

February 2018



Mountainland Flyer



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Next Regular Gathering

February 5, 2018

We meet the first Monday of the month at McGhee
-Tyson 510 Center

Come early to visit and eat. The program starts at
7:00 PM

This month we have Paul Mercandetti sharing his flying experience into the Paris Airshow last summer in a Swift Aircraft like the one he owns here at home. Jim Roberts, also a Swift owner, will be talking about his USAF days as a U2 pilot and some of the missions he performed at high altitude.

2017 IN REVIEW

The Anatomy Of An Aircraft Accident, The Insurance Company by Nathan Woodall (D.R.Cox Insurance Co.) Your Flight Medical by Doctor Ernest Gibson-AME. Oil Analysis and How To Monitor Your Engine For Problems by George Douglas (AMSOIL) D-Day Remembered with Stan Brock, Zenith Rudder Workshop with John Winter, Avionics Discussion by Gary Picou, Flying To The Bahamas by Julie and Roger Cox, our now famous Banquet with AOPA President Mark Baker. How can it get any better than this? All we do is have fun with Aviation, giving Young Eagles Flights, Cookouts, Camping Trips, Visits to Building Projects and meals at nearly every meeting.

Come to our First Monday of the month meetings at 510 Center near the Hilton and Cirrus hangars at McGhee Tyson.

WINGTIPS

By the Taildragger doctor (Max Burnette)

We're about half way through the bad flying season, so it's time to start getting the bird ready for spring. Change the oil, service the battery, check and service the brakes, check for uneven tire wear and correct pressure. Tire pressure is more critical than on your car. On your auto it's critical for steering and braking, but on the types of planes that most of us fly the tires are tube type. If you run them under inflated (which makes for a softer landing) you run the risk of pulling a valve stem out of the tube. Think about it. When a 600 x 6 tire touches the runway at 60 mph, there's a lot of stress at the bead area and if it's under inflated it's likely to slip a little on the wheel. A few times more and it may pull the stem out of the tube. That's why your mechanic paints a small red slippage mark on a new installation. But don't over inflate either. That shortens tire life by wearing the center of the tread first.

All these little things can annoy and delay you when you catch them on a preflight just as you're getting ready to launch off to Sun-N-Fun.

Get your new charts and approach plates (if you're not electronic), make sure your transponder, encoder, and altimeter are in current certification (2 yrs). Have fun, fly safe, and I'll see you at the next chapter meeting

The taildragger doctor A&P, EAA tech counselor, Max Burnette

THE AIRPORT RESTAURANT AT LONDON-CORBIN KY HAS REOPENED.

Are you are looking for a warm destination on a cold day? Try a flight to KLOZ (78 miles from Downtown Island Airport) to visit the recently reopened restaurant adjacent to the FBO. Now called Red Baron Cafe, they are open Tuesday to Saturday from 11:00 AM to 4:00 PM and expect to extend the hours after they get their Liquor License. (Remember folks, its 8 hours, bottle to throttle!) You can call them at 606- 877-1199 or the FBO: 606-878-9100 for more information.

AOPA GIVING TWO SEMINARS IN KNOXVILLE IN FEBRUARY

Saturday, February 10 is a RUSTY PILOTS course at Knoxville's Downtown Island Airport (KDKX) from 9AM -12PM presented by Mark Boguski aimed at getting former pilots back into flying status.

February 22 is a course on Avoiding Airborne Traffic by AOPA at Clayton Center 7PM-9PM.



David and Helen Stevenson join Jerry Depew (hat's his Cessna 172) and EAA Chapter 17 at the Cleveland Tenn. fly-in breakfast

Message from your President

Hope you are all staying warm and healthy during this cold winter and plan to attend our February 5th meeting at TYS 510 center. One of the good things about winter weather is it gives you time to get caught up on fixing and upgrading things on your aircraft that have been put off during the flying season. Tom Roush with the assistance of Ken Strong has installed a new glass panel and ADS-B system in Tom's RV 9A during the last month or so. I would like to hear from other members who are doing some type of upgrades to their aircraft and a progress report from those that are building their own aircraft.

At our February 5th meeting we have Paul Mercandetti sharing his flying into the Paris Airshow last summer in a Swift Aircraft like the one he owns here at home. Jim Roberts, also a Swift owner, will be talking about his USAF days as a U2 pilot and some of the missions he performed at high altitude.

We held a Board of Directors meeting last week to plan for 2018. We have several things we will need your input and suggestions on that we will discuss at the meeting.

I hope you enjoy the articles by our new contributors to our newsletters written by Greg Long (Long on Safety) and our Tech councilors Jim Auman and Max Burnette. If you have an article you would like to share please send it either to me, Jerry Depew, or Gary Picou.

How many of you try to attend the local Wings programs presented by the FAA Safety Team? You might not be aware that by attending these, outside of the safety aspect, it may save you money on your aircraft insurance. It also shows the FAA investigators that you are trying to be a safe pilot and will go in your favor in an accident/incident you may be involved in the future. Of course we hope you won't need it for that purpose, but I know first hand that it is a factor.

Mark your Calendars for Tuesday, February 6th in Maryville at Clayton Homes Corporate offices as the FAA Safety team will be conducting a seminar called Non-Towered Airport Operations. The many FAA seminars I have attended over the last few years our chapter members usually make up 60 to 70% of the attendees. It's nice to be part of an active EAA Chapter like ours.

Looking forward to our next meeting and sharing some food during our social time before the meeting. We will be serving Shirley's Taco soup as the main dish so let me know a head of time what type of dish or desert you plan to pass.

George Douglas, Chapter 17 President

New N.J. law makes flying a drone while intoxicated illegal

On his last day in office, former New Jersey Gov. Chris Christie signed a law that makes it illegal to operate an unmanned aerial vehicle while drunk. Flying a drone with a blood alcohol content of 0.08% or higher – the same limit that makes it illegal to drive – could result in up to six months in jail and a \$1,000 fine. *Excerpt from AOPA online.*

Publisher's note: We did not know Drones had blood, let alone drink to excess. . .

New PW-6u at Chilhowie Gliderport

By Steve Curran

A few weeks back I received an E-mail from Sarah Arnold that she and Jason had added a new Politechnika Warszawska PW-6 trainer to their fleet. I decided to give her a ring and set up a flight with her on a Saturday. (A present to myself for birthday #70).

That particular Saturday turned out beautiful. Chilhowie's new PW-6 and tow plane were ready. The all composite glider is of Polish design and a bit awkward to get into due to canopy and instrument panel avoidance. Sort of like getting into a sea kayak. Getting in an out takes a little practice to perfect, but you will receive plenty of help. The cockpit is quite snug and will not accommodate larger folks. The seating position is nearly prone and considerably forward of the wing. Jet fighter? So this was going to be different from the SGS2-33 or 2-32 that I was used to. Instruments included a compass, airspeed, altitude, variometer, a tiny radio and a slip string taped to the canopy.

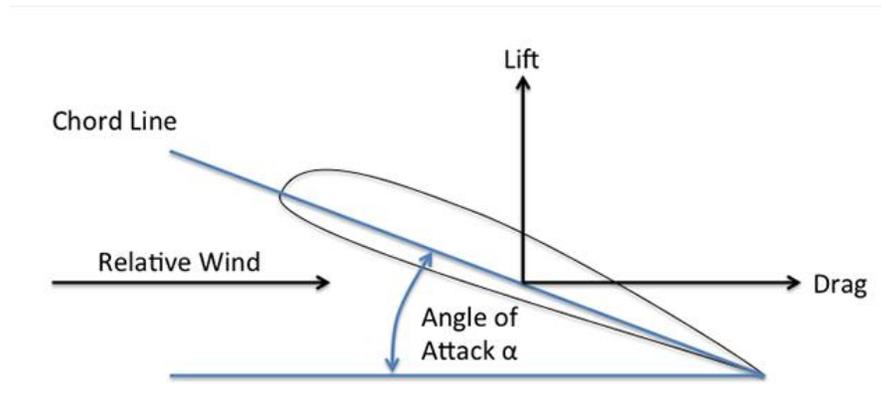
Takeoff was a rush, being so low to the ground one's sense of speed is heightened and minimal shock absorption made the eyes wiggle a bit. Once in the air all went smooth, solid and quiet. No need for cabin intercom, communicate in your normal voice. Unlike the Schweizer trainers, just pull the release -no need to slack the tow line. I found the controls to be light, just had to be careful and lead all turns with plenty of rudder. I held the stick lightly with two fingers just like on an R/C transmitter. All in all, this new trainer is a delight to fly. So if you get the chance, give Sarah a call at **Chilhowie Gliderport** and try this bird out yourself. **423 506 9015**



LONG on Safety— What is Angle of Attack?

By Greg Long

AOA is the angle between the chord line of the wing and the relative wind.



Many of an airplane's critical performance numbers are really angle of attack numbers: the stall, the best power-off glide ratio, the recommended "approach speed", the best rate of climb, and the best angle of climb.

Why should GA pilots consider adding an AOA indicator to their avionics:

About 7 percent of all fatal GA accidents in the past 10 years have been caused by stalls and/or spins and about 13 percent of other aircraft losses involved loss of control while at maneuvering speeds. (Air Safety Institute).

Pilots have been taught to calculate the proper approach speeds but the math gets complicated when the airplane is turning, climbing, or descending, and when loads, outside air temperatures, and atmospheric conditions are changing. When in doubt, pilots tend to pad the numbers with higher approach speeds and fly by feel; or they have a set of numbers they use routinely for approaches and take-off in a particular aircraft. Use of AOA indicators help pilots fly more precise approaches because they allow pilots to automatically compensate for lift requirements regardless of aircraft weight, air density, attitude, turbulence, ground effect, or flap or landing gear configuration.

Conclusion:

An angle of attack indicator offers a visual indication of the amount of lift the wing is generating at a given airspeed or angle of bank. The AOA delivers critical information visually or through an aural tone to indicate the actual safety margin above a stall. Today's AOA indicators are accurate, lightweight, digital, relatively inexpensive, and certainly worth serious consideration from a safety perspective as well as enhancing pilot skills.



CALENDAR OF EVENTS

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.

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| February 3 | First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX) |
| February 3 | First Saturday Breakfast. Winchester (BGF) (135 miles from DKX) |
| February 5 | First Monday EAA Chapter 17 meeting at 510 Center. |
| February 6 | FAA Safety Team Seminar, "Non-towered Airport Operations 7:00 EST at Clayton Homes, 500 Clayton Drive, Maryville. |
| February 10 | Second Saturday Breakfast. Monroe Co (MNV) (41 miles from DKX) |
| February 10 | RUSTY PILOTS course at Knoxville's Downtown Island Airport (KDKX) from 9AM to 12PM presented by Mark Boguski aimed at getting former pilots back into flying status. |
| February 17 | Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX) |
| February 17 | Third Saturday Moontown, AL breakfast. (3M5) (168 miles from DKX) |
| February 22 | A course on Avoiding Airborne Traffic by AOPA at Clayton Center 7PM-9PM. |
| February 24 | Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX) |
| May 12, 2018 | YOUNG EAGLES at KDKX with May 26 as a rain date. |

John Leenhouts, Sun N Fun President and CEO will be our **2018 banquet luncheon** guest speaker.

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.
- ✈ 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 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 \$ _____

