AUGUST 2019

Mountainland Flyer

EXPERIMENTAL AIRCRAFT ASSOCIATION EAA CHAPTER 17 KNOXVILLE, TENNESSEE

Next Gathering

August 5, 2019 6:00 PM
Sky Ranch

Field Trip to Jesse Katz's Youth Program Hangar

Our third annual EAA Chapter 17 cookout

Was held at the hanger of Jerry Depew at the Riley Creek airport in Kingston on Sunday July 14. This event was planned as a substitute for the meeting not held during the long July 4 Holiday. A Sunday would not interfere with other Chapter plans after the Saturday breakfast at Monroe County airport. Despite the uncertain weather predicted for that Sunday several airplanes were able to fly in for the cookout. Many others chose to drive instead and came bearing salads and desserts that were savored by the crowd.

George and Shirley Douglas brought hamburgers and hot dogs with all the accessories and a variety of salads. Fred Raney offered to cook, and we were passing out the burgers. Other contributions included baked beans, potato and macaroni salads and cold watermelon to fight the heat. There were so many desserts that many were taken away unopened to be frozen and shared with you at our next meeting.

Our thanks go out to the many volunteers who came out early to help wash and arrange the many tables and chairs

that had been in storage for too long a time. Thanks again for those who remained to help put everything away after.

This was another successful group effort by the chapter

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Message from Your President

Field Trip to Sky Ranch Airport August 5th at 6pm.

No meeting at the 510 building this month at TYS. We will be traveling to Sky Ranch to visit Jesse Katz's hangar, where he will conduct a presentation on his new Youth program that is nearly ready to go live. As you cross the gate into the ranch @ 3535 Alcoa Hwy. Look for the Green hanger across the field. Please stay on the road, make a right turn and go around the north end of the field. Please stop and yield for air traffic if present. Bathrooms are in the club house. Bring your own lawn chair as seating will be limited.

Jim Roberts will also be sharing his 2019 AirVenture photos with us.

We will serve Pizzas and refreshments before the presentations. Many of us haven't been to Sky Ranch since we moved our meetings to TYS so this will be like a home coming. For you newer members our chapter started at Sky Ranch in 1956 and met there until just a few years ago, when we had to find a larger meeting room due to our growth.

As I write this message I am live streaming the night airshow at Oshkosh. Each day I have been watching all the activity through Oshkosh's live stream cameras. After watching the arrivals and departures and listening to ATC I think even I could fly in there now. Well maybe next year. We did have several of our members attend it this year.

We had a nice turnout for our 3rd annual fly-in cookout at Jerry Depew's hangar at Riley Creek in Kingston. Due to weather only a few aircraft made it in. We did have a special guest show up, Zach Chase who is known in the Glastar community as their guru. He moved into our area not long ago with his family from Florida. He has Glastars trailered in from all across the country for his specialty work with composites and other talents. He will be presenting at one of our future meetings on these really nice Glastars. I am trying to find out who noticed the aircraft in his shop from the road and put a newsletter and a chapter business card in his mailbox. Take a look at Zach's website www.fibertechcomposites.com.

On July 1st some of us took part in a small Young Eagles event at Monroe county airport. Bob Mundle and our newest member Jennifer Van Wormer held a grandparent's appreciation day from Bob's local community. We flew 22 kids and 3 adult eagles. These kids were from all across the country as they were spending vacation time with their grandparents at Rarity Bay on Tellico Lake near Vonore. **George Douglas**
President EAA Chapter 17

July 1st YE Event at MNV

ADVERTISEMENT

BLAKE PALMER A&P / IA

Blake is a new member with our Chapter 17 and offers his mechanical services as EAST TENNESSEE AEROWORKS out of the Seymour Air Park (TN20) Contact Blake Palmer, 832-971-4407 or blake@etnaeroworks.com www.etnaeroworks.com

WANDA FULMER RETIRES AS AIRPORT MANAGER

After 30 years as the manager of the Dayton Tennessee airport it was time to pass the reigns of airport manager to another. Many of us older pilots came to know of Wanda when Dayton was the only airport breakfast destination and she greeted each pilot as an old friend. The old terminal building leaked but provided a comfortable place to visit and shop for the paper sectional charts. Since then the runway has been resurfaced, a new FBO constructed and rows of new hangars situated on ever expanding ramp space.

Wanda was active with the state in the airports development and can be proud of the growth and service to the local businesses and the airport pilot community. Thank you for your service Wanda.

Jesse Katz Youth in Aviation Update

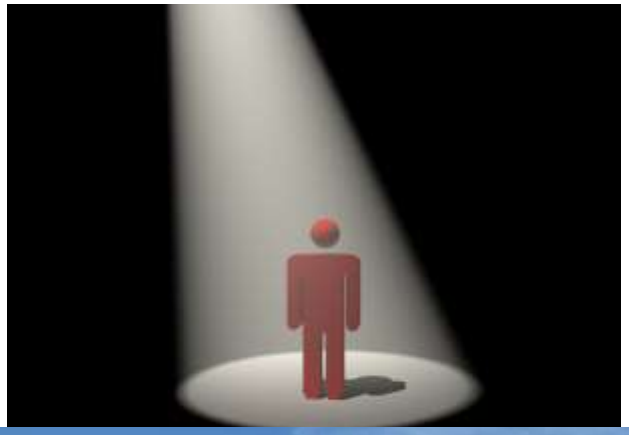
The hanger now has air-conditioning, security cameras, and shop air. Wi-Fi is next. We are looking for a free desk and office chair. I am setting up the nonprofit bank account with y-12. We will be releasing the youth application soon, and a list of work session dates.

Our first mission is to find our first five. The first five will be the lead crew of the youth program. They will be setting goals, making the youth code of conduct, and more. These first five will need to be sharp, dedicated, self starters. I will be investing a lot into the first five. If you have a youth in mind, please speak to them and forward an application to them when they come out.

I look forward to working with you on the program, our program. Building youth through aviation.

New Member Spotlight

Jennifer Van Wormer



"I grew up in an aviation family (third generation) on a grass strip in Kansas. My father, a TWA pilot, was my flight instructor. I soloed a glider (Schweitzer 2-33) at 14, the family Taylorcraft at 16, and had all of my ratings by 18. I went to the University of North Dakota where I worked on my CFI/II. I own a 1946 Taylorcraft that my grandfather rebuilt in 1985. I'm a 767 Captain for United Airlines where I have worked for 29 years."

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Knoxville Tennessee

The Dawn Patrol 3 (The RC planes)

***By** John Winter*

In the previous two articles in this series I discussed the Dawn Patrol event and the full scale airplanes but in this final article I want to tell you about the scale RC airplanes. I know that we have several people in our local EAA chapter that are into this hobby / lifestyle and I just couldn't leave these planes out.

First off, these planes were more than just the tissue paper and balsa wood models I remember building as a kid. These were true scale airplanes that were built to fly and fly they did. During the portions of the event when the RC planes took to the air, you couldn't tell the difference between these and the full scale aircraft unless you really took a hard look. From the ground, other than the size, these amazing works of art were identical to their full size brothers. Unfortunately the winds were pretty strong while I was there so I didn't get to see all of them fly but there were a few brave, or maybe crazy, souls that took to the air with their pride and joy. If you notice the flags in the pictures, you can see that there was almost a 90 degree crosswind over the runway almost the entire day. This wind even kept some of the actual full size airplanes from flying. I guess it's one thing to wreck an RC plane while you are safe on the ground and quite another when you are along for the ride.

As for the construction of these planes, the details were incredibly intricate and most looked to be built as close to the original planes as the size would allow. Details right down to rib stitching, instruments, bolts, rigging, props, you name it. Some of the engines on these planes were incredibly detailed and to think that these engines powered these planes in the air and were not just static models was mind blowing. These were worthy of using in films for ground to air footage. One plane even had a scale leather binder with maps and a wicker seat. That is dedication to the craft.

As with any hobby involving vehicles, there are bound to be some "trailer queens" and this black and tan high wing model sure looked like one. I never saw it fly due to the winds so I can't say whether it was a true "trailer queen" or if it was a flying plane but it was beautifully finished. As for me, I know I would have trouble risking sending it up but that could be said of so many of the planes on display so who knows.

(Continued on page 5)

At one point I stood and listened to Jim Ellis of the Oklahoma Sooner Squadron who brought an incredible half scale F-1 Camel. Yes… Half scale. I had no idea that there were RC planes of this size. He was telling a small crowd about his plane and what was in it and how long it took to build. I thought about the time estimates of some of the smaller homebuilt aircraft that are shown in Sport Aviation magazine and realized this plane was not far off of those. And to think that he flies this plane from the ground with nothing but a handheld controller with the agility of a veteran pilot. I personally would be nervous just moving this plane from the truck to the grass, let alone send it aloft and trust my reflexes and experience (or lack thereof) to not auger the thing into the ground.

Now realizing that my memory of what Jim said would not do this plane justice, I emailed the Sooner Squadron to get more detail on his F-1 Camel and to my surprise Jim was the one that actually emailed back and provided the list of information shown below. Again, the aviation community came through even for a total stranger. It doesn't matter if it is production aircraft, homebuilt or scale models, this community seems to always be willing to help. And as you read this list there are several things that jump out like the total weight and the 8lbs of lead on the firewall to get the CG correct.

F-1 Camel data:

- *The F-1 Camel is half scale*
- *It took over a year and a half build.*
- *It was built off Mick Reeves plans from the U.K., quarter scale blown up to half scale.*
- *It has a Valach 420 cc, five cylinder radial engine, putting out 26 horsepower at 3700rpms. Turning a 40 -20 prop.*
- *The Camel weighs in at 118 lbs ,that is takeoff weight.*
- *The engine weighs 31 lbs.*
- *And it took 8 lbs. of lead on the firewall to get the CG to come out right.*
- *Covered in Solar Tex, just iron on prime and paint. Painted with Bear house paint cut with windshield washing fluid, as thin as water.*
- *Air Frame is all spruce , ribs 1/8 plywood,*

(Continued on page 6)

- *Landing gear 4130, 17'' spoke wheels from Tractor Supply, covered and painted*
- *There were only three half scale planes there*
- *Dr-1 Fokker, Nieuport-11, and this F-1 Camel.*
- *Most all the rest of the planes were 1/3 scale with a lot of them kits from Balsa U.S.A. and some scratch built.*

As you can see these planes were not your typical almost ready to fly foam models that are sold in most hobby shops these days. They were true airplanes in every sense of the word.

All in all, the Dawn Patrol gathering was well worth the time and travel and I will definitely consider going again in the future. You just can't go wrong with anything at the Air Force Museum, especially when flying aircraft are involved.

LONG on Safety

Fatigue

Human fatigue is a serious issue affecting the safety of the traveling public in all modes of transportation. Nearly 20 percent of the 182 major NTSB investigations completed between January 1, 2001 and December 31, 2012 identified fatigue as a probable cause, contributing factor, or a finding.

Fatigue would seem to be one of the easiest hazards for pilots to avoid — but it has proven one of the most difficult. General aviation pilots face business and personal stresses that can tire us out, mentally and physically, and harm our performance in the cockpit.

Human fatigue is both a symptom of poor sleep and health management, and an enabler of other impairments, such as poor judgment and decision making, slowed reaction times, and loss of situational awareness and control. Fatigue degrades a person's ability to stay awake, alert, and attentive to the demands of controlling their vehicle safely. To make matters worse, fatigue actually impairs our ability to judge just how fatigued we really are.

How to avoid fatigue:

- Observe warning signs such as forgetfulness and foolish errors that show a lack of mental acuity.
- Make realistic schedules that avoid situations where fatigue is likely to become a factor.
- Prepare in advance of each trip by getting proper rest, nutrition, and hydration—and avoid the energy sapping after-effects of late nights, alcohol, or long periods of strenuous physical activity.
- Reduce fatigue-inducing noise exposure by having a good headset with effective ear seals.
- Stay properly hydrated during flight.
- Use oxygen at relatively low altitudes.
- Even short pre-flight rests can be helpful. Earplugs and eye shades can help pilots seeking 20-minute cat naps.
- Regard fatigue as a legitimate reason to cancel or reschedule flights

Toughing it out won't make fatigue go away, and tiredness, preoccupation, or distraction aren't moral failings. Pilots should regard their bodies and minds as sensitive tools requiring proper upkeep. And even though there's no objective, scientific way to measure fatigue, pilots should know that even highly trained, professional crews with vast experience have made foolish, in-flight errors as a result of exhaustion. Refer to AOPA for more information on fatigue.

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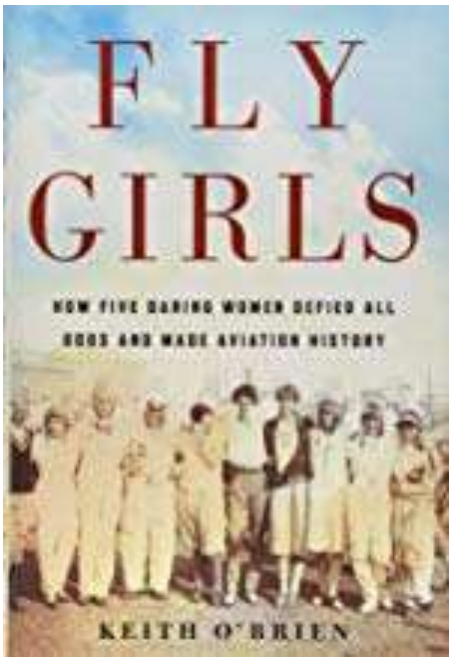
Go to smile.amazon.com and search for **Experimental Aircraft Association, Knoxville Tennessee (for some reason known only to Amazon, Chapter 17 doesn't appear)**.

Book Review, *Fly Girls,*

Written by Keith O'Brien, *reviewed* by Gary Picou



Amelia Earhart is a household name. A great Aviatrix in the golden age of aviation. She makes news today, eight decades after she went missing, *because* she was **lost**. We have perhaps forgotten her accomplishments. And we have largely forgotten other women aviators whose contributions are also so important. Thanks to Keith O'Brian, your faithful publisher is now acquainted with Miss Earhart's (do NOT call her Mrs. Putnam!) contemporaries, friends, and competitors.

Mr. O'Brian explores the lives and ambitions of Earhart, Louise Thaden, Ruth Elder, Ruth Nichols, and Florence Klingensmith, and their contemporaries like Roscoe Turner, Benny Howard, Walter and Olive Ann Beech, Vincent Bendix, Jimmy Doolittle, Wiley Post, Slim and Anne Lindbergh, Jackie Cochran, and Cliff Henderson. Henderson's relentless promotion of air racing spawned the first :Powder Puff Derby, for women pilots, but his opposition to head-to-head racing drove the women to create an organization of their own. One hundred fourteen invitations were sent out to women aviators, and one less than one hundred were accepted. Miss Earhart was elected the first leader of this organization, which has survived 86 years longer than she did (so far).

Mr. O'Brien's book is exceptionally well written, and correlates with my existing knowledge of aviation history, and expanded it. Aviation in the 1920's and 1930's was risky and dangerous, and one of the central themes of the book is men (from President Wilson on down) telling women pilots to stay home and be safe, while the women said ,"Why should we, the risks are EQUAL."

No spoilers here, but I got goosebumps at the description of Mrs. O.A. Beech sending a letter asking Louise Thaden asking if she would use Walter's latest airplane, a C17R retractable Staggerwing, to compete for the 1936 Bendix Trophy, because Henderson had a "Women's consolation prize" that year. Read the book to see how THAT worked out.

From beginning to end, Fly Girls has tragedy, loss, setbacks and triumphs. You get a sense of personalities of the characters, and a quick Google cross reference shows that Mr. O'Brian is probably spot on in his assessment.

There are two reasons why I'm rambling on about this book. One is that this should be textbook of gender equality for ANY endeavor. Second, our Banquet speaker CarolAnne Garratt, seems to be an embodiment of the attitude that lived in Earhart, Thaden, Elder, Nichols, and Kingsmith. "Why NOT?"

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

ScoutFest 2019

From Jesse Katz

Chapter 17 has a unique opportunity. I have been authorized to have a static display of airplanes at Scoutfest 2019. This event will be @ Landing at the rivers edge airport. Oct 18-20 in Blaine TN. We participated in 2016. Introduced aviation to over 2500 people!! Mostly kids, and some old kids. Camping is permitted on the field.

One caveat, we have to arrive on or before the 17th, and we cannot depart till the afternoon of the 20th. Due to the NOTAM airport closure, activities on the runway. Please contact Jesse Katz 865-936-4901 Your self appointed "youth in aviation" coordinator.

Also in the planning stages, The Youth Program at Sky Ranch is looking for experienced volunteers to speak to scouts about aviation. I will have several opportunities to speak to youth around Knoxville in the next six months. These engagements will be about an hour long, during a weekday evening. Again please call Jesse Katz 865-936-4901.

We must not miss out on these two items. We will have an attentive listening youth audience, we can open young minds to the world we so love and enjoy. If we light their passion for aviation now. It will take them farther then they can imagine. Join me and be apart of something great!

WHY WE OFFER 'FREE NEWSLETTER ONLY MEMBERSHIPS'

Several years ago the Chapter 17 Board of Directors decided it made good sense to offer free newsletter memberships to select people in the area. This has proven to be a good decision. We have hand picked individuals who we think would add depth to our ranks and have encouraged pilots and other aviation minded folks to give us a try. Educators, seasoned pilots from many walks, civic leaders, and more have joined our ranks, and many have become 'paying members', and all have contributed in special ways. So . . . if you are currently a **Mountain Land Flyer** only member, we invite you to join us for a full featured regular membership (only $20). If you prefer not to do that, **PLEASE** continue as a valued FREE member.

OFFICERS AND BOARD MEMBERS, EAA CHAPTER 17

EAA17.ORG

We invite you to visit our chapter web site (www.eaa17.org) to view events and postings from our members. Anyone can read the information placed there, but only our chapter members can make a post after signing in. Make sure to check the box allowing a reply message to be sent to you when a new post has been added. This is be a good place to make invitations for other pilots to join us on aviation outings like the ones mentioned in this issue.

Save the date!

January 11, 2020 EAA Chapter 17 Luncheon Banquet with guest speaker, CarolAnn Garratt

CarolAnn Garratt, Gainesville, Florida, is a former manager with a Fortune 500 company. She earned her private pilot license in 1978 and her instrument rating in 1980. In 1996, she completed her commercial license and bought a Mooney in 2000. After her mother suffered and died from ALS, she flew around the world in 2003 to raise awareness and donations for ALS. Not content to just fly, CarolAnn built her first plane between 2004 and 2006 and took up flying gliders in 2014. She has over 6000 hours and flies more than 250 hours a year including flying students with the EAA Young Eagles program, the sick and needy with Angel Flights, and instructing cadets with the Civil Air Patrol. In 2015, she flew her homebuilt RANS S-7S to Alaska and back.

In order to do more for ALS research, CarolAnn spent 18 months planning her second world flight, a world record attempt, and, with co-pilot Carol Foy, set out from Orlando International on December 2nd, 2008 to fly around the world westbound. The planning paid off as the first six legs went like clockwork. The seventh leg, across Africa, had its difficulties, but with the help of their ground crew, everything continued almost on schedule. They arrived back in Orlando after 8 days, 12 hours and 20 minutes, just 90 minutes ahead of a massive cold front that was plowing its way across Florida. The Federation Aeronautique Internationale certified their flight as the world record on March 16, 2009. Their overall speed was more than double the old world record.

The first two world flights (and subsequent books and presentations) raised over $300,000 for ALS research. But, CarolAnn didn't see much during the second flight. So, in May 2011, she set out again, eastbound this time, to slowly circumnavigate the world and to see many of the countries that she had previously missed. After 11 months, she returned to the US and wrote a third book. To date, donations to ALS research are over $434,000.

CarolAnn's presentations are fast-paced and packed with pictures and exciting stories of the flights. She has received numerous positive testimonials. One of the most common remarks is: "I wish that I'd brought my wife and kids to this presentation. They would have loved it."

100% of all book sales go directly to ALS Therapy Development Institute, researching a cure for Lou Gehrig's disease.

Upon Silver Wings: Global Adventure in a Small Plane, $20

This book is written so that you feel as if you are in the right seat watching and hearing all the action and communication as CarolAnn flies the 15-hour leg from California to Hawaii or the 12-hour leg from Darwin, Australia over Indonesia to Singapore. When the engine coughs, your heart leaps into your mouth. When the radio doesn't work, you walk step by step through the problem analysis and find a solution to allow the flight to continue. Enjoy the flight, enjoy visiting the different countries, and feel the freedom.

Upon Silver Wings II: World-Record Adventure, $20

Read all about the flight and learn what's involved in planning an endeavor that touches multiple time zones, governments and continents. Learn what went right and what went wrong. Share the experience of being in a small cockpit for 158 hours, leaving the plane only 8 times to refuel and stretch (their ground time was only 46 hours). What did they eat? How did they go to the bathroom? How did they get permission to cross all those countries? And, most important, what inspired Garratt and Foy to accomplish this world record? Each book is a $20 donation to ALS.

Upon Silver Wings III: People and Places around the World, $20

Travel to many fascinating places with CarolAnn. You'll fly between snow-covered peaks in Switzerland and land in a valley. Getting approval to land in Haifa, Israel, and then proceed to Jordon was stressful, but, in the end very worthwhile. Madagascar's lemurs were amazing to watch. Celebrating the 100th anniversary of flight in Malaysia was a privilege as well as a difficult time with mechanical problems. Milford Sound and the Southern Alps in New Zealand were majestic. Then, of course, it's necessary to cross the Pacific Ocean to return home to the US.

A 40-minute high-definition DVD is also available for the 2011/12 flight. $10 donation to ALS.

Thanks to the Banquet Committee (Linda Long, Helen Picou and Judy Wayman) for arranging this guest speaker.

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.

THERE IS NO MEETING IN JULY BECAUSE OF THE HOLIDAY. See July 14

p effort be the chapter

August 3	First Saturday Breakfast. Morristown (KMOR) (32 miles from DKX)
August 3	First Saturday Breakfast. Winchester (BGF) (135 miles from DKX)
August 3	First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)
August 5	**First Monday of the month EAA Chapter 17 meeting at Sky Ranch (Jesse Katz Hangar)**
August 10	Second Saturday Omelet Breakfast. Monroe Co (MNV) (41 miles from DKX)
August 17	Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)
August 24	Fourth Saturday CAP Breakfast at Dayton (2A0) (68 miles from DKX)
August 31	Fifth Saturday Breakfast at Athens (MMI)
August 31	Fifth Saturday Breakfast at Lebanon (M54)

October 9-12 Beech Party at the Beechcraft Heritage Museum at Tullahoma, TN. $45 a day. On Site Camping, Seminars, Technical Seminars and Museum Tours.

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.

ROBERT BERLIN is asking for your input as he improves our chapter web site. If you have ideas or comments please let him know your ideas. If you are having problems receiving our newsletters you can find them on the EAA17.org website. Contact webmaster@eaa17.org

Dan Valle Chapter 17 Member offers Aircraft Certs

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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

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:
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C/O PS Engineering
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Lenoir City TN 37772

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