

March
2022



Mountainland Flyer



Your 2022
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Next Gathering

Sheet Metal Presentation

Saturday, March 26

Jesse Katz Hangar @ High Noon, Sky Ranch [TN98]

Message from your President

For the current time, it looks like we will continue to hold meetings/gatherings at remote locations throughout the year. So, stay tuned for announcements concerning dates and times. We will send out an email reminder just prior to gatherings and events since nothing will be on a normal schedule.

Mark your calendars for our next remote gathering at Jesse Katz's hangar, on Saturday March 26th, at Skyranch airport. John Tierney will be giving a sheet metal presentation along with some hands-on training that he gives at Oshkosh every year. We will meet at noon for a light lunch and then John will start his presentation shortly after. We will send out a reminder a week before the event.



Our first annual winter chili cookoff at Wolfcreek/Douglas residence (2TN7) was a huge success with 35 members attending. We had 5 aircraft fly in even though the weather was a little



challenging. Paul Mercandetti and Jim Roberts performed a fly over in their Swift aircraft and poured on the smoke over Wolfcreek. We had 7 chili dishes compete. They were all very delicious with each having a little different taste and ingredients. Two pots were made from turkey, one with Elk, one with Bison, and the other three with hamburger. Gwen Mitchell won

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first prize, Jimmy Hunt second, and Lisa Frankewich won third place. This was a very tough contest to judge and in my opinion, they were all winners.

See more of Karen Meyers photography on [Facebook by clicking here](#).

We held another successful Young Eagles event at MNV for the Heritage High School JRAFROTC Cadets. We had 7 pilots fly 22 kids. Roger Cosh pulled off another well-organized operation with the help of our volunteer members. His wife Juliet flew her very first kids in their newly built RV-14A. I wished I was a kid again so I could have received a free ride in it. What a beautiful job they did in building it.

George and Theresa Mueller just informed me that we will be hosting the B-25 on May 19th through the 22nd. We tentatively have plans to host it on the hangar ramp of Endeavor Airlines at TYS. We will be using the same flight regime as we do for the Trimotor, with VIP/PR flights on the first day. After it leaves TYS it is going to fly over to Morristown for a one day event for our sister chapter 1494. Their President, Karen Hughes, does not let an opportunity get by her.

Mark your calendars for a few future Fly-in/Cookouts, by our remote members at TN44 Deerfield on Norris Lake. Jennifer has informed me that June 4th and October 22nd are the tentative dates for 2022.

Keep your calendars open for the Smoky Mountain air show in September. I have volunteered our chapter to assist TYS as ground crew volunteers like we did back in 2016. They quickly responded and want us to be a part of this event. I will keep you all updated as the planning stages go forward.

I am still in the initial stages of planning the Great Lakes of Michigan Fly out sometime this summer. If you have an interest in joining our gaggle of aircraft, please let me know. I will be setting up a planning session within the next month or so for the folks interested.



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We still have a need and appreciate all newsletter contributions each month. Our Newsletter editor position is still open. The pay is on the low side of zero, but it offers great benefits. Just think what having this on your resume' could do for you. Just kidding of course.

We need to bring our membership rolls up to date.

Please go to our website at www.eaa17.org if your membership is expired or wait until we have another gathering where you can look at the registration sheet to see if you are expired. Do not worry if you are a few years behind, just renew for one year for \$20.00, or opt for the lifetime membership of \$100.00. Keep in mind that the \$20.00 membership is for your entire family.

Best regards

George Douglas

865-376-2053

george@oilhelp.com



Tid Bits

Mark Zemeck needs help finishing his Pitts S-1. The aircraft is completed fire wall aft. If anyone has the spare time and would enjoy helping Mark finishing this project, please call him at 423-544-0700. He would like to fly the Pitts to Oshkosh this year!

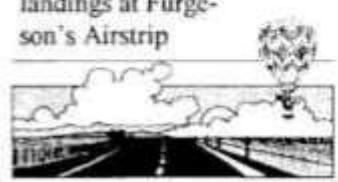
Meadow Lake Airpark will no longer have autogas on the field. Ken Splawn the airport owner says that the payback was not sufficient. 100 LL will still be at the pumps.

Would you like to have an advertisement written in the Sky? Call Frank Wilson (423-947-3780) Frank pulls banners out of Island Home Knoxville, TN

Stevens Aviation has packed up and moved from the Island Home Airport. The FBO facility will be replaced by Tim Grater of Campbells Aero. We wish Tim all the luck!

Nancy McGinnis should be check out in a DC-3 by the time you get this paper. She will be flying as one of several pilots who will shuttle deaf children home each weekend to see their parents. One of the DC-3's was owned by Alexander's Airplane in Griffon, GA.

There is a great new plane that has moved to this area. It is a Cessna 140 with a 130hp pulling it. Bob Lewis and Grady Malone are the proud new owners. You can see them polishing off landings at Furgeson's Airstrip



March 1991

Young Eagles Feb. 26

Many thanks to those that made the 2/26/22 Young Eagles event at KMNV a success. The ROTC leader Colonel Coggins was once again impressed with the professionalism of our EAA chapter. Although it was me that was presented a thank you note from the cadets, it's the chapter members that volunteer who make the event happen. As I stated to the group at the presentation, a conductor without an orchestra is just a crazy person waving sticks in the air.

Thanks to ground volunteers: Gwen Mitchell, Sandy McGraw, Jade Gallo, Tom Roush, Marvin McGraw, Alex Shore, and a special thanks to Gordon Meyer for organizing the flights.

Thanks to pilots: Jimmy Hunt, Jesse Katz, Bob Mitchell, Jerry Depew, Steve Wickizer, George Douglas, and Juliette Cosh

A huge shout out to Tom McCosh for welcoming us at KMNV, and providing us with space for the ground school, and great food at the event.

Roger Cosh



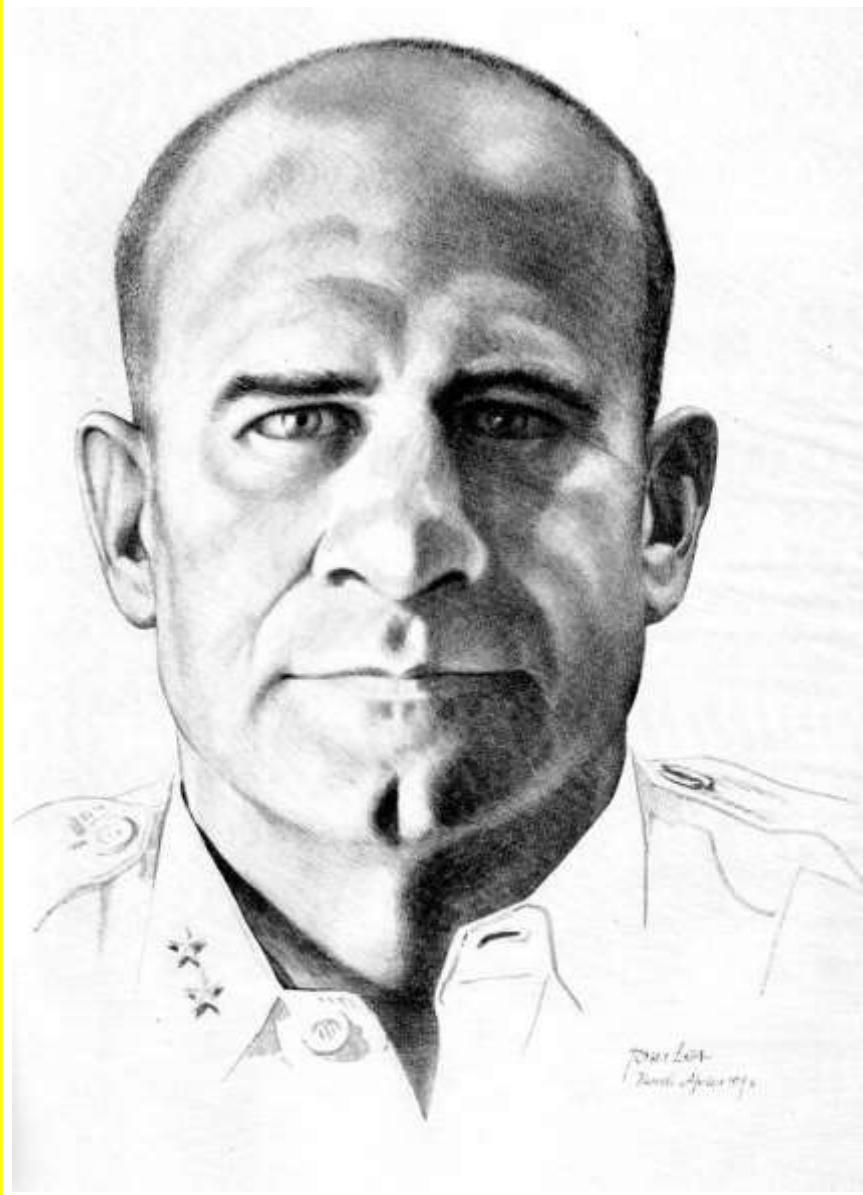
DOOLITTLE

The first side of any airman is his love of his machine. He gets to know his plane. He learns exactly what it can do, where it will take him, how high, how fast, how sweetly in the sky. James Harold Doolittle is the essence of that side of a flier's character.

Since the first Tokyo raid, Jimmy Doolittle has been camouflaged in glamor. The romantics have made him Jimmy the Daredevil, Jimmy who wanted to swat the Japs, Jimmy who was always crazy and gallant.

But that glamorized Doolittle is not the real Doolittle. The real one is the scientist of flying, the man who has dedicated his life to his machine. He likes drink, a sporting chance and apt words of four letters. But his real love is the abstract airplane.

From the time of his first flights, he was concerned with what this machine could do. As a student cadet



at Rockwell Field, Calif., he experimented with the rickety planes of 1917. He showed that a training plane could be brought out of a tail spin by doing it. He settled an argument about whether the weight of a man's body out on the wing would throw a biplane off balance in the air by crawling far out into the forest of struts and wires on a plane thousands of feet up. He was so curious and quick about the science of flight that the Army did not send him to fight in the war but kept him behind to teach.

In the years between wars he made many flights that looked like stunts but really were studies. His first transcontinental flight, from Pablo Beach to San Diego, took 2.1 hours, 19 minutes, and the Army gave him a medal because he had "demonstrated the possibility of moving Air Corps units to any portion of the U. S. in less than 2.4 hours." When the Army wanted to find out whether

This article appeared in the May 29, 1944 edition of *LIFE* Magazine.

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pursuit planes should sacrifice weight and strength for speed, he was the one who put the planes through crazy, paint-peeling stunts to test various theories. He was the first man to fly an outside loop, the first to land blind. He made some tests of human endurance in which he toyed with his own consciousness, swooping to the verge of blackout and catching data on special instruments as he did so.

His skill wrote itself into the record. He won the Schneider Trophy, the McKay Trophy, the Bendix Trophy, the Thompson Trophy. After two and a half years of hard and miserable work at M. I. T. he became a Master of Science and a Doctor of Aeronautical Science. He won the *Medaille Fédération Aeronautique Internationale* from France for outstanding contributions to aviation. It was hardly the part of a glamor boy to be chosen president of the Institute of Aeronautical Sciences.

In 1930 he retired from the Air Corps, alleging as his reason "advanced age." He was 34. He became a technical adviser for Shell Oil Co. and helped develop high-octane gasoline. He used to test the stuff in a Seversky plane with more than 100 instruments of his own design. By this time he was almost an instrument himself. Once, over the mountains of Colorado, he read a book as he flew. A nervous passenger said: "Where are we?" He was casual, he said: · 'Page 262.'

With the second war he threw up a \$12,000 salary for a major's pay. Again the Army used his technical skill. They sent him to Detroit, where he helped industry convert from autos to planes.

And even when the gaudy Tokyo show came along, he approached it scientifically. In the plane on the way to Tokyo he took notes on the gear in the B-2. 5. He -went and played with the tail gun for 20 minutes, then sat down in mid-fuselage and wrote out a few suggestions for improvements.

Just because Jimmy Doolittle has always loved his chosen machine does not mean that he himself is a machine. Far from it. He has great heart. His smile, they say, goes all the way from his high forehead to his cleft chin. He can drink and talk and laugh all night and never mention flying. When the Tokyo raid was over he wrote all the wives, personally and differently; he went out of his way to meet the fliers' parents; he himself fought through the claims of his airmen who lost clothes in the raid. In a jealous profession, no one resents his fast jump from major to lieutenant general.

But the main reason no one resents Jimmy Doolittle's fame and authority is because all can see, just by looking in his face when he walks up to a plane, that he is a dedicated man, a craftsman who knows and loves the winged vessel of his trade.

NOTE: This is an excerpt from an article by Tom Hersey, with portrait by Tom Lea, done in North Africa, 1943.

CALENDAR OF EVENTS

- | | |
|------------|---|
| March 3 | Chapter 1494 Monthly Gathering – Morristown Airport,
Terminal Building – 6:00pm |
| March 5 | Tenative, February KMOR Breakfast |
| March 12 | MNV 2nd Saturday Breakfast at Monroe County 8:30 – 11:00 AM |
| March 19 | CAP Pancake Breakfast, Cleveland, TN KRZR 8:00–10:30 AM |
| March 7-21 | Private Pilot Ground School @ KMOR (cont.) – CFII Bob Dilk (Feb 7, 14, 21, 28) |

[Letter to the editor—Re: OR Airport Delay](#)

As a local pilot, I watch for reports and updates on the development of the proposed airport on the former K-25 site. The gift of so much land is invaluable and a rare opportunity for any city. It appeared that while the planning and development was under the direction of the Metropolitan Knoxville Airport Authority who has so much experience with two other airports in Knoxville there was positive progress. Then the city of Oak Ridge discovered there was \$50,000 to \$200,000 available and took over the planning themselves. It appears that they intend to spend that money on further studies to determine if the airport will work well for the city and spend until it is all gone. The only progress I see is the proposal to move the airport from the planned site to someplace near the K-25 site requiring additional studies and delays.

After these same planners have made such a mess of the Main Street shopping center they can study converting the former mall into a truck stop.

Jerry Depew

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



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 FAA CRS VDJR395X

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

EAA Chapter 17

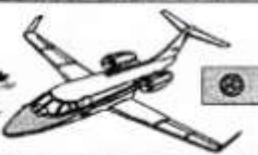
Knoxville, TN

March 1997



The

The Mountain Land Flyer



EAA Aviation Center, P.O. Box: 3086, Oshkosh, WI 54903-3086 Phone: 414-426-4800 - Fax: 414-426-4873 EAA....Sport Aviation Assoc.

Sun & Fun-Lake Land Florida

There will be no Chapter 17 meeting this month. We will have a small meeting at S & F Sunday, April the 6th at 7:00pm. Meet at the Hogans, Livesey and Kullberts camp site right after the Corn roast. We will have the Berry nice affair during this time. Join us!

As you read this, there are hundreds of young soon to be ripe fruit buds soaking up the Florida sun just west of the Greater Lakeland Aerodrome. They've got Chapter 17's name written all over them. Its almost time again, that great week in April where all in the sport Aviation gather to show off their wears, swap stories and get sunburn. If you haven't done the Sun & Fun thing, may be you should treat yourself to a few days off. Pack up your airplane or auto and head south to Lakeland, Fl. for a week of plane ole fun. The Sun & Fun event starts on the 14th of April but I like to arrive a day or two early and watch the place come alive.

It sure gets the blood pumping. If you do plan to attend, the Hogans and Livesey's are once again planning to host the 4th Annual Sun & Fun Strawberry Feast. This event is on Sunday, April the 6th at 7:00 PM just after the Annual Sun & Fun Corn Roast. Our campsite is located right by the showers across from the new Fly Market building. Look for our Chapter 17 Banner hanging around our campsite. Bring folding chairs and join us around the fire....See ya'll there!



How Do You Get To Sun & Fun?



1997 Registration Fees and Information	SNF Museum/ EAA Members	Flightline Non-Membr	Member \ Non-Member General Admission
	Weekly	Weekly	Daily
Adults	\$60.00	\$70.00	\$15.00
Youth (14 thru 17)	\$30.00	\$35.00	\$10.00
Under 13	FREE	FREE	FREE
Guest	Members may invite one guest for \$60.00 Any additional guests will be charged \$70.00		\$15.00



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 \$ _____

Pay Now

