

JULY 2018



# Mountainland Flyer

EXPERIMENTAL  
AIRCRAFT ASSOCIATION  
EAA CHAPTER  
**17**  
KNOXVILLE, TENNESSEE

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## Next Regular Gathering July 2, 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.

## B-17 EVENT BIGGER THAN EXPECTED. MORRISTOWN IN NOVEMBER

Aluminum Overcast will return to Tennessee for three days November 16-18 at Morristown (KMOR) only 32 miles by air from Knoxville. There were so many people wanting to take rides with us that they were advised to go to Morristown this fall when it returns. By making reservations in advance, you receive a discount and are assured a place on the airplane. Refunds are available if you are unable to go or weather hampers the event, but we all know that November is spectacular flying weather in Tennessee. For future reservations call: 800-359-6217 or go to [www.B17.org](http://www.B17.org)

## CHAPTER 17 FLY OUT AND COOKOUT at MNV set for August 11, 1PM

George Douglas has been working with the airport manager Tom Mc Cosh at the 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

Our members have had another busy month with some attending a Fly-in at Collegedale airport, some attending the first annual Young Aviators Fly-in held at Triple Tree Aerodrome, and the biggest event for us, hosting EAA's B-17 Aluminum Overcast tour at TYS.

At our July 2<sup>nd</sup> meeting, we will break down the success of the B-17 Tour financially, as well as the WWII History, and the many veterans from this era that we got to meet. We also signed up new members from this event. Ten of our volunteers got to fly to Indiana on the re-positioning flight. I asked a few of them their thoughts about the flight when they returned. Some stated they felt they had stepped back in time and was on a bombing mission while scud running around the clouds to avoid the bad weather, especially when they were at the controls flying it from the captain's seat. Another volunteer commented by simply saying, *Priceless!* We will be showing some of the pictures of the flight and the ground handling of the tour and hear from some of those that took the flight to Indiana. Come out to meet our new WWII Rock Star, Jules Bernard.

I would like to thank all involved in making this event a success and a special thanks to Robert Berlin, our webmaster and Media Specialist, that worked hard at getting the word out with the local media. We surpassed EAA's expectations by a wide margin for a town of our size. We equaled the success of large cities like Detroit, would have for example.

We flew 150 passengers, gave paid ground tours to 5,105 people, and sold \$4,940.00 worth of EAA merchandise. For this EAA will be cutting us a check for \$6,427.25. We are now looking

at offering our services for a future B-24 event with the *Commemorative Air Force (CAF)*. Our chapter has a proven track record from our marketing, crowd control, airport security, and our general expertise to handle these kinds of events. EAA national knows Chapter 17 Knoxville.

Remember that our social time now starts at 6 PM with the meeting starting at 6:30 PM and ends at 8:30 PM. Our chapter will provide the main dish and refreshments as usual, and we welcome you to bring your favorite deserts to share. See you next Monday July the 2<sup>nd</sup>.

George Douglas

President Chapter 17

*Never Fly Solo!* \*

*\*Unless required by 14 CFR 61*

Jules Bernard and Ken Blythe soaking up the B-17 visit.. Don Miller Photo



## LONG on Safety

### A summer time reminder.

By Greg Long

**W**ith summer upon us, as pilots we need to think about how the sunny hot weather will affect our time in the sky. Summer time makes it harder to keep engines cool, especially on the ground and during takeoff. Expect longer take off distances due to less dense air. Know the density altitude at high elevation airports. Expect more turbulence during your flights. Thunderstorms, especially as the afternoon begins to really heat up can make for, at a minimum alterations in courses, and should you end up flying through one, can be fatal. Keep your body hydrated drink plenty of water.

To minimize the risk associated with hot days: fly during the morning hours before the day heats up when possible, when flying cross country. check enroute weather regularly. Land and wait weather out when necessary. Know the weather patterns and what to expect before getting in the cockpit.

Summers can be a great season for flying but plan for the heat!



## THE JUNE 4 MEETING had 42 people attending.

**GEORGE DOUGLAS** gave a presentation about Oil Analysis that was very informative. George has experience using this data to predict problems with your engine as a mechanic in military service and with the airline. His provider even had records of his Cessna 182 from the previous owner, and analysis shows that more frequent use of the airplane has improved the oil data. George uses AVLab and reports that the test kit cost about \$15.00 and includes postage.

## 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 sky-divers 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.



## FEDS OUTLINE \$1.5B TO HELP REBUILD ROADS, BRIDGES (Airports)

The Associated Press. Extracted from *The Oak Ridger* Monday, June 11, 2018. The Transportation Department also announced a number of grants for airports, many of them in rural areas. Candace McGraw, CEO of Cincinnati/Northern Kentucky International Airport, said funding from the federal Airport Improvement Program is critical for small and medium-sized airports.

## FLYING FORTRESS VISITS KNOXVILLE

By Jerry Depew

Our chapter volunteered to host "Aluminum Overcast" when it came to the Knoxville area to fly passengers, and worked with TAC AIR at McGhee Tyson airport to provide ramp space and logistical support. When the EAA B-17 bomber arrived, they already had 100 seats sold but it rained the first day and the planned flight for the radio and newspapers was canceled. The weather was so foul there was no attempt to remove the engine covers. All we could accomplish Thursday were walking tours through the airplane.

This B-17 G model has the Chin Guns and the Ball Turret in the belly. In my previous walks through a B-17 I had an easy walk forward to the bomb bay, but now find that the Ball Turret and its support structure take up lots of space requiring some maneuvering. The passage through the Bomb Bay to the cockpit is narrow and I was reminded that 18 to 20-year old kids manned these bombers during the war.

Visitors touring the airplane were numerous the next four days making us a huge success, in spite of some area showers. Many of our visitors commented that they came because they heard and looked up to see this magnificent bomber flying only 1500 feet above. Then found us, and extra flights were scheduled. One of the pleasures of my working with the Aluminum Overcast tour was talking to veterans and family members of bomber crews who served, some who did not return home. A woman showed me a picture of her deceased husband and the crew he flew with. She wanted to see where he was stationed aboard the airplane. Crewmembers brought photo albums and logs recording their missions over France and Germany. Others came saying their father or uncle never came home and wanted to get a sense of how they served and died to help give them closure. They all gave honor to those who served, and perhaps perished serving in the Army Air Corps. Please visit [www.EAA17.org](http://www.EAA17.org) to see pictures and interviews with WWII veterans gathered during the four-day event.



## Ferris Thomas headed to the TN Aviation Hall of Fame

Chapter 17 charter member Ferris Thomas, along with his wife Ruth, will be inducted (posthumous) into the Tennessee Aviation Hall of Fame on November 3, 2018.

Thomas became interested in flying as a young boy when his next-door neighbor Frank Andre took him for his first airplane ride. Though the “vicious acrobatics” scared him to death, the flight left a little spark in him, which never went away.

He soloed in 1932 as a 19 year old. After the “new” McGhee Tyson Airport was opened at Alcoa in the Fall of 1937, Thomas helped his instructor Sonny Rising establish the first general aviation business there, Knox-Flite, Inc. In '39, he bought Rising out and over the next two years expanded the business from four to nine airplanes, including a Stinson Tri-Motor.

In the Spring of '39, Rising introduced Thomas to Ruth Wolfe, a senior at Carson-Newman college working part-time as a waitress at Regas' Restaurant. Their first date was a flying lesson. After a series of “dates” Ruth soloed in June. In the Summer of 1940 Ruth married her flight instructor, got her Private, and became one of the five charter members of the Tennessee 99s.



Ferris, Bob Hoover, and Ruth meet at an airshow Photo from Don Miller's Chapter 17 history.

From early '42 to early '46 Ferris flew with the Air Transport Command. By the end of the war he had flown nearly every airplane used by the Army Air Force, including the B-17. Ruth went with Ferris to Romulus Air Base near Detroit and in May of '42 became one of the first female Air Traffic Controllers.

After the war, they came back to Knoxville and bought Ruth a new 120 Cessna. Ruth resumed her career as a school teacher and Ferris did odd jobs connected with aviation. The late 1940's was a low time for private aviation. One of his “odd jobs” was as a test pilot for the Baumann Brigadier, a high-wing twin-engine pusher, which was being developed in California, but was receiving some financing from a Knoxville businessman.

From '52 to '55, Ruth flew her Cessna in five cross-country all women “Powder Puff” races, finishing third in one which ended in Havana, Cuba.

In 1954, Ferris began flying for Kerns Bakery on an “as needed” basis. The next year he was hired full-time and over the next 20 years accumulated 14,000 hours.

Now with a steady job as Kerns' corporate pilot, Ferris turned his attention to building his own airplane. In the late '40s and early '50s “midget racers” were very popular. During the late '50s, Ferris built one of his own design to about 75% complete. Once the fuselage was done, it had to be moved

out of the small shop behind the house to make room for building the wing. There were no “self storage” places then, so it was rolled into the living room of their home and stayed there for two years. Realizing after about five years effort that he just didn't have the time to finish it, he sold the project and the living room became usable again!

In the mid-1970s Ferris and Ruth both retired and fulfilled a lifelong dream, being able to park their airplane next to their home. They turned what had been a drag-strip in the '50s and early '60s into Montvale Airpark, just south of Maryville, TN. They continued flying and supporting private aviation right up to their final departures; Ruth in 1997 and Ferris in 2001.

*Submitted by Andy Thomas (son of Ferris and Ruth)*



Andy and Ruth Thomas



Ruth's Living Room.

## B-17 RIDE

by Jim Pearce

A surge of excitement went through me when I received notice from George Douglas that I was included in the list of people to ride in the B-17 repositioning flight Monday morning. As I drove out to the airport at 8:30 AM, I had visions of arriving only to find the ramp empty of the WWII bomber. I was thankful that the Aluminum Overcast was resting peacefully where it had remained over the weekend.

I was not, however, thankful for the weather radar display that I was seeing on my phone! Lots of heavy rain was showing on the route from TYS to HQY. It wasn't my go / no-go decision so I put that out of my mind while waiting to get underway. After an eternity, our pilots, Rex, Meredith, and Neil arrived and started their preparations.

A group of CAP cadets arrived for a look at the plane and in a few minutes the EAA flight crew also arrived and started their pre-flight preparations. One of the pilots, Neil, gave a very interesting presentation to the cadets that was geared with a greater military slant than the presentations that were given during the weekend flights.

Finally it was time to load up. We (almost) all clambered aboard without aid of the stairs since they were stowed on the starboard waist gunner position, found seats, and buckled up. By then the inside temperature was getting quite warm and it seemed to take an eternity until the big radial engines lumbered to life.

After the clouds of smoke dissipated, the inside air became much more comfortable with the airflow from the four engines, even while the B-17 remained stationary for the engines to warm up.

Soon we were rolling down to the end of 5L and lining up for takeoff. The sound level went from moderately loud to deafening and we started our launch. I suppose that the fuel load was considerably greater than that used for the rides over the weekend, because it seemed that we didn't break ground until abeam the airline terminal. Finally we were in the air and gaining altitude.

Sooner than I expected, Meredith signaled that we could unbuckle our seatbelts and wander about the plane. The air was far from smooth. As I made my way up to the front there were times that I had to find a rigid part of the structure to use as a brace to keep myself right side up. The control wires were temptingly running at bracing level and I had to wonder how many non-pilot passengers had grabbed them while moving around during their flights.

The sound level was quite high. I did not have an aviation headset along since they were in my plane in Rockwood, but I did have an active noise canceling "Beats" headset which helped a lot. Unfortunately it also reduced the level of sound from conversation so I had to remove them whenever I wanted to hear what someone was saying to me. Even then the communication consisted of just a couple of shouted words and lots of pointing.

I made my way to the front of the plane and stood behind the pilots as we passed by the Y-12 plant. I noticed our altitude was 4500 feet which turned out to be our maximum altitude for the flight, since the cloud cover continuously pushed us lower.

I brought up ForeFlight on my iPhone and saw that we had taken a turn to the right that was almost 70 degrees to the straight course. Looking out the left windows made it obvious why, as there was heavy rain just a few miles in that direction.

I slid down under the cockpit to the bombardier's position. The seat is on a slightly elevated shelf and is mounted very similarly to a bass boat fishing chair -- except this one has plexiglass covering more than 180 degrees of the view and beyond that is nothing but a long drop to the earth below.

I found myself gingerly crawling up onto the shelf and inching my way into the chair. As soon as I sat down, I fastened the seatbelt and only then could I enjoy the incredible view of the Cumberland Mountains streaming by. Where I sat seemed completely disconnected from the rest of the aircraft. I could see no one else and certainly couldn't hear anyone. I thought of how completely alone and exposed the airmen in the front, rear, and belly of a B-17 were during combat.

It was then time to exit the nose and sit in the navigator's position. Being a radio electronics engineer and ham radio operator, I couldn't help but admire the stack of antenna tuners against the bulkhead separating the forward section from the bomb bay. There was a stack of five units, each one marked with the frequency range it was made to cover.

I then headed back to the radio operator's table where a Morse code key was attached. I could just imagine trying to send and copy code while bouncing around in flak. I had enough trouble copying code sitting in my ham shack!

After several course changes to avoid storms, we came to relatively good weather near Cincinnati. I was standing behind the pilots when Meredith, sitting in the left seat, took his headset off and left his position. Neil, who was standing next to me, signaled that I should take my Beats headphones off. He told me to put the pilot headset on and get into the left seat. I almost could not believe it! Just as I settled in, Rex, flying in the right seat, asked me if I knew how things worked and told me to maintain our current altitude

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of 2100 feet. Rex had just made radio contact with Cincinnati approach, who instructed us to turn right 15 degrees. I had the outstanding pleasure of turning the B-17 to the new heading of 320.

After having several pictures taken with me grinning like a Cheshire cat I had to leave the seat to the next Chapter 17 rider. I believe that we all got a short but unexpected turn in the left seat, including a certain member of the party who was not a pilot! We were later told that our time as pilots in the B-17 would have been longer if the weather hadn't been so marginal.

We soon arrived at the Greenwood, Indiana airport and landed with a stiff right crosswind. The taxi to the parking location was over a very narrow taxiway that required considerable skill from the guys up front.

And then it was over and time to wait for rental cars. Two hours later we were on our way home where the discussion revolved around drop tanks, the shape of the clouds... and the incredible experiences of the day. What a trip! The glow lasted the entire way home and into the next day. I want to thank the EAA for bringing the B-17 to Knoxville and all of the members of Chapter 17 who spent long hot hours volunteering as ground crew while the B-17 was here. —*Jim Pearce*

## TEN CHAPTER MEMBERS FLY WITH THE B-17 TO INDIANA

By Jerry Depew

After working four long days with the B-17 it was time to say goodbye to "Aluminum Overcast" and planned to sleep late the next day, but there was an opportunity to fly some of our volunteers with the airplane as it re-positioned to Greenwood Indiana. Ten seats were available and with great effort two rental cars were reserved to drive us all home. Because one of the cars was reserved in my name I had a good chance of getting to go as one of the ten chosen in a drawing.



Transition KTYS—KHFY "CREW:" From left: Ken Strong, Albert Robinson, Don Walter, Stephen Wickizer, Jerry Depew, Robert Berlin, Gordon Meyer, Jim Pearce, Sam Kelso, John Winter. Shown here, contemplating a 7-hour drive home. . .

It was already after 11:00 AM when we taxied out for takeoff, an hour later than planned because of nasty weather near our route of flight. After takeoff we were allowed to unbuckle and move about the airplane with everybody getting to move forward to the Bombardier position at the nose of the airplane. From the Waist Gunners positions we could look out to the left and right. On the right visibility was good but to our left was ugly with rain and low clouds that forced us way to the east as the pilot hugged the weather in a great circle that may have added a full hour to our flight. Extra flying for us but more work for the crew.

I was at the waist looking out at the drizzle and mist as we flew with a ground speed of 190 – 200 miles per hour. There was light buffeting and I could imagine that we were a crew returning from a mission and making our way home



back in England with worsening weather. I looked down at the roads and small towns to see if anybody would look up at the bomber and wave, I wish they would, I would have waved back.

## HISTORY MOVING FORWARD

By John Winter



I like history. The images that come to mind when reading about people, places and things from our past always fascinate me. I try to imagine what it was like to experience the things that I read about. What were the sounds, the smells, the feelings? Well, after volunteering with our EAA Chapter 17 that hosted the B-17, I was able find out. A group of ten of us that volunteered over the weekend were selected to tag along on the repositioning flight of the B-17 from Knoxville, TN (KTYS) to south of Indianapolis, IN (KHFY).



Now I have to say that my only exposure to a B-17 up to this point was what I have seen in static displays at museums or fly overhead at Oshkosh. But after watching this beautiful plane take off and land all weekend, I knew I had to fly in her. I kept hoping that my name would be drawn from the pool of those that were on the "available" list I but didn't try to get my hopes up to high. After all, it is coming back in November to Morristown, TN and I planned on buying a flight at that time if I didn't make the cut. Who knows, I may still go for a flight then. It was that amazing.

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The flight began at 11 a.m. with a safety briefing, but I don't know if I heard any of it. I was just staring at the plane in amazement thinking, "I am actually going to ride in that thing". It did not disappoint. The sound of the engines, the smell of the exhaust, the cold metal structure, simply amplified the experience. The exposed control cables and wiring spoke to the fact that this was a tool of the military, nothing more, nothing less.

The journey began as we started to taxi away from the ramp. Then shortly after, the brakes squealed and we slowed to a stop for the engine run ups which gave us our first taste of the power held within this metal machine. The plane began to shake and sway as those big radials were given gas and allowed to roar. You could taste the exhaust, smell the fumes. The anticipation of our flight was amazing.

Soon we were given our clearance and off we went. She lifted off more smoothly and gentle than the sound and power would have you believe. The big bird turned right and we were headed off on our intended course. That soon changed as we noticed off to our left that a large weather system was looming so we headed northeast to avoid the weather. This had the wonderful effect of extending our flight time by quite a bit since we eventually flew east of Cincinnati, OH. I know that adding close to an hour to any flight is usually seen as a bad thing but this was a B-17. I can assure you that no one in our group was complaining.



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Once airborne, we were given the all clear to stand up and move around the plane and take in all of the vantage points. The waist gunner positions obviously gave the best side view with the large opening with the 50 caliber machine guns hanging out for effect. I could only imagine what it was like to stand in that huge opening firing at an incoming ME 109 or FW 190. The line in the classic song that goes “nowhere to run to baby, nowhere to hide” comes to mind. Those men just had to stand there and do their job. Incredible.



To sit at the navigator's station and watch those big radials rumble along was something I think everyone should experience at least once in their life. I may have been born a generation too late because you can keep your jet engines. To me there is no better sound of raw power than a radial engine cruising along, especially four of them. Ok, maybe a Merlin engine is a little better but these are a close second.



Looking out from the bombardier's seat was a site to behold. To watch the world slip by as we glided along was out of this world. The wind blasting in through the open port was cold and wet from the rain. I can only imagine what it was like for the men who flew in these birds at extreme altitude in heavy flight suits doing their best to function in such a cold and uninviting environment.

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Moving back to the navigator's station and looking at what was the "state of the art radio and navigation equipment" of the day, gave me a real appreciation for the modern radios, tablets and GPS units that we have today.

The final position was one of the best. Watching the crew fly along was pretty amazing. The flight engineer kept track of the weather and since our altitude was fairly low, he also checked for any possible obstacles along our route and notified the pilots of any possible conflicts. Toward the end of our flight we were given the chance to sit in the left seat and actually "fly" this beauty. I

don't know how many people can say that their only tailwheel experience is in a B-17 but you know I will tell anyone that will listen.



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As the flight came to an end we turned final for Greenwood airport (KHFY) and descended to the runway. With one small bounce and the rattle of the tailwheel our 2.5 hour flight had ended. We taxied to the far end of the airport where an old FBO foundation was visible along with some older block t-hangers. Climbing out in this somewhat rugged area of the airport seemed fitting. No fanfare, no fancy FBO, no modern airplanes around, just pavement and old structures giving the feeling of an old base after a mission. I liked it.

With the flying portion of the trip over we now had to look forward to a six hour drive back to Knoxville and our cars. After close to a two hour wait, we piled all ten of us into two midsized sedans, five in each, and headed for a bite to eat since none of us had eaten since breakfast and it was now past 3 o'clock. We sat and ate and discussed our day and what we thought of the flight. The joking and laughter of the men in our group made me wonder if this was what it was like for those who flew these marvelous aircraft in a time of global strife and change. We are all from such varied backgrounds and places with different likes and dislikes but when thrown together in a group like this, we talked and joked as if we had all been friends since childhood. I like that about the aviation community. We all have this one common interest that bridges so many of the issues that divide us today. We can sit and talk for hours about planes, places and flying. So the slogan for the B-17 "Keep it flying!" really means more to me than ever. Let's keep this piece of history moving forward and not stuck in the past so more people can enjoy this amazing aircraft and the hobby that we love.

John Winter



Don Miller



Gary Picou



Don Miller

## 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](http://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

### **Dan Valle Chapter 17 Member offers Aircraft Certs**

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

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

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

Contact Dan Valle

Cell 313-539-9818

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

### Priceless Veteran Memories

Maryann Brock (left) shows pictures of her husband and his Douglas A-20 Attack Bomber.

First Lieutenant James (Bud) Mynatt (left) now 94. Enlisted June 1942 and was a pilot flying 15 missions over France and 20 over Germany in B-17's, B-24's and B-25's, saying that he did not have fighter escort until his thirtieth mission. He said the B-17 was fun to fly and the B-24 with it's long skinny wings wobbled a lot.



Photos by Karen Meyer



Note that he and his generation graduated high school and spent their summer going to war.



Very special visitor to Friday flights. Herbert T. Kerz, Athens, TN He was pilot of "The Green Hornet" in 1945. Shown here with his son George— Don Miller Photos



## 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.

**July 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).**

July 7 First Saturday EAA Chapter 1494 Breakfast at Morristown (MOR) (32 miles from DKX)

July 7 First Saturday Breakfast. Winchester (BGF) (135 miles from DKX)

July 7 First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)

July 14 Second Saturday Breakfast. Monroe Co (MNV) (41 miles from DKX)

July 21 Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)

July 21 Third Saturday Moontown, AL breakfast. (3M5) (168 miles from DKX)

July 28 Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX)

**August 12 EAA Chapter 17 Fly-in to Madisonville (KMNV) 1 PM**

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](http://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.

## MOONTOWN, ALABAMA FOR BREAKFAST?

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



# EAA Chapter 17

EAA Chapter 17  
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.

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## 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 \$ \_\_\_\_\_

