

FEBRUARY 2019



Mountainland Flyer



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Next Gathering February 4, 2019 TYS 510 Center

Join us January 7th for our First Monday of the month EAA Chapter 17 meeting in 510 Center building at McGhee Tyson Airport, 2950 Airfield Service Dr.

This meeting will feature SARAH ARNOLD, who runs the Chilhowee Gliderport (92A) (65 miles SW, below Athens) and was recently away in Australia for glider competition. Pizza will be provided (for a donation) at 6 PM with time to visit before the meeting at 6:30 PM.

About our guest speaker –

Sarah Kelly Arnold was raised on a farm in British Columbia, where, as a 13-year-old, she learned to fly in a single seat Quicksilver ultralight. She was instantly hooked, and thus began a lifelong passion for aviation.

In 2004, Sarah became the owner-operator of Chilhowee Gliderport in Benton, TN where she eventually met and married her husband Jason. Together they've worked to improve the airport, train a new generation of pilots, and host soaring camps, seminars, and contests. Sarah organized the 1st FAI Pan American Gliding Championships in 2015, and serves as treasurer on the US Team Committee. She was a 2017 inductee into the Tennessee Aviation Hall of Fame.

Sarah's first competition was the 2006 Perry Regionals with Charlie Spratt as CD. Five years later she won the Sports Class Nationals and earned a position on the US Soaring team in Club Class. She was the first woman to represent the United States at a WGC event in Argentina 2013. Later that year she flew the Women's World Gliding Championships in France and took home a bronze medal.

Sarah maintains a take-no-prisoners attitude which propelled her to two FAI podiums at the Women's World Gliding Championships in France (bronze) and Czech Republic (silver). This season, she and Karl Striedieck were the 20 Meter Multiplan National Champions. She went on to another podium finish, placing 2nd in the 15 Meter Nationals at Uvalde, 2018.



Message from your President

All things Aviation! What does that mean to you? To me if it flies, or is amateur built, it falls in that category. Maybe not everything like Bugs and Kites, but Drones, RC smaller scale Aircraft, Ultralights, Balloons, AirCams, Gliders, Experimental, and Certified do. In our past meetings we have had presentations on most of these flying machines except Gliders. Well our February 4th meeting will be on Gliders presented by our local, one and only, Sarah Kelly Arnold, owner-operator of Chilhowee Gliderport in Benton, TN. In 2017 she was inducted into the Tennessee Aviation Hall of Fame. Please read her story in this Newsletter. She just returned from soaring competition in Australia and will share that experience with us also. If we have time you might just learn about another flying thing from her husband Jason.

By the time you read this we will hopefully have conducted our first Adult Eagle event at MNV Monroe county airport. Ken Strong is coordinating this event. We were rained out a few weeks ago so this Saturday the 2nd is the rain makeup date. This event is part of a new program from EAA headquarters. This is a good program to get non flyers or rusty pilots back in the cockpit. As a Chapter we have been trying to get something like this going for some time now. We are basically starting with our members so let's hear from you if you are interested or even have a friend that would be interested in a free flight.

We just held a board meeting and voted to donate \$1,000.00 to EAA's Tin Goose project to replace the wings on their two Ford Tri-Motor aircraft. We voted to give members free chapter patches on request and are looking to design a new chapter LOGO for future patches and stickers that can be installed on car bumpers, aircraft, windows inside and outside, and anything else that isn't moving fast enough. This is all part of us getting our Chapter's name out there in our community.

We are still looking for a volunteer to fill the vacant Membership Chairman position. If interested contact me for the job description.

This Monday's meeting will be Pizza night and for our March meeting I would like to hold a Chili cook off if we get enough volunteers that want to share their favorite dish of Chili. All donations from our food helps grow our bank account. Last year we netted over \$400.00 from your donations. I am looking forward to visiting with you this Monday evening at 6pm.

George Douglas

OAK RIDGE AIRPORT UPDATE

From the Oak Ridger newspaper

Plans are moving ahead and are now waiting on FAA approval. The plan has been passed by the Memphis regional office and now in the FAA regional office in Atlanta. Plans are expected to go forward after the government shutdown has ended.

The airport will be owned and operated by the Metropolitan Knoxville Airport Authority (MKAA) and the airport is expected to serve the existing business parks and the future development of the former K25 site into a business complex.

Dan Valle Chapter 17 Member offers Aircraft Certs

For VFR \$85, with Mode S VFR \$100...Less than 30 minutes

For IFR \$275, Mode S \$300...About 2 hours

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

The MATTO GROSSO EXPEDITION

BY Jerry Depew

The JANUARY 2019 meeting featured Belmont University's Professor ERIC HOBSON with a stunning account of the 1931 aerial exploration of the western regions of Brazil with boats and a Sikorsky S-38 amphibious biplane. The Matto Grosso Expedition traveled to the very heart of Central America to film and document the animals and fauna of this remote region.

Distances that would take weeks each way by boat could now be made round trip in a day.

Great expense and planning was necessary with the stores of aviation fuel and supplies necessary to travel 1500 miles from any ocean. The boats were very necessary as the cargo included one of only two movie cameras in existence with the ability to record sound. A generator was brought along to charge the camera batteries and power a refrigerator necessary to protect the thousands of feet of celluloid film.

The Sikorsky, pilots/mechanic and radio operator were leased from Pan Am. The Sikorsky, sometimes referred to as "The Flying Tadpole" or "Explorers' Air Yacht" was an 8800 pound 10 place amphibious biplane with two radial engines. Existing maps were often wrong and navigation was by referencing the many rivers that to me would have been confusing. Radio calls were made every ten minutes to keep track of



the progress if there were an emergency. The plane was used so much that it had to return to Buenos Aires to have the engines overhauled.

Sadly this hugely expensive adventure was not a financial success. Because of the stock market crash there was no market for the Action Adventure Jungle Films, animals or artifacts that were brought back to the docks, and about 8,000 feet of film went unused, unrestored and eventually turned into mush. Professor Hobson is nearing completion of his book, *The Matto Grosso Expedition, or Two Years Too Late*.



ROBERT BERLIN RECEIVES CHAPTER AWARDS

Mr Robert Berlin of Open Roads Media has been of great service to our chapter, offering wonderful press coverage for our recent B-17 Bomber visit and creating our web site at eaa17.org that has generated new members to our Chapter 17. For his efforts he was awarded a certificate as MVP and another as Webmaster.



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

HELP WANTED

Our chapter is in need of a volunteer to become our new Membership Chairman. You would act as a greeter and assist new members and guests meet our officers and other members.

FORMER MKAA PRESIDENT DONATES TO EAA CHAPTER 17

BILL MARRISON, retiring President of the Metropolitan Knoxville Airport Authority was gifted two, week long passes to the Sun-n-Fun air show event in Lakeland Florida (April 2-8) but is unable to attend because of a previously scheduled travel plans. Mr. Marrison elected to donate those tickets to our chapter, and they were raffled off in a drawing during the January meeting for \$5 per ticket. Two winners went home with a valuable prize and our chapter account raised \$150. Thank You Bill Marrison for your generous contribution, as well as all of the help and support for EAA Chapter 17 as well as the Knoxville aviation community over the years.

PEAKS TO PAVEMENT. Flying Backcountry.

AOPA Safety Seminar Wednesday February 13 at Clayton Homes 7-9 PM

Flying in the backcountry is an exciting and rewarding challenge with little room for error. It's an exacting environment that demands sound decision making, stellar stick and rudder skills, a thorough understanding of the weather, and an intimate knowledge of the airplane. Whether you're a seasoned backcountry flyer or flatlander, you'll enjoy this new seminar, which delves into conditions, challenges, and accidents unique to backcountry flying. Together with your seminar leader you'll examine lessons learned to fly safely in any operating environment.

Clayton Homes is located at 5000 Clayton Rd. Maryville, TN 37804-5550

Safety Soapbox

with Bob Mundle (KMNV)

I need to get on my soapbox a little today to talk about traffic procedures at our airport. While most of us do a good job flying proper patterns, I am concerned with our success here and its effect on flight safety. We are becoming one of the very busiest non-towered airports in Tennessee. Tom's fuel prices bring in cross country pilots looking for a deal and a FlyBoy omelet (thanks Tom) and Cirrus Design is selling those fancy planes up at TYS and we are getting fallout traffic as they find us convenient for practice instrument approaches .

I proudly add that we have just plain gotten bigger and bigger here on our own as new pilots have elected to make MNV their "home". We are just about out of parking spaces and have a long waiting list for hanger occupants.

All of this means we MUST be vigilant in the pattern and be aware and attempt to follow the traffic pattern procedures recommended in the AIM chapter 4. This chapter regards Air Traffic Control. Section 1 Services available to Pilots: please review paragraph 4-1-9 and the communications procedures table in that section. In addition to the usual traffic pattern calls, it is important to make an arrival call and a departure announcement. Please don't just say, "Here I come, ready or not," - you should give your distance, direction and altitude, and state your intentions. an example would be, "Monroe County Traffic, Cherokee 3478 Kilo is ten miles Southwest at 3000 feet descending for landing on Runway 23, Monroe County Traffic." Section 2 discusses Communications and Section 3, Airport Operations- all good reading. Be safe Ladies and Gentlemen and - as Johnny Cash would say, "Keep your eyes wide open all the time."

Bob



Builder's Corner

Chapter 17's newsletter will introduce a new feature in 2019, the Builder's Corner. To start things off, we can mention that **John Williams** just ordered a Rans **S21 Outbound**, kit shown at right. He plans to sell his RV9A because his wife laid down the law and said, "Only one aircraft at a time!"



Young Eagles Event 2019

Welcome to a New Year and hopefully more great aviation adventures! The date has been set for **YE 2019** at Knoxville Downtown Island Airport, KDKX. The people of the Knoxville Metropolitan Airport Authority (MKAA) at **KDKX** are always supportive of Chapter 17 and we are planning for another event. Please join us as a volunteer for ground and/or air support on **May 11, 2019** (rain date **May 18, 2019**). The purpose of this program is to introduce young people to aviation. We do so by providing free introductory flights with the hope of inspiring a lifestyle around aviation and/or a career in aviation. The possibilities are not limited to that of becoming a pilot. There are opportunities in aircraft maintenance, electronics, air traffic control, etc . .



The Young Eagle program is the start of what we hope will be a lifetime of enjoyment. EAA Chapter 17 has flown **3,494** young eagles; I wish we knew how many of those have gone on to share our enthusiasm. I have run into aviators around the southeast at various airports that recognized my plane and recounted their first flight in that very plane many years ago, so flights can and do create lasting memories. One of our Chapter 17 pilots flew a Young Eagle that went on to a military career to include flying as a Blue Angel; we hope to have him back as a presenter at a future monthly gathering. Another Chapter 17 pilot has been credited with **628** YE's.

These numbers are very impressive, but they do not recognize the efforts each of you put into ground support. If you have participated in the past, THANK YOU! If you would like to participate again please sign up!

Our next scheduled event is Saturday May 11, 2019 at Island Home airport. You can find information at <http://eaa17.org>.

The basic premise is registration is from 9AM until 11AM. The flights start after a 20 minute ground school in which the children (ages 8 to 17) learn how an aircraft flies and a bit of safety instruction for the day. The 20 to 30 minute flights end around noon or after the last participant flies. Parents/Guardians are encouraged to attend as a family day. The registration forms are required to be signed by the parent/guardian before the child's flight.

The EAA Young Eagles Flight Plan

- 1 Take a Young Eagles flight
- 2 Get a FREE EAA Student Membership
- 3 Sporty's Learn to Fly Course
- 4 First Flight Lesson
- 5 EAA Scholarships

The young eagle flight is step 1 and 2 of a 5 step system intended to provide the child with every opportunity to experience aviation. After the flight the pilot will sign a logbook as a memento; however, that logbook also entitles the child to a free membership into the EAA.

EAA Student Membership

EAA Student Membership provides the new Young Eagle with new ways to participate in the fun and exciting world of aviation.

- FREE Access to the Sporty's Learn to Fly Course (\$215 value)
- FREE Admission to 300+ science and technology museums
- FREE Academy of Model Aeronautics Student Membersh
- FREE monthly electronic copy of EAA Sport Aviation magazir
- FREE first flight lesson* (\$130 value)
- *Upon completion of the first 3 volumes of the Sporty's Learn to Fly Course (Recommended for Ages 13
- Reimbursement after passing the FAA knowledge exam (\$165 valu
- Access to valuable flight training awards, education scholarships, and Air Academy campership
- *****NEW FOR 2019***** The Soaring Society of America, SSA, has teamed up with the EAA and have added a free SSA Cadet Membership for all Young Eagles.

This is a simplified introduction to the Young Eagles program. Please take a look at the following link. The blue box on the left hand side will have many links with full information.

<https://www.eaa.org/en/eaa/aviation-education-and-resources/eaa-youth-education/eaa-ye-program>

Thank you for your support,

Marvin McGraw, EAA Chapter 17 Young Eagles Coordinator

Another Big Flight on the Ridge for Linwood Stevenson

May 13, 2013



This is Lin's account of his record-making flight .

The route of flight declared was Lutrell, TN - Scheer South, WV - Tazewell Gap North, VA - Sweet Springs Hotel, WV - Lutrell, TN for a total declared distance of 1263.16Km. (784 miles) The idea was to go for the 1250km FAI diploma, and in the process maybe a National record or two, plus a few more TN records. Having only had the Discus 2B since the fall, also wanted to see how comfortable it was on a really long flight. Turns out, it is tight, but seating was no issue.

Bob Davis and his Citabria of KDKX was the tow pilot and back up official observer, and Kevin Anderson was the OO.

The flight originated out of the Knoxville Downtown Island Airport around 0940, after a slow assembly and loading about 25 gallons of water ballast. The tow was taken over to the end of the Clinch Ridge. The release was around 3500' or so, and the start line was a point near Lutrell, TN.

I basically followed the Clinch River northbound to Scheer South, 509km straight out along the ridge. The first 150km of the Clinch is really low, so one must have confidence in the wind forecasts and conditions encountered. It's not a place to just be hoping for good conditions. It was nice going at first, and I was able to maintain around 80-100 knots while following the ridge a couple hundred feet up. That was OK, until I encountered the bend in the ridge near Gate City, VA. Usually I try to thermal over this area as it is off the wind angle and really low, plus has no land-out options at all. Zilch, none. nada.

Well, thermal just wasn't working, but there was enough wind angle on the ridge to maintain around 65-70 knots until the ridge turned back to the NE . Then things picked up again. Up near the Glade Springs VOR, an upwind jump and climb is required to the point where the ridge rises another 1500' or so. No problem thermaling upwind, I ran the ridges and thermaled the few gaps to get to the Tazewell, VA. area. There the ridge becomes solid, and really fast. I was able to cruise at 100-110kts, which was as fast as I could go and stand to have my head bashed by the canopy when encountering the turbulence. Went fast to the Covington, VA, area, then had to thermal a few more gaps to get to the northern part of the ridge, and then fast flying all the way to the Scheer South turn point.

Returning to Tazewell Gap North, no problems as was able to cruise really fast, as the ridges were cooking.

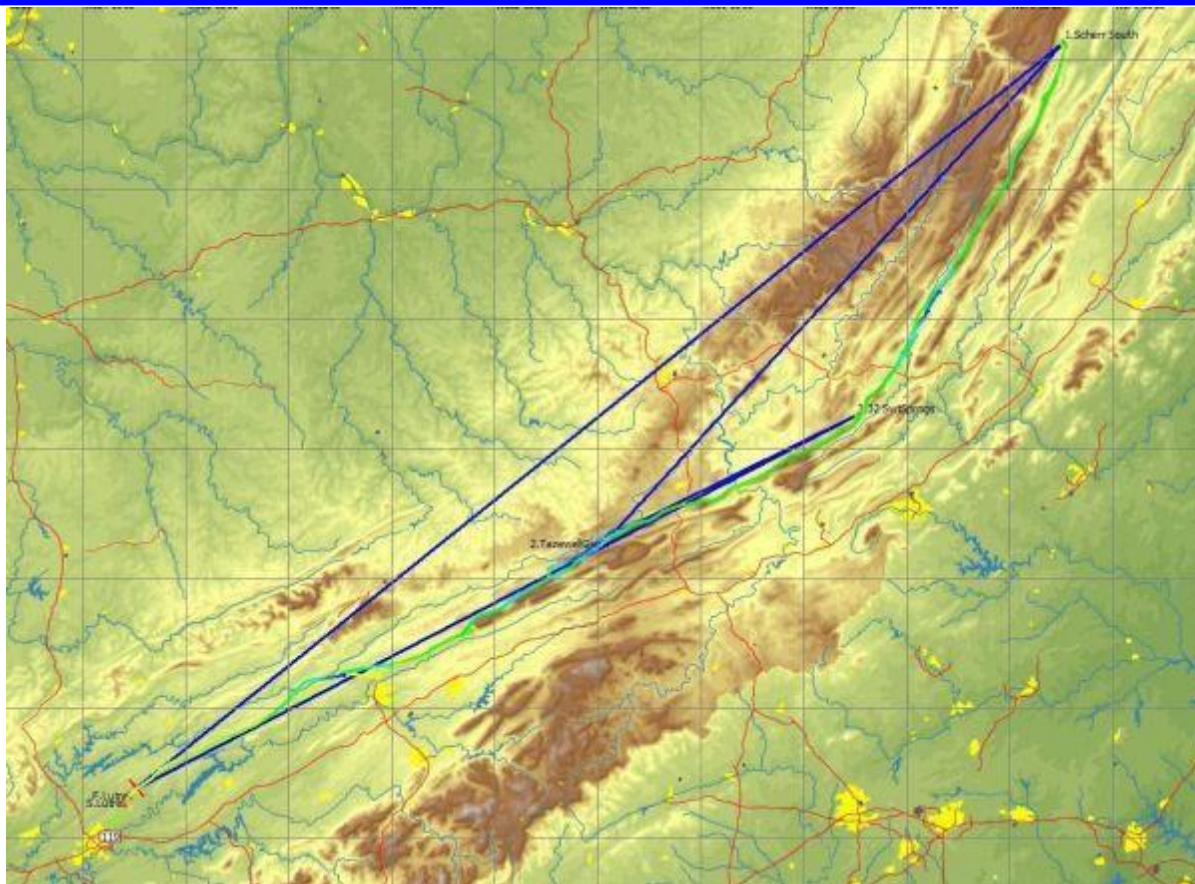
I only had to thermal gaps around Covington again. Thermals were amazing, averaging 8 knots plus (800fpm) in the climbs, and in a few times got as strong as 15kts (1500fpm)!

At Tazewell Gap, I turned around north and headed for the Sweet Springs, WV, turn point south of Covington, VA.

Fastest speeds of the day indicating 100-130knots, all the way back north, hitting the turn point, and turning back south. That lasted to Tazewell Gap. First big gap. Wind had started to turn westerly and there are several large gaps which must be crossed to get back to the lower Clinch.

Coming over Tazewell, VA, thermaled back up to run the gaps and only got back down on the ridge on the last high section before the Glade Springs VOR. The winds appeared to be weakening as I approached Gate City, TN. At that point the ridge gets even lower and goes off angle. The GPS was showing the wind had died to just a few knots, so I found a thermal and got up to around 6500' and by-passed Gate City to the point the ridge turned back toward Knoxville.

Thermals were starting to die, and I was slowing to survival mode speeds of 60-70 knots, and keeping a good glide angle toward the land-able areas east of the Clinch. The day was starting to die, and that dreaded sink sound from the vario just wouldn't go away. The wind was getting even less and I just knew the flight was about over.



Then I happened to see a few ponds reflecting sunlight ripples on the water. These appeared to show a good surface wind right on the ridge. Hmm. Well, drifted on down along the lower Clinch and the ridge slowly started to come alive. There was a low level wind, with no wind higher. At that point was able to maintain enough height for a safe downwind bailout, and maintain 70-75 knots. All clouds had disappeared and the day was basically dead. This condition held up to the end of the ridge. I was able to cross the finish line at Lutrell, TN, and complete the task!

Wow!! Elation!! Oops, now I gotta land. The House Mountain R/C Club has a small (500') strip near the end of the Clinch near House Mountain, so I dropped in on them. This isn't the first time I've landed there, and they are always very glad to see a real-sized aircraft on their short strip. Very smooth grass. Landed at 7:30PM, 45 minutes before official sunset. My crew was there to pick me up within 30 minutes. After feeding the crew, and getting home, putting the file on OLC, (On Line Contest - site to download GPS files for comparisons with other glider flights the same day), and letting the excitement wear off, I finally got to bed around 0200.

The flight declared distance was 1263 km. OLC distance was 1335km, minus the handicap. National records to be filed will be for both the Standard and 15 Meter Classes for 784.8 miles. The TN records haven't been figured out yet... Time on course was 9:28 and the flight total flight time was 9:50.

PS - I did get the Standard Class National Three Turnpoint Distance record (still stands) and the very first FAI 1250KM Flight diploma (#1) awarded to a US glider pilot. I'm still pinching myself these days as if it was all a dream!

The Schempp-Hirth Discus 2B used for this record flight.

This picture was after landing out on another unsuccessful flight (grin).

A very friendly farmer and family! His hay field had just been mowed and cleaned off that morning! *Thanks!*



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.

MORRISTOWN BREAKFAST WILL PAUSE DURING WINTER

The regular First Saturday EAA breakfast at Morristown will halt during the winter months and resume with the arrival of warm weather in spring. Their last event before ending the year was a wonderful lunch with ham and turkey and side dishes and desert to celebrate the Christmas holiday. Sadly the weather was so low that most of our old regulars had to drive to Morristown.

February 2 First Saturday Breakfast. Winchester (BGF) (135 miles from DKX)

February 2 First Saturday Breakfast and program. EAA Chapter 690 at Gwinnett Co. (LZU) (137 miles from DKX)

February 4 First Monday of the month EAA Chapter 17 meeting at 510 Center.

February 9 Second Saturday Omelet Breakfast. Monroe Co (MNV) (41 miles from DKX)

February 13 Peaks to Pavement. Flying Back Country. 7-9 PM at Clayton Homes, Maryville.

February 16 Third Saturday CAP Breakfast at Cleveland (RZR) (73 miles from DKX)

February 23 Fourth Saturday CAP Breakfast at Dayton (2AO) (68 miles from DKX)

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?

Election Results!

The election numbers are in, and the voting was unanimous:

President - **George Douglas (I)**

First Vice President - **Ken Strong (I)**

Second Vice President - **Stephen Wickizer (N)**

Treasurer - **John Haynes (I)**

Secretary - **Gary Picou (I)**

Elected Board Member - **Greg Long (I)**

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 one mentioned later in this issue.

STEM Progress update for February.

From Bill Gibbens

I have identified, and have been talking to John Mummert at the Tennessee Department Education. Mr. Mummert is the Program Manager for Advanced Manufacturing, Architectu & Construction, and Transportation Division of College, Career and Technical Education, ar he is the point man to the Tennessee Aviation "curriculum

As I understand it, the Tennessee program is basically an outline of requirements more than a curriculum.

AOPA has a curriculum.

EAA partnering with Flight Test STEM has a curriculum.

Mr. Mummert gave me the names of two people that are actively pursuing aviation ST programs in our area:

Patricia Thomas

Director of Career and Technical Education & Coordinated School Hea
Alcoa City Schools

Ms. Thomas has already applied for grants and been approved, to develop her program in Alcoa. Her vision is a STEM program K-12.

and

Keith Wilson Ed.D., the CTE (Career Technical Education) Director for the Knox schoc Doctor Wilson is working with L&N STEM Academy in Knoxville, a magnet school, that wants to develop an Aerospace/Aviation program. They are aware of the AOPA Aviation STEM curriculum. I think their program is 9-12th grades. They have applied for grants to develop a program.

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 instruction 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: _____

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 (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 \$ _____





Receive WINGs credit for attending this ASI Seminar!



Peaks to Pavement: Applying Lessons from the Backcountry

Germantown, TN - 02/11

Nashville, TN - 02/12

Maryville, TN - 02/13

Flying in the backcountry is an exciting and rewarding challenge with little room for error. It's an exacting environment that demands sound decision making, stellar stick and rudder skills, a thorough understanding of the weather, and an intimate knowledge of the airplane. Together with your seminar leader you'll examine lessons learned to fly safely in any operating environment.

