



THREE ZERO NINER

July 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!

June dinner meeting at Randy Utsey's RV-7 Project.

A good turn out of folks came out to see Randy's RV- coming together. His D.J. Distributing Co. warehouse is the perfect place to build an airplane. Lots of room, storage, shelving, and a son to help buck rivets!

Pizza and liquid refreshments, and lots of nice shiny aluminum to look at. Vans builds an outstanding fast build kit, and Randy is definitely making it look very nice. Steve Glasgow and others often drop in to help move the project along.

After the pizza, Randy put a copy of "16 Right - " in the DVD and we were treated to one of the best aviation movies ever made. If you haven't seen this DVD, you need to order your own copy at <http://sportys.com/onesixright/> If you like airplanes, airports, and absolutely gorgeous flying video, you will watch this one over and over!

President's Corner by John Wigney

I have not done much flying in the last month since I have been busy with other things and also I have had the plane at home to work on replacing my fuel system hoses. What I have found is that the original factory supplied hose is prone to crack under the hose clamps which has happened twice now in 500 hours of service. The job is now complete but I do wish that I had had a small contortionist friend who could have accessed some components easier than myself. Another issue with fuel weeps is getting rid of the stain from the 100LL fuel dye on the belly of the plane - it penetrates



paint, what fun. One of the reasons I built the Europa is that it is easy to remove the wings and bring home the plane on the trailer for maintenance like this.

The last communication with our contacts at Gastonia airport about our proposed hangar was about a week ago when we were advised that "they should be able to get us in to the hangar in August". We are now awaiting the rental agreement.

Oshkosh will be here soon and I hope that many EAA 309'ers will be able to attend; it is always quite a happening. I will be attending a family wedding at the beach on the weekend before so I will take the plane down to Manteo and fly from there on Tuesday. Planned arrival will be in the evening after the airshow and I hope to find a convenient slot as usual in the homebuilt camping area.. For anybody planning to fly to Oshkosh, the NOTAM booklet is available by mail or downloadable at the EAA Airventure website. This is essential reading since

(Continued on page 2)



309'ers WEB SITE www.eaa309.org

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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, 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 Steak and Lube, Park Road Shopping Center, Charlotte, NC.
- 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.

(Continued from page 1)

there have been some changes since previous years.

On the issue of familiarity with NOTAMs and flyins, I was reading some reports recently on the AOPA Air Safety Foundation/Accident Analysis webpage. This site is available to non-members and is an excellent resource. Learning from other people's mistakes is always much more interesting than text book safety procedures. Anyway, there is a write up in "Featured Accidents - Fly-in confusion: When it's best to go around" of a Glasair III at SunNFun. At the time of the accident in 2004, the pilot had accumulated 1200 hours total time, and had also flown into Sun 'n Fun the previous year. Although the pilot downloaded the NOTAM prior to his departure, he clearly didn't read it carefully before arriving at Lakeland. The upshot

was that he attempted to land on the main runway 9R when planes were departing from that runway. The controllers radioed "white low-wing do not land on Runway 9R, sidestep over to the skinny runway to the left." When he tried to correct to 9L, he pulled the nose too high and stalled/mushed into the taxi lights between the runways. Minor injuries only but heavy damage to the aircraft.



A QUICK AND EASY WAY TO RAMP UP YOUR GPS KNOWLEDGE

Want to learn more about global positioning system receivers? There's a quick and easy way to expand your GPS knowledge. Take the AOPA Air Safety Foundation's [GPS Minicourse](#) - the flagship of the new series of ASF mini-courses.

In just five to 15 minutes, this self-paced course will teach you the most often used functions of the Garmin 430/530 GPS panel-mount series, including the panel and button layout; the com and VHF nav radio tuning, proper use of the "direct-to" function, the "nearest airport" functions, and selecting GPS waypoints.

The course includes a free downloadable quick reference card that you can carry in the cockpit. Watch for new minicourses on other popular panel-mount GPS units. For a more in-depth look at GPS operations, see the full-length course, [GPS for VFR Operations](#).

Chapter Officers

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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, July 17. EAA 309 Dinner Meeting at Quaker Steak and Lube, Park Road Shopping Center. -Bill Hartin with Wing Sport Aviation Presentation on Light Sport Aviation. He sells ready to fly LSA aircraft. Social at 6:30 pm, Meeting starts at 7:00 pm.

North Carolina:

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). E-mail: webmaster@eaa960.org
Web: www.eaa960.org

9/30/2006 Wilson -- EAA Chapter 1047 Annual Fly-in
E-mail: 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 rtdive@alltel.net

South Carolina:

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

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

Mark your Calendar

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

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

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

10/20-22 - Bishopville, SC -- Carolina Sport Flyers Annual Fall Fly-in, Lee County Airport (Butters Field 52j).
Email: patches11us@yahoo.com

These events were downloaded from



July 24 - 30, 2006

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RAMBLING FROM THE EDITOR



“A Fun Month of Flying” After enjoying the Gastonia Fly-In with Berhane Selassie as co-pilot, Mott and I flew down to Spartanburg on June 18 for a Warbird Fly-In. They had a B-25, a couple of L-39's and good crowd.

Then on July 1, Breece Nesbitt (Bird-Dog), Alex and Howard Cochran (Champs), Tom Waskow (RV-4), Bob and Barbara Perkins (Star Duster), Bill Bradford and Hal Schwab and in a C172 started the Independence Celebration over Troutman, NC. We flew an “Army” formation (over the same state on the same day!). It is tough to get slow airplanes and fast airplanes over the starting line at the same time! Ken Hegedus and Berhane were my spotters, and helped keep us organized.

That afternoon, I flew over to Sanford to meet Steve Goldman. He has just received his Velocity XL RG kit. He ordered the slow build kit meaning he has a pile of cut foam blocks, rolls of fiberglass, and 5 gallon buckets of epoxy, and lots of parts in little bags and boxes. I did a first Technical Counselor visit, discussing building and documentation suggestions.

Then, on July 3, Mott and I flew down to Daytona to visit with one of my cousins from Denver, CO. He and his wife were in Daytona for the NASCAR race. In less than 3 hours, the Velocity flew great in beautiful, nearly cloudless skies. The return trip was a bit cloudy but it was nice too. I filed IFR, but got on the wrong airway - lesson learned - pay more attention to airways and the fact that a waypoint may be missing from the filed flight plan. V3 turns right at St Simon VOR, but the DUATS auto router didn't include it in the flight plan. But if I had reviewed the plan with the chart, it wouldn't have happened. You can never STOP learning!!!! Oh, and we got to watch the Discovery launch from a bar at Ponce Inlet which was about 40 miles miles away. Very impressive - but I wish we had taken the time to drive down to Cape Kennedy - I would have loved to FEEL that launch!

By the way, I added a new piece of software to my Flight Simulator 2004. Reality XP <http://www.reality-xp.com/> sells a piece of software that integrates the Garmin 430/530 simulators with FS2004. This package was

much easier to install and use than the other software I was using with 2002. It costs \$29.95 and can be downloaded from their web site. Then any of the planes in FS2004 can be equipped with a Garmin 430/530.

Web sites such as avsim.com and flightsim.com have lots of airplanes that you can download and run on FS2004. Even Bob Thayer's little Hummel Bird!

Ronnie Brown



Here's a screen shot of my FS2004 which is very similar to my Velocity Panel. I don't have a Vision Microsystem, but I haven't found a GRT EIS out there on the net yet.

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 Bissette @ 704-853-0607 or via e-mail jonathanbissette@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 Douthitt has a space available this summer - Call Gail at 704-664-4106

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

AIR RACE PILOT NEEDED ! Must be experienced in “IFR - Direct To” technology and familiar with “Old Age Wisdom and Treachery” techniques. Cost is no object for the right individual to propel a long time “Bridesmaid Program” onto the Winners Circle. Contact Tim Good at (704) 226-1869

THREE ZERO NINER



SUMMER HEAT!

Sue Robb

I would like to remind everyone to keep an eye on the summer heat. Not only does it drive the afternoon thunderstorms in this area, it also heats cars, hangars, ramps and aircraft interiors to intolerable temperatures.

This can be bad for people, as well as cargo. Aerosol cans become missiles after heating up and exploding in high temperature storage. I have seen pictures of aerosol cans stuck into the seat-back of a car, or blowing a hole through the window. This is all basic physics, and warnings are printed on the cans, lest we forget. Who knows what the average temperature of the storage shelf in the hangar is? Pilots who wear shorts know all about the hot pilot seat.

Do not assume passengers have the same tolerances as you have. Do not forget to keep an eye on the pets. Many of my friends fly with their dogs, and just assume the dog is OK with everything. Hot tarmac can burn a dogs foot pads quickly. The dog does not have shoes or shade to help protect him from burns. A warm crate or cargo shelf can be too hot for a dog. Always carry an extra bottle of water for each passenger and pet this summer. Be ready for anything that may cause an extra 10 minutes on the hot ramp. Keep a fold-up bowl or light-weight cup available in the plane for the dog, as well as a leash and a towel. Soak the towel in water to cool off a burn until help is arranged.

Also, if there is any kind of club event being planned, make sure that the people out in the sun are provided water and rest breaks. There is no faster way to loose volunteers than to take them for granted. Many of us know what it is like to be stuck parking cars with no shade, while missing the airshow and lunch too. Sunburn and blisters should not be the only things a volunteer goes home with. Gratitude, and the knowledge that someone cares enough to bring out a bottle of water and set up a canopy for shade, might bring out more volunteers for the next all-day event.

One last word on sunburns - wear a hat, to keep the sunscreen away from your forehead when flying. Sunscreen can drip into your eyes with the sweat, and blind the pilot with a painful stinging sensation. Murphy's Law says that this will happen at the least opportune time. Try to avoid situations like that. (And speaking of sunscreens, if you are going to Oshkosh or other airshow, sun-

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

screen doesn't work too well if you wait until the second day to use it - its usually too late by then! - ed)

Please pay attention to the weather this summer. Density altitude is often forgotten about, until it is too late to change the plans. Check for NOTAMs and do the extra preflight planning. Weight and balance are more important than ever in the summer heat.

There is something else that warm weather brings out to the airports, bugs. While most bugs do not bug most pilots, be on the look out for the stinging insects that get into preflights or cockpits, the daubing insects that get into pitot tubes and drain holes, and the nest building insects that like the hollow fairings on the tails of Cessnas and other planes with flight controls that can be jammed. After many years in aviation, I can say that a preflight in fire ants should be enough to cancel a flight. It is your call.

PS: I parked more than 40 planes in 3 hours at the SC Breakfast Club meeting at RUQ last Sun; missed breakfast and turned them back out to the runway for the last hour too.

GREAT NEWS!

I don't know if this qualifies as news to anyone but me, but to me it is! After four months of letter writing, the FAA processed my medical waiver with only eye glasses and hearing amplification requirements-no reference to lymphoma. It was the 2001 bout with lymphoma that caused all of the delay.

Note #2: The AOPA is asking the FAA to include the 172 class of airplanes in the LSA group. Restrictions are no more than two aboard and VFR flight. (I may not need another medical for FAA purposes.) Gary Witt

WEB STUFF:

EAA 309'ers FWIW and future reference. My son sent me this link to a Homebuilt Aircraft Engine Directory. It appears quite complete. www.aviator.cc/engines.html
Thanks Dale Ensing!

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

John Wigney suggests this link. It is quite good.
<http://overtheairwaves.com/>

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

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Aircraft preparing for the fly over for the Troutman Independence Celebration parade.

Member Ventures

Sara Forrest: "I am flying to Oshkosh commercial on July 24 returning July 31. Can't wait."

Ron and Kandy Murray: "Kandy and I are going to Oshkosh the week of July 25th. We are going via the Big airplanes and staying in Green Bay. We will be participating in the Technical Counselor programs and providing support (advice) at some of the Homebuilding workshops. We are looking forward to another great week at Oshkosh."

Terry Davies: "I am in Buffalo this AM expecting to arrive in 14A around 1130. For what it's worth I have just completed a coast to coast trip in N404TL (Continental IO550 powered Velocity XL RG) having left Charlotte on June 19 with stops in Boston, Halifax, Montreal, Calgary, Vancouver, Victoria, Thunder Bay, Toronto and Buffalo. Aircraft performed flawlessly throughout the 35 hour marathon. Total distance flown about 7000 nautical. Unfortunately the trip was all business, however, I enjoyed some spectacular scenery and contended with only isolated weather challenges...only about two hours IMC and one instrument approach..everything else was "visual".

Dave Weaver, Jr.: "I just had a trip to Buffalo and got a check out in a 172 but then was able to take a scenic flight on my own around the city and Niagara Falls, which is beautiful from the Air and then went around and at the falls edge the next 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.

UNDER CONSTRUCTION

John Schroeder and Ron Szot (Lancair ES) are looking good for a first flight in the last week of July. Weight and balance is completed with the CG falling in the middle for almost any loading. The interior was completed in May but to see the airplane now, it looks like almost nothing has been done. We have had to remove a lot of it to finish the punch list. It looked mighty fine for a week or so while the W&B was being done.

One note of caution if you use the scales that Sid Morris loans to the Chapter: Punch the zero button after booting up the scales. Then test weigh yourself on all three scales. **DO NOT TURN OFF THE SCALES** before putting the bird on the scales and **DO NOT PUNCH THE ZERO BUTTON** after putting the aircraft on the scales. We had to take the bird off the scales to re-set them because we punched the zero button after putting it on the scales.

The fuel tanks have been calibrated via a complicated process. The Blue Mountain EFIS had to have a module installed for each of the Vision Microsystems capacitance probes. These needed calibrating from 0 to Full before the EFIS fuel displays could be calibrated. After calibrating each 3 gallon increment, the tanks show empty as the first air bubbles come out of the drain hose. Nice to know, but not to flight plan or fly with!!

We found that making up a drain hose that fastened directly to the tank output fitting worked very well. The hose has a shut off valve and the fuel can be drained by turning on the valve. This kept us from having to use the boost pump to drain the fuel back out of the tanks. The fitting on the end is a 45 degree angle -8, if anyone would like to borrow the hose. We hope to have the engine runs completed by the end of the week of the 10th of July- if the EFIS engine instrument calibrations go well.

John Crouse has agreed to do the Airworthiness certification and operating limitations. He told us that if we hired Ronnie Brown as a consultant on the paperwork, we would have no trouble. Seriously, he has a very high regard for Ronnie's efforts in this area and for all of Chapter 309's work on building aircraft.

Pictures at <http://w1.lancair.net/pix/jschroeder>

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Slightly used (1) hr. / safe & sound in the aircraft fabrication area at D.J. Distributing / slightly wet trip to Mattituck, NY but after 1,581 miles, its good to have it here!

Drove through the flood maker on Sunday and then all of the accumulation drained off to Harrisburg, Washington, Philadelphia, by then we were in Long Island and then came back via the Chesapeake Bay route to Norfolk and drove around the floods that way.

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

Reducing alternator failures

Tad Sargent shared with me his rash of alternator failures on his new RV-7A. Coincidentally, there have been a spate of activity on the Aeroelectric user list about the same thing. Bob Nuckolls referred folks to his article at http://www.aeroelectric.com/articles/Alternator_Failures.pdf

I have excerpted some info that should be helpful in improving alternator life:

"It seems that there have been a rash of failures of internally regulated alternators. Let's review the inner workings and shortcomings of the modern, internally regulated alternators. We know that all alternators run best with a battery connected across their output. The battery is an excellent filter for the noise inherent on DC power generated by rectified 3-phase AC power. The battery also provides a flywheel effect . . . a kind of electrical inertia that damps out the frisky nature of an alternator's ability to quickly respond to and control its



Scouts visit Sonex project

On Tuesday June 27, Boy Scout troop 10 from Mt. Zion United Methodist church in Cornelius visited our home. These scouts are working toward completion of their Aviation Merit Badge. We showed them our project and then talked about the various parts that it takes to construct an airplane.

Then we talked about the aircraft systems such as pitot-static, fuel, electrical, and the engine. My son and co-builder, Stuart, gave them an introduction to sheet metal bending and riveting using some small pieces of aluminum and hand tools. Stuart is also a troop 10 Eagle Scout. We ended our meeting with a question and answer session. The boys (and Scout Leaders) had lots of great questions that we enjoyed answering. I hope that in the future we will be able to give some of these kids Young Eagles rides in the Sonex. — Hal Schwab

own output. It is EASY to prevent battery dump damage to the alternator by controlling sequence of operation for the switches.

"[a] Battery master is the first switch to come on before cranking the engine and it should stay on until after engine shutdown.

[b] The alternator control switch may be turned on before cranking the engine but it's probably better to leave it off until after the engine is running.

[c] At the end of the flight, shut the engine down before first turning off the alternator

[d] . . . followed by turning off the battery master switch."

And again, do not "test" the alternator by turning the alternator field off while the engine is running!

Ronnie Brown - Technical Counselor

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Some of the pile of parts for a Velocity XL Slow Build Kit.

The below is from [Blue Mountain Avionics](#)

Aircraft Wiring for Smart People

A Bare-Knuckles How-To Guide
by Greg Richter of Blue Mountain Avionics

This is a step-by-step, Foolproof 100% Gonna Work guide to wiring your airplane simply, effectively and inexpensively that builds on one basic principle: people who build airplanes are smart folks who can do things. This booklet is about how to make our electrical systems simpler and easier to install.

Introduction

Flying around the country installing EFIS and Autopilot systems I've met a lot of builders. I've hung out in their shops, drank their beer and wired a lot of airplanes. I've also heard the same questions about how and when to use certain techniques, what to ground and what not to ground, how to size breakers and switches, whether to crimp or solder, and why some antennas pick up Radio Moscow but not the local AWOS.

This booklet will show you how to wire your airplane so that it will work right the first time and teach you enough of the How's and Why's so that you know what you did and why you did it. This isn't about all the possible ways to accomplish the job – it's about one, Foolproof 100% Gonna Work way. The idea here is to find a method that'll work in all cases, and just cop out and use that method instead of trying to make everyone into an engineer. (There are only so many the world can stand!) It's also time for a change. With few exceptions, homebuilts are wired like WW II fighters, and



Randy's Utsey's Roll Around Tool Crib. A great idea for keeping those tools that you use the most while building your bird. Another very time saving suggestion - ALWAYS put your tools back when you get through using it!!! How many hours have you wasted looking for a tool you laid down but couldn't remember where. If EVERY tool has a place and you always put it back, then you'll only use a few seconds to find the tool you need! It works!!!

If space is limited in your workshop, put everything on wheels and use portable work tables (those yellow adjustable steel saw horses from Lowe's/Home Depot and a flush door make great temporary work tables).

electronics have come a long way in 60 years. A two-year-old laptop may be old news, but up in the cockpit it's still 1939. Take a moment and think about a modern car compared to a modern light plane. A single key switch and automatic overload protection versus a stack of breakers and switches and a bundle of wiring to choke a horse. Does your car have an Avionics Master switch for its half dozen computers and on board FADEC?

Circuit protection can be made automatic, switches can serve as indicators, and less panel clutter means Easier To Use. We can do better!

Note on the title: I adore the "Dummies" books, but figured anyone who can build an airplane, and stick with it to the point of wiring up systems s no dummy. Besides, they'd probably sue.

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

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NOTICE: The EAA 309 Monthly DINNER MEETING will be held at 7:00 PM, Monday - July 17 at Quaker Steak and Lube Restaurant in Park Road Shopping Center. Speaker will be Bill Hartin with Wing Sport Aviation with a presentation on the new Sport Pilot movement.

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

