, AME, at Sky Ranch to talk about changes in the medical requirements and offer suggestions to help pass your medical if you fly commercially or need just one more exam before the new law goes into effect.

WINGS PROGRAMS and DATES

Air Boss Darrell Sexton has announced the dates and times for the upcoming Wings Programs. All the following seminars will be held at the new room in Building 510 west of the main passenger terminal at TYS, where we held the ForeFlight classes. They begin at 7 PM and end at 9 PM. The last one will be at Downtown Island Airport with a hamburger cookout at 6 PM before the program starts at 7 PM. All seminars count for WINGS credit.

Feb. 28. New transponder system. Mark Lee from Carpenter Avionics Nashville

Mar. 28. Flying to airshows, Sun N Fun etc. with Darrell Sexton and Dent Young.

Apr. 25. Aircraft owner and maintenance they can do on their plane. FAA from BNA FSDO.

May 16. DKX Airport. Topic, Staying Well to keep flying for a long time by a Doctor to be announced later. Tim Hair will be providing burgers. Cookout starts at 6 PM. The seminar at 7 PM. FAASafety. Gov will be sending out an email two weeks before each event with more details. Make sure you are signed up with the FAA Wings program.

Other than the cookout, snacks may be served at each seminar.



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.

- February 4 First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU - 137 miles from DKX)
- February 6 First Monday EAA meeting at Sky Ranch Airport, 3535 Alcoa Hwy. 37920
- February 9 "Nontowered Case Studies" Topic: What Went Wrong? Clayton Homes Corporate Office 5000 Clayton Road Maryville, TN 37804 Select Number:NR0372573
- February 11 Second Saturday Breakfast. Monroe Co (MNV) Madisonville (41 miles from DKX)
- February 11 Second Saturday Breakfast. Winchester (BGF) (135 miles from DKX)
- February 18 Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)
- February 18 Third Saturday Moontown, AL (3M5) (168 miles from DKX)
- February 28 New transponder system. Mark Lee from Carpenter Avionics, Nashville. Building 510 at Mc GheeTyson from 7-9 PM.
- February 25 Fourth Saturday CAP Breakfast at Dayton (2AO) (68 miles from DKX)
- March 28 Flying to airshows, Sun N Fun etc. with Darrell Sexton and Dent Young. Building 510 at Mc GheeTyson from 7-9 PM.
- April 25 Aircraft owner and maintenance they can do on their plane. FAA from BNA FSDO. Building 510 at Mc Ghee Tyson from 7-9 PM.
- May 16 Staying Well to keep flying for a long time at Downtown Island by a medical expert to be announced later. Tim Hair will be providing burgers. Cookout starts at 6 PM, and the seminar at 7 PM.
- November 11 EAA Chapter 17 Annual Banquet with AOPA President Mark Baker

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:

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

Do You have a meeting suggestion?

EAA Leadership Bootcamp

By Gary Picou

On January 27, I was privileged to attend the EAA Leadership Bootcamp held in Carrollton Georgia, sponsored by EAA Chapter 976. Privileged is the term I use, because it was a terrific experience.

Yours truly is no stranger to training, seminars and meetings, having a 40-year career in aviation, and I was looking at this as an excuse to visit somewhere new, and maybe meet some new folks. By the end of the session, 5:05 PM, after being there since 7 AM, I wasn't ready for it to end (except I had to drive back to Knoxville. . .) It wasn't that the crew from EAA in Oshkosh didn't give me enough to think about, the hours were so packed with information and philosophy and energy that I just didn't want it to end! However, it did, and now I am enthusiastic to share it with my Chapter, and apply the insight to a better Chapter.

The first thing to consider is the unique relationship between EAA's international organization of 200,000 members, and the local chapters, like ours. No other aviation association has a structure of local, grass roots members that work symbiotically with the global organization to promote aviation at all levels.

EAA has almost 900 active local chapters, which represent 40,000 like-minded souls, which is still at only 40% percent of the international membership. Takeaway –we have many members to attract to Chapter 17.

Topics included chapter meeting ideas and organization, the chapter resources available to us, from the Home Office in Oshkosh, Young Eagles (Happy 25th Anniversary!) and Eagle programs updates, Fundraising ideas and tax issues, strategy for growing chapter membership, websites and social media interaction, chapter programs and airplane projects, and insurance.

The topics were presented in rotation by three EAA HQ representatives; Charlie Becker Director of Chapters, Kyle Voltz, Chapter Field Representative, and Dave Leiting, Chapter Outreach. Kyle and Dave, in their early to mid-20's, are young men who have grown with a passion for aviation, graduated from aviation universities, and now are eager to promote aviation. It was refreshing to see all of these people dedication, and gratifying to see that they have drawn inspiration from Paul Poberezny's example. This program, as well as activity in Oshkosh is a very tangible indication that the folks in Oshkosh appreciate the importance of local chapters (again).

There were more than 40 people, it was a pretty well packed house (although Chapter 976 has a very large hangar). Participants from Chattanooga, Tullahoma, Brooksville Florida, Savannah, Birmingham, Wilmington NC, Asheville, Greenville SC, etc.

Chapter 17 was the oldest, and Warbirds Chapter 31 from Peach State airport the newest, chartered last week!

Over the coming months and years, you'll see a great many improvements to Chapter 17, based on George Douglas' and my attendance of this EAA Program. I encourage anybody interested in becoming an officer, and improving EAA to attend either at Oshkosh HQ, or a local presentation. We'll keep you informed of future presentations.

Habits of successful EAA Chapters

- Motivated Leadership
- Welcoming environment
- Keep gatherings fresh
- Do something fun whenever possible
- Have effective Marketing
- Understand your Volunteers



Meeting of Chapter 17 Officers and Board of Directors

January 11, 2017

Attendees: Jerry Depew, Robin Depew, Sam Robinson, Tom Roush, Pat Roush, Alex Shore, Ken Strong, Judy Wayman, Gary Picou, Helen Picou, George Douglas, John Haynes, Gordon Meyer, Karen Meyer.

Welcome new board members Jerry Depew John Haynes, and Gordon Meyer.

Attending January 28 EAA Leadership Boot Camp Training? Gary Picou

Wings Meetings discussion. How many? Chapter 17 assist with four, Feb. March and April, and maybe a DKX cookout in May.

Treasurer report – About \$4,000 in the bank, we are holding our own with revenue, thanks to K2 airplane sale and Tri-motor revenue. We have paid \$1,420 to update the tax status for the 2009 rules. Non Profit status requires a 6% outlay toward the core purpose of the chapter.

Mr. Picou motioned that a particular member be awarded the next Lifetime Chapter 17 Membership. Seconded by Gordon Meyer and approved unanimously.

Mr. Douglas introduced the subject of **Eagles Nest** as a possible collaboration. Albert Robinson has expressed interest in the program. Mr. S. Robinson added information regarding the commitment required by membership. Discussion of using the program to reach inner city gang members through a local preacher's outreach.

Mr. Depew introduced discussion of revenue possibilities , 50/50 kitty for food expenses, etc.

Upcoming meeting discussion: February COX Insurance & Pete Crawford Red Bird simulator, March, a flight surgeon to discuss the new Medical Rules April-no meeting, Sun n Fun

Meeting Location – A fixed location to accommodate the membership is desired.

Discussion of Chapter Hangar possibilities. Some EAA chapters own a hangar, and rent will defray the expenses. Move airplanes out and people in for a meeting. Discussion of locations for meetings.

MKAA and KDKX are also cooperative with the chapter.

Young Eagles – Marvin & Sandy request 30-day advance information on YE pilot availability. Action item taken to create a database of pilot information available to maintain currently qualified pilots.

Message from your President

We have added 3 new members to our board. Jerry Depew, Gordon Meyers, and John Haynes all accepted positions on the Chapter 17 board. The nice thing about this is their spouses; Robin Depew, Karen Meyers, and Linda Haynes have all been strong support players throughout the years. So we get two for one, Priceless! They are all veterans of this chapter and have contributed many hours in the past of their time and service.

January has been another busy month for our members and officers. We held our first board meeting of the year earlier this month and accomplished a lot, as well as laid out some future plans. Please read Secretary Gary Picou's report for more details. Our Young Eagle Coordinators, Marvin and Sandy McGraw made a presentation to a group of local Boy Scouts. Gary Picou attended EAA's Leadership Boot Camp held last weekend in Carrollton Georgia and will share some info at our meeting. Sam Robinson has been busy lining up future local FAA wings programs.

We have another great meeting lined up for February 6th. Nathan Woodall, Aircraft insurance agent for DR Cox Company, will be our featured speaker. I encourage all pilots to bring their insurance policies so they can get their questions answered. Aircraft insurance isn't well understood by many pilots until it is too late in some cases. John Haynes will introduce Pete Crawford to talk about his Red Bird Simulator that he has set up at DKX. I would like to continue breaking bread during our social time before our meeting. So please contact me with what dish or deserts you plan to bring, as bread alone is not going to hack it. Hope to see you all this Monday evening at Sky Ranch.

George Douglas president@eaa17.org

Our Friends in the 99's and a day at the Chilhowee Gliderport

By Tom Roush

We have a nice connection to the women's aviation group, the 99's. Several of us, referred to as 49.5's are fortunate enough to be married to one. My wife Pat is a sometimes 99, and got the word, I think through Judy Wayman that the 99's monthly meeting was to be held at the Gliderport (92A), and 49.5's....or anyone else....was invited to come as well by airport owner and manager Sarah Arnold.

In spite of low ceilings in Knoxville, the skies were clear and the winds light at the Benton, Tennessee airport (2,600 feet, sod). We had a great time! Several went for glider rides, Sarah gave us a great presentation on the history of the Gliderport and competitive soaring.

Sarah's passion for sailplane racing began with her first long distance soaring flights in April & May of 2005. A few weeks later, on June 16th she flew 296 miles over an out and return course in New Mexico setting multiple state and National feminine distance records. In February 2008 she soared to 30,829 feet over Boulder, Colorado completing Fédération Aéronautique Internationale diamond badge #985. March 24, 2011, Sarah and student Dianna Fleming set 11 state and 3 national feminine soaring records flying a training glider over 200 miles along mountain ridges. Through her own determination and tenacity, Sarah successfully cultivated her soaring skills, and has earned her position on the US Soaring Team. In May 2011, Sarah became the US Sports Class National Champion, securing her place on the US Team. Sarah is the first woman in history to represent the USA in world soaring competition. She is unafraid to dream and courageous enough to believe in herself.



And did I mention there were cookies, cake and coffee?



PICTURES FROM THE TELLICO PLAINS FLY IN

Steve Curran is the artist of these prints he created from pictures he took at the September 3, First Saturday Tellico Plains fly in lunch. Note: The person looking inside the RV-6 belonging to Eric Brown of Georgia wearing shorts and suspenders is our own Tom Roush. The second picture is of an Ultralight with Young Eagles at the controls. We invite Steve to return and share his work and stories with our chapter.



This Month's Safety Tips

How many of you are subscribed to Pilot Tips by Mark Robidoux?

His website is www.pilotworkshops.com and you can subscribe free to his weekly tips. He has given me permission to share his tips in our newsletter each month. Last week's tips discuss guidelines for calculating takeoffs and landing distances. I don't know about you, but if I have to calculate this from my POH before attempting a landing or takeoff I will be looking for a longer runway. Of course we all have to consider performance data in our POH, especially when loaded heavy, high DA's, and even runway conditions. I remember reading about Charles Lindbergh working all his calculations before he took off for Paris where he just barely made it over the trees. His time was well spent on his calculations. How many of you calculate or at least pick a point down the runway where you have to make a go no go decision to abort or continue your takeoff?

I would like to turn over the safety tips section to one of our flight instructor members or even someone with vast flying experience to share their safety thoughts from a real world perspective. Do I hear any volunteers and or nominations?

George Douglas

Revenue Generation?

Why and how to? We all know to accomplish our goals as a chapter that we need money to do it. There are plenty of ways to do it, some labor intensive and some less. I would like to receive a phone call or email on your personal ideas.

I feel one of the easiest ways is to let our website work for us. I am in the oil business and I plan to put together a chapter rebate program that when members purchase any of the products I handle that a certain amount goes to our treasure besides the yearly advertising fee I would pay. If we can find other companies that are willing to advertise this will be additional money for us to spend on things like scholarships, equipment, possibly a hangar purchase, and other worthy causes.

Keep in mind to sell advertising we need a large number of visitors going to our website and also increase our newsletter subscriptions. So keep inviting people to subscribe to our newsletter and our website even if they do not wish to join our chapter at this time. I would like to hear from you on what types of companies and products that you feel would be appropriate for our chapter to sell advertising to and any ideas you have toward revenue generation. I would like to nominate someone to head up our marketing initiatives. Any volunteers? We live in Tennessee so we have to have some volunteers out there somewhere.

George Douglas 865-376-2053 George@oilhelp.com



PHOTO TIPS *(From EAA publications)*

You have put a lot of time, effort, and energy into building or restoring your aircraft. It is your pride and joy, and we want to make it look as good as possible with photos worthy of your effort. Here are some tips for photographing your airplane that will help make it look great in print.

What makes a good photo?

Photos of the aircraft in flight are always good — either an air-to-air shot or the aircraft taking off or landing. If you can't get a photo of your plane in flight, try shooting from an interesting angle or with good scenery.

Interesting angle:

- Three-quarter view from the front.
- Use a stepladder and shoot looking down.
- Get really low and shoot up.

Interesting scenery:

- Mountains
- Fields
- Blue sky, with white clouds

Background

Make sure the background is clutter-free. *Avoid* taking a photo in front of your hangar; look for a spot on the ramp that has a natural background.

What works well

- **Clutter-free:** Watch for poles and buildings behind the airplane, taxiways or other lines going through the airplane, or other distractions.
- **Contrasting color:** This will help the plane stand out. If the plane is light, the background should be dark and vice versa.

Avoid Never shoot in front of a hangar (unless it happens to be an interesting hangar; for example, a vintage hangar as a backdrop to a vintage aircraft can work).

Avoid gray sky (if possible).

General Photo Tips and Requirements • Make sure there's enough resolution. What looks good on your computer may not work in print. Generally, a full-resolution picture from a 3-megapixel camera or better is required. The more megapixels the better.

Name your file. Your camera will put a name on your picture that won't make sense to anyone. Change the file name to your name and the airplane type, such as "SmithGlasair.jpg."





EAA Chapter 17

EAA Chapter 17
 Newsletter Publisher
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 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 cooperative 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 \$ _____

