



THREE ZERO NINER

April 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 Airline 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

Firstly, let me thank Ron and Kandy Murray and all the many volunteers for their hard work in making our fly-in on March 25 at Lake Norman such a great success. We had a good turnout and some interesting new visitors. The weather was almost a Carolina-blue day although it was a little cool.

Sun N Fun is always a great trip. The camping area had more planes this year and I had three other Europas to keep me company. I had to return on the Friday so I was sorry to miss the F-22A Raptor show - the military always make a lot more noise than anybody else. Excitement during the week included a big plume of black smoke from the parking lot. It turned out that several cars (I heard varying reports of 5 to 30) had caught fire and the first one was a Maserati. It just goes to show that one should not drive around in hay fields in a low slung car with a hot exhaust on a windy day.

Vendors providing technology for in-cockpit weather, terrain warning, IFR ap-

proaches, etc. improve every year. There are a lot of companies competing for the business and the features are getting very sophisticated. Other hot items are the many competing glass-panel EFIS displays.

We will be receiving the bids from our contractors this week for our planned hangar and should be able to discuss next steps at the dinner meeting on 4.17.06 at the Quaker Steak & Lube.

The Gastonia city officials have also recently suggested some possible other alternatives and we should have enough information to discuss these also at the meeting.

You will probably see details elsewhere in the newsletter regarding an invitation from Chapter 961 in Rock Hill for a cook out on May 17.

BUILDER'S SEMINAR

Bob Thayer and Bill Repucci report that interest has been good for this year's seminar scheduled for Saturday, April 22 at David Border's shop. So far, seven folks have signed up which is close to the maximum that they feel that can be accommodated. The cost is \$30 per person and lunch will be available. See the poster at <http://www.eaa309.org/Workshop/index.htm> for more information

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.

David Borders lives at 11840 Moores Chapel Rd which is accessed from Exit 29 of I-85. This is near to the intersection of I485 and I85 on the west side of town. See www.eaa309.org for a map.

Contact Bob or Bill for more information.



309'ers WEB SITE www.eaa309.org

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

2006



**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

Here's the **schedule of upcoming Dinner Meetings planned for EAA 309**. Go ahead and mark your calendars so **YOU** can **BE THERE - EVERY THIRD MONDAY OF THE MONTH beginning at 7:00 pm**

- Monday, April 17 - Quaker Steak and Lube Restaurant, 1601 E. Woodlawn Rd. Charlotte, NC. Presentation by Bob Thayer and Andy Moscarelli. Building and starting a One Half VW engine. EAA 309 Workshop at David Border's shop, 11840 Moores Chapel Rd in nw Charlotte.
- Monday, May 15. Captain's Galley restaurant. 11032 E Independence Blvd , Matthews. John Meslonka - B1 navigator.
- Monday, June 19 - Open Kitchen, 1318 W Morehead St, Charlotte followed by tour of Randy Utsey RV project.
- Monday, July 17. (Location Later) Bill Hartin with Wing Sport Aviation Presentation on Light Sport Aviation. He sells ready to fly LSA aircraft, Sting Sport and Star Sport.
- Monday, August 21, Thane States has invited us to tour his RV10 Project

We are also working on a tour of the new aircraft engine shop in Mooresville.

If you have a suggestion for an upcoming speaker or tour, please let us know!

\$100 Hamburger Joint!

Check out Martha's Grill, which is a short walk to the end of the runway at Montgomery Co (43A). Don Bennett at the FBO is a big EAA'er. With a meat and two vegetables and a drink for \$5 bucks, you can afford to fly!

To EAA 309 members:

Howard Cochran got a lot of help on Saturday, March 18. Howard thanks all of you for your great help. Lots of stuff got cleaned out of his hangar and loaded into the semi trailer. Howard made a nice contribution to the chapter's hangar fund.

Thanks Howard Cochran

IT'S PAY OFF TIME!

(This is the pay off for the friendly wager made between EAA Chapter 961 and 309 during the US Air Race held at Monroe last year)

EAA Chapter 961 would like to invite Chapter 309 to join us in a cook-out and fly-in to be held at noon, Saturday, May 27th at the Rock Hill Airport (UZA). This is Memorial Day week-end.

Chapter 961 will provide the BBQ and drinks. We suggest that those attending bring something, i.e., beans, slaw, potato salad, a vegetable, a casserole, fruit, or a dessert. Hot dogs will be available for the kids or those who don't want BBQ.

We will use one of the hangers on the East side of the field. Aircraft parking is available along Taxi-way J (paved). We would need a head count by Mid-May so that we can prepare appropriately.

John Roberts - President, EAA Chapter 961

(John is also a member of Chapter 309. We will need to know how many folks are planning to attend. Either call John at 803-831-1452 or email me at romott@adelphia.net)

Check out their web site at <http://www.geocities.com/ea961/index.html>

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: Don Sink**
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

THREE ZERO NINER

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Monday, April 17, 7:00 pm - EAA 309 Dinner Meeting at Quaker Steak and Lube, 1601 E Woodlawn Rd, Charlotte. Speakers Bob Thayer and Andy Moscarelli - Building and Running a 1/2 VW Engine.

North Carolina:

4/29 Farmville, -- EAA Chapter 960 Spring Fly-In at N08. Come see us for lunch, 10:00 until. (No fuel on field).

E-mail: webmaster@eaa960.org

Web: www.eaa960.org

5/5 - 5/7 Burlington, -- VAA Chapter 3, Spring Fly In 5-7 May 2006. Alamance Cnty Airport (BUY). All classes welcome.

Email: eiwilson@homexpressway.net

5/13 - Lincolnton - EAA Chapter 309 Poker Run. Hamburgers, Hot Dogs. Email Romott@adelphia.net

5/13 - Laney's - Annual Fly In - Free Food. Grass strip - land rwy 5, depart 23. Email w4ppn@hotmail.com

5/18 - 21 Lumberton -- Mid Atlantic Fly-In & Sport Aviation Convention. Grass roots fly-in. Forums, seminars, exhibits, 2 day airshow. Email: parkeresc@nc.rr.com Web: mafsac.com

6/3 - 4 Hendersonville, -- Western North Carolina Air Museum Air Fair. Old timey Air Fair. Email: bbcarter@bellsouth.net
Web: www.wncairmuseum.com

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

**6/10 Gastonia -- EAA Chapter 309 Breakfast Fly In and Young Eagles. Starts at 8 am. Email: romott@adelphia.net
Web: <http://www.eaa309.org>**

South Carolina:

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

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

5/13 Winnsboro -- 3rd Annual Wings & Wheels Festival 10-4pm. No admission fee. Email: mmaviation@chestertel.com

5/21 White Plains Planta. -- South Carolina Breakfast Club, White Plains Planta (SC99). Email: jack@fly4fun.org

Mark your Calendar

See www.eaa309.org/309mm.htm
for 2006 Schedule

5/26 - 5/28 Holly Hill -- Food, drinks, seminars and demo flights. Come fly with us and make new friends. You will be glad you did. Email: legallyhigh@bellsouth.net

6/4 White Plains Planta. -- South Carolina Breakfast Club, Spartanburg (SPA). Remember Our Motto: "Safety First."
Email: jack@fly4fun.org

6/18 Cheraw -- South Carolina Breakfast Club, Cheraw (47J). Remember Our Motto: "Safety First." Email: jack@fly4fun.org

These Events were downloaded from



July 24 - 30, 2006

Saturday, September 9 - EAA Chapter 309 Fly Out to Martinsville for Lunch and Tour the Museum at Asheboro. E-mail romott@adelphia.net

Saturday, November 4 - EAA Chapter 309 Fall Fly In at Lincoln County - 10 am - 4 pm. Hotdogs and Hamburgers, Young Eagles. Email rtdive@alltel.net

THREE ZERO NINER

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Don Slink is our new Young Eagles Coordinator. He did a fine job at the Lake Norman Fly In - 20 New Young Eagles. THANKS Don!



Rambling from the Editor

Flying in the Soup

During the winter I spent many hours on my PC using Flight Simulator 2002 and the Garmin 430 simulator (a neat piece of software allows the Garmin software to interface to Flight Simulator). I also modified the Mooney panel to make it very similar to my Velocity. Then I found a Velocity model I like to do this on rainy days and let Flight Simulator download real weather from the Jap-pensen web site. Then I'll check the DUATS and plan a flight through the bad weather and file an IFR flight plan with FS2002.

Then the FS2002's ATC system will give me clearances, clear me for take off, give me vectors along the way and clear me to the IFR approach at the destination airport. This is a great way to get some unofficial logbook time with nearly real conditions.

This isn't the same thing as flying in the soup, but it certainly helps develop scan patterns, copying clearances, listening to ATC commands and reading back their instructions.

I didn't make it to Sun-n-Fun this year. I am saving up for a trip to Dallas, Texas in May for a gathering of Velocities.

Earl Fortner sent this link for a RC Club in Mooresville.
<http://rcwingers.com/>

WINNERS OF EAA AND 309 MEMBERSHIPS

We assigned numbers to the non members who registered at the Lake Norman fly in and we drew numbers:

Winner of EAA National Membership - Kevin McMillen, 18943 Peninsula Pt Dr, Cornelius, NC 28031

Winners of three EAA 309 memberships:
Chuck Bowman of Concord, NC
Edgar Tello (Owner of the Gorgeous SeaBee) of Catawba, NC
Joe James of Mooresville, NC

New Members

We picked up five new members last month:

Keith Hegedus, Mooresville - RV6 Project

Tim Findlow of Charlotte,

Tom Waskow, Huntersville - flies an RV4.

Joe Bost, Cornelius - working on his Sport Pilot Certificate and Berhane Selassie, building a Challenger I Ultralight.

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."

TWA 2341: "Centre, we are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

WANT ADS

I need a \$40.00 push mower, will pay \$20.00 for it. Susan Robb

Wanted a **Sensenich fixed prop** 72X (82-85pitch) for a Lycoming O-360 with prop extension and hardware if available. Tad 591-2035

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

2 Tailwind doors and we would like to sell them, \$100. plus shipping. Call Sam Stewart for more info - 704-588-0776

THREE ZERO NINER

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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.



teers, please accept my apology in advance if I've inadvertently left off your name!

Ron Murray, (Event Coordinator), Ronnie Brown, (PR & Activities Coordinator), Van Lawless, (Flight Line Safety/Security Officer), Don Sink, (Young Eagles), Charlie Littwin, (Setup & Clean-Up), Bill Repucci, (Welcome Tent), Don Sink, (Auto Parking), Bob Thayer (EAA Insurance & First Aid) Sam Stewart/David Borders (Food Services/Refreshments/Cooking) Kandy Murray, (Pot Luck & Photographer) (Food Contributors: Robin Babcock, Mott Brown, Gail Brown, Veronica Gaskins, Carol Hege-dus, Mary Grace Lawless, Patti Littwin, Dolly Mayerchak, Kandy Murray, Libby Schroeder, Marge Schnicker, Gwen Sink, Donna Smith, Sheri Szot, Paddy Wigney).

For more pictures go to:
<http://www.eaa309.org/gallery/Image/060325/index.html>

UNDER CONSTRUCTION

Bill Repucci - RV9

I just forwarded this note on to some other builders and it got me thinking about adding a new "tool of the month" section to the news letter. Since we are all tool hounds, why not ask people to recommend their favorite tool?

Dale suggested these to me and I have already found 101 uses for these things.

Dale,

Thanks for the tip on the Craftsman Bit Wrench set, <http://www.sears.com/sr/javasr/product.do?vertical=TOOL&bidsite=&pid=00947477000> ,they arrived on Monday.

I can see how that will be very handy with all the 8-32 Allen cap screws you used on the tank covers and I will use throughout my -9. I also bought the 5 pc. Allen Bit Set from Sears as the above set did not include the Allen bits. <http://www.sears.com/sr/javasr/product.do?vertical=TOOL&bidsite=&pid=00925645000>

Home Depot also has a new small 90 degree drive for your electric screwdriver or drill.

EAA Chapter 309 Spring Fling & Fly-in By Kandy Murray

EAA Chapter 309 hosted a fly-in here at Lake Norman Airpark on March 25th. Even though the day was cold and cloudy, approximately 50 hardy pilots braved the elements to attend the event. Van's Aircraft was ably represented by 12 RV's. For those RV fans among us, here is the breakdown: 2 RV-4's, 1 RV-9A, 1 RV-8, 1 RV 7, 6 RV-6's.

There were also two Velocity's, a Seabee, a Comanche, numerous Champs, Bonanza's, Grumman's and many others.

Other activities included Young Eagle Flights. Don Sink was in charge of those activities, and through the willingness of John Wigney, Bob Dobbins, Charlie Littwin, Jim Schnicker, Dave McKnight, and Jim Dugger, 20 Young Eagles took to the skies for the very first time. A special thanks to the pilots who gave of their time (and money) to introduce young people to the thrill of flight!

Of course, no fly-in is complete without lots of food. Many Lake Norman Ladies and EAA Members wives brought a delightful selection of salads, beans, vegetables and desserts to compliment the hamburgers and hot dogs cooked up by David Borders and Sam Stewart. Sam reported that 120 customers paid to partake of this feast. Many thanks to the women who contributed their time, resources and efforts to make this event a success.

Thank you also to Van Lawless and Alex Nesbitt for their efforts in controlling traffic both in the air and on the ground. They did an excellent job of keeping aircraft separated and everyone safe!

There were many people who volunteered and did a first-rate job in ensuring that this event was well coordinated and accident free.

While I am listing some of those coordinators and volun-

THREE ZERO NINER

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Andy stopped by last week for another project visit. He is very good and I'm extremely happy to have him take time out of his day to look over my project. He did find some minor issues that I'm addressing as I get to them. The next big thing for me is to rivet on the last top skin and start the canopy. Sometime in there I hope to remove the wings, reposition the fuselage and hang the engine. I have found being to work on multiple things is good because when I get stuck on one thing progress does not stop. I just switch tasks until I figure out what stumped me on the first task.

The instrument panel is cut, painted and installed. "All" that's left is to label and wire it. Nora was pretty good about me baking the parts in the oven to harden the paint. Not only that, she actually made two small parts for the plane out aluminum angle. She gets a kick out of using the drill press and other power tools as they are much different than the scalpel she usually wields.

Oven picture: <http://www.repucci.com/bill/images/baking%20panel%20parts.jpg>

Regarding baking parts, I waited until after they were baked to clean the oven. I suggest you clean the oven before and then clean it afterwards, if it still needs it. 200 degrees for two hours seemed to work well for curing the paint.

Panel picture: <http://www.repucci.com/bill/images/N941WR%20instrument%20panel.jpg>

Here is what I put on the web site:

How's that for a "moving map" display? It will move with me anywhere I go. The clip came from the aviation department at Wal-Mart and cost all of \$.99. Of course I had to take the clipboard it was attached to home with me as well.

All 11 pieces of the panel are cut, painted and fitted. I hope not to have to remove them again but I know that won't be the case. The two Dynon screen displays are nothing more than marketing cutouts. The tray for the Dynon D100 EFIS is installed on the left side but I have yet to buy the thing. The Dynon EMS D10 is there but covered by the display cutout so I can get an idea how everything will look.

Dynon has promised that the two units are able to be bussed together so they can display information from the other unit. Notice how the unit on the left is displaying the engine parameters and the engine monitor on the right is displaying flight information.

The instrument panel was painted with three coats of Pewter Rust-Oleum Textured, Fine Textured Finish (yes, it is spray paint) found in the aviation section of my local Home Depot.

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.

The panel was wet sanded with 600 grit wet/dry sand paper between coats and baked in the oven for two hours at 200o F.

In addition to all that, I've started doing some of the wiring, cleaning up the minor issues Andy M. found in his project review visit last week, and started putting things on the firewall. <http://www.repucci.com/bill/images/firewall.jpg>



March Dinner Meeting at John Schroeder's and Ron Szot's Lancair ES project. The plane just got its paint and was looking outstandingly gorgeous! A good crowd of 36 folks braved the cold wet rain and ate lots of Pizza - **THANKS Ron and John!**

THREE ZERO NINER



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.

Dimples, Golfballs, hail, vg's, drag,etc

(Here's an interesting article I pulled from the Sonex user Group on Yahoo):

"I'm in no way an expert on aerodynamics, but I've always wondered about dimples. Can anyone explain why planes don't use them?

Seems I recall reading about an older Cessna that had hail storm damage. When it was flown to a repair station, it flew faster with the dimpled skin than before it was damaged. Would that be called "golf ball" advantage?

This information was taken off of an other Forum I belong to: Courtesy of a Gentleman named Jim Byrd out of Newportnews, VA.

The golf ball dimpling is an amazing bit of realistic research. It is an off-shoot of the natural dimpling supplied by fish scales. The equivalent on racing sailboats is called "riblets", or grooves cut perpendicular to the expected direction of fluid flow. Its purpose is to energize the fluid (air or water) near the surface in shear with the fluid.

I am going to suggest that dimpling and the opposite method, Protuberances such as vortex generators (vg) actually of themselves increase drag slightly, but the benefit of energizing the flow on the surface of the object in some cases like the golf ball far outweighs the small penalty in the increase in drag.

Sometimes drag reduction is not the primary reason for vortex generators. The equivalent in the wing world of dimpling is hail damage. I will get to the advantage/disadvantage of that (hail damage) in a minute. Back to the golf ball, and I will introduce a ping pong ball for comparison.

Think in 2D (a cylinder) rather than 3D (a sphere) for the moment. A cylinder moving broadside to the flow has about 5x more drag than a teardrop shape of the same cross sectional area, same surface texture for both. The cylinder and sphere are already at a big disadvantage, but the sphere is the shape of what rolling objects have to assume, so any decrease in drag will have to come from modifying the surface texture characteristics in some way

Take the clean shaven ping pong ball. No matter how hard it is struck it slows a tremendous amount immediately because of very high drag (by intentional design). It

has very little mass and so this quick decrease in speed becomes very obvious. Why the high drag? because the flow separates from the ball almost immediately after the largest cross section of the ball is encountered. The air is not attached, it tumbles, pulls (accelerates) a lot of air along with the ball and thus forms a rather solid drag profile (area) over nearly the entire aft area of the ball. This is like holding your hand outside the car window broadside to the flow (not attached flow, lots of form drag). The ping pong ball is not the best flyer, but that is his/her job by design. For the most part the boundary layer development on the leading edge of the ping pong ball is laminar flow. Laminar is good, until you come to the flow separation point. Just ahead of the separation point the turbulent boundary layer is your best friend, and here is why:

Energized air (turbulent) is more sticky to surfaces and less resistant to flow separation.

The flow development on an undimpled golf ball (I have never seen one) is laminar. This is not your friend so a generous dimpling is provided. This adds a small drag penalty but makes the boundary layer fully turbulent over the leading edge of the ball. Now the advantage. The flow separation still occurs on the rearward side of the ball, but the area of that separation is much reduced and thus the drag is much reduced. The turbulent boundary layer is more sticky, and this delays flow separation. This is good. Put a good backspin on the ball to produce some lift and things get better, add some mass and things get very good.

Now for the wing. Remember the earlier statement [The turbulent boundary layer is more sticky, and this delays flow separation.] If a wing is operating in a low angle of attack condition such as cruise, no flow is separated or near that condition. A laminar boundary layer is much preferred for as long as it will occur (the flow transitions to turbulent eventually). Very clean and smooth upper surface leading edges up to the quarter chord are desirable. Dirt, bugs, and yes, hail dimples and exposed rivets are not your friend - until - You are asking for maximum lift performance from your wing. This means you are i.e. a bush pilot, heavily loaded with cargo, performing high angle of attack maneuvers in stunt activity, just lost control of airplane and need to get it back, or as the case may be at times, covering for a slight design deficiency or improving the ability to maintain attached flow at higher angles of attack.

This is why you will generally always see flush rivets and clean leading edges on commercial aircraft. On the other hand past the quarter chord and all over the fuselage be-

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.

yond leading edges the aircraft will have exposed rivets and generally do not get cleaned to polish standards. The boundary layer is already thick and there is little drag penalty regardless of surface texture. Not so on the leading edges.

Hail damage to a wing will allow you to increase the angle of attack just slightly more than a clean wing before stall separation. For the most part the advantage of hail dimples is not worth the problem to microfracturing the paint and is a rarely used flight regime for extended period of time anyway.

Vortex generators are used to energize the boundary layer ahead of ailerons, flaps, and tail surfaces that are required to maintain attached flow at maximum deflection. In a few cases you will seem vortex generators used ahead of an area of the airframe where the flow is known to be continuously separated, such as wheel panels or other bumps that are installed on aircraft for specialty purposes (i.e. camera pods).

(Editor's note: I installed VG's on my Velocity to improve it's low speed lift and handling since I am based at Lake Norman Airpark with it's 3000 foot runway. The Velocity lands at 75-80 knots, the canard stalls at 65 knots, so the VG's are a definite help. Ronnie)



"Miss Izzy" capped off three and a half years of construction on March 15, 2006 as she gently (but quickly) lifted off of Gold Hill Airpark. The flight went without a hitch. The engine ran smooth, cool and powerful. The EFIS and radios worked flawlessly and the plane flew straight as an arrow. The only "correction" needed was a bit of

(Continued on page 9)



Hal Schwab's Sonex got its first Technical Counselor visit. He probably wasn't expecting this crowd, but Bob Allen, Bob Thayer, Andy Moscarelli and Ronnie Brown wanted to see Hal's plans built project. The Sonex is getting a lot of attention from the Sport Pilot crowd - and for good reason. It is a low cost, simple to build, excellent performing, good looking airplane.

Hal and his son, Stuart have been building parts for the past year or so. The quality is excellent, Hal has set a high standard for the parts he is making - they look better than factory supplied parts. Hal and Stuart attended a builder's session last year at the Sonex factory located in Oshkosh, WI. And this father - son team have a great project to work on. The drawings from Sonex are excellent.

Remember - Chapter 309 of the EAA is now a charitable organization as defined by 501(c)3. Your donations may be tax deductible!

CHECK OUT THE NEW TECHNICAL COUNSELOR AND FLIGHT ADVISOR PAGE AT WWW.EAA309.ORG





(Continued from page 8)

right rudder trim. I established a stall buffet at 54 knots clean and 49 knots with full flaps. After a low pass of the airfield with the smoke system billowing I touched down and did my best to suppress the cheesy RV grin. It didn't work. I'm still grinning!

When I started building my objectives were to make the plane modern, simple and capable. To that end I have eliminated carburetor, magnetos, vacuum system, gascolator, and mechanical gyros.

The plane has a Teledyne Mattituck Lycoming IO-360 with Aerosport fuel injection, dual Lightspeed electronic ignitions and a Whirlwind 200RV constant speed prop. The panel has dual GRT EFIS, SL-30 nav/comm, Garmin 327 transponder and Trio autopilot with altitude hold. Interior is by Flightline Interiors, belts from Hooker and paint is Dupont Imron I applied myself.

Thanks to Steve Glasgow for lending a third hand whenever needed, to Jerry Cornwell (fellow RV-8 owner from FL) for his inspiration, EAA Tech Counselors Andy Moscarelli and Dale Ensing and **to my wife, Kathy who never mastered rivet bucking, but always provided encouragement and shared the dream of flight.**

Ron Schreck - Gold Hill, NC

(I'll put these and some other pictures of Ron's Beautiful bird on eaa309.org soon. - Ronnie

Flight into O'Hare from Lake Norman was not so hairy at all

By Charlie Littwin

On Tuesday March 21st Patti and I departed Lake Norman for a business seminar in Chicago. Rather than paying for a cab or a rental car from a "reliever" airport we committed to the challenge of flying the Comanche into O'Hare. A fuel stop was made in Bloomington Indiana where we were delighted with the exceptional service provided by Cook FBO. After topping off at \$2.68/gallon (a savings of \$2.27/gallon compared to \$4.95 at O'Hare) we were off again with an ETA of 8:10 pm at KORD.

Routing was fairly direct with vectors smoothly provided near the airport. Despite two requests for landing on 9L which was advertised on the ATIS, ATC decided we were going to use 4R, the farthest runway from the FBO. Full power on final to combat the 10 knot headwind, 150 knots, 2 mile final reduce power, slow down, gear down, green light and we're down. Something we have never seen before were the lights embedded into the runway directing us to the requested taxiway turn off. The fun part was the three mile taxi to Signature. I'm not sure who was more excited Patti and I while admiring the grandeur of the airport and the multitude of heavy iron or the ground crew pointing to us as we taxied between two 747's.

New EAA 309'er Terry Davies, Lake Norman Airpark resident, and Velocity XL builder and flyer, also has an interesting boat - but it isn't on Lake Norman.

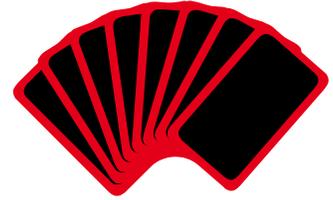
Imagine a semester of high school or junior college where you sail around the world and earn credits.

Each year, forty-eight 11th and 12th grade students board the S.V. Concordia to study and work as crew while sailing around the world.

Academic programs aboard ship are tailored to the needs of serious college preparatory students. Their studies are enhanced by hands-on experiences in over thirty countries world-



THREE ZERO NINER



So, what is a “Poker Run”

wide.

In 2006-2007, Class Afloat will visit twenty-four ports of call on four continents. Following five days of safety training, orientation and academic planning, our young adventurers will depart Victoria, British Columbia and set a course for Hawaii before turning south to Apia, Western Samoa where they will explore the rain-forests, volcanic mountains and miles of white beaches that mark the island shores.

These ports of call only mark the beginning of a fantastic journey around the world with visits to Fiji, Australia, Indonesia, Singapore, Sri Lanka, Egypt, Greece, Belgium and Poland just to name a few.

Class Afloat students forge new standards in leadership, personal development and academic excellence. We bring the classroom to the world. Your "Passport to Education" in 2006-2007 will be stamped with exciting experiences; come aboard and learn as you never have before.

Check out www.classafloat.com

Oh and here's his Velocity which he built at the Velocity Factory Builder Assist Program. Nice Bird (and Boat)!



Editors Note When I started this newsletter yesterday afternoon, I didn't think I had enough material!!!

Guess what, this is the largest newsletter we have ever published!!! Enjoy - and “Keep those cards and letters coming!”

Flying: Tentative Designated airport stops (all open at 8:00 A.M.)

Statesville (SVH), Rowan County (RUQ), Concord (JQF), Gastonia (AKH), with the final being Lincoln County (IPJ)

(If starting at IPJ and route is flown as listed, trip is approximately 101 NM)

Pilots may begin their quest at any of the five airports pilots, passengers, in-laws, anybody can purchase hands and either have someone who is flying (or riding) the Run pick up cards for them. Or a non-flying participant can draw all five cards at Lincoln County (terminus).

The absolute deadline at Lincoln County is 1:00 PM

Each hand costs \$10.00 or three for \$25.00 (such a deal!).

Participants may purchase as many hands as they wish.

If you are starting from another airport on the list, you may pick up your Poker Run Card Holder at your starting airport and pay the fee when you get to Lincoln County.

A Poker Run Card Holder will be issued for EACH hand purchased.

Flying Participants may draw as many as two (2) cards PER ENTRY at each of the designated stops. However, a maximum of four cards (4) must be drawn prior to arrival at Lincoln County, where the fifth and final card will be drawn.

Non-flying participants may draw all five cards at Lincoln County.

NOTE*** - cards MAY NOT be exchanged between hands

Ace is HIGH, NO Wild Cards, NO Jokers

Prizes will be awarded as soon as possible after the deadline passes and the hands are judged

In case of a tie - Participants will draw one additional card - HIGH card wins.

Decisions of the Judges are final.

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

NOTICE: The EAA 309 Monthly DIN-NER MEETING will be held at 7:00 PM, Monday April 17 at the Quaker Steak and Lube restaurant 1601 E Woodlawn Rd (Park Rd Shopping Center). Speakers are Bob Thayer and Andy Moscarelli.

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

