



THREE ZERO NINER

June 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!

Guests of EAA Chapter 961

Rock Hill's EAA Chapter 961 invited our Chapter to join them for Memorial Day Weekend BBQ Lunch on Saturday, May 27.

This Lunch was pay off for a friendly bet between EAA 309 and 961 during the Us Air Race back in September of 2005. 961 provided the BBQ - all we had to do was show up! Although we didn't have as many folks as 961, the turn out was good, the food was great, and there were lots of planes.

About 25 Young Eagles were also flown on Saturday morning. The Young Eagle Signup Desk over at the FBO attracted the attention of a special guest - US Senate Majority Leader, Bill Frist happened to be in Rock Hill for a Republican Fundraising Breakfast on Saturday morning. Since Senator Frist is a pilot, fan of general aviation, and loves BBQ, he couldn't pass up the fellowship and great food!

We need to do another joint event soon!

**THANKS, FROM EAA
CHAPTER 309!**



Lots of Fun Flying!

Month's newsletter features several trip reports:

- Laney's Fly In - Page 7
- John's Wigney's New Mexico Trip - Page 2
- Ron's & Mott's Trip to Texas - Page 4
- Lumberton Fly In - Page 7
- Gastonia Fly In - Page 9
- Burlington Fly In - Page 10

And while we are at it, since Fly In Traffic Patterns can be rather exciting if not downright dangerous, a safety column from "Over the Airways" is on page 8.

President's Corner by John Wigney

I have just got back from my trip in the Europa to New Mexico. I went to do some hiking there with my long time friend, David, from the UK. David had not done any small plane flying before so it was quite an experience for him. I have written up a short summary of the trip which I hope Ronnie Brown can find a space for in the newsletter. One lesson from the trip is :- 'Give rain showers a wide berth.'. My story gives the details.

Sam Stewart has been keeping the discussions going with Gastonia while I have been away and I understand we are much closer to finalizing the deal to rent the Cottonair hangar.



**Senate Majority Leader, Bill Frist,
MD enjoying BBQ!**



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, June 19. Tour of Randy Utsey RV project. 1429 Bryant St, Charlotte, NC. Hamburgers, fixings and drinks at the meeting.
- Monday, July 17. Bill Hartin with Wing Sport Aviation Presentation on Light Sport Aviation. He sells ready to fly LSA aircraft, Sting Sport and Star Sport. Quaker Steakd and Lube, Park Road Shopping Center, Charlotte, NC.
- Saturday, August 12. EAA 309 Poker Run. Lincolnton, NC. Hamburgers and Hotdogs.
- Monday, August 21, Thane States has invited us to tour his RV10 Project.
- Monday, September 18 - Tour of Michael Moore's Aircraft Engine shop in Mooresville.
- Monday, October 16 - Tour of Neal and Sam Stewart's Skybolt Biplane Project.
- Monday, December 11 - EAA 309 Christmas Party at the Acropolis Restaurant in Cornelius.

If you have a suggestion for an upcoming speaker or tour, please let us know! We are looking for suggestions for the November meeting.

EAA 309 Poker Run Rescheduled to August 12

A Jaunt in the Europa to New Mexico by John Wigney

My good friend David lives in England and we have always kept in touch. We first met when we were apprentices just after high school at Rolls Royce Aero Engines in 1955 and we both enjoy hiking. David just happens to be a lot fitter than I am. He walks very fast and 4 mph is a normal speed for him; fortunately he slows his pace for my benefit. I

dreamed up the idea of a flying/hiking trip to New Mexico as a way of showing David what it is like to fly a small plane in the US and to combine that with some hiking in the wide open country in the west.

David is not familiar with small planes so after he arrived, we went on an introductory flight in N262WF to Martinsville VA for lunch. That went well, so after a day's break we set off on our trip out west. The trip was quite uneventful with stops in Tennessee, Arkansas, Oklahoma and Texas before arriving at Carlsbad, New Mexico. I think that David was quite impressed with two aspects of our trip. Firstly, all the small airfields we stopped at were most helpful and friendly – he learned that there is a strong brotherhood of pilots and aviation enthusiasts out there who are willing to help out and assist where they can. They are always keen to share their knowledge with no hesitation. Secondly, he learned that Oklahoma and Texas can be quite empty; just nothing as far as the eye can see in all directions.

My original plan had been to use the plane to fly to several small airfields in New Mexico and use them as individual bases. As soon as we started on our first day in Carlsbad to visit the caverns and do some hiking, I realized that was not such a good idea and we would be much better off to keep the rental car and leave the plane in Carlsbad. Flying in New Mexico certainly needs a little more attention than North Carolina since the winds can blow strongly, the density altitudes are very high and there are extensive military restricted areas. Since a T hangar space at Carlsbad was \$10/night, that was an easy decision.

From Carlsbad we travelled via Alamogordo and the White Sands National Monument where we lived up to the jingle of 'mad dogs and Englishmen go out in the midday sun', 110 deg F. Later we met up with a Europa builder friend, Ed Lindsay, and his wife in Las Cruces who were able to give us a lot of helpful

(Continued on page 5)

Chapter Officers

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Andy Moscarelli &
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THREE ZERO NINER

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Monday, June 19. EAA 309 Dinner Meeting -Tour Randy Utsey's RV8 project - 7:00 pm - at 1429 Bryant St, Charlotte, NC. Hamburgers, fixings and drinks at the meeting. Map on the last page. Please RSVP to Kevin Cromie kcromie@hearstsc.com

North Carolina:

6/16/2006 - 6/18/2006 Elizabeth City -- Mooney Safety Foundation pilot proficiency program for Mooney pilots. Elizabeth City Regional Airport.

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

Saturday, August Saturday, August 12. EAA 309 Poker Run. Lincolnton, NC. Hamburgers and Hotdogs. E-mail romott@adelphia.net

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

9/16-17 - Salisbury, NC - EAA 1083 Fall Fly-In Day . Rowan County Airport (RUQ). Special Theme this year is Sport Pilot/ Light Sport Aircraft. Web: www.eaa1083.com

9/23/2006 Farmville -- EAA Chapter 960 Fall Fly-In at N08. Come see us for lunch, 10:00 until 2:00. (No fuel on field). Email: webmaster@eaa960.org
Web: www.eaa960.org

9/30/2006 Wilson -- EAA Chapter 1047 Annual Fly-in
Email: John.Slatner@GE.com

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

South Carolina:

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

7/16/2006 Winnsboro -- South Carolina Breakfast Club, Winnsboro (FDW)). Email: jack@fly4fun.org

7/30/2006 Laurens County -- South Carolina Breakfast Club, Laurens County (34A). Email: jack@fly4fun.org

Mark your Calendar

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

8/13 Aiken, SC -- South Carolina Breakfast Club, Aiken (AIK).
Email: jack@fly4fun.org

8/27 - Camden, SC -- South Carolina Breakfast Club, Camden (CDN). Email: jack@fly4fun.org

9/10 Owens Field, SC -- South Carolina Breakfast Club, Owens Field (CUB). Email: jack@fly4fun.org

9/24/2006 Barnwell, SC -- South Carolina Breakfast Club, Barnwell (BNL). Email: jack@fly4fun.org

10/6/2006 - 10/8/2006 Camden, South Carolina -- VAA Chapter 3, Fall Fly In, Woodward Field (CDN)
Email: eiwilson@homexpressway.net

10/6/2006 - 10/8/2006 Camden, South Carolina -- VAA Chapter 3 Fall Fly In Woodward Field (CDN)
Email: eiwilson@homexpressway.net

10/8/2006 Darlington County, South Carolina -- South Carolina Breakfast Club, Darlington County(UDG). Remember Our Motto: "Safety First."
Email: jack@fly4fun.org

These events were downloaded from

**THE Southern
Aviator**
online edition



July 24 - 30, 2006

THREE ZERO NINER

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RAMBLING FROM THE EDITOR



Velocity Symposium - Sherman, TX

Mott and I loaded up the Velocity last month for the trip of the gathering of Velocity builders and owners. www.velocitysymposium.com/, May 19-21.

The Thursday morning we left, the weather forecasts showed a cold front draping down from the mid-Ohio valley area. The weather was clear and not very breezy, but that certainly changed by the time we reached northern Georgia. We kept the clouds on our right and sunny skies to our left, but the head winds were ferocious, at any altitude. We opted to get bumped around at 4500 feet - which still had head winds of 30-50 knots at times. The Velocity cruises at 155 kts true - but the planned one stop, 5.5 hour trip turned into a 7.6 hour three stop trip. Our first stop was in Rome, GA just to get a break from the pounding. The overnight stop was in Tupelo, MS where the wind was 15, gusting to 25 knots - 90 degrees from the runway. That was a white knuckle landing!!! The terrific folks at Southeraire FBO suggested a nice motel and loaned us their crew car for the night.

The next morning, the wind was from the south, so the take off was much more comfortable. We arrived in Sherman, TX around noon, got our Enterprise Rental Car ("they pick you up!"), and made for the Hampton Inn



where we met the first of 90 folks that attended the symposium! 15 Velocities also flew in making this the largest gathering of flying Velocities that anyone could remember.

By the way, the Pilot My Cast subscription which is available for cell phones. (<http://www.my-cast.com/>) worked quite well everywhere except in Tupelo. As I mentioned, this does not work in the plane, it does give EXCELLENT, concise aviation weather in a very easy to use format when Verizon data service is available. I can get clouds, ceilings, TAF's and METARS, visible and IR satellite, radar, temperatures and dewpoints, lighting, Airmets and Sig-mets very quickly! At only \$9.95 per month plus air time - it is a very useful package!

We had excellent presentations from the Velocity factory folks, engine and prop vendors, and builders. This symposium started out as a gathering of local Velocity builders in Texas but evolved into a country wide - actually world wide event - one builder came from Australia and another came up from Las Cruces, Mexico. We have a very good builders user list at www.tvbf.org and a map of builders on www.frappr.com/velocity It was nice to put folks faces with all of the names that are on the user list!

Friday night featured a video presentation by Airventure Racer, Rich Guerra. You gotta check this out: <http://www.rguerra.com/velocity/video/VelocityDreams.mp4> (You'll need the latest Quick Time video player but it is worth the wait for the download!) Really nice flying videos from his winglet mounted camera. The trip back was pretty uneventful - and of course the tail winds forecasted for the return - didn't exist! But not nearly as bumpy as the trip out! - Ronnie Brown, N713MR, Velocity RG

WANT ADS

Gastonia Aero Club Membership For Sale PA-28 180, C-172, C-182 All IFR Certified \$3,300.00. The least expensive way to fly in the Charlotte area. Contact: Jonathan Bisette @ 704-853-0607 or via e-mail jonathanbisette@bellsouth.net

FOR SALE - 1/4 Share 1995 Bonanza A-36. 2450 hrs AF, Zero time 300 hp Cont Engine, leather interior, like new paint, tip tanks, KLN90B GPS, Argus moving map, King KX155 Nav/Coms, King autopilot, storm scope, ADF and DME. \$75K. Call Conni at 704-875-1200.

Hanger Space for Rent at Lake Norman Airpark - Gail Brown will have a space available this summer - Call Gail 704-664-4106

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

THREE ZERO NINER

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(Continued from page 2)

information on the area and then we drove on to Silver City which was our base for most of our trip. A good selection of hikes in the Gila National Forest and Wilderness, including Indian cliff dwellings and then hot springs to soak in at the end of the day kept us entertained. With 3.3 million acres, this area is quite vast and unspoiled.

The return trip to Mooresville NC was smooth apart from a little excitement in Arkansas. We had left Fort Smith airport early in the morning to get ahead of some stormy weather which was behind us in the Tulsa area. We were maneuvering round some rain showers which I had been watching for about 15 minutes with no obvious thunderstorm activity when we were surprised by lightning a lot closer to the plane than I would have liked; certainly less than 5 miles. I try and stick to the maxim of no closer than 20 miles to a thunderstorm and this one was much closer. Fortunately, we saw no more lightning after that and the weather cleared quickly. The overall trip was basically 2 days travel to New Mexico and 2 days to return. Total distance was 2,799 miles; another trouble free trip in the trusty Europa.

Bill Repucci's RV-9:

It looks like I'm making some real progress on my RV-9 and yet, at the same time it looks like I have made almost no progress. I guess this means I'm officially in the last 90%, errr, I mean 10% of the project.

Radomir Zaric and another friend stopped by to help me remove the wings. The next time they are installed should be at the airport. The tip-up canopy frame has been trimmed to size and partially riveted in preparation for fitting and cutting the canopy. On Tuesday night, 6/6/06, Tad Sargent came by with his son TJ to help make "The Big Cut". Tad's quickly marked and cut it in half. Within one hour of his arrival the canopy was cut and sitting in place ready for me to begin the final trimming.

Once the canopy is complete it is back to the wiring, final instrument panel installation, and hanging the engine. Fitting the fiberglass fairings is underway. After Kent's demo at the school and some tips from Thane States I have found

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

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.

UNDER CONSTRUCTION



the stuff isn't that difficult to work with and I'm kind of envious of the plastic plane guys.

In addition to all of that I have replaced the accessory case on my O-290-D2 again. When I bought the engine it didn't have a fuel pump so I had to replace the accessory case and some minor parts to install an engine driven fuel pump. All was good until Christmas when Nora gave me an angled oil filter adapter from Mattituck to replace the stock oil screen.

It was then I found out that accessory case #2 was so old the filter adapter wouldn't work with it. Some quick calling around located accessory case #3. (It's a good thing these cases are interchangeable as I think case #3 is an O-320 part.)

WEB STUFF:

I am working on putting all of the recent fly in pictures up on the <http://www.eaa309.org/> web site. I hope to have them up by the end of the week. Keep those photos coming!

I have put the article on the web site. http://www.eaa309.org/Workshop/home_builder.htm

Neat Navy Aviation Pix and More with Music! <http://ob-jflicks.com/SeaPower.htm>

Remember the controversy about the AT-6's skimming the water - here's the video: <http://www.flightzone.co.za/media/harvards.wmv>

THREE ZERO NINER

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While playing around with the accessory case I gave the engine another good inspection and realized it was configured for a controllable pitch prop. Who in the world would have expected to find a prop controller on a 135 hp engine? Yet, when I called Lycoming about it, they said Piper bought a good number of engines configured this way. The gentleman at Lycoming was very knowable and helpful even though this engine was last produced in the 50's. Turns out he has a Piper with the same engine and pointed me to some good sources for parts. In fact they were so good that I was able to get "New Old Stock" parts to replace the hydraulic prop controller at a very reasonable price.

The other big milestone will be ordering new double doors for my basement, which will happen this week. With all the progress I'm making I need to start thinking about how I'm going to get this thing out of the basement.

Scott Stout - Zenith CH801

The recent weeks have had a few phone calls about my 801 project and one who wanted to see where I was, boy when you are about to have someone visit your kit it's amazing how quickly you can find the time and energy to clean up and organize everything. Even though the visitor never showed it still helped get everything in order.

I made some progress in the past week or so. The main control tube has been drilled, the top of the cowl trimmed to size, and the instrument panel had it's last hole made. But, the most fun of all has been starting to trim the windshield. According to Zenith, the windshield requires no trimming, HA! They were funny. After speaking with a few other 801 builders I am resigned to slowly

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.

trimming around the bottom of the windshield with a belt sander. Hopefully, all will go well.

The engine has been waiting for me to get brave enough to try brazing the intake tubes to the flange plate. The HTS2000 rods are supposed to be wonderful for brazing aluminum to aluminum. Well, I can say from a test piece of butt welding a .035 6061 tube to a 1/8" 6061 plate the strength of the stuff is pretty amazing. It took a few tries to get a feel for when the aluminum was hot enough to avoid a "cold solder" joint. But, once this was figured out it was easy to braze a joint and fill in lost material. I have completed brazing the outer tubes(secondary and auxiliary ports) to the flange plate. The next is to work on placing the injector bosses(from SDSEFI) on these tubes. The approach for this will be to take a block of aluminum bore the center out to the diameter of the tube, then saw it in half. Thus creating a saddle. This will be brazed to the tube as well as bolted. The injector boss itself will also be brazed and mechanically attached to the saddle.

Things are coming along, slowly. But, they are coming along.

Happy Building
The Stouts



Dennis Scearce's beautiful SeaRey at Laney's Fly In

THREE ZERO NINER

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Laney's Fly In: Here's a picture of my friends from Bogota, Colombia, South America. Bernardo and his daughter, Caroline with Bernardo's pilot/dentist friend, Francisco Henao. He is a pilot who flies in a club in Bogota. He flies a Cessna 180 often to provide dental services to folks in the wilderness of Colombia.

This was Francisco's first Fly In. He was totally blown away by all of the airplanes, people, and fantastic food! He says this is the most airplanes he has ever seen in one place! And all that delicious food made him happy too. I encouraged him to organize a good ole fly in when he gets back home to Colombia!



Fire and Jet Power at Lumberton!

Lumberton Fly In

by Bob and Barb Perkins

We were supposed to fly down Saturday but decided to wait as thunderstorms were forecast. I noticed in flying from here to Lumberton we went directly over the Rockingham Speedway where drags were in process. That was interesting, they covered the quarter mile in less than 5 seconds! Didn't time them but they were really moving.

Arrival at Lumberton was uneventful and they had had a fair amount of rain the day before as the grass taxiway was a little muddy in places. I hope next year we can get more from the chapter to fly down. It is a fair fly-in. I saw Sue Robb there. She was working the fly market with her 'other' chapter in Salisbury. She did say she had been recalled to her job. That is a really good deal for her I'm sure. It was nice seeing a local guy flying in the show part (that would be Roger Marshall). They mentioned that someone from Mooresville and the Lake Norman area was going to fly the YAK. Jason Wilson was flying with the Red Baron team and he has a lot here at Long Island. Also Roger is going to start flying with the Red Baron team. Formation flying is always fun to watch and this time was no exception. Not quite as fast as the military jets but big lumbering Stearmans are neat to watch.

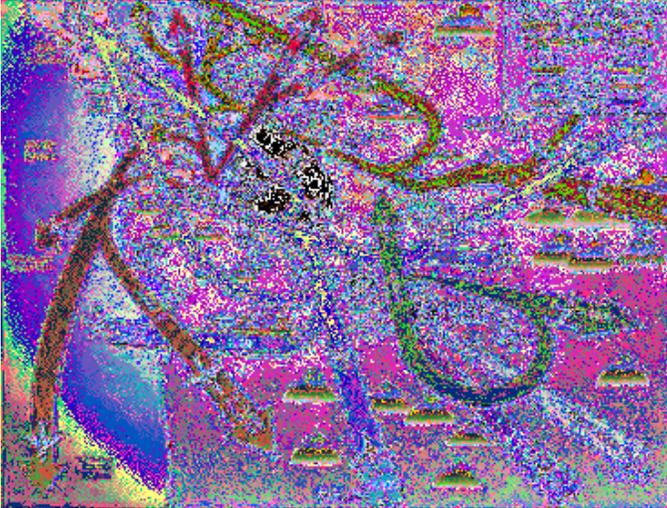
Jim LeRoy, Gene Soucy, and Shockley did a mini 'Masters of Disaster' routine.. called it something else and weren't nearly as close as Jim Franklin and Bobby Younkin were when they flew it but they looked MUCH safer to me.. the original 'Masters' scared me when I was at Lumberton 2 years ago. They were really pushing the envelope!

I think many of the planes had left on Sunday by the time we got there as the lady parking us said a LOT of planes had already left. I guess those that had traveled for a long weekend needed to get home. We're going to try to make it again next year. It's close for a relatively large fly in and hopefully will grow over the years.

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

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.

SAFETY CORNER:



The above sketch and below text are from the excellent "Over the Airways" web site at <http://overtheairwaves.com/>

"Few things in aviation strike more fear in my heart than an arrival to a non-towered airport when a fly-in breakfast is underway!

"This is where we encounter arriving non-proficient pilots with low blood sugar mixing it up with equally non-proficient departing pilots with high blood sugar!

"Such scenarios are accidents waiting to happen.

"Proper airport traffic pattern procedures are drummed into nearly every primary flight student. Designated pilot examiners (DPEs) verify that each new private pilot understands how to enter and exit the traffic pattern.

"From that day forward, however, the new pilot's understanding of the traffic pattern begins to slowly diminish. As each year goes by, traffic pattern shortcuts begin to appear. We place greater reliance on the "big sky" theory, believing that we are the only ones flying that day.

"We become less diligent with our radio calls. Flying more sophisticated airplanes, we spend more time adjusting our moving maps and fiddling with gear and prop controls that we do looking out the window!"

- **USE YOUR RADIO** - Begin making position reports within 10 miles of your destination airport. Be sure to use appropriate navigational references. "Anytown Airport, Nxxxx is 10 to the north, inbound runway 24, Anytown Airport." Do not reference your position to some locally known landmark! Other arriving or departing pilots may not be familiar with such landmarks. Update your position report when 3 miles out.
- **LOOK OUT THE WINDOW** - Many of today's glass cockpit aircraft make it tempting to use the electronic moving maps to zero in on the destination airport. That's fine as long as we spend most (90%) of our time looking out the window for the airport and for other traffic.
- **MAKE A PROPER PATTERN ENTRY:** You can enter the traffic pattern at any leg, e.g., join the crosswind, downwind, base, or final. The important thing is that you enter the pattern at the TPA (published traffic pattern altitude). Descending into the pattern is both bad form and very dangerous!

"What about practice instrument approaches during VFR conditions?"

"Instrument instructors and their students are sometimes oblivious to other VFR traffic in the pattern when practicing approaches to non-towered fields. Remember always, IFR traffic does not have priority over VFR traffic. Traffic is traffic regardless of which rules we are operating under!

IFR position reporting:

Instrument pilots think in instrument terms. VFR pilots think in VFR terms. So how does a VFR-only pilot react when the arriving IFR pilot announces his position as follows:

"Anytown Airport, Nxxxx is procedure turn inbound on the VOR 24 approach, circle to land runway 8, Anytown Airport."

Huh? Proper phraseology would be:

"Anytown Airport, Nxxxx is 7 miles to the north, inbound for runway 8, Anytown Airport."

More fly ins!



This past weekend's Gastonia Breakfast Fly In was a super success. Narly 50 planes and lots of people and Young Eagles too!



THREE ZERO NINER

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John Wigney with a new Young Eagle!
Below left are some of the planes. The bottom picture is of the Cottanair Hangar that hopefully will be EAA Chapter 309's new home SOON!



A Very Nice Gyrocopter - but no details on the make, model, or owner.

Photos by Berhane Selassie

THREE ZERO NINER

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John Roberts and Les Kanna's Yellow RV 7A almost ready for its first flight. Mike Munn's beautiful RV8 in the foreground at Rock Hill.



The Burlington Fly In, May 2006 always features some really outstanding antiques. The below is Blanton Ford V-6 powered. A really sweet airplane but damaged by a quartering tailwind on landing.



Les and John's very nice panel featuring Dynon, Garmin MX 20 and SL Nav Com.

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 **DINER MEETING** will be held at 7:00 PM, Monday - June 19 at Randy Utsey's shop located 1429 Bryant St, Charlotte, NC. Hamburgers, fixings and drinks at the meeting. **PLEASE RSVP** to Kevin Cromie - kcromie@hearstsc.com

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

