



THREE ZERO NINER

January 2006

Meets every 3rd Monday in Charlotte, NC

EAA Chapter 309 was founded in 1973 by a small group of aviation enthusiasts. Since that time, the membership has grown in size and experience. Members come with a variety of skill and experiences. Current members have aviation backgrounds ranging from student pilot all the way to Air-line Transport Pilot. Several are A&Ps and all share a love of aviation. Membership is open to anyone interested in aviation and learning about the construction of Experimental Aircraft.

Chapter 309 is planning to build a home at Gastonia Municipal Airport. Chapter activities include visiting member projects, seminars, fly-ins, Young Eagle Flights, and a good dose of Hangar Flying!

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“As real as it gets!”

John Wigney and fellow church member, Joe Booze arranged for chapter members to tour the US Airways training simulator on December 31. Chapter member Ron Miller who is an instructor on the Airbus simulators helped with the tour. About 15 members and guests attended.

Joe Booze is in charge of the maintenance and operation of the 10 simulators that US Airways uses to keep their pilots current. Each simulator has to be designed and maintained to exactly represent the real thing. The newest Airbus simulators are so real that new pilots qualified in the simulator can go directly to passenger carrying aircraft without flying a training aircraft.



All of us got to fly. Joe allowed his group to hand fly - no auto throttle or autopilot. He added various “problems” such as engine out (the airbus fly-by-wire automatically compensates for the asymmetric thrust), thunderstorms, turbulence and blown tires on landing. Oh, yes Jim Dugger had to handle a fog white-out half way down the runway on take off. But the gang got airsick when Bill Repucci tried to side slip to the runway after being way too high on the ap-



Your Captain, Ronnie Brown and First Officer Kevin Cromie ready for take off. Flying the Airbus with it's side stick controller was pretty easy. It is also easy to over control or cause pilot induced oscillations. All you really need to do is put the control stick where you want the plane to go and let the fly-by-wire system do the work. I hand flew the straight-in approach to CLT 18R using the VASI lights and Kevin maintained the 140 kt descent speed. We got the plane on the ground after two landings (same approach) and Kevin got the plane stopped!



309'ers WEB SITE www.eaa309.org

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President's Corner by John Wigney

We had a good turnout for our visit to the US Airways simulator facility on New Year's eve. This facility runs 24/7 and our host Joe Booze gave us a tour of the 10 simulators and all the back offices and workshops. Then assisted by Ron Miller who is a simulator instructor, we were led to 2 simulators where the group was given the opportunity to fly the Airbus on circuits and bumps out of Charlotte and other airports. The realism of the visual display and the movement is very striking; one is almost literally transported to the simulated situation. For my turn, I was given the opportunity to demonstrate terrain avoidance at Mt Rainier (Airbuses will not stall, if you pull back, they just go up at Vy with auto full throttle) and then was taken to the Caribbean to make a landing at St Martin, where I happened to be at this time last year. I have to report that your president landed a little long and did not get on the brakes soon enough so we gently went through the fence at the far end. My only excuse was that the display was so good that I was distracted by the girls on the beach on the approach.



Progress on the Gastonia hangar awaits completion of a drawing package which is being worked on by Wally Overton who I would like to thank for his support and assistance.

Your board met on 1.3.06 and has outlined the

 **Chapter 309
Charlotte, NC**
YOUR NAME

Contact Earl Fortner for your Name Tag! Phone or e-mail Earl at 704-455-5326 or efortner@vnet.net **Earl has a number of name tags ready - pick them up at the Dinner Meeting.**

schedule for 2006. Main events will be similar to last year but we hope to add a fly-out, perhaps to Martinsville and Asheboro. Dates are not yet fixed. We also are working on developing more involvement of spouses. The board also discussed an opportunity to purchase an existing leased hangar at Gastonia. With assistance from a commercial property manager who was asked to attend the meeting and further evaluation, it was decided that this would be less attractive than our current plans.

2006 Dues

By now each of you should have received your 2006 dues statement. Many renewals have already been received - THANKS!!!

For the rest of you, please get your dues in by January 31, after which you will be over due and will be dropped from the member list.

And, Sam Stewart is the new 2006 treasurer so send your \$25 to Sam:

**Sam Stewart
13916 Sledge Road
Charlotte, NC
28278**

Chapter Officers

**President:
John Wigney
704.664.4167**

**Vice President:
Kevin Cromie
704-366-8529**

**Secretary:
Don Sink
704.663.5834**

**Treasurer:
Sam Stewart
704-588-0776**

**Directors:
Dale Ensing, Sara
Forrest, Bill Repucci,
John Schroeder & Bob
Thayer**

**Young Eagles
Coordinator: Ken
Poindexter**

**Technical Counselors:
Kent Ashton, Neil
Stewart, Dale Ensing,
Andy Moscarelli &
Ronnie Brown.**

**Flight Advisors:
Dale Ensing & Ronnie
Brown**

**Newsletter & Web
Page
Editor:
Ronnie Brown
704.892.5122**

Mark your Calendar

See <http://www.eaa309.org/309mm.htm> for 2006 Schedule

2006 Schedule of Events EAA Chapter 309

Here's our preliminary schedule for this year:

Monthly Dinner Meetings at 7:00 PM on the third **Monday** of each month.

FEBRUARY - Aluminum Fabrication Workshop

MARCH - Lake Norman Fly In and Young Eagles

MAY - Poker Run or Fly Out

JUNE - Gastonia Fly In and Young Eagles

SEPTEMBER - EAA 309 Fly Out - Lunch and Tour

NOVEMBER - Lincolnton Fall Fly In and Young Eagles

DECEMBER - Chapter Christmas Party

And we'll also work on more tours like the US Airways Simulator tour, homebuilt project tours, and perhaps a Breakfast or Burger meeting.

Upcoming programs will include "How to get Started on a Homebuilt" and "EAA Flight Advisor Program"

Got any suggestions for speakers, programs or tours? Let us know!



Monday, January 16 - EAA 309 Dinner Meeting at the Open Kitchen, 1318 W Morehead St, Charlotte Starts at 7:00 PM.

The following are from southern-aviator.com

1/15/2006 Lancaster, South Carolina -- South Carolina Breakfast Club, Lancaster (LKR). Remember Our Motto: "Safety First." Email: jack@fly4fun.org

1/29/2006 Greenwood, South Carolina -- South Carolina Breakfast Club, Greenwood (GRD). Remember Our Motto: "Safety First." Email: jack@fly4fun.org

2/11/2006 Burgaw, North Carolina -- EAA Chapter 297 Midwinter Chili Feed Email: sonex32@earthlink.net Web: <http://www.airnav.com/airport/7NC1>

2/12/2006 Sumter County, South Carolina -- South Carolina Breakfast Club, Sumter county (SMS). Remember Our Motto: "Safety First." Email: jack@fly4fun.org

2/26/2006 Eagle Av., South Carolina -- South Carolina Breakfast Club, Eagle Av. (VAE) Remember Our Motto: "Safety First." Email: jack@fly4fun.org

3/12/2006 Anderson, South Carolina -- South Carolina Breakfast Club, Anderson (AND). Remember Our Motto: "Safety First."



5/5/2006 - /7/2006 Burlington, North Carolina -- VAA Chapter 3, Spring Fly In 5-7 May 2006. Alamance Cnty Airport (BUY). All classes welcome. Email: eiwilson@homexpressway.net

6/3/2006 Williamston, North Carolina -- Martin County Airport Open House & Fly In. Food, Fun, Music, Aircraft of all types. Email: msowl@earthlink.net

7/2/2006 Salisbury, North Carolina -- South Carolina Breakfast Club, Salisbury (RUQ)). Remember Our Motto: "Safety First." Email: jack@fly4fun.org

THREE ZERO NINER



Base to Final Stall “Short Lesson”

Lets say you are ten miles to the west of your destination airport and you tune in AWOS and find the surface wind is from 090 at 15 knots. After checking unicom you find the active runway is 18. The first question you should ask, can I safely land with this much crosswind? Should I land at another airport with a runway closer to 090 so I can land safely with a “little” inconvenience?

OK, in this case I know I can safely land at the original destination airport with a 90 degree 15 knot crosswind. This airport uses a left hand traffic pattern for runway 18. When I am ten miles out, I should know that I need to adjust for the wind on left downwind, or I will be blown closer to the runway. This is important, if the downwind leg is flown too closely to the runway, a much shorter base leg will occur. Lets say you are flying a high wing airplane and you allowed the wind to blow you in too closely to the runway on the downwind leg. When you turn left base and you level the airplane before turning final, you see the wind blew you well beyond the runway centerline. You decide to turn final making a left turn back to the runway centerline.

You remember during primary training your instructor told you about 60 degree “2-G” banks, stalling at 78 mph, verses a level “1-G” stall of 55 mph Vs1, which is the same airplane you are flying today. You decide not to bank more than 15 degrees since your approach speed is 75 mph. So you start adding left rudder to help the turn. The left wing starts to drop so you counter slightly with right aileron to maintain the 15 degree left bank. The nose starts to drop so you increase up elevator pressure. When this stall occurs you end up with very little aileron input and a large amount of left rudder and up elevator, you enter a left skidding “under the bottom” stall at 500’ AGL that turns into a developing one turn left spin!

Even though the accident happened at the end of runway 18, it started 10 miles away from the airport by not being prepared. When you found yourself blown so far to the right of the runway centerline on final, you should have flown an upwind and corrected for the wind on the next downwind and base legs.

I teach students “under the bottom” fully deflected rudder and up elevator inputs entry to a skidding base to final stall scenario, “at altitude”, always losing at least 500’ of altitude before recovery. We see 90 degree bank angles (sometimes inverted) and 60 to 90 degree nose down attitudes during recovery. One problem I see when the left wing starts to drop is an aggressive input of only right aileron by the student. The down aileron on the left wing increases drag, slowing the left wing increasing angle of

attack of the left wing, which aggravates the stall on the left wing and promotes a spin to the left. You will also see an occasional spin when the student accidentally tries to recover with left (bottom) rudder combined with a frozen up elevator input. A windshield full earth will do funny things to a person’s inputs during a stall recovery. I like to joke with them telling them they are just showing off so don’t spin until I tell you to!

We always keep the stall recovery simple. Always use coordinated control inputs during the stall recovery. As mentioned above, do not use only aileron during recovery or you can aggravate the stall. Reduce angle of attack by releasing elevator back pressure in the positive G stall. This will decrease angle of attack and help reattach the smooth air flow over the stalled portions of the wings. Add full power to help accelerate the wings to help reattach smooth airflow over the stalled portions of the wings. You need to be careful not to exceed the engine RPM redline when the nose is pointing down.

I read an article in “Flying” magazine by a former Air Force pilot. He had a very good saying, SOS (Step On the Sky), in other words if the left wing is dropping and the nose is yawing left step on the sky with top right rudder during recovery. To sum up the stall recovery, decrease angle of attack with elevator, maximum power (within engine limits), coordinated control inputs minimizing altitude loss.

Some people are amazed to learn the airplane can stall at any attitude and any airspeed. You can see the base to final stall can be deadly at 500’ AGL! We should keep our “basic” flying skills honed and our minds “ahead” of the aircraft.

Bill Wilson
Safe Pilot, L.L.C.
Lincolnton, NC (IPJ)
safepilot.net

WANT ADS

Hanger spaces for rent @ Lake Norman Airpark (14A), \$220, call Conni at 875-1200

Nice 1997 Ford Ranger XLT Club Cab, auto trans with overdrive, am and fm radio, tape deck, aluminum wheels. It has a 50 gallon gas tank mounted on the back with electric pump and golden rod filter system. I have used it many years with no problem. No contamination of Auto Fuel or Av Fuel. Perfect for refueling your airplane. \$4900. Paul Baker (704-664-2273) pbaker4@alltel.net

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UNDER CONSTRUCTION



Randy Utsey RV-7 QB / still a little work to be done on the landing gear. Wings mostly finished, rudder and tail mostly finished. Everything will be mostly finished for quite awhile! Ordered the IO360 and plan to go to Mattituck June 6th to observe / help? with the engine assembly and hopefully bring it home with me. Still having fun!

Ron and Kandy Murray's – RV-9A Project Update

We are pleased to announce that our RV-9A has been returned to flight status. As some of you know, back in July we tested the limits of our nose gear and found out that you can indeed retract a fixed nose gear. Looking at this from a positive point of view, one wants to be good at what he does. So this little incident has allowed us the opportunity to practice our mechanical skills.

We installed the slightly improved nose gear from Van's. The engine was removed and returned to Aero Sport Power for tear down and examination. They found nothing wrong and charged us a few G's for the "engine insurance policy". Since Kandy did not like the looks of our modified "Q-tip" prop, we ordered and installed a new one. While waiting for parts to arrive, we worked on various little airplane improvement tasks that we had previously delayed.

So now it is time to hang up the tool belt and go flying. Weather permitting, we'll do that soon!

Ron Miller - RV7A is presently working on the cowling, canopy, firewall forward, and instrument panel. He is planning on flying to Sun-N-Fun in April. He reports his chances of doing that get slimmer each day.

As you can see from the following, the Chapter's RV-6 project spawned numerous projects. If you have a project underway, or are planning to get started let us know.

Andy Moscarelli reports that **Tad Sargent** is about ready for a final inspection of his RV7A!



Those of you who fly airplanes with the little wheel in the front know that nose wheel shimmy can be a real problem if things aren't adjusted just right. We understand that one Lancair builder has figured out the ultimate fix!!!



Ron and Kandy's RV9A on its maiden flight, December, 2004. Now she is ready to fly again!

Alas, we now have too many members to fit on this one page. You can go to the EAA 309 member list at <http://www.eaa309.org/> We encourage everyone to invite a friend to be a guest at any of our upcoming monthly meetings or fly-ins. EAA and Sport Aviation is beginning a new, exciting era that makes it much easier to fly and own an airplane.

Attached are a few pictures when I went to Chino, CA last October to get some multi-engine flight training... in a North American B-25. It was an awesome experience, and I'm ready for more.

My Father was a B-25 pilot in WW-II in the Pacific, so I wanted to fly one too... and did it! One hour of flight training in the B-25, Pacific Princess. Take off was relatively non-eventful. Did some slow flight approach to stall (the yoke shook pretty good just before stall), steep bank turns, single engine performance (you better have a strong foot to hold the rudder). SE with turns to the left, and turns to the right. Did several landings. Took a while to get used to constantly adjusting manifold pressure on those big radials (1,700 HP each). Landings... I was surprised how easy it was to land. It's just a big old heavy airplane. Very heavy ailerons. It was an experience to remember, and I'm ready for more!

Bob Dixon
704-875-5592



SHORT FINAL... When congestion isn't the real problem...

Here is my recollection of a conversation heard on 128.25 last Saturday:

Aircraft on Approach: Get off the runway I am landing.

Aircraft on Runway: Maybe you should go around if I am not fast enough for you.

Aircraft on Approach: I can't, I have a terrible crosswind, I am in trouble, I am in a 180.

Aircraft on Runway: ...Maybe you shouldn't be flying a 180.



The Red Bull Air Race web site is <http://www.redbullairrace.com/>. Click on the Web TV Summary to watch a 52 minute video of the race series

For anyone you know who may be interested in owning and flying a Mooney see <http://www.airatlantic.datatechis.com/FlyingClub.htm>

**REMEMBER TO INVITE A
FRIEND TO ATTEND THE
NEXT MEETING AND JOIN
EAA CHAPTER 309!**

Membership

We Need You!

Drive 2006

As always Chapter 309 is looking for new members. This page should be removed and given to a potential member.

The form can be used to pass along enrollment information about the EAA and this chapter.

About the EAA

The EAA is for both pilots and non-pilots who are interested in the dynamic world of flight. The organization, founded in 1953, offers activities for the entire family on the local, regional and national levels. EAA also offers support programs for those who are building and restoring aircraft.

The EAA is dedicated to serving all of aviation by fostering and encouraging individual participation, high standards and access to the world of flight in an environment that promotes freedom, safety, family and personal fulfillment.

If YOU like airplanes and the people who fly them, **EAA** is for you! For only \$40 you can be a member of EAA (\$58 outside the U.S. and Canada). EAA offers something for enthusiasts of every age and interest - pilots, designers, builders, dreamers and doers - anyone who enjoys the unique freedom made possible by flight. All are welcomed into EAA's growing family.

Call the EAA Membership Department at 1.800.Join EAA (1.800.564.6322) or visit www.eaa.org



EAA Chapter 309 Enrollment Form

Name: _____ Spouse _____
Family

Address: _____ Membership? (Y) or (N)

City: _____ State: _____ Zip: _____

Phone: _____(H) _____(W)

E-mail Address: _____

Pilot Rating: _____ EAA Member Number: _____

Aircraft Owned(?): _____

Current Project(?): _____

Membership is open to anyone interested in aviation. Dues are \$25 per year.
Mail Enrollment Form with Check payable to EAA Chapter 309 to:

Sam Stewart
13916 Sledge Road
Charlotte, NC 28278
704-588-0776

Pass it On!

EAA Chapter 309
c/o Ronnie Brown
18816-6 Nautical Drive
Cornelius, NC 28031

THREE ZERO NINER
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NOTICE: The EAA 309 Monthly DINNER MEETING will be held at 7:00 PM, Monday January 16 at the Open Kitchen, 1318 W Morehead St, Charlotte, NC

Call John Wigney at 704-664-4167 for more information.

