

August 2016

Sixty Years of Service
to East Tennessee
Aviation



*Mountainland
Flyer*

EAA Chapter 17, Knoxville Tennessee

1956-2016

**Your 2016
Chapter 17
Officers**

President
George Douglas
president@eaa17.org

First Vice President
Sam Robinson
vicepresident@eaa17.org

Second Vice President
Mark Scheuer
vicepresident@eaa17.org

Treasurer
Alex Shore
treasurer@eaa17.org

Secretary
Gary Picou
secretary@eaa17.org

Newsletter Editor
Jerry Depew
editor@eaa17.org

Newsletter Publisher
Gary Picou
gpicou@chartertn.net

Webmaster
Robert Berlin
Webmaster@eaa17.org

Young Eagles
Marv & Sandy McGraw
youngeagles@eaa17.org

Technical Counselor
Jim Auman
Techcounselor@eaa17.org

Events Coordinator
Tom Roush
Events@eaa17.org

Next Meeting

**August 1st, 2016
Skyranch**

6:30 PM social time, 7:00 PM Business

We have another exciting meeting planned for August. Marvin McGraw will talk about his RV-14 project, and Max Burnette will give a presentation on Dope and Fabric. As time allows, we will also be recapping our Oshkosh experience.

AIR CAM TO VISIT SKY RANCH. This is still in the advanced planning stages, but Air Cam builder Lance Traux will have a local pilot fly his Air Cam into Sky Ranch for the August meeting. Lance will tell about the Builders Assist Program that he has established at his home near Sweetwater Tennessee. This will be a full meeting so plan now to attend in August.



Message from your President

When some of you read this, I will be enjoying my first Oshkosh experience from a tent under the wing of an aircraft. I have been spoiled over the years camping in our motorhome at events like Oshkosh and Sun N Fun. We will be rushing back home to attend our August 1st meeting and will be sharing things of interest from EAA headquarters. Our August meeting should be a good one as we have 3 presentations lined up with Marvin McGraw talking about his RV-14 project, Max and Imogene Burnette sharing their many years of Dope and Fabric work, and Lance Truax talking about his professional builder's assistance program with the AirCams experimental aircraft.

Hopefully the excitement over the 3rd class medical signed into law has sunk in. It only took about 5 years or so to pass, and a lot of hard work and effort by AOPA and our EAA and all its members. Now the next changes that need to be pushed even harder are avionics and other safety upgrade mods made less expensive for certified aircraft like they are for Experimental. I know there is already movement by the FAA on this, but may be now our collective organizations can make this their next big push to make it happen even quicker.

Our September 10th Banquet is right around the corner and your officers are working hard behind the scenes on this. We have recorded our minutes of the last meeting in this newsletter for your viewing. We also have the Ford Trimotor event in October at DKX plus we are in the early stages of planning another young Eagles event that will be held for the first time at Monroe County airport MNV.

We had a TR2 experimental aircraft donated to our chapter and we offered it to our members for sale a few weeks ago. I am happy to report that one of our members, Adam Tippin, has committed to buying it for \$2,000 dollars. This was our best and only offer. This aircraft needs extensive repairs and since Adam is an A&P, he will be able to do all the work himself. He is already building a TR2 and at first was mostly interested in this aircraft to rob parts for his project, but now he has had second thoughts and will try and put this aircraft back to an airworthy condition, if he doesn't find too much hidden damage.

George Douglas

Classified Ad:

I have several 4' x 12' sheets of 2024 T3, .032" thk. Alclad. \$20 per sheet (Spruce price \$169.) Can be rolled into a 3 ft. dia. roll for transport or storage. Pick up at my hangar at Riley Creek.

Dave Stevenson
cub6704@bellsouth.net

Aluminum.
NOTE: picture is not
Dave's *actual*
2024T3 stock



CALENDAR OF EVENTS

Visit www.eaa.org/calendar to access a comprehensive list of events that you can filter to match your location, range, interest and schedule.

- July 30 Fifth Saturday EAA Chapter 863 breakfast at Lebanon (M54) 137 miles from DKX
 July 30 Fifth Saturday breakfast at Athens (MMI) 55 miles from DKX
 August 1 First Monday EAA Chapter 17 meeting at Sky Ranch.6:30 social.
 Meeting at 7PM
 August 6 First Saturday Breakfast. EAA Chapter 690 at Gwinnett Co. (LZU)
 (137 miles from DKX)
 August 6 First Saturday lunch at Tellico Plains (85TN) (47 miles from DKX)
 August 13 Second Saturday Breakfast. Monroe Co (MNV) Madisonville (41
 miles from DKX)
 August 20 Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)
 August 27 Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX)
 Sept 3 First Saturday Breakfast. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)
 Sept 3 First Saturday lunch at Tellico Plains (85TN) (47 miles from DKX)
 Sept 7-11 Triple Tree Fly In. Woodruff, SC (SC00) (138 miles from DKX)
 Sept 10 Second Saturday Breakfast. Monroe Co (MNV) Madisonville (41 miles from DKX)
 Sept 10 **EAA CHAPTER 17 BANQUET FEATURING EAA**

PRESIDENT JACK PELTON

This will be another mid-day banquet at the Bearden Banquet Hall.

See back page for more information

- Sept 16-18 Lee Bottom Fly In. Lee Bottom Flying Field. Hano-
 ver, Indiana (64i) (203 miles from DKX)
 October 1-2 WWI Dawn Patrol at the USAF Museum at Dayton,
 Ohio.
 October 3 First Monday EAA Chapter 17 meeting.
 October 27-30 The EAA FORD TRIMOTOR will be at Downtown Island Airport in Knoxville.
 Short Notice Aviation Plans. (SNAP) Any weekday that the weather is good. Why wait for a weekend?

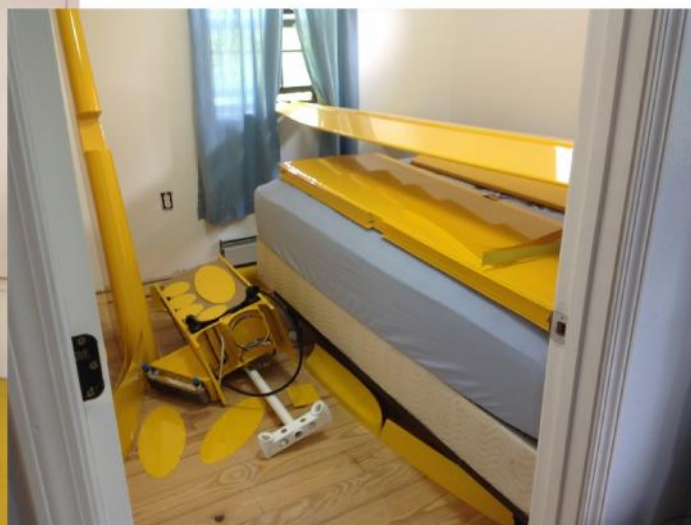


**EAA AIRVENTURE
 OSHKOSH
 2016**

Come join us for education and fun with other aviators.

- Ready to schedule: 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)
 Ready to schedule: Group Fly Out to the Tennessee Museum of Aviation in Sevierville.
 Ready to schedule: Tom and Pat Roush flying hot air balloons in Austria.
 Ready to schedule: Sam Kelso with pictures from his Lewis and Clark trip.
 Ready to schedule: TEMPEST Spark Plugs with Vince Bechtel.
 Ready to schedule: Dr. Russell Gibson AME
 Ready to schedule: Air Cam Builder- Traux.
 Ready to schedule: Jeff Gick of D.R.Cox & Co. will speak about Aircraft Insurance
 Trade Airplane Rides?
 Fly Out to EAA Chapter 242 in Columbia, SC.
 Fly Out to Douglas, GA (KCUB) to view the Twin Mustang and B-17 restoration.
<http://www.warbirdsnews.com/warbirds-news/xp-82-twin-mustang-September-2014-restoration-update.html>

George and Jerry Meet AirCam Guru Lance Truax at his Sweetwater operation



Lance will be a speaker at the upcoming Chapter 17 meeting. Learn about this unique aircraft as well as gain insights into builder assist programs.



First Images back from AirVenture 2016

Early Pictures from Jerry Depew's explorations.



Hindenburg Connection

By Gary Picou

. . . continued from
July. . .

For new readers, what is this about? Eighty years ago, in August 1936, my paternal

great grandfather, Harvey Burrill (1868-1938) travelled from the United States to Germany and back. These excerpts of Harvey Burrill's dispatches from abroad (he was publisher of *The Syracuse Journal*) came from newspaper articles written for and about his trip, presented to his grandson, my father, in 1936, when he was 11 years old.



The descriptions of the Zeppelin travel alone offer a view of an experience that is impossible today. It is gone, as extinct as a passenger pigeon. If you want to sail a Viking longboat or a replica of Christopher Columbus' Nina, you can. Want to fly a Ford Tri Motor or a B-17? Sure! Want to experience weightless and leave the atmosphere? Sign up now with Virgin Galactic. But a transatlantic cruise by Dirigible? Sorry; That airship sailed 79 years ago.

But let's continue the story . .

ARTICLE II.

By HARVEY BURRILL ON BOARD ZEPPELIN HINDENBURG (By Mail).-

When you make up your mind to fly across the Atlantic Ocean on the Hindenburg, or on one of its sister ships soon to join it in service, you will begin by asking many questions, but you cannot really know what the experience is until you actually sail across in the air. For it is different from any other form of transportation, and one flight of 4,000 miles will convert you to it. Your verdict will be that airship sailing is marvelous. It is not like your preconceived notions at all. It is in a class by itself.

Let us bring out some facts that may interest you. There is no vibration to this giant airship whatever; no pitch, no roll. There is a minimum of noise. With the smoothness of a bird in flight, we are sailing eastward on a straight line across the "Great Circle" northern route. There is a good tail wind, and the ship has been making around 115 to 120 miles an hour right along. Its normal sailing height above the water is 750 feet, but it has varied to 1,000 and 3,000 feet in the first 24 hours.

The sleeping accommodations resemble the accommodations on Pullman Cars. The ventilation is excellent. There is hot and cold water. You could not wish for better meals. The passenger quarters are brightly illuminated at night. Cooking is done by electricity. You get the service of a first-class hotel.

What more could you ask? This is not intended as a boost for the airship, but a statement of fact to interest persons who want to know about ships of the air.

Many say they are afraid to go up in the air. For that matter some are afraid that they may fall down the cellar stairs at home. It is a state of mind, this fear. If you fly and come down safely you can go up again. But you need not fear an airship.

The living quarters of the 56 passengers and the 51 officers and crew are in the big envelope. The quarters for the passengers are spacious and comfortable. The furniture is neat, but, of course, light and there is a piano in the lounge. The passenger's quarters occupy a considerable portion of the envelope at about the middle. There is plenty of room. Imagine the cabins in the center of this space.

HOW INTERIOR LOOKS.

On the starboard side is the big lounge with passengers taking it easy, everything so informal. Next is the writing room. On the larboard side is the long dining room. On both sides there are big windows in the envelope and passing them are 60-foot promenades, enough to get a few turns for exercise. There are flowers on the tables; the walls are covered with sketches of all types of lighter-than-air ships. In the lounge is an outstanding portrait of Der Fuehrer Hitler, and in the main passageway a bust of Von Hindenburg.

Don't overlook the smoking room on the deck below. When you come aboard you hand over all the matches or lighters you have. To get in or out of the smoking room you pass through two doors. You get a light from an electric lighter. The waiter will serve all kinds of drinks on your order. Here our German-speaking passengers gather to drink German beer, and we are reminded of Turn Hall at home. That story that the smoking room has a trick door that refuses to open if you approach with a lighted cigarette in your hand is not true. The "automatic control" is a husky German just outside the door. The room is fireproof and accommodates 30 persons.

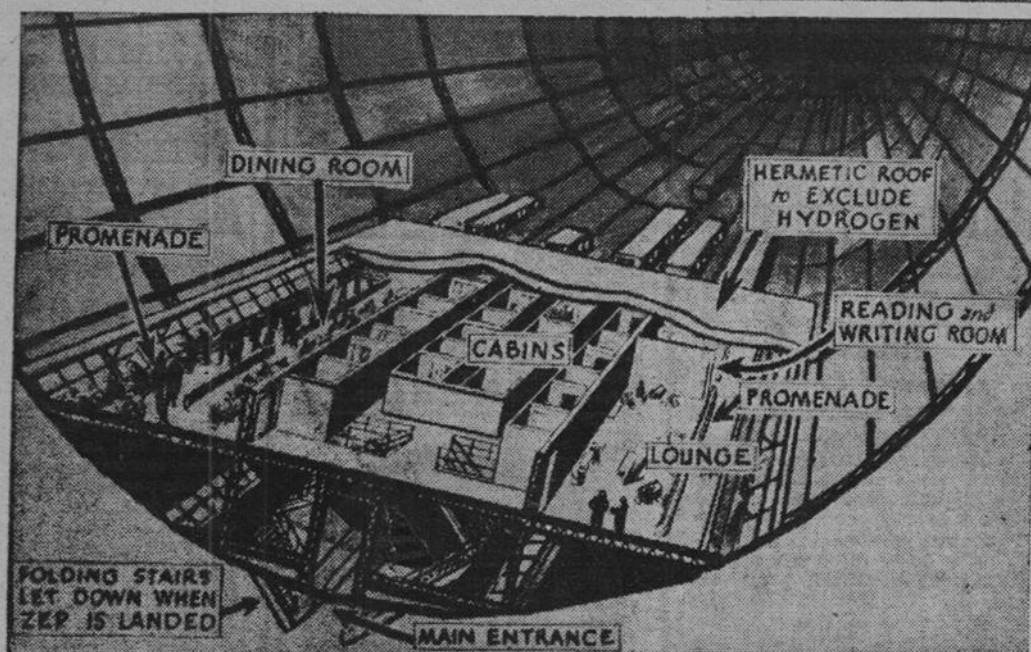


DIAGRAM OF PASSENGERS' QUARTERS INSIDE THE BAG
A Cross-sectional View Giving One a Good Idea of the Ship's Construction

The takeoff was simple enough. The ship just seemed to let go the earth and was quickly 500 feet in the air. Then the engines began to work and we were away. Thursday morning the passengers looked down from the windows. What do they see? Why, they see the sea. But not for long, for the ship already was off Nova Scotia and the Grand Banks, the home of the fog. Everybody saw plenty of fog for the rest of that day, but they did have a grand view of New Foundland as they passed over the peninsula that has Cape Race at its southern point. That was the last of the land on the west. The open sea was ahead, and the ship was headed straight for Ireland and England. The 14 women aboard, tiring of looking at the fog, wrote stacks of postal cards with the Hindenburg's picture.

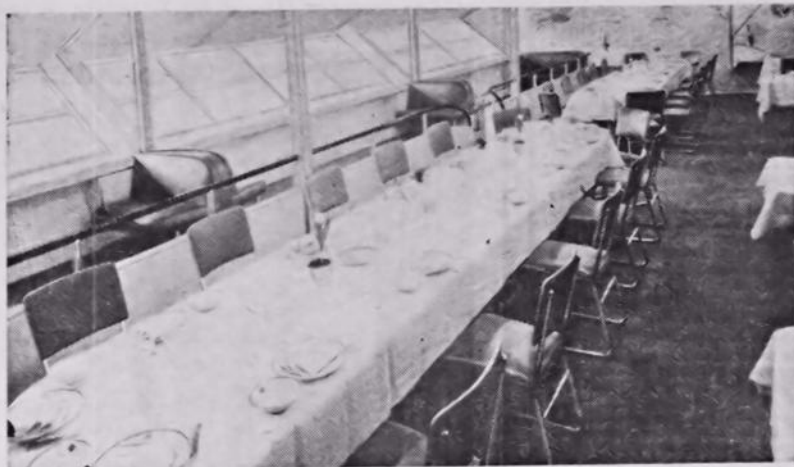
The writer was fortunate in receiving special attention from Capt. Ernst Lehmann and was invited to the gondola below, where the officers control the ship. The captain is a short, well-built mail with deep blue eyes, and he speaks excellent English. One would need a technical education to describe the marvelous instruments in that control room. The steering apparatus that keeps the ship on its course is automatically controlled by a gyro-compass. There is also a wheel to take the ship up or down. There is an echo device to record how high the ship is above the surface of the water.

The captain is constantly receiving messages indicating high and low air areas, which he maps, and, from that knows where to lay his course, taking advantage of tail winds.

Don't forget that according to conditions the Hindenburg can jump around the ocean like a grass hopper running away from storms.

You ask why the ship follows the Great Circle going eastward, and the answer is to run with the prevailing wind. To come

DINING HIGH ABOVE THE CLOUDS



HERE'S A VIEW OF THE HINDENBURG'S DINING SALON
Sun and Air Filter Through the Windows That Line the Promenade

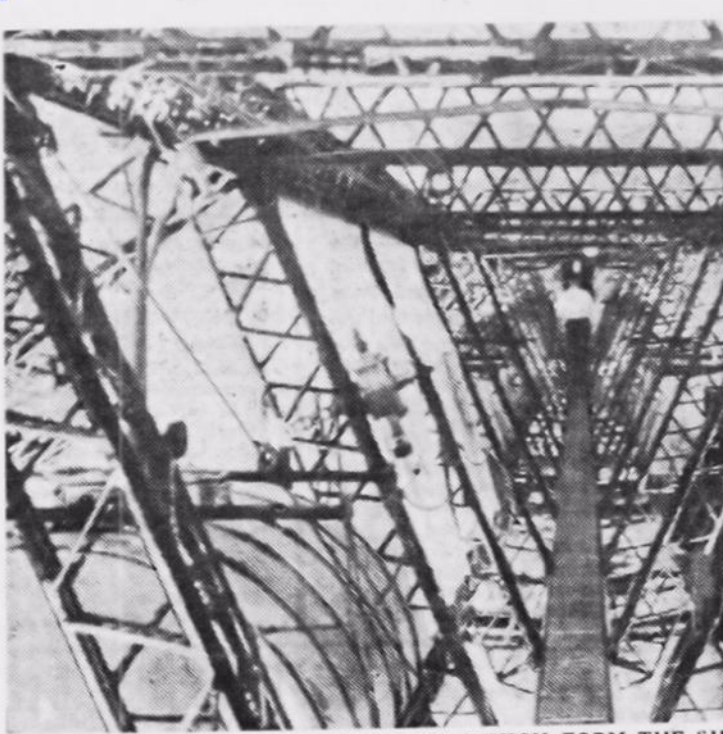
westward on that route would be to buck the wind. So the wise captain heads south from the tip of England and goes as far as the Canaries and thence eastward across.

When you come over on this great airship you must go down to the control car. When you do that you see the framework of the balloon and you will walk on the "cat walk," but do not step off because then the next stopping place would be down a thousand feet or so. The fuel is in metal tanks. The hydrogen gas in 16 fabric bags occupies the upper half of the balloon.

In the airship register the Hindenburg is No. 129. The sister



THEY KEEP THE ZEP ON ITS COURSE
Navigators at the Hindenburg's Controls



THE MAZE OF GIRDERS WHICH FORM THE SHIP'S FRAMEWORK
The "Cat Walk" in the Center With Fuel Tanks on Either Side

ship, now building, will be No. 130. Captain Lehmann will give the order this week for a new ship, No. 131, which will carry more passengers and be speedier. The United States, as you know, has flopped on lighter-than-air craft. Maybe something will be done to show that we are not quitters.

The Germans know how. You must meet Captain Lehmann, another wonder man of the sky when you cross the Atlantic in the giant Hindenburg.

. . . to be continued . . .

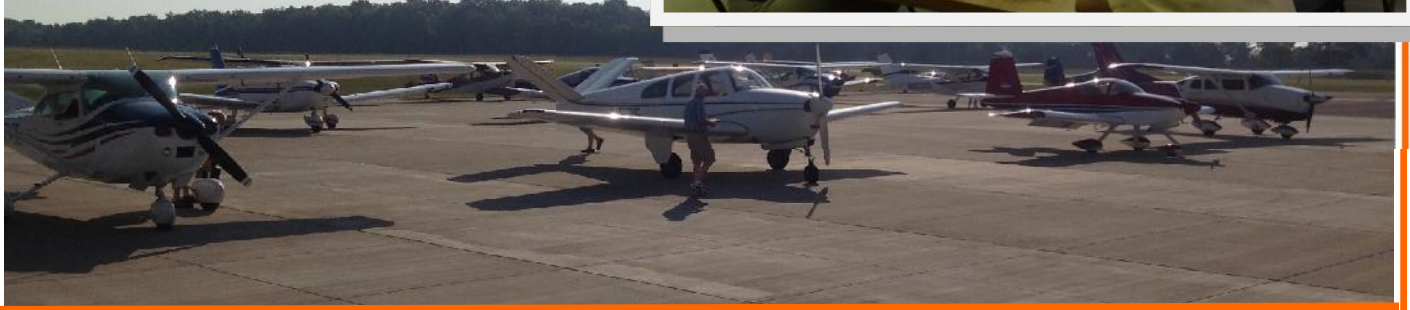
Tellico Plains had their First Saturday Fly In Lunch with BBQ sandwiches and all the trimmings.



Photos from the Aero-gourmand Recon Squadron July Sorties:



The fourth Saturday CAP breakfast at Dayton had a strong turnout.



Morristown EAA Chapter 1494 has their first ever Fly In Breakfast and it was well attended by Chapter 17



EAA Board Meeting 13 July 2016 Telephone Conference, Start 20:00.

Attendees: George Douglas, Mark Scheuer, Gordon Meyer, Robert Berlin, Jackson Bowen, Tom Roush, Alex Shore, Sandy McGraw, Marv McGraw, Gary Picou

Subject: Banquet Planning

Discussion: Does Jack Pelton have enough name recognition to draw guests to the banquet? Perhaps not, but Mr. Berlin will add information to the website, as well as information Mr. Picou will have in the newsletter to remind people that he was CEO of Cessna, and now leads EAA. Mr. Douglas will use EAA resources and blast an email about the banquet to EAA members within 200 miles, to gauge interest.

Mr. Scheuer has acquired and will donate the original oil painting for the guest speaker.

Door Prizes: This is a lot of work, so perhaps a subcommittee should be created for the purpose?

Is a door prize really necessary? People don't usually attend just because of the door prizes, although the P-51 ride did produce a large crowd. Some grand prizes remain unclaimed.

Mr. Bowen suggested that the budget for door prizes be reviewed, and see if a gift such as a hat or t-shirt for everybody is possible in lieu of a few prizes.

This idea will have a lasting impact on the community particularly for our 60th year. Mr. Meyer and Mr. Picou to explore options and costs

Mr. Shore suggested that a scholarship might be awarded for some aviation or aerospace engineering endeavor. Or, perhaps a flight for Young Eagle and a parent. Mr. Scheuer suggested some flight training hours be awarded.

Mr. Roush recounted his experience with "Balloon Camp" which started out as one day, and has ballooned (yes, I said that) to 5-days because of interest. Chapter 17 might consider a 1-day, more intensive than Young Eagles camp for young people.

Discussion of Young Eagles attending the banquet. Youth exposure would be good, but will they be interested in hanging out with aviators, or only in flying? It was suggested that we reach out to former YE participants, Mr. Meyer has email addresses for several prior events. Mr. Meyer will provide excel list to Messrs. Berlin and Picou to use chapter Mail Chimp to send message to YE alumni to see what interest is.

Mr. Shore reported that the per person for the banquet is \$21.00, inclusive of tax and gratuity. No youth discounts available. Mr. Berlin suggested that early registration at reduced cost can provide attendance indication, and Mr. Scheuer proposed a 3-tier fee for early, regular, and youth. Mr. Picou suggested that the exact price be determined after review the costs and possible bling.

Mr. Shore reported that we are committed for 85 people, about \$1900.

Mr. Scheuer will have a poster produced and available at the August 1st meeting.

Other business: Tri-motor visit. Sam Robinson was unable to attend this meeting. Mr. Roush says that 4-person, 4-hour shifts worked well last time..

Patti Arthur is an attorney who works with the national EAA to help chapters maintain their tax-exempt status. Her fee for our chapter to help us with the process and paperwork to get compliant with the new tax-exempt organization rules is \$1000. She's already spent several hours with our chapter's documents and on conference calls and has asked that we send her fee. Mr. Shore requested a vote on the \$1,000 check for Patti Arthur. Mr. Meyer motioned, Mr. Douglas seconded. Voice vote was unanimous.

Mr. Douglas mentioned that the meeting summary should be published in the newsletter so members can understand the planning required.

Discussion for a meeting after AirVenture, August 8-10.

Meeting adjourned at 2045.

Respectfully submitted

Gary Picou, Secretary.



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 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 \$ _____





Knoxville, Tennessee

**Annual Chapter 17 Banquet
September 10, 2016
From 11:30AM - 2:00PM
Bearden Banquet Hall
Knoxville, TN
www.eaa17.org**



Former Cessna Aircraft CEO and president Jack Pelton is our key note speaker at this year's annual noon banquet. Jack is the CEO of the Experimental Aircraft Association as well as the past volunteer CEO since 2012. He has a passion for EAA and a long background in recreational aviation.

Pelton's history with EAA dates back to when he was a teenager and would attend meetings with his father at EAA's Chapter 1 in Riverside, California. Aviation and EAA has been irreplaceable part of Jack Pelton's Life



Go to www.eaa17.org/annual-banquet/ to register.