

July 2020



Mountainland Flyer



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Next Gathering UNKNOWN

THERE WILL NOT BE A GATHERING July 6st.

Chapter 17 Picnic at Wolf Creek July 25. See below

Return to normal operations has not been established at press time.

Your Presidents Message

By George Douglas

Again, we meet through the mighty power of the pen. I hope this changes soon though, but really can't forecast that right now. We will have a good opportunity to enjoy everyone's company July 25th at our home and grass strip at 2TN7 Wolfcreek near Kingston. Our address is 494 Holderford Rd. Kingston 37763. Some GPS road directions may place you at the wrong end of our road so you might call me and get better directions at 865-376-2053. This will be our 3rd annual chapter picnic. The chapter will be picking up the cost of this event so drive or fly in and enjoy. Lunch will be served around 1PM. Let me know if you plan to come early and camp the night before.

We will be holding an auction during our picnic for items that you dig out of your hangar and want to sell and or donate the funds to our chapter. On expensive items you can put a reserve on them and only donate a portion of the proceeds to our chapter if they are sold. This is our kind of garage sale and a way of generating some funds for our chapters bank account.

We held a board meeting via telephone conference call last week and agreed to offer lifetime memberships for \$100.00 and also auto renewal as soon as we can secure the software for that service. The first Lifetime member is our #2 VP Stephen Wickizer.

To stay somewhat active in aviation during this pandemic I received some dual instruction stick time in Linwood Stevenson's motor glider. He picked me up at Riley Creek in Kingston and right after takeoff he shut the engine off and handed me the controls. He taught me how to go from cloud to cloud to gain lift. We eventually got down to Chilhowee Gliderport. I gave the air-

(Continued on page 2)



(Continued from page 1)

craft back to him and he started the engine and made the landing. We got out for break and help a few gliders get launched for their mission before we made our return takeoff to Riley Creek. After takeoff Linwood flew towards the ridges and shut the engine off around 2,000 MSL and worked the thermals to get us to 6,000 feet before handing the glider back to me. I flew back again going from cloud to cloud without ever using the engine. Lots of work, but what great fuel economy. When we got within 5 miles to Riley Creek and about 2,000 AGL it was time to hand the aircraft back to Lin so he could start the engine and make the landing. Well the engine would not start so my pucker factor rose a little. I am still a powered aircraft type of guy so I told Lin that if I was still PIC I would make a straight in approach not caring about wind direction. He said no problem and joined the traffic pattern like nothing was wrong and landed it like a normal day at the office. He even had to use spoilers to lose altitude on final. He said he was **n't worried at all since he has made over 3,000 of these glider landings. I got 2.5 hours in my logbook so not a bad day.**

I called Jim Auman, our resident DAR and asked about the rules of phase one flying concerning the recent work I did to my RV9A. I field overhauled the engine and installed electronic ignition on the left side. He said the only time you must put an experimental aircraft back in phase one flight conditions is if you make a design change, like for example, a new type wing or control surfaces. He was up in Maryland receiving transition flight training for the new to him AutoGyro Cavalon he just purchased. <https://www.pilotmix.com/cavalon-gyrocopter> He said his wife is allowing him to keep his Mustang also. What a deal. Hopefully he will write up an article on his experience soon.

I am working on scheduling a prop balancing workshop at DKX soon, so watch for a chapter email on this so you can attend and even get your prop balanced if needed. I held an electronic ignition workshop at my hangar a few weeks ago, but the only one that showed up was my wife Shirley and she has heard that story before when I installed it. Oh well, got to keep trying.

Hope to see you all at our picnic.
George

Europa XS Monowheel Kit for Sale

After careful consideration, I have realized that I won't be able to finish my kit. Though it pains me, I will talk to anyone that would like to finish this aircraft and offer an appealing price. Would you please inform the members of the club about it's availability? All work is first class and to tolerance. Thanks.

Vaughn Teegarden
Bristol, Va.

Email publisher@eaa17.org for Mr. Teegarden Contact info.



Photo of type

Last Month's "Guess Who?"

June's Mystery Member was Paul Mercandetti. He says:

About 10 months after graduating from high school I volunteered to join the U.S. Army. It was 1967 and I could have gotten a deferral as I was working for the RCA Burlington Defense Plant on the Lunar Excursion Module but all of my paycheck was going into flying lessons at the local airport and it wasn't taking me as far and as fast as I wanted. Incidentally the parts of the LEM that I worked on are still on the Moon. I also built the tracking modules one of which is on display in the Smithsonian as well as a mock-up of the LEM.

The Vietnam war was escalating and even though I had a Private airplane license the need for helicopter pilots was much greater. I was the second one in my class to solo but I soon found out it was much harder to fly helicopters than fixed wing airplanes. Primary training was difficult but fun, however, it was where most of the washouts occurred and there were many. Instrument training was next and most difficult for me as helicopters are inherently unstable and at no time can you relax or trim out all the control forces. Trying to keep the blue side up and flip through charts at the same time is a challenge.

The next phase was the most fun for me. It was advanced contact training which consisted of transitioning into the Huey (UH-1) and low-level navigation (dragging your skids thru the tree tops at 90 -100 knots) and gunnery training. 250 hours in a helicopter and I was on my way to combat.

I grew up as the son of immigrants, on John Wayne and GI Joe comic books, I wanted to fight for my country and as a kid that meant shooting something. I was immediately assigned to a medical unit. I had no idea what **Dust off** was. It didn't take long for me to learn. After about 3 weeks of it I would not trade it for another assignment. There is nothing more rewarding in life than saving a **wounded soldier's life. And it was not just** soldiers we saved, there were many civilians and enemy soldiers as well. In the 12

months I was there I was credited with over 1500 saves. I received 16 Air Medals for combat flying that are awarded automatically based on the number of hours flown in combat as opposed to regular admin flying, but in my unit other than awards for the Purple Heart Medal for being wounded we considered it our job to fly into **harm's way** and it was the **Aircraft Commanders' responsibility to submit for awards** and it was rarely done. The real heroes were in the back of the helicopter bleeding. For all my efforts I did manage to lose one ship and got shot up 3 other times, once by a cross bow, very lucky shot.

I was assigned to a training brigade when I returned stateside and took night classes at the local college then went full time when I got out. Because almost all my time was in helicopters I was not a prime candidate for the major airlines but after building some fixed wing time as a flight instructor I landed a job with a small regional airline until they went out of business. My helicopter time enabled me to work as an Aeronautical Inspector for the state of Massachusetts flying the Governor and other state dignitaries around until I was able to find my dream job at a real airline. I was **one of Piedmont's token Yankees.**



MISSISSIPPI RIVER EXCURSION

By Jerry Depew

About the middle of June, the weather channels were all forecasting great weather. Not simply great, but Spectacular weather with cooler temperatures and low humidity and great visibility across the entire eastern half of the US. Something needed to be done but my flying buddies were either out of town or tearing into their airplanes during the pandemic. Cool and clear was inviting me to make a camping trip, but I had another destination in mind, to fly the Mississippi River from the Gulf of Mexico as far up the river as time would allow. That trip had been on my Bucket List for many years, and even started it 25 years ago flying my Cessna at 1,000 feet over the river from Memphis to Kentucky and camping at both ends. I always wanted to finish but life got in the way.



I packed the Bonanza for a camping trip and planned for two flights, an appealing week of camping alone, or a long cross country. I went to bed without a firm plan but knew this was a rare opportunity. I am already 69 and would someday regret not having gone when I could. That Bucket List.

My original plan involved restaurants and museums now closed that would have been fun shared with friends but now unnecessary, so followed a route that was now dictated by affordable fuel prices. I had a 35 mph tail wind and was making good progress with no planes or even clouds in sight. I have a friend that lives near Baton Rouge and called him from my first fuel stop to tell him of my adventure and was invited to spend my first night there. He suggested a nearby airport. I was at an unattended airport with no WiFi so was unable to get any NOTAMS but they too had good fuel prices when compared to Baton Rouge or New Orleans so off I go.



Oops, Murphy's Law. As I approach my airport there is no answer on Unicom and as I enter the pattern I find a big X on each end of the runway. Now what. . . ? Baton Rouge it is. ForeFlight makes it easy to get my heading and frequency information for Baton Rouge just 20 miles away. The tower was

friendly and helpful and gave progressive taxi instructions to a FBO. There may have been one other airplane operating at the airport because of Covid-19, and I was greeted by staff with a cart for my luggage. He was wearing a mask and I had mine. A sign on the door said not to enter the building without a mask. After four hours of flying I was glad to be down.

I invited my host to accompany me on my first leg of the river that involved flying down one side of New Orleans and out to sea and return on the other side of the river over Lake Pontchartrain. On the way down we stopped for fuel at South Lafourche (GAO) field elevation 0 feet MSL. With full tanks we flew out to sea to the mouth of the river some 80 miles south of New Orleans.

Now I am thinking that we don't have any flotation gear. Even as we approach land it is little comfort as it looks like a ribbon of swamp with a dredged canal and the nearest road is twenty miles away. We intercept the river as it splits into three separate exits or ingress for shipping. We are at 1,000 feet, it is hot, bumpy and buggy and our visibility slipped from spectacular to hazy. I am monitoring New Orleans Approach and cross the Lake Pontchartrain bridge that seems to span from horizon to horizon. By the time we had returned to Baton Rouge we had traveled 340 miles at low level and as close to the river as allowed and was grateful for the offer of another night stay and a Cajun Shrimp Boil.

Day three was a pleasure and I exited the controlled airspace now only concerned with following the wa-



ter. I started centering over the river at low level but found that pictures without distorted propellers would best be shot out the left window so started to follow a route on the east side of the river. I saw barges, and water. Everywhere at first. Houses on little islands of land or no land at all. A line of houses along the bank of the river with no road or dry land to be seen. There were lots of trees that looked like pines so expect that I was observing flooding in the region and wondered where from as we were in a wonderful high-pressure area and 60 mile visibility.

My first bridge across the river was 75 miles upstream at Natchez, one of the few places that had given me an opportunity to view the river for moments as I drove across looking left and right as I passed. It was driving trips like that giving me a desire to really see the river. The next bridge was at Vicksburg and the battle there during the Civil War came to mind. It looks like a pretty place.

By the time I got to Greenville it had been a long time since I had heard anything over the radio. Nothing on unicom all day so went to Greenville Tower to listen and found only silence. I called them to ask for a radio check and think he was as startled by my call as I was by his answer. I thanked him and it was silent again. Why am I even wearing this headset? So, took them off and put them in the seat beside me.

By the time I got to West Memphis it was late afternoon and wanted a little extra fuel as insurance to my next affordable fuel stop. It was right along the river and would be easy for me. No masks were worn here, but I was only the third person on the airport. The Line Man didn't much care that the fuel pump wouldn't read the credit card, or the hose would not retract. I asked him about the Memphis Bell that was once kept there, but he had no knowledge of it.

So back to the river I go. My next fuel stop was Everett Stewart (UCY) near Union City with fuel at \$2.95 These people were genuinely nice. They allowed me to overnight there, gave me access codes for the doors to use the restroom and Wi-Fi codes to plan my next day of flying. They even gave me a bag of ice for my camp cooler.

Day four now and I crossed into Missouri (Sikeston) for an early lunch at Lambert's Cafe, Home of The Throed Rolls where they picked me up and served me so much that I ate leftovers for two more days.

Then off to Saint Louis to view the Arch from the air.



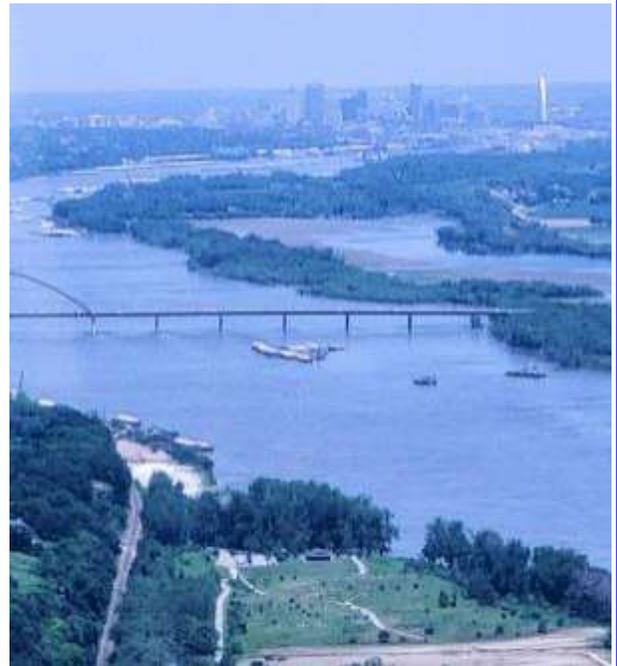
At Saint Louis I had reached my planned destination and was ready for a rest. I turned SE and climbed to 7,500 feet where it was 50 degrees and smooth as glass. No more bumps and bugs. I headed for my favorite airport campground at Rough River KY (2i3) where I spent a couple of days at leisure leaving only because that perfect weather window was about to close. I had flown 16 hours and traveled an estimated 2,000 miles. Now I can cross the Mississippi River flight off my Bucket List.

The list:

TAIL WHEELINDORSEMENT - CHECK

MISSISSIPPI RIVER EXCURSION - CHECK

GLIDER SOLO - PENDING



THE LITTLE AIRPORT THAT COULD.....AND DID!

From the perspective of Tom McCosh as told to Tom and Pat Roush

Being in the high risk age group for contracting Covid 19, Pat and I have been avoiding our 'second home' of Monroe County Airport (KMNV). Knowing there would be a lot going on at the airport, Pat and I donned our face masks, armed ourselves with alcohol spray and ventured out to the airport last Tuesday. Just driving in we were amazed and impressed at the tremendous changes and improvements that have occurred in just a few weeks, with more under-way .

So we corralled '**2020 Tennessee Airport Manager of the Year**' Tom McCosh, and asked him to lead us through the ongoing airport transformation that began about seven years ago when Monroe County took over the likely- to-fail community airport.

Here are some things Tom told us:

About seven years ago the county took over the airport and the current Mayor Tim Yates installed Maintenance Supervisor, Brad Bivens, to clean up and fix up the physical plant. Brad and Tim became the first of a series of Patron Heroes.

The next major step came when Bill Orcutt volunteered to manage the airport for a period to get it back on its feet. About the same time, well known Master Mechanic Clyde Mullen moved his shop from Athens to MNV. Bob Mundle began doing student and advanced pilot instruction drawing on his vast military and commercial experience. (Patron Heroes 3, 4, and 5).

The Airport has become a major center for maintenance with four mechanics on site, in addition to a popular training center boasting seven very experienced instructors and a onsite designated Pilot examiner

The next major milestone occurred when the mayor appointed Mr. Tom McCosh to fill the Airport Manager's position after Bill Orcutt 'retired' from his volunteer position. By his own admission, Tom had no aviation experience, but he had the enthusiasm, energy, and people skills required to launch the 'Little Airport that could' into the future . . 2020 and beyond . . and to lead the airport to become 'Tennessee **Airport of the Year for 2019**, and not surprisingly becoming '**Tennessee Airport Manager of the Year for 2020**'. (Patron Super Hero # 1)

Tom and new county Mayor Mitch Ingram's Monroe County government officials have worked seamlessly with the Tennessee DOT and the FAA. No effort has been spared to communicate concisely. County, State, and Federal Officials have made this effort go smoothly

Here is a brief history of the past 7 years, and a peek at the future as recounted to me by Airport Manager Tom McCosh.



- ➔ Average Airport daily operations prior to 2013 estimated at less than 10
- ➔ Average current daily operations, 170
- ➔ 10 new 'T' hangars built, largely funded by Federal and State grants
- ➔ There are currently 163 verified new customers awaiting hangar availability
- ➔ Land purchase of surrounding properties for future expansion and development of community enhancement was finalized. The stated objective is to enhance the rural nature of the airport and surrounding area
- ➔ Federal and State funding obtained for surrounding surface preparation, grading for and construction of new airport access road, security improvements, and grading for new parallel taxi way. This is currently being completed
- ➔ -Major FAA and State grant approval is pending for completion of parallel taxiway

(Continued from page 6)

- ➔ Successful social, educational, and community programs have been initiated. Monthly Saturday breakfasts draw regional pilots, local folks (current record is over 300 omelets served), ground schools training presented, EAA monthly educational programs hosted. Tom's 2nd Saturday Omelet Breakfasts have attracted local non-pilot folks who come for the food and socialization
- ➔ A community event during the 2018 solar eclipse attracted 116 or more itinerate airplanes and countless spectators

Tom's plans for the airport are even more exciting and visionary:

A few of Tom's plans:

- ➔ up to 100 new 'T' hangars
- ➔ a new FBO with a second floor restaurant and a top floor Observation deck and has meeting and testing rooms, rest rooms with showers
- ➔ about 100 additional parking spaces close to the new FBO
- ➔ up to 25 'Camp with your Airplane' campsites.
- ➔ lots of smooth grass for all sorts of community activities
- ➔ a walking, jogging, bicycling exercise trail of up to 5 miles just outside the secured Airport perimeter, and a handicapped play ground accessible to children and adults.
- ➔ maintain the runway at its current length of 3,600 feet to accommodate most GA air craft. This will have the effect of limiting larger and louder aircraft.
- ➔ a new FBO which has meeting, training, and testing rooms. Restrooms with showers, a restaurant on the second level, and an observation deck



In the longer term, Tom and the Mayor's objective is clearly to make the airport not only an asset to the county's economy, but a community recreational site as well.



LONG on Safety

By Greg Long

We are all familiar with Notice to Airmen (NOTAMs)

A notice to airmen (NOTAM) is a notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations

But what is worth looking at is FAA's new NOTAM search site:

notams.aim.faa.gov/notamSearch.



A fully optimized, interface search tool with digital NOTAMs, this site provides a one-stop shop that lets you customize your NOTAM search. You can use criteria such as time and date, location, flight path, geographic area, latitude/longitude, keywords, and more. You can filter and sort results by location, class, start and end date, condition, and (again) more. You'll also find Letters to Airmen and a link to Airport Construction Notices in pdf format.

Since Temporary Flight Restrictions (TFRs) are the subject of many NOTAMs, another FAA website resource is:

tfr.faa.gov

The website gets updated in real time, so it provides the most current information on published TFRs nationwide. Please do note that the site includes a disclaimer that when planning a flight, always call 1-800-WX-BRIEF for a more complete listing.

Hope everyone enjoys the 4th of July Holiday!

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 for details.*

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



CALENDAR OF EVENTS

COVID-19 has disrupted all of our planes, and our lives. All plans are on hold until further notice. Hopefully, this will be over soon, but not to soon as to render the current sacrifices ineffective.

Video education abounds, so visit <https://www.eaa.org/Videos>

AOPA Webinars



July 9 Getting Comfortable with Airspace 12:00 – 1:00 p.m. (EDT)

You diligently memorize the ABCs of airspace before checkrides and flight reviews, but if you're like most of us, you still hesitate to fly into unfamiliar parts of the alphabet. Join us on this Don't Get Rusty webinar to get tips on what to look for and how to bravely go where you haven't gone before. Space is limited – [register today](#).

July 16— ATC, Weather, and the General Aviation Pilot 12:00 – 1:00 p.m. (EDT)

Air Safety Institute Senior Director Paul Deres hosts an interactive conversation with Indy Center Controller Bob Obama and NATCA National Weather Representative Eric Avila to discover various ways ATC can help general aviation pilots deal with unexpected or rapidly changing weather conditions. *FAA WINGS credit is available for this webinar.* Space is limited – [register today](#).

July 30 How to NOT Scare Your DPE, Pass Your Checkride, and Be a Safe Pilot | 7:00 – 8:00 p.m. (EDT)

Air Safety Institute Chief Flight Instructor John Collins moderates a panel of four FAA Designated Pilot Examiners from around the country to discuss what they're seeing during checkrides across various certificates and ratings focusing on aeronautical decision making and risk management skills. Space is limited – [register today](#).

August 13 Shtick & Rudder – with Special Guest Rod Machado 12:00 – 1:00 p.m. (EDT)

Join the You Can Fly Flight Training team as we welcome famed instructor and humorist Rod Machado. Rod will be taking a thought-provoking and light-hearted look at the different ways we can maintain and increase our pilot proficiency without having an instructor on board the airplane. Rod's program will highlight several easy-to-do exercises that can lead to precise airplane control and greater cockpit confidence. Space is limited – [register today](#).

July 25th EAA Chapter 17 Picnic at Wolf Creek (2TN7). See page 1 for details. Contact George george@oilhelp.com to RSVP and get arrival procedures.

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.

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 (when we're meeting again):

- ➔ 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

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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 \$ _____

