



# THREE ZERO NINER

February 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!

## President's Corner by John Wigney

Your board met last week and settled on the proposed schedule dates for 2006. New items include a Poker Run on 5.13.06 and a fly-out lunch trip to Martinsville and Asheboro on 9.9.06. At the moment, our dinner meetings are scheduled to be held at the Open Kitchen which appears to work well for most but we do intend to schedule meetings in other places such as Gastonia and Independence for the convenience of those who live in those areas. If you click on <http://www.eaa309.org/> you will find all the details of our schedule. The web site has a lot of information and is carefully maintained and updated by Ronnie Brown.

At our Monday, Feb. 20<sup>th</sup> meeting at the Open Kitchen, Van Smith from Hickory has asked to have a few words about assistance for an engine for a Zenith 801 missionary pilot in Venezuela.

We will also have a presentation from Bill Wilson, CFI, on "Stalls and Spin Prevention" with plenty of opportunity for Q&A.

The March 20<sup>th</sup> meeting will be a visit to the John Schroeder/Ron Szot Lancair project at Lake Norman airport. This beautifully made project is close to completion after many years of careful work and we hope to have the usual pizza delivery for hungry masses.

The drawing package for the hangar should be complete next week with the electrical drawing from Charlie Hall and we will then obtain contractor bids.



## **IT'S ALIVE. IT'S ALIVE!!!**

Bob Thayer sent along this picture of the 1/2 VW engine that he and Andy Moscarelli built out of Volkswagen parts. It is swinging a beautiful fir propeller carved on the prop carving machine that Bob built!!! Bob reported "We ran the engine again this morning. It started on the first flip of the prop. It reached 2860 RPM static and would go from idle to full power with out any hesitation. Attached is a picture and a short movie. That certainly gets the "building juices flowing again!"

We will put the movie on the 309 web. Check it out. Andy and Bob are scheduled to make a presentation on the project at the April Dinner meeting. Bob is building a Hummel Bird that this engine will pull into the skies (scheduled completion is sometime in the next century - just in time to fly over the opening ceremonies of the I-485 loop from Huntersville to Concord!)

## **BUILDER'S SEMINAR**

Bob Thayer and Bill Repucci are busy putting together a seminar that will be held on Saturday, April 22. The primary focus will be building an Aluminum Tool box featuring most of the tools needed to build a Vans RV. Presentations will also include information on how to get started and how to license your Home Built aircraft. Contact Bob or Bill for more information



309'ers WEB SITE [www.eaa309.org](http://www.eaa309.org)

[Previous Page](#) [Home](#) [Next Page](#)

**2006**

Here's the **schedule of events** planned for EAA 309. Go ahead and mark your calendars so **YOU** can **BE THERE!**

- Saturday, March 25 - EAA 309 Fly-In and Young Eagles at Lake Norman Airpark.
- Saturday, April 22 - EAA 309 Workshop at CHAC Museum or David Border's Shop
- Saturday, May 13 - EAA 309 Poker Run - Pick up your cards at Statesville, Rowan County, Concord, and Rock Hill Airports. Play your hand at Lincoln County for the Cash Grand Prize and other prizes. Lunch served.
- Saturday, June 10 - EAA 309 Breakfast Fly-In and Young Eagles at Gastonia Airport.
- Saturday, September 9 - EAA 309 Fly out & lunch -Martinsville and Asheboro museum. Start at Salisbury/Rowan County - RUQ.
- Saturday, November 4 - Lincolnton Fall Fly In and Young Eagles.
- Monday, December 11 - EAA 309 Christmas Dinner Party at the Acropolis Restaurant, Cornelius, NC.

The **EAA Young Eagles Web** site hosts a live Webchat the third Wednesday of every month with various aviation celebrities. We are wondering if you would be willing to post information about these web chats on your Chapter's Web site.

The Webchat lasts one hour and takes place between 7 and 8 p.m. Central Time. Please visit <http://www.young eagles.org/webchat/> for more information. This month's featured guest is Maj. Rusty Keen, a United States Air Force Thunderbird pilot.

This hour of discussion is enjoyed by aviation enthusiasts -- both young and old -- as they are able to ask questions and receive live answers.

Thank you,  
Kari Reich  
EAA Young Eagles  
Intern  
kreich@eaa.org



**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

## A wild ride.....

Flying a bombing mission out of Foggia, Italy, our B-17 caught one h\_\_ of a lot of flack.

All four engines were still running, but ALL flight instruments had failed including the airspeed. Since we were returning from the bombing mission in formation, we didn't really need most flight instruments. Except for the approach and landing.

When we arrived over the base at Tortorella, we peeled off, flying the landing pattern in trail formation. Considering how to plan my approach with no air speed indicator, an idea came to me. " Hey. We'll just fly in trail behind the ship in front of us, so that on the final approach, we can establish a rate of closure to ensure that our approach would be above stall speed."

Well, that morning, when we took off, the steel mat runway was covered with three inches of slimy mud. It had been raining for weeks. Airplanes taking off and landing just . . pushed the steel mat deeper into the mud. Every time an airplane took off or landed . . more and more slimy mud had pushed up on top of the mat. So as we approached the mud-covered runway, there were now three or four inches of slippery slime on top of the steel mat.

We were not worried about coming in 'hot' . . until I called for flaps and our copilot replied: " We don't have any [ flaps ]. They're not coming down " . It was too late to crank them down, by hand. We weren't about to go around again with no airspeed indicator.

Now, due to our ' hot' approach speed, we didn't touch down until we were half-way down the mud-covered, pierced steel strip.

The airplane in front of us made a normal land-

*(Continued on page 3)*

### **Chapter Officers**

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## "Safety Seminar Doubleheader!"

Topic: 'Collision Avoidance' and 'It's Legal But Is It SAFE???' On February 21, 2006 at 6:30 PM Location:  
Rock Hill Aviation Flight School  
400 Airport Road

*(Continued from page 2)*

ing and turned off at a taxi-strip about five-hundred feet short of the end of the runway. That pilot managed to land short enough to turn to the left onto that first taxi strip. As he turned, he looked out his left window and saw that we were halfway down the field before we touched down. He turned to his co-pilot and says : " Look out that right window. George is going to crash into the gully at the end of the runway." [In the past, several British bombers had hit that gully. They had blown up.]

We finally got the plane on the mud and I hit the brakes. No brakes! [A B-17, the pilot and copilot can look out their window and see the landing wheel on their side ]. Every time I touched the brakes, the wheels would both stop, lock, and we'd hydroplane over the mud. I had one choice. Something we'd normally try to avoid . . G-R-O-U-N-D L-O-O-P !

I pulled No. 3 and 4 engine throttles all the way back to idle. And I pushed No. 1 and 2 throttles full forward to take-off power . . called . . BOOSTERS ! . . and started tapping the right brake trying to ground loop to the right and let centrifugal force tip the left wing into the ground. We'd damage the airplane, but avoid CRASHING into the GULLY!

Normally, the plane would turn and leave the runway. But it was so slimy, the wheels had no friction to make it turn. The plane just kept sliding forward. Full take-off power on No. 1 and 2 engines caused the airplane to spin around . . while sliding straight down the runway. As it approached 180 degrees, I pushed number 3 and 4 throttles full forward.

Now we had take off power on all four engines. There we were . . going backwards . . toward the gully on the end of the runway, with all four engines at full take-off power.

Well, we stopped right on the very end of the runway and immediately started to taxi back to the taxiway we just passed while we were sliding backwards. You can imagine how scared our navigator and the bombardier were, sitting in the nose of the airplane as it approached the end of the runway . . when we began to spin.

*(Continued on page 4)*

## Mark your Calendar

See [www.eaa309.org/309mm.htm](http://www.eaa309.org/309mm.htm)  
for 2006 Schedule

**Monday, February 20 - EAA 309 Dinner Meeting at the Open Kitchen, 1318 W Morehead St, Charlotte Starts at 7:00 PM. Speaker Bill Wilson, CFI, on "Stalls and Spin Prevention"**

### North Carolinas

4/29/2006 Farmville, North Carolina --EAA Chapter 960 Spring Fly-In at N08. Come see us for lunch, 10:00 until. (No fuel on field).Email: [webmaster@eaa960.org](mailto:webmaster@eaa960.org)  
Web: [www.eaa960.org](http://www.eaa960.org)

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

### South Carolina:

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

3/12/2006 Anderson, South Carolina -- South Carolina Breakfast Club, Anderson (AND). Remember Our Motto: "Safety First." Email: [jack@fly4fun.org](mailto:jack@fly4fun.org)

3/26/2006 Georgetown, South Carolina -- South Carolina Breakfast Club, Georgetown (GGE). Remember Our Motto: "Safety First." Email: [jack@fly4fun.org](mailto:jack@fly4fun.org)

4/9/2006 Alan Smoak Field, South Carolina -- South Carolina Breakfast Club, Alan Smoak Field (private airstrip). Remember Our Motto: "Safety First." Email: [jack@fly4fun.org](mailto:jack@fly4fun.org)

4/23/2006 Broxton Bridge, South Carolina -- South Carolina Breakfast Club, Broxton Bridge (private airstrip). Remember Our Motto: "Safety First." Email: [jack@fly4fun.org](mailto:jack@fly4fun.org)

5/7/2006 Bennettsville, South Carolina --South Carolina Breakfast Club, Bennettsville (BBP). Remember Our Motto: "Safety First." Email: [jack@fly4fun.org](mailto:jack@fly4fun.org)

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It is difficult to comprehend the number of military aircraft in dead storage until you see these photographs! Even if you have seen this before, look again.

Things of interest.

- 1 - The 3rd largest Air Force in the world is sitting on the ground here.
- 2 - It's the only unit in the U.S. Air Force that actually makes a profit.

I agree it is difficult to comprehend the size of the facility and the number of aircraft stored there. Of course the important thing to remember is that they are all capable of being returned to flying condition if the need ever arises.

There was an excellent book published a few years ago on the celebration of the "Boneyard's" 50 anniversary. It was written by Philip D. Chinnery and is entitled "50 Years of the Desert Boneyard" published by Motorbooks International and can be obtained through any good bookstore.

If you are ever in the Tucson area, the weekly tours of the boneyard are still given through the Tucson Air Museum, located just south of Davis Monthan AFB. Both the museum and the boneyard are very popular attractions here in the Arizona desert.



*(Continued from page 3)*

This maneuver is one that I'm sure had never been done previously. Nor will it ever be done again. It isn't something anyone would want to practice. I can only say that on that landing, the copilot and I were both copilots. God was flying the airplane on that landing.

And, you know, we never heard from anybody. Nobody ever came to ask what had caused us to land backward. All the medals we received were for far lesser accomplishments. That's why I say, it was God who made that most unbelievable landing in a B-17.

by George Ureke,  
Lt. Col. USAF (Ret.)

## Ain't flying great.....

One fine hot Summer's afternoon there was a Cessna 150 flying in the pattern at a quiet country airfield. The Instructor was getting quite bothered with the student's inability to maintain altitude in the thermals and was getting impatient at sometimes having to take over the controls. Just then he saw a twin engine Cessna 5,000ft above him and thought, "Another 1,000 hrs of this and I qualify for that twin charter job! Aaahh.. to be a real pilot.going somewhere!"

The Cessna 402 was already late and the boss told him this charter was for one of the Company's premier clients. He'd already set MCT and the cylinders didn't like it in the heat of this Summer's day. He was at 6,000ft and the winds were now a 20kt headwind. Today was the 6th day straight and he was pretty dang tired of fighting these engines. Maybe if he got 10,000ft out of them the wind might die off... geez those cylinder temps! He looked out momentarily and saw a B737 leaving a contrail at 33,000ft in the serene blue sky. "Oh man" he thought, "My interview is next month. I hope I just don't blow it! Outta G/A, nice jet job, above the weather... no snotty passengers to wait for.. aahhh."

*(Continued on page 6)*

## WANT ADS

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

Wanted - **Invisible Fence Dog Collar** - 7 volt - call Sara 704-607-1597 or 365-6820.

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## UNDER CONSTRUCTION



**The first flight was a thrill.** (Saturday, February 4). I lined her up on runway 22 at Goose Creek. Hit the coals and headed for Monroe (they have fire trucks and a long runway). I made the first landing just as I practiced in a 6A (Andy Moscarelli's RV6A). I shut it down and pulled the top cowl off for inspection. Everything looked great so I took off and made 2 more landings then headed back to Goose Creek.

The landing there was uneventful as well. I put her back in the hanger and kissed my wife.

Many thanks to Steve Glasgow, Dale Ensing and Bill Crothers for ground support. Also Thanks to Andy Moscarelli for his Tech advise and visits. Another big thanks for the support of my wife Terry who put up with my being gone to the garage for hours. And finally to my Chief rivet buckler and buddy my then 15 year old (now 17) son T.J, who without his help 130TS would not be flying today.

Stats. Van's RV7-A  
Time to build 2.5 years  
Time spent painting 5 months off and on  
Power plant. Penn Yan Aero ECI/Lycoming O-360 Wood prop  
Leather seats and boots  
Painted by my good friend Lou Panuski  
she weighs 1080lbs

**Tad Sargent**  
EAA 309  
N130TS

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.

**Bob Allen** is currently scheduled to go down to Lakeland to take the EAA Fabric Covering course on Feb. 11 & 12.

**Bob Thayer** reported CHAC told him that they lost the storage space they had at the Holman Moody Hangar and that their storage space was at a premium. The comment was made that since 309 is no longer having activities at the museum it would be helpful if our tool cabinets were moved to another location. I called **David Borders** and he agreed to move the tools to his garage until the 309 hangar is completed. Thanks Bob and David!!!

**Welcome Back** - Former member, **Ron Scheck!** Ron moved to Gold Hills Airpark and is finishing up an **RV-8**. In fact, he completed the weight and balance last week and is ready for his FAA Airworthiness Inspection.



**Joe Bowling** finally got his Zenith 701 kit and is squeezing rivets. Tail section almost done.

**David Weaver** reports that he had a wonderful lunch with member and USAirways Instructor **Ron Miller**. "He gave me a lot to think about and believes that I'm go in the right direction. He's agreed to be mentor to me and my career so I'm thankful for that. I'm finally going to do the C-130 conversion training as a Navigator and it's going to be all in house, here in Charlotte. Which is going to be a challenge for me as well as the unit since they have never done a initial in house training before.

Aiming High,  
Dave Weaver, Jr.  
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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.



John Schroeder's and Ron Szot's painter is about half finished with the painting. The fuselage and empennage are left and this is still a fair amount of real estate. After the sanding and white paint are done on the fuselage, the green and gold colors need to be added to the cowling, lower fuselage and rudder. From there, it will be reassembly, checkouts, testing and flying - the usual "95% to go."

Friends: We are happy to report that our airplane (RV9A) is flying again! We have flown it for three hours this week, and everything is working beautifully! It is such a thrill to be blazing around in the North Carolina skies at close to 200 mph. We just had to share our exciting news with you!

**Ron and Kandy Murray**

*(Continued from page 4)*

The Boeing 737 bucked and weaved in the heavy CAT at FL330 and ATC advised that lower levels were not available due traffic. The Captain, who was only recently advised that his destination was below RVR minimums had slowed to LRC to try and hold off a possible inflight diversion, and arrange an ETA that would helpfully ensure the fog had lifted to CATII minima. The Company negotiations broke down yesterday and looked as if everyone was going to take a dang pay cut. The F/O's will be particularly hard hit as their pay wasn't anything to speak of anyway. Finally deciding on a speed compromise between LRC and turbulence penetration, the Captain looked up and saw Concorde at Mach 2+. Tapping his F/O's shoulder as the 737

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took another bashing, he said "Now THAT'S what we should be on... huge pay ... super fast... not too many routes...not too many legs... above the CAT... yep! What a life...!"

FL590 was not what he wanted anyway and considered FL570. Already the TAT was creeping up again and either they would have to descend or slow down. That dang rear fuel transfer pump was becoming unreliable and the F/E had said moments ago that the radiation meter was not reading numbers that he'd like to see. Concorde descended to FL570 but the radiation was still quite high even though the Notam indicated hunky dory below FL610. Fuel flow was up and the transfer pump was intermittent. Evening turned into night as they passed over the Atlantic. Looking up, the F/O could see a tiny white dot moving against the backdrop of a myriad of stars. "Hey Captain" he called as he pointed. "Must be the Shuttle." "The Captain looked for a moment and agreed. Quietly he thought how a Shuttle mission, while complicated, must be the-be-all-and-end-all in aviation. Above the crap, no radiation problems, no dang fuel transfer problems...aaah. Must be a great way to earn a buck."

Discovery was into its 27th orbit and perigee was 200ft out from nominated rendezvous altitude with the commsat. The robot arm was virtually U/S and a walk may become necessary. The 200ft predicted error would necessitate a corrective burn and Discovery needed that fuel if a walk was to be required. Houston continually asked what the Commander wanted to do but the advice they proffered wasn't much help. The Commander had already been 12 hours on station sorting out the problem and just wanted 10 minutes to himself to take a leak. Just then a mission specialist, who had tilted the telescope down to the surface for a minute or two, called the Commander to the scope. "Have a look at this Sir, isn't this the kinda flying you said you wanted to do after you finish up with NASA?" The Commander peered through the telescope and cried Oooooohhhh yeah! Now THAT'S flying! Man, that's what its all about! Geez I'd give my left nut just to be doing THAT down there!"

What the Discovery Commander was looking at was a Cessna 150 in the pattern at a quiet country airfield on a nice bright sunny afternoon.

Boy, I'll tell you...pilots are never happy unless they are drinking beer and looking for a better job!

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](http://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!

