

January  
2022



# Mountainland Flyer



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## Next Gathering

To Be Determined. . .

### Message from your President

Our board members and officers hope you all had a Merry Christmas and wishing you a great New Year. Hopefully we will get this Pandemic in our rear-view mirrors very soon.

Looking back on a very challenging 2021, we have a lot to be thankful for as a chapter. We couldn't hold regular meetings for the second straight year, but we did hold some gatherings and workshops. We had 42 members, and guest, enjoy our Chapter Christmas gathering at Wolfcreek earlier this month. We had way too much food, and now some of us will have to calculate new weight and balance figures the next time we fly. Jimmy Hunt in his Bonanza was the only aircraft to make it in due to the bad weather. We presented Jenifer Selm, from Deerfield Airport [TN44], with a new chapter banner with many of our wishes and signatures on it, in appreciation for all she has done for our chapter.

We hosted the Ford Trimotor last June. That netted our chapter over \$800.00. We were able to hold some Young Eagle events, flying kids from the Tuskegee Next youth program, Heritage High School's JRAFROTC Cadets, and Troop 179 Trail Life kids.

Juliet Cosh made her first flight in the RV-14A she and Roger built. It took them a year and 10 months from start to finish. They still have to paint it though. Jim Auman, DAR and Tech Counselor presented them with their Special Airworthiness Certificate. Lisa and Walt Frankewich are well on the way with their Rans S-21 Outbound they are building.

(Continued on page 2)



(Continued from page 1)

**Last month I received a delivery of a year's supply of honey that I won from Morristown EAA chapter's Poker Run.** Nancy and Bob Dougherty delivered it in their RV-7 that they built together. They raise the honey from their own bee hives. Nancy is the Secretary for their chapter and Bob serves as their Tech Counselor and Flight Advisor. They are both corporate pilots flying a KingAir 350 as a team, based out of TYS. Sometimes she is the captain and sometimes Bob is. I wonder if they flip a coin or what to determine PIC.

I am in the early stages of planning a group fly-out to **Michigan's Great Lake this summer.** Five of us flew the Great Western Adventure last June to Idaho and I am anxious for another flying adventure in 2022. Let me know if you might be interested in flying with us on this trip.

We are on EAA's 2022 flight planning schedule to host the B-25. TYS plans to hold another Air Show next September. Our event coordinators, George & Theresa Mueller, are trying to get the B-25 at the same time TYS is holding the Smoky Mountain Airshow. This will hinge on TYS allowing us to be part of the ground support as we did back in 2016.

Please submit your aviation related stories to Gary Picou, our newsletter publisher, at [publisher@eaa17.org](mailto:publisher@eaa17.org), or send them to me. Gary is also our Chapter Secretary and has been publishing our newsletters for the last 24 years. I personally think he deserves a lot of credit for holding our chapter together during the pandemic from his great newsletters. He dedicates several hours each month to produce his quality work.

Best Wishes,

George Douglas

## **New Chapter 17 member inspired by longtime member's aircraft**

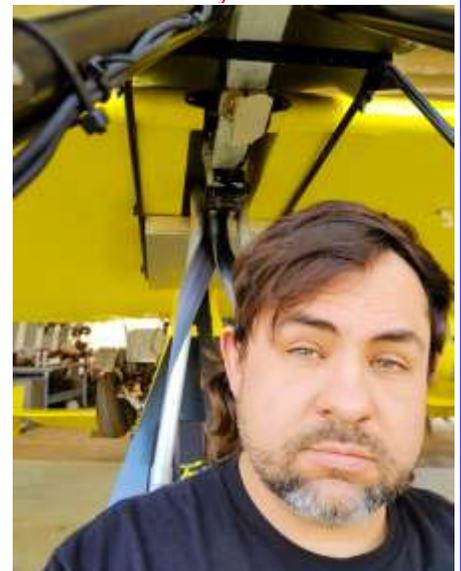
*Walt Lounsbury's aircraft gets a new home that benefits all*

**B**elow is an email George Douglas received from Cody Bock, who purchased late member Walt Lounsbury's Challenger II. The Challenger had not flown in several years and was not airworthy. You may remember from our last newsletter that I met Cody at the MNV breakfast and mentioned the Challenger that I was trying to help Walt's widow Lisa, sell. He has updated it and plans to sell it to help offset the cost of a newer one he just purchased. At breakfast, he had no plans to buy an aircraft, let alone two of them, and is now working on his Sport Pilot Certificate. This goes to show how our chapter can impact new pilots. He gave me permission to share his email in the newsletter.

Hey George,

Recently I have met a guy my age (John Whitehead) that has owned 3 Challengers and still flies one of them. He is helping me learn the Challenger soon. He has a hanger over at Oliver Springs.

Cody Bock



(Continued from page 2)

The white Challenger is now over at the airport along with my new yellow one. I washed and checked over the wings earlier this week. Wings and elevators going on this week. It shouldn't be long before I list it.

I got a new headset! Lightspeed Zulu 3 and it is so nice! I also ordered the new Yaesu FTA-850L Transceiver radio for my comms. It just came out a few months ago and is on backorder.



Walt's Challenger II



Ballistic Recovery System

Also, per BRS instructions, I am sending my reserve parachute out for inspection, repack, and new ballistic. This one expired in '03. **Better safe than sorry I suppose.**

I have also gathered all the parts myself to add in a backup electric fuel pump with check valve for takeoff and landing pre check list incorporation. I like the added security.

Earlier this week I got to practice some pre-flight checklist stuff as well as taxi up and down the 1800-foot runway at **Kagley's airstrip getting myself familiar with the aircraft.** Wings off of course. Boy it was windy that day.

I have also done research on the new 2-year-old mandate of the new ADS-B transponders. As long as I don't fly in A, B, C, or D airspace for the most part, I don't even have to have one.

Now, I am learning more every day, but I may still make a mistake here and there. But that's progression into any new hobby.

Bob Miller who came with me to the Christmas fly in at your place, is a Paramotor friend of mine and is also my CFI. He is helping me get all the way up to check ride for my Sport Pilot License hopefully by Spring.

I want to thank you again for all your help. Working on the white cChallenger has gained me experience with these guys, and selling it is helping fund my new one I just bought and gear. I still cannot believe how well this white Challenger cleaned up!!

I look forward in many years in our EAA Knoxville Chapter flying group.

Merry Christmas Brother!

Cody Bock

USPPA Instructor

Smoky MTN PPG <https://smppg.com>



Carbs—before & after cleaning

## Chapter 17 Young Eagle takes to the skies on his own.

By John Winter

We never really know who will be impacted by a Young Eagles flight. We know that the kids enjoy the flights but the goal is to get those kids interested in flying or at least a career in aviation but how many actually follow the dream of flying and obtaining a license? I would guess that many will not but there are those that catch the flying bug after that first flight and push on to become pilots later in life. I know that



our chapter has a few that are pursuing some form of education in flying either by taking flying lessons or participating in the SKY Program at Sky Ranch and we all hope for more to follow. Well, we now know of the latest one more. One of our former Young Eagles participants, 15-year-old Abram Oaks from Sweetwater,



Tennessee, flew his first solo in a glider at Chilhowee Gliderport on December 4, 2021.

Abram has been taking glider lessons for about a year from Sara and Jason Arnold and has really taken to flying. So much so, that he works at the gliderport most Saturdays just to be around the planes and people. Obviously, his close proximity to the gliderport and the willingness of his parents to let him follow his dream are a major help in Abram's progression but it is his desire to put in the effort to reach the goal of solo flight that really says a lot about him. I also have to give some praise to the Arnolds for making it possible for him to work there and become immersed in the whole experience.

Talk about promoting the next generation.

Abram's connection to Chapter 17 started through a Young Eagles flight that he took a couple years ago at DKX when he flew with Sam Kelso. I mentioned the event that our chapter was putting together to his dad and asked him if any of his kids would be interested (he has four). I was a little surprised that he said there might be one since he himself is a little uncomfortable with flying. I only say that because I have known many parents that would not let their children participate in various events simply because they themselves were not interested or had personal fears. But he brought him to the event and Abram has been chasing the dream of flight ever since.



Shortly after that flight, Abram started telling me that we needed to build an ultralight together, I assume because he wanted to fly as soon as possible. He even went so far as to “design” several planes in a small note book.

The ultralight never happened, at least not yet, but I did travel with Abram and his dad up to Oshkosh this past summer to show them the ropes at the world’s largest airshow. We participated in the fabric covering workshop with Abram doing most of the work and I was amazed at how well he did at the process. He did better than I did when I did the workshop a few years ago and I had my wife helping me with the ironing. Who knows, we may have a future builder added to our chapter in the years to come.

While at AirVenture, it didn’t take Abram long to find the soaring tent on the Oshkosh grounds and visit with some of the pilots that were sitting around “hanger flying”. As I have stated many times before, one of the best things about the aviation community is that everyone is welcomed into discussions regardless of age or background and this was no different. It was really something to watch a couple pilots that could easily have been his grandparents, sit and talk with him about flying for close to an hour. Of course, it did help that he was knowledgeable about the subject since he had been taking lessons for close to a year at that point but they had a genuine conversation about flying and that was great to see.

Following the solo flight, Abram was doused with a bucket of cold water that, as his dad explains, caught him totally by surprise. Thus, the confused look on his face in the photo. He then proceeded to have the tail of his shirt cut out per the first solo flight tradition. Of note is that the shirt he is wearing is the same shirt that he wore on his very first flight. Talk about a memory of that first experience.

So, to all of the pilots out there with an empty seat, consider providing flights to young folks or better yet, participate in one of your local EAA Chapter Young Eagle events. You never know how it will impact a person and the aviation community as a whole.



## CALENDAR OF EVENTS

- Jan. 1 Happy New Year!! No Morristown Airport Breakfast in January
- Jan. 3 – 31 Private Pilot Ground School @ MOR – CFII Bob Dilk (**Jan 3, 10, 17, 24, 31**)
- Jan. 6 EAA Chapter 1494 Monthly Gathering @ 6pm – KMOR Terminal Building
- Jan. 8 MNV 2nd Saturday Breakfast at Monroe County 8:30 – 11:00 AM
- Jan. 11 Chapter 1494 Planning Meeting – open to all chapter/prospective members – 12:30 – KMOR Terminal Building
- Jan. 15 CAP Pancake Breakfast, Cleveland, TN KRZR 8:00–10:30 AM
- Feb. 7-28 Private Pilot Ground School @ KMOR (cont.) – CFII Bob Dilk (**Feb 7, 14, 21, 28**)

## HAPPY NEW YEAR FROM EAA CHAPTER 17!



## ADVERTISEMENT

## Soar with Stevenson

*Chapter 17's Linwood Stevenson, an internationally recognized soaring record holder is offering Glider introduction flights for members at Chilhowee Gliderport. If interested, email [contact@eaa17.org](mailto:contact@eaa17.org) for details.*

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



## ADVERTISEMENT

## Dan Valle, Chapter 17 Member offers Aircraft Certs &amp; 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 **FAA CRS VDJR395X**

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



# EAA Chapter 17

EAA Chapter 17  
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**EAA Chapter 17's** mission is the promotion of education in aeronautics, flying safety, navigation, amateur or home-built aircraft, antique aircraft restoration and construction, and related aero-sciences. To foster aviation, education, and progress in light aircraft development and other closely related phases of aviation. And to maintain a non-profit co-operative association to obtain instruction and education in aviation.

## Your EAA Membership

Chapter 17 maintains our membership records. This is important for two reasons. First, and most important, we use the info to correspond with our members. Second, we are required to provide EAA Headquarters with a current chapter roster each year. To help update our records, we are asking everyone to please provide the following: **Name, Address, Phone Number, Email Address, and EAA member number.**

Finally, **we can't emphasize enough the importance of full EAA membership.** This is especially critical in the current climate of proposed GA user fee increases and other threats to your freedom to fly! For \$40 a year for a single EAA membership or \$50 a year for family membership, you can add your clout to the battle, as well as get a great magazine in *Sport Aviation* each month and lots of other member benefits. **If you are not a current member of the international EAA organization, please join or renew your membership.** Go to <http://www.eaa.org/memberbenefits.html>, or call 800-843-3612.

In the words of Vintage Aircraft Association President, Geoff Robison, "Let's all pull in the same direction for the good of aviation. Remember, we are **better** together. Join us and have it all"

## CHAPTER 17 MEETINGS ARE NOW ON THE FIRST MONDAY OF THE MONTH, UNLESS OTHERWISE POSTED!

### EAA Chapter 17 Membership Renewal



Name: \_\_\_\_\_ EAA Member # \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

Project or current aircraft or interest: \_\_\_\_\_

Type of Registration: Regular: (\$20) Family: (\$20), list names: \_\_\_\_\_  
Student (Free for [EAA Student](#) members): \_\_\_\_\_

Address, email, and phone info is used to update CH 17 records, is voluntary, and is not shared outside of CH 17. EAA Member # is required for our annual EAA Chapter renewal.

Please print, fill out, and bring to the next meeting, or mail to CH 17 Treasurer, at the below address. Please include a check for \$20.00 made to EAA Chapter 17.

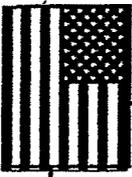
**Online registration** ([eaa17.org/membership/](http://eaa17.org/membership/)) available using a credit card or Pay Pal

Thanks for your continued support!

Renew online or by mail to:  
Chapter 17  
C/O PS Engineering  
9800 Martel Road  
Lenoir City TN 37772

Total amount of check \$ \_\_\_\_\_





# MOUNTAIN LAND FLYER

**KnoxvilleTN**

**Vol. 16, Issue 6**

**June, 1999**

## **BARRY SANDERS TEACHES OLD DOGS NEW TRICKS**

*by Jerry Depew*

We had a great meeting last month with Barry Sanders giving a presentation on short field performance. As a long time Bonanza expert flying out of his private 1,000-foot sod runway, Barry has made good use of the Bonanza's fine short field performance and rugged construction. He explained that the Bonanza landing gear is strong, and the close proximity of the nose gear to the propeller is ideal for preventing a propeller strike on uneven ground.

The robust main gear can be employed in what Barry describes as the poor man's thrust reverser. If the end of your runway is fast approaching, you can stomp on the left break and initiate a controlled ground loop. As the aircraft turns 90 degrees to the left, you add power to continue the turn to the left until the aircraft is pointed in the opposite direction and you are using the throttle to arrest momentum and acting as a thrust reverser. Barry says the nose wheel will make a quarter circle on the ground and nothing more. This trick is especially useful on grass, frost and ice.

Another trick useful for all aircraft on a short field takeoff is the rolling start. Rather than lining up at the end of the runway and running up to full throttle with the brakes set, Barry has another version. He taxis to the runway threshold and applies both throttle and brake to maintain forward momentum as he turns for the takeoff run. Rather than wasting runway, gaining speed for takeoff, he is already at the end of the runway with a rolling start. He claims that this technique shortens his ground roll by 200 feet. That is a substantial advantage over the standing start.

Barry offered another concept to shorten the takeoff run as well as shorten the landing roll. Imagine an oval banked track as a runway. During the takeoff roll you can now make a high speed turn going into the takeoff roll and have the added advantage of a down hill run as you commence the takeoff. During the landing, the banked track concept to dissipate surplus kinetic energy in a climbing turn back onto the runway in the opposite direction. Now we need not concern ourselves with a clear approach, but rather a banked track at one end of the airfield.

Now that we have established the Bonanza as a great off airport airplane, Barry suggest the advantage of the original eight inch tires over the replacement six inch tires. The eight inch tires with forty pounds of pressure has a larger footprint to help prevent it's settling in soft earth for an added advantage to off pavement parking associated with fly in air shows.

Thanks Barry Sanders for a very informative presentation, and we hope that you will one day consent to make another presentation to our EAA chapter. **THERE WILL BE NO MEETING IN JULY**

Because so many of our members will be attending the EAA National Convention in Oshkosh during the regular July meeting date, there will be no regular meeting. Have a safe trip and come meet with us in August.

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