

July 2021



Mountainland Flyer



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Next Gathering

July 10
Fly-In/Cook Out at Deerfield Airpark (TN44)

(See Page 4)



Message from your President

June was a very busy month for many of our chapter members. We hosted the EAA Ford Trimotor tour, flew the Idaho backcountry trip of a lifetime, flew on a camping trip to Kansas, attended Morristown Chapter 1494's Splash-In and Cookout on Douglas Lake, while others took some vacation time traveling to places that were recently closed due to the pandemic.

The Ford Trimotor event went well, due in a large part, to the hard work of Theresa and George Mueller. Your board members just approved them to officially be our new Event Coordinators. It was a pleasure to have them step up and volunteer for this position. Read Jim Roberts article on the Trimotor in **this month's newsletter**.

Chapter 1494 hosted their annual Splash-in Cookout on Douglas Lake and invited our chapter to attend. George & Theresa Mueller and I attended by way of my boat while four floatplanes splashed in for the event. One of them was a Zenith on floats flown in by Dan D out of Sky Ranch, who is a



(Continued on page 2)

past member of our chapter. Dan and his wife are presently building an RV-14A. Sorry Dan, I couldn't remember how to spell your last name and please renew your membership. I hope we can hold a similar event for our chapter in the near future.

The Idaho trip was a real challenge and learning experience for me at least. Read the article on this **Great Western Adventure**, that I would rename, "MOUNTAIN FLYING BOOT CAMP". Once we get back to holding our meetings at the 510 building, we will give a presentation on this trip with several pictures and videos to share with you.

This coming August 28th at DKX, we will be holding a Young Eagle event for the Tuskegee Youth Program of Knoxville. You should be receiving a request to volunteer to assist with this event. If not, contact Roger Cosh at 423-435-8971 or email n423jc@gmail.com.

Don't forget to mark your calendar for the Fly-in cookout, at Deerfield airpark (TN44) on July 10th for lunch. This is an annual event that our chapter has been invited to.

At this time, still no word on when we can hold our regular meetings again at the 510 building. Stay tuned, as we will be holding some sort of gathering the first week in August, after some of us get back from Oshkosh. It might just be our annual cookout, which is not a bad way to start out face to face gatherings again.

George Douglas

HOW TO TEST FOR A LEAKING WINDSHIELD

without making a mess.

By Jerry Depew

I recently missed a group cross country as part of The Great Western Adventure when my plane spent five hours in the rain waiting for a weather window that would allow us to launch. I got in to discover a very wet floor and water running off or out of my radios. I couldn't risk putting power to my radios and causing some expensive radio failures, or beginning a flight without radios and navigation beyond following the leader in all the clouds and rain. I got back to my home airport with my iPad and hand held GPS.

While waiting for weather, Tom Roush suggested we try to identify the source of the leaks by blowing air from outside and feeling for air and indeed found one that way. Then Tom came up with the **best idea ever**. Using his shop blower with a tube (think small hand held leaf blower) I was able to blow air from the inside while he sprayed the seams with soapy water. Instant success, and we found at least four leaks by the bubbles on the windows. This allows for simple testing with minimum mess and no risk of water damage. I was able to identify leaks from places I couldn't reach with the added benefit of blowing water out of my radio stack and years of accumulated bug carcasses from unreachable areas.

The Good News, I got home the 20 miles by maneuvering between clouds at 500 feet without risking radio damage. **The Bad News** is that I could only watch my flying friends displayed on FlightAware as I sit home and moped over this missed opportunity.



LONG on Safety

**Federal Aviation
Administration**

What is Wind Shear:

Wind shear is a change in wind speed and/or direction over a short distance. It can occur either horizontally or vertically and subjects an aircraft to violent updrafts and downdrafts, as well as abrupt changes to the horizontal movement of the aircraft.

While wind shear can occur at any altitude, low-level wind shear is especially hazardous due to the proximity of an aircraft to the ground. Low-level wind shear is commonly associated with:

- passing frontal systems,
- thunderstorms and microbursts,
- temperature inversions,
- strong upper level winds (greater than 25 knots),
- and surface obstructions.

Escaping Wind Shear:

It is best to watch the weather and avoid wind shear conditions. But if you should get caught in a low level downdraft:

- Go to full power
- Increase pitch to maximum lift (all the way to the edge of a stall, typically 10-12 degrees)
- Do not change aircraft configuration (changing gear or flap settings can sacrifice some altitude and a little performance).

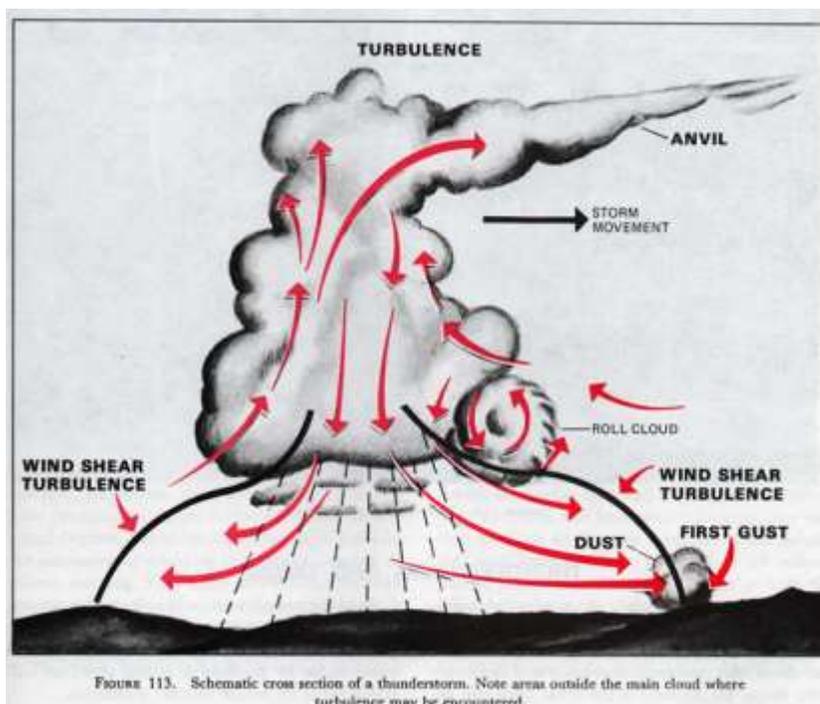


FIGURE 113. Schematic cross section of a thunderstorm. Note areas outside the main cloud where turbulence may be encountered.

**KMNV Update from Tom Roush**

KMNV's parallel taxi way is progressing well. . . if not quite on schedule. Earthmovers have moved a mountain (well a hill anyway) and resculpted the airport. This photo is from Jerry Depew's Bonanza looking down runway 5. Taken by me on Sunday June 20, returning from a few days camping.

JULY
10TH
2021



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Tri-Motor Tales

By Jim Roberts

Originally published in General Aviation News, June 24, 2021. Used with permission of General Aviation News.

One sunny day in early June 2021, a “Tin Goose” came to rest in a field bounded by the Tennessee River. The landing site was Knoxville’s Downtown Island Airport in Tennessee.

Not feathered, but clad in corrugated aluminum, this bird was a Ford Tri-Motor 5-AT-B,



FORD TRI-MOTOR ARRIVING AT KNOXVILLE'S DOWNTOWN ISLAND AIRPORT

owned by the Liberty Aviation Museum and leased to and operated by the Experimental Aircraft Association.

The Ford’s arrival marked the start of a four-day tour stop as the plane made its way across the southeast US. According to Tri-Motor pilot Bill Thacker, the tour’s mission is “outreach to people of smaller communities, to allow them to touch a piece of history.”



And by all accounts, the mission was very successful, as hundreds of spectators toured, photographed, and flew in this treasure from the “Roaring Twenties.”

The plane was the brainchild of Henry Ford who, having brought automobile transportation to the masses, sought to do the same for

THE TRI-MOTOR'S 77 FOOT WINGSPAN PROVIDED WELCOME SHADE TO SPECTATORS.

(Continued from page 5)

air travelers. In the early 1920s Ford invested in the Stout Metal Airplane Company, founded by William Stout. A few years later, Ford bought the company and began turning out the first Tri-Motor model 3-AT, which was soon eclipsed by the 4-AT and 5-AT.

According to the EAA, “Liberty Aviation Museum’s 1928 Ford Tri-Motor 5-AT-B, serial No. 8, flew its first flight on Dec. 1, 1928. It was sold to Transcontinental Air Transport (TAT, the logo that graces the aircraft’s fuselage today) in January 1929 where it became NC9645 and was named City of Wichita.”

Since then, the plane has passed through many hands before landing at its current home.

Tri-Motor designers sought to build a reliable and safe aircraft, and succeeded admirably. Novel for its time, the aircraft’s hallmark corrugated skin was employed to provide needed strength, while using thinner and lighter aluminum. Three 420-HP Pratt and Whitney R-985 engines pull the plane along at 85 miles per hour, allowing passengers ample time to sightsee. Bill says the fuel burn averages one gallon per minute when hauling rides.

One of Henry Ford’s design mandates was to make the air travel experience as luxurious and familiar as possible, so the interior was inspired by plush Pullman railroad cars of the day. Passengers rode in a wood-paneled cabin, each wicker seat boasting its own panoramic curtain-draped window. Individual air vents and light sconces graced the wall above each seat.



CARS AND TRUCKS FROM THE SMOKY MOUNTAIN MODEL A CLUB LENT A VINTAGE AIR TO THE EVENT

As for flight characteristics, Bill notes that a non-steerable tailwheel, ground-adjustable propellers, rudimentary systems, and the lack of flaps all make for a pretty straight-forward flying machine. Not surprisingly, the controls are heavy (especially

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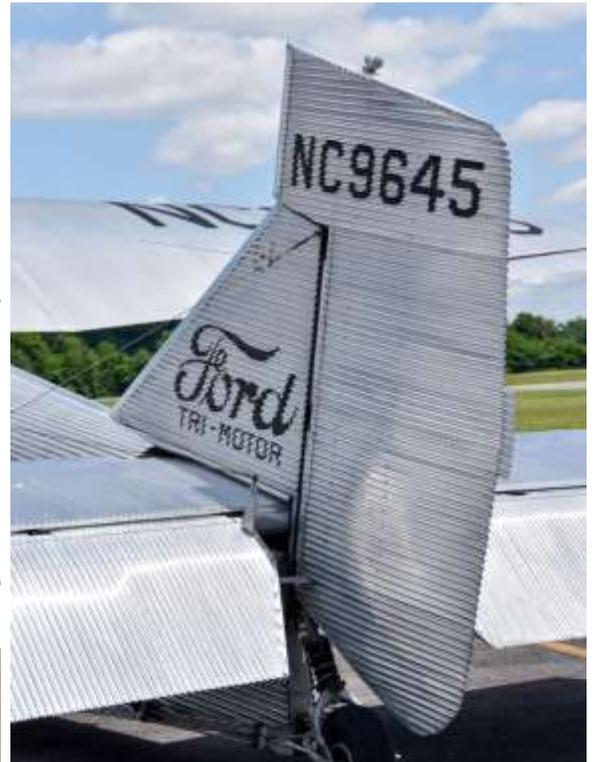
the rudder). The 77-foot long wing gets the Ford airborne in 1,000 feet, and after approaching at 80 mph, she lands comfortably in about 2,000 feet.

When asked if the lack of flaps is a detriment, Bill replies, “You’re never high in the Ford. When you pull power, it comes down like a brick.”

The EAA Ford Tri-Motor visit to Knoxville was made possible by a small army of volunteers. Pilot Bill Thacker and tour coordinator Sherry Finkler were hosted by members of [EAA Chapter 17](#), who assisted in servicing the aircraft, handled the passengers, and “herded cats” for three days.

Front and center, literally, was Bill Thacker, whose mother often tells him he was born to fly. Bill grew up on a farm in Ohio, and says he is the classic “kid who fell in love with airplanes after seeing them fly over the family farm.”

Following college at Ohio State University where he was also a CFI, Bill worked his way up to the airlines, now commanding a Boeing 787. He is the



CORRUGATED ALUMINUM SKIN PROVIDES STRENGTH WHILE SAVING WEIGHT



CONTEMPORARY METAL SEATS HAVE REPLACED THE ORIGINAL WICKER SEATS, BUT THE INTERIOR RETAINS ITS PERIOD-CORRECT FURNISHINGS

CHAPTER 17'S THERESA AND GEORGE MUELLER GIVE THE THUMB'S UP AS THEY COORDINATED THE EVENT.

patriarch of a flying family who taught his wife, daughter, and son to fly. His daughter is now a pilot for a regional airline, and his son is an AMT who owns his own plane.

Truly “living the dream,” Bill flies a PA-12 and PA-18 from his grass runway in Illinois.

Bill, who has been flying the Ford for nine years, is one of a corps of volunteer pilots who take turns shepherding the plane around the country. In addition to providing a safe and enjoyable flight experi-

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ence, their duties include servicing the plane, coordinating when necessary with TSA and the FAA, and handling media interviews in each city.



EACH PASSENGER HAS THEIR OWN FRESH AIR VENT (LEFT) AND PERSONAL LIGHT SCONCE

When asked what it takes to fly the Ford, Bill explains that all pilots chosen for the program have experience in multi-engine tail-wheel aircraft. The Beech 18, Lockheed Electra, and DC-3 are natural stepping stones. Upon completing basic maneuvers training, a new pilot goes on the road with a check airman to acquire the 100 right-seat takeoffs and landings needed to qualify as co-pilot. From there, time and experience will lead to a left-seat checkout and the ability to take the plane on tour solo.



TRI-MOTOR "FRONT OFFICE." THREE BENDIX SCINTILLA MAGNETO SWITCHES ARE MOUNTED BENEATH THE THROTTLES.

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ANOTHER GROUP OF LUCKY PASSENGERS TAKES TO THE AIR

According to Bill and tour coordinator Sherry Finkler, the biggest reward for their efforts is the joy in their passengers' eyes and the memories some share. They have hosted former smoke jumpers who last flew on a Ford when on their way to battle a forest fire. Some folks show up with photos of their parents or grandparents posing proudly before a Tri-Motor airliner. And there's nothing to compare to the excitement shared by a passenger taking their first-ever airplane ride...a flight they will not soon forget.

The [Ford Tri-Motor tour](#) will continue through 2021, with a week-long appearance at EAA AirVenture on July 26 through Aug. 1.



TRI-MOTOR PILOT BILL THACKER (LEFT) SHARES A LIGHT MOMENT WITH EAA CHAPTER 17 MEMBER CHARLES QUEEN.

KOREAN WAR VETERAN AND LONG-TIME PRIVATE PILOT BILL LITTLE GIVES HIS FLIGHT EXPERIENCE "TWO THUMBS UP!"



TRI-MOTOR PILOT BILL THACKER DISPLAYS OBVIOUS PRIDE IN HIS CHARGE.

SPLASH-IN ON DOUGLAS LAKE



The Great Western Adventure

By George Douglas

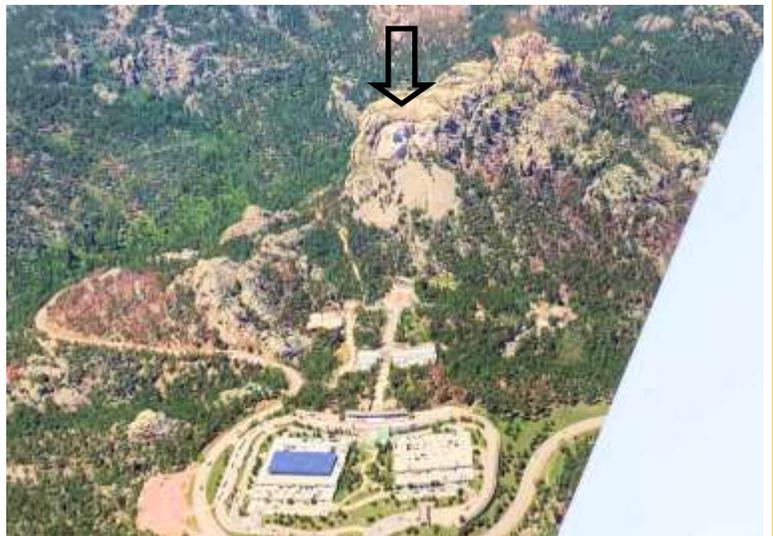
On June 7th, Marvin, and son Tyler, who is also a pilot and was able to give Marvin some time to navigate while he was PIC, flew their RV14, Peter Coen flew his French manufactured Socata Rallye, Jimmy Hunt flew his V-tail Bonanza, and myself flying my RV9A, finally broke ground after a 3-hour rain delay. **Jerry Depew and Tom Roush were to follow in Jerry's Bonanza but had to scrub, due to a water leak around his windshield.** After repairs they finally took off a week later and made it to Kansas hoping to catch us on **the way back. That didn't materialize due to weather, but they enjoyed their camping trip anyway.** We all arrived home safe and sound on June 19th.

For me, this trip had many challenges and distractions. My radio quit working on the first leg of the flight while we worked around weather and clouds. We flew as a gaggle of 4 aircraft, and for most of the trip I was the last in line, especially through the narrow canyons. All our aircraft had different speed capabilities, so we flew behind the leader of the pack, Pete Coen's aircraft, since it was the slowest.

My radio started working on the second leg after fuel and dinner in Illinois, so I was able to turn off my hand-held radio. We made one more leg to Nebraska City, Nebraska, where we stayed for the night. We met a guy that rented us a cabin for the night out in the country. That night we drove into the nearby town of Peru for all you can eat Tacos and adult beverages at Zack's bar.

The next day our first fuel stop, and lunch was at Custer, South Dakota. That was probably our first taste of density altitude and gusty winds. We departed Custer with a fly-by of the Mount **Rushmore President's Monument.** Due to all the local aircraft activity around the monument, I lost track of my gaggle and finally caught back up to them. ADS-B really came in handy once I learned my glass panel and was able to play with the range on my map page. On our second leg of the day, we were heading to Red Lodge Montana for the night but had to divert to Laurel Montana due to weather.

Next morning, we had to change plans due to the weather up in the backcountry and flew to Boise Idaho. Remember my mic button problem on my control stick that kept coming apart? It completely came apart while trying to talk with approach control at BOI. I told them I was having radio problems and they landed me on the 10,000-foot runway and helped me with taxi instructions all the way to Turbo Air where we parked for 2 nights while we stayed in town. After landing I switched my headset to the passenger side and that took care of that distraction, other than having



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to reach over for the other mic switch. Jimmy had some issues with his CS prop but rectified it on the ramp at BOI.

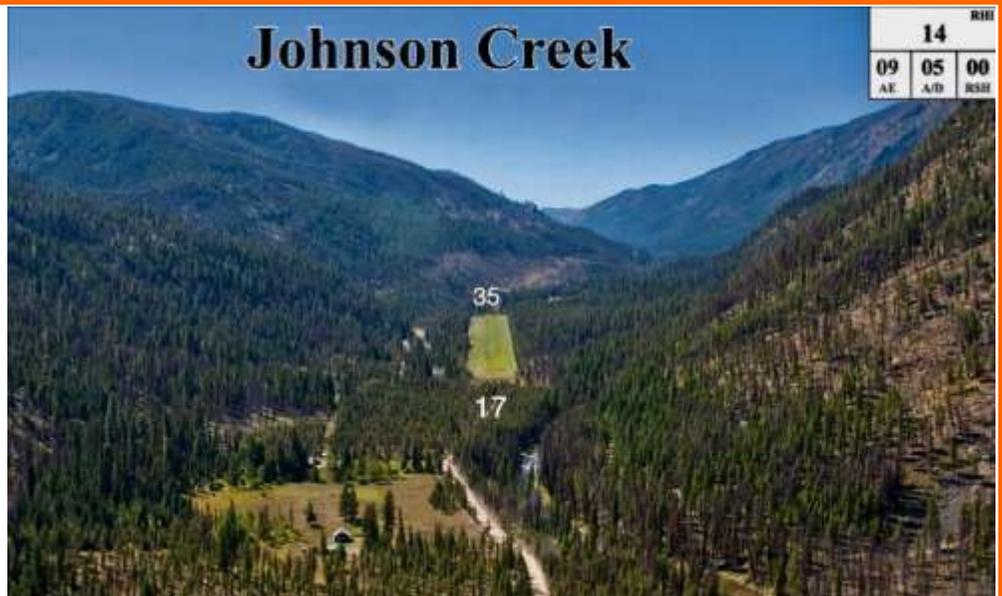
We departed out of BOI for Johnson Creek where we made our base camp for 5 days. This was our first taste of canyon flying. Marvin had us flying down valleys and rivers. I lost them when I apparently flew down the wrong canyon. I then

flew direct to Johnson Creek per Marvin's instructions and met up with them there. I had a close call with Jimmy in the pattern, but we all landed safely. Marvin gave me a chief pilot talk and I grounded myself for a few days while licking my self-pride. Not to make excuses, but not flying for a few days after this incident, allowed my 73-year-old body to heal from some high-altitude effects and dehydration.

Each morning, while still camping at Johnson Creek, we would fly to different airstrips. The first couple



days I flew as a passenger in Pete's aircraft. One morning we flew to Big Creek Lodge, where we stayed the night. Other days we flew to get breakfast at what I call dude ranches, all off the grid. Several of these towns and places we visited only received mail and supplies once a week, and some only received their supplies by aircraft like in Alaska. Many of their roads were still impassable due to snow.



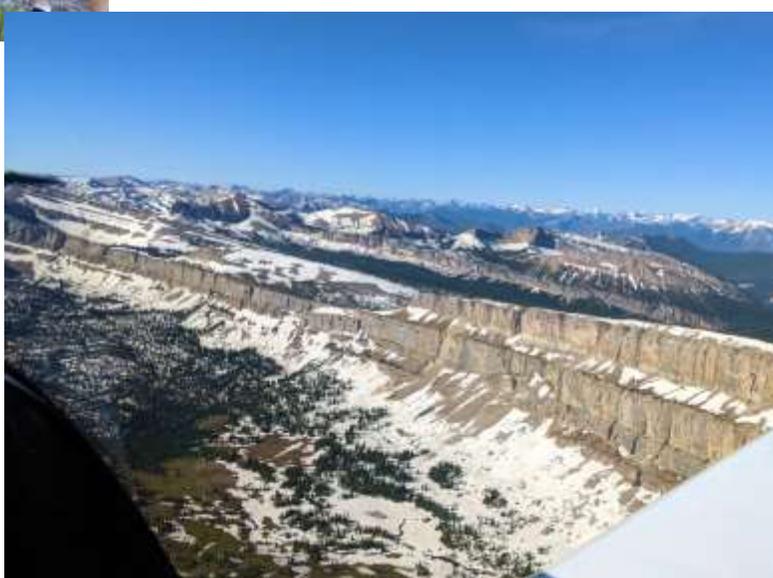
where they landed, Marvin noticed fuel leaking from Pete's aircraft. It took them an hour to find it and tighten a fuel line going to his fuel pump.

The next day we flew to Ryan Field, 2MT1, which is West of Glacier National Park. This airstrip is



the crown jewel of the RAF (Recreational Aviation Foundation) organization. I was a past member years ago and now plan to rejoin them. You can read about them at www.theraf.org.

We departed Ryan field the next day by flying along the China Wall, as it is called, on our way back home. This wall is the result of ice carving the landscape back in the Ice Age. It looks almost like the Great Wall of China. After stopping for fuel, we pushed on to Rapid City, South Dakota. While getting close to calling KRAP approach control, I accidentally turned the battery switch off while trying to set up my screen to put in the transponder code. Well, my stress level went to a new high, as when my glass panel went dark, my radio did also. I finally discovered what I did and got my screen back up and radio operational.



After lunch and fuel, we made one more leg to Kansas City Downtown airport for the night. **[Publisher's Note: on June 29, KMKC, the Charles B. Wheeler Airport had the GA Terminal renamed in honor of former Tuskegee Airman from Kansas City, Brigadier General Charles E. McGee,]**

The next day it was a 4-hour, 525 nm flight home. The last 100 miles or so I had to work around and under some clouds and get beat up more, almost like all the thermals we fought out west. When I finally flew over the Plateau and could see Kingston, I was a happy camper.

I have probably forgot some things to share, but would I do it again? May be if I were 20 years younger. In the nearly 4,000 miles, 30 plus hours on the Hobbs, and 13 days of flying this trip, I did learn a ton of stuff about my aircraft and even myself as a pilot. Marvin called this the Great Western Adventure, I call it, I survived MOUNTAIN FLYING BOOT CAMP! Maybe I will get a T shirt made with that on it someday.

CALENDAR OF EVENTS

This Month's Calendar is sponsored by Coronavirus.
 "Just when you think it's okay to leave THE HOUSE. . . "

COVID-19 has disrupted all of our lives. All plans are on hold until further notice. Hopefully, this will be over soon, but not too soon as to render the current sacrifices ineffective.

Video education abounds, so visit <https://www.eaa.org/Videos>

- July 3 - First Saturday Breakfast Chapter 1494 Morristown (KMOR)
- July 10 Deerfield Resort Fly-in Picnic (see Page 4)
- July 26-Aug 1 AirVenture 2021 (for in-person, realzies) KOSH



A sign in an FBO in Kentucky. I wonder if they really mean the last sentence? -Tom R.

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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 **FAA CRS VDJR395X**

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

BEAUMONT HOTEL, KANSAS

By Jerry Depew

The Great Western Adventure was a missed opportunity for Tom Roush and me when we discovered my windshield was leaking and rain water was pouring through my radios as we prepared to depart with the others. After several days of rain I got the Bonanza to Barry Sanders who was able to remove my windows,



clean, reseal and reinstall my two front windows. This gave us an opportunity to catch up to the others who were by now in Idaho during the record heat wave exceeding 100 degrees everywhere, even near the Canadian border.

We thought we might catch our friends as they circled south and perhaps meet in Colorado so planned our shortened route through the South West and headed out with stops at Sikeston Missouri for dinner at "Lamberts", home of the "Thrown Rolls". The next day we worked our way west against the hot winds staying low in a futile attempt to avoid the worst winds and stopped for the night at the Beaumont Hotel with its grass runway. Airplanes have the Right Of Way and we taxied the short distance on the paved road, stopped for the sign at the 4 way intersection and into the grass parking area for visiting airplanes. An antique Cessna and Stinson arrived later in the day.

The hotel is charming with antiques and aviation art covering the walls. It was built to serve the guest from the train depot that once shipped cattle arriving from Texas on the near by Santa Fe Trail on their way to markets in Saint Louis. It was restored in 2001 in the 1950's stle with a lunch counter and more formal dining room. Sadly the restaurant is only open on weekends so we used our camping supplies to cook our dinner outside at one of the pick nick tables. It was 102 degrees outside with a strong wind that made the heat some bearable.

Weather was forecast to become a problem and our guys were still at the Canadian border exploring the high elevation grass airports in Idaho so we turned east to camp our way home with a 30 mph tail wind.



President George Douglas had suggested an outing to the Great Lake region and we are already drawing lines on Fore Flight.

Swift Museum Raffle



Swift Museum raffle is airborne! (Photo by Ed Hicks, EAA)

The Swift Museum Foundation is preparing to host the 75th Anniversary of the Globe Swift in September of this year. As a part of the museum's fundraising activities, it is holding a raffle with a grand prize of a \$30,000 credit toward the purchase of a Continental or Lycoming Engine. If the grand prize winner chooses, they can receive \$20,000 cash instead of the engine credit. Four additional prizes will also be awarded. For raffle information and to purchase tickets, please go to swiftraffle.com. Those who would rather purchase a ticket by phone should call the Swift Museum Foundation at 423-745-9547. A delightful, in-depth look at the Swift Museum, written by Sparky Barnes, is [online here](#).

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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



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Employees and Board Members of the Swift Museum Foundation, Inc., their spouse and legal dependents are prohibited from purchasing tickets and are not eligible to win any prize. This includes individuals for whom an Employee or Board Member is the current legal guardian or individuals who they are not legally related to but who reside within an Employee or Board Member (step relationships are also included) household.



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!
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