



THREE ZERO NINER

August 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!

August Dinner Meeting

Thane States has invited the chapter to visit his RV10 Project. The meeting will start at 7:00 pm on Monday, August 21. Here's how to get to Thane's home:



South on I-77 towards South Carolina. Take the Gold Hill exit; #88.

Turn right; Westbound, continue into the city of Tega Cay.

Once you see the water fountain, which is the entrance to Tega Cay, continue straight ahead until you see Watertrace, (3rd right from fountain)

Turn right, and then take your first right on Scullers Run. We are at the end of the cul d sac. I will grill some hot dogs. So let me know how many may show up. People can bring their favorite Brew if they like.

11182 Scullers Run, Tega Cay, SC. 29708

Phone 803-396-8865 if you get lost.

First Annual Poker Run

After a reschedule from May, to a dismal rainy, breezy Saturday, the Poker Run was finally held on Sunday, August 13. And the weather was fantastic, unusually cool August morning with great visibility. 30 folks attended and ate hot dogs and hamburgers before trying their luck at 5 card Poker. At least 10 planes flew to all 5 airports, Statesville, Rowan, Monroe, Gastonia and finishing up at Lincoln County.

The big winner was Tom Dubrouillet and his son, Nathan. Piloting their new Sonex, Tom's superb airmanship and Nathan's card drawing skills made it all possible. When the dust settled, they held the winning hand and brought home the big pot of \$140. We wonder if Nathan's mother, Jeanie, is not just a little worried, what with Tom having infected Nathan with the flying and gambling bugs all at once! (special report by John Roberts)

President's Corner by John Wigney

I was at a family wedding at the Outer Banks on the weekend before the Oshkosh fly-in so I flew my Europa down to Manteo and planned to set off on Tuesday morning direct from there to OSH with stops in Ohio and Indiana. It did not work out. I was not able to leave Manteo until about 4 pm due to heavy rain and low visibility and then was only able to get to Richmond, VA. On Wednesday morning, the weather was foggy and when I was able to get off when

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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, August 21, Thane States has invited us to tour his RV10 Project.
- Monday, September 25 (**note change!**) - Tour of Michael Moore's Aircraft Engine shop in Mooresville.
- Monday, October 16 - Tour of Neal and Sam Stewart's Skybolt Biplane Project.
- Monday, November 20, Meeting with Gastonia Aero Club at the Gastonia Airport - Presentation on Aircraft Clubs and Partnerships.
- 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.

the visibility improved, I found that the weather deteriorated the further I flew to the northwest. The result was that I decided this was not the time to go to Oshkosh and I headed back to Lake Norman without problems. I was quite disappointed since the Oshkosh show is always a tremendous event and I had missed last year as well.

In the July newsletter I explained that we were waiting for the rental agreement form from Gastonia for the Cottonair hangar. I regret to advise that all our hangar efforts have now come to naught. Firstly it transpired at the last minute that Cottonair was declining to relinquish their lease with the city. Another option to buy the hangar from Cottonair for the remaining lease term also fell through. Your board has met to discuss next steps and is investigating a long list of alternative options and locations. The bottom line is that we wish to establish a 'permanent home' for the chapter. This could be

any combination of a hangar and/or a meeting room and/or a workshop, preferably at an airfield location. This has been a protracted exercise but I am confident that we will find our home someday soon.

Last week, the chapter was presented with a very generous donation of a Kitfox Lite ultralight kit by Cheryl Beal. Cheryl's husband, Bob, joined EAA 309 in April 2003. He passed away on Thursday Nov. 17, 2005 after receiving a kidney transplant on Wednesday. He was born in Delaware and worked for DuPont. He loved airplanes and tried to get his private license but diabetes kept him from getting a medical. He therefore purchased the ultralight kit so that he could pursue his dream of flying. Ron Szot, John Schroeder, Dale Ensing and I helped to pick up the components from Cheryl's garage and they are now stored in Ron Szot's hangar and John Schroeder's basement. We are very fortunate to have this donation and it will serve as an excellent chapter project since only a small amount of assembly work has been done. The kit is basically complete except for the engine. Before we do set off on the build process, we will have a full discussion and agreement on how the effort will proceed through the disposition of the finished kit.



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, Ron Murray, Ronnie Brown and Glenn Babcock.

Flight Advisors:
Dale Ensing & Ronnie Brown

Newsletter & Web Page Editor:
Ronnie Brown
704.892.5122

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Monday, August 21. Project Tour of Thane State's RV -10. Pizzas for Dinner - let us know you are coming so we can have enough food and drinks. Starts at 7:00 pm.

North Carolina:

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

9/9/2006 Laurinburg, NC -- 3rd annual Spectacular Sept. Er-coupe Invitational: All GA, UL's, experimentals welcome. Laurinburg-Maxton Airport (MEB)
Email: jmillbyz@aol.com

9/15/2006 - 9/16/2006 Asheboro, NC -- Aerofest 2006 Fly-In & Pig Pickn'-Good Food & Good Fun!!! EAA 1176 -Smith Airpark (25NC) Email: buttonwoodcurb@yahoo.com

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

9/30/2006 Albemarle, NC -- First Annual Albemarle / Stanly County Fly In , Albemarle/Stany County Airport (VUJ).
10:00am-4:00pm

10/14/2006 - 10/15/2006 New Bern, NC -- New Bern MumFest Fly-in. Email: kendaub@cox.net
Web: www.EAAChapter1711.org

10/21/2006 Louisburg, NC -- Ball Airport (79NC) Annual Fly-In

11/4/2006 Goldsboro, NC -- Wings Day Fly-In at the Wayne County Airport (GWW), Goldsboro, NC. Light Sport/GA aircraft displays, vendors, etc.Email: tfreeman@dot.state.nc.us
Web: www.faasafety.gov

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

Mark your Calendar

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

South Carolina:

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

10/8/2006 Darlington County, SC -- 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



Our condolences to Kent and family

John S. Ashton, age 90, of Charlotte, died Wednesday, August 9, 2006 from complications of cancer.

He was born in Philadelphia and served in the U.S. Army Air Corps as a C-47 crew chief in the European Theater, World War II. He met his wife of 50 years, the late Inez D. Ashton, during the war, and settled in Charlotte where he worked as a warehouseman, clerk and landlord.

He is preceded in death by Mrs. Ashton and son, Kirk S. Ashton, and survived by son, Kent S. Ashton and wife, Jacqueline, of Concord; a sister, Mary A. Marnien of Philadelphia; and grandson, Jack R. Ashton of Greensboro, as well as many loyal friends.

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Thanks to Kevin and Allison Cromie, David Borders, Bill Reppucci, Hal and Stuart Schwab, Fred and Pam Darnell and a bunch of others for all of the help setting up and feeding everybody. We had a great time, it was a nice day for flying, we made some money for the Chapter Hangar Fund and we'll do it again next year!



Tad Sargent and several RV's flew in for the Poker Run. There were a total of 10 planes that made it around to all 5 airports to get their poker hands.

Lunch anyone?

Speedbird Aviation at Morganton Airport (MRN) serves hot dogs and hamburgers on Fridays from 11 AM until 2 PM. By the way, Speedbird has a wide range of training and aircraft available including Citabria, an amphibious 182, a Piper Navajo, and a Bell Jet Ranger. See www.speedbirdaviationservices.com for more info.



Jim Peeler, a long time ultralight pilot and instructor is now offering LSA training. Here's one of his training airplanes he and a student flew to the Poker Run. Jim is located at Northbrook International Ultraport (1NC9) at Cherryville, NC.

WANT ADS

Ken Poindexter owns Carolina Sport Aviation, a Quicksilver dealership located at Lake Norman, NC that specializes in light sport aircraft which are amphibious or just on floats. He can be reached at 704-226-8260.

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

Don't forget Sid Morris' North Harbor Club for a wonderful lake side dinner. Located at Exit 30 on I-77

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UNDER CONSTRUCTION

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.



First run fired off on the second blade, but the engine ran rough for the entire 4 minutes. Couldn't get above about 2000 rpm. We ran it three more times to get a feel for why it was choking and limited on the top RPM. The problem was illuminated by abnormally low fuel flows as evidenced by the fuel pressure readings on the EFIS. Dennis Hallman had a couple of ideas, as did Andy and our own thoughts. The flow tests of the aircraft fuel system later in the day were good - close to 60 gal/hour.

After instrumenting the engine pump out-flow pressure and the fuel metering valve input pressure yesterday morning, we found the problem. The pressure out of the engine pump was close to spec on the runup. The pressure at the metering valve was well below spec for idle rpm. So, the problem was in the line to the metering valve or beyond. The fuel flow sensor was clear. Dennis then suggested looking at both pieces of the line and blowing air through

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

First Flight Plaque

EAA 309 is in the process of putting together a First Flight Commemoration Plaque. We would like to include the names of chapter members who have either restored or built an aircraft (Including ultralights) and performed their first flight while a member of EAA 309.

Known First Flights are:

Kent Ashton, Ronnie Brown, Howard Cochran, Dale Ensing, Steve Glasgow, Dick Healy, Andy Moscarelli, Mike Munn, Ron & Kandy Murray, Ray Petty, John Roberts and Les Kanna, Tad Sargent, Jim Schnicker, Ron Schreck, and John Wigney.

If your name is on this list or is missing, please provide the information below. If you had a partner, a spouse, a child, etc. who should also be honored, let me know so they may be included. If your First Flight is for a restoration, include the year the aircraft was built. For example, Howard Cochran's First Flight was in a "1946 Aeronca 7AC Champ".

Builder name(s):

Aircraft:

N-Number:

Date of first flight:

Airport identifier of first flight:

Thank you,

Bill Repucci

h: 704.947.7160, c: 704.607.4572

WEB STUFF:

Check this out - a free online builders log:

<http://www.expercraft.com/>

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!

John Roberts says this is a good site to find photos of all types of aircraft. www.1000aircraftphotos.com

Here's a nice set of Oshkosh 2006 Pictures
http://www.pbase.com/benkeen/oshkosh_2006

There are more at <http://www.vansairforce.com/>

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**1st Flight: June 15, 2006 N217RV - Van's RV7A Pilot:
John Roberts Place: Rock Hill, SC (UZA) Built By: John
Roberts/Les Kanna**

HOUSE CONSTRUCTION:

Robin and I have finally started building our house at LNAP. It has been our dream for some time to build our house, and when we found Lot 51 we knew this was home.

We have been working with David Hite at Hite Dial Architecture and Charlie Stevens from New Age Construction to design our house. The plans are now complete, and on July 1 we broke ground.

We are looking forward to moving into our new home early next year. We'll finally have our Velocity with us at the house!

GARMIN GPSMAP 496:

About a month ago, after a lot of research into options for adding weather to the cockpit of our Velocity, I finally decided to go with the Garmin 396 with XM Weather. I had also considered either the GDL-90 ADS-B data link or the GDL-69 XM Weather interface, but both are more than twice the cost of the GPSMAP and offer less functionality.

Just as I was getting ready to order the 396 the price dropped; a sure sign that a new model would be announced at Oshkosh. Sure enough, the 496 was announced. The 496 offers the following improvements over the 396:

- View Your Position on Taxiways
- AOPA Airport Directory
- Altitude-Sensitive Smart Airspace™ Alerts
- Enhanced Terrain and Aviation Databases
- Faster Update Rate for Maps and Indicators

- Preloaded City Navigator® NT street maps

Though weather in the cockpit was my primary goal, I realized that I would also use the street navigation a lot. I also liked the built in AOPA directory and other enhancements, so I went with the 496. If all you want is the weather, the 396 is fine.

The weather information provided includes high resolution NEXRAD, METARs, TAFs, SIGMETs, AIRMETs, Echo Tops, Storm Tracks, Satellite Mosaic, TFRs, Lightning, Freezing Level and Winds Aloft. There are two subscription levels available, Aviator LT (\$29.95/mth) and Aviator (\$49.95). The Aviator package includes all of the services above, while the Aviator LT offers a subset. I chose the Aviator.

Flying with this unit is a pleasure. I mounted the bracket to my panel next to my MX-20. This gives me two moving map displays, each of which can be configured for different views. For instance, I can put the MX-20 into IFR mode and keep the 496 in VFR/Weather mode with topography. The weather functionality is simply amazing. We went up on a day with light showers in the area, and we were able to see them moving in over 14A from the west.

Pressing the "Nearest" button gives you a list of airports. Select one, then select the "Weather" tab and you get the AWOS and TAF. No more tuning in a COM and writing it down, there it is on the screen!

What happened next was a surprise. I had hooked the 496 into the Entertainment jack on my SL-15 audio panel and was listening to XM Radio. On the downwind to base for 32, I was near the cell tower when the Garmin SAID, "Terrain, pull up! Terrain, pull up!" Until that point I had not realized that there was any verbal functionality in aviation mode.

The 496 also gives me a battery-powered navigation system to back up my GX-60. Combined with a Dynon EFIS with battery backup, I have fully redundant flight instruments and navigation.

On the ground you switch to Automobile mode and it becomes a fully functional street GPS with turn by turn directions, voice prompts, points of interest, etc. I have used several street GPS's and this one compares well. I really like the fact that the full North America database is built in.

I bought my unit from King Schools. Though Garmin had announced limited availability until late August, King was able to get me one right away. They see it for the same price as everyone else (\$2975), but they throw in a free training course, "Navigation from A to Z".

I highly recommend this unit.

Regards,
Glenn Babcock

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The Zenith 801 project is plodding along. The hot weather, birthdays, vacation, school camp, etc. have left me without much energy to attack the project. What I have been doing is slowly belt sanding off 1/4" at a time from the bottom of the front windshield. The windshield which according to the manual needs "no trimming on the front", HA! What a joke. So far I've shaved off 3/4" using 60 grit on a hand held belt sander. After each round of shaving off, I refit it and check to see if it fits correctly. Of course so far it hasn't, but perhaps another 1/4" to 1/2" will do the trick. To draw a equidistant line each time, I take a piece of cardboard, cut a 1/4" small rectangle out, then tape the pen to side, and there you have an easy line that is the same distance. Okay, it is presume you sanded equally around.

I've also started to link the fuel lines together in the cabin once I found a 3/8" to 5/16" barbed connector at www.fittingsandadapters.com This effort has included trimming the door fuel line trim pieces, plumbing the fuel selector, and installing the fuel filter. Wow, I guess I did have some forward progress this past month. The next newsletter should have the windshield fitting completed and the cabin fuel lines installed.

Safe Flying...The Stouts...



Here's Randy Utsey's Cirrus Ride to Oshkosh with a flat right main on landing. Makes for a Memorable trip!

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



As always, EAA AirVenture is the perfect place to see what's new in Aviation. From new dazzling avionics and glass displays to the introduction of new VLJs (Very Light Jets), and new LSAs (Light Sport Aircraft). Along with many other manufactures, Cessna and Van's Aircraft were displaying new LSA prototypes. Van's LSA prototype, the RV-12 got a lot of attention, particularly from the Home-building crowd. It is due for delivery sometime in 2007. As many of us are getting a little older and may want to pursue a Sport Pilot Certificate, we took a few pictures, and visited Van's website to obtain some information.

The RV-12 is all metal side-by-side airplane with a low wing. Cabin room is comparable to the RV-7/9. It has tricycle landing gear and a 100 hp Rotax 912S engine for power. Van's is trying to achieve a 550 lb. payload – this equates to two 190 lb. people, 120 lbs. of fuel and 50 lbs. of baggage. The cost has not been determined yet. It appears that this will be a nice little airplane and it certainly warrants a second look by interested sport pilots.



Just to be fair, following is a picture of the new Cessna Sport Plane that was introduced at Oshkosh.

Speaking of RV aircraft, we were told that some 550 of

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these aircraft flew into OSH. Along with thousands of other types of aircraft, this is surely the ultimate in eye candy for the aviation buff.

The best part of our visit was helping as a Technical Counselor in the Sheet Metal shop assisting folks in learning the fine art of riveting. We had the opportunity to talk to and encourage many potential airplane builders.

If you like the deafening sounds of a B-1 bomber and two F-22 Raptors making high speed passes, then you would have loved AirVenture 2006. The B-1 was stationed in Aero Shell Square for most of the week. We had the opportunity to listen and question the pilot of this awesome aircraft. Looking at pictures does not do justice to the size of this state-of-the-art machine. Originally proposed during the 1970s, it was intended as a high-speed, long-range bomber capable of a supersonic low-level dash and Mach 1.2 at altitude. It appeared that the jet would be retired in the 1990's but recent conflicts have revitalized its future. With recent significant technology improvements the bomber is scheduled to remain an important part of the bomber fleet for many years to come.

We were all surprised by a flyover visit from the Blue Angels as well. The airspace around OSH is too restricted for them to do a complete show, but they performed a couple of "picture-taking" passes for those of us who love to see them fly.

There was even something for those NASCAR fans out there. Ford hosts a huge tent every year that features all their many products and prototypes for the future. This year they featured a visit from Jack Roush with two of his NASCAR cup drivers, Carl Edwards and Matt Kenseth. The lines for autographs were very, very long!

Overall, it was a wonderful experience, one we will long remember. The only complaints were the very hot and turbulent weather and the \$2.50 bottles of water. Oh well, you can't have it all. **Ron and Kandy Murray**

(Continued from page 5)

them at low and high pressure - in the direction of the fuel flow. When we disconnected the line at the metering valve to do this, there it was.

It was a case of hooking up the fuel line at the fuel metering valve to the wrong side of the "T" fitting. We were trying to feed the engine through the restrictor that was part of the "T"!!! . The pressure sensor line should have been on that end and the fuel input line on the other end. We had the lines reversed. We jury rigged the lines to the right places and the run was close to what we expected the first one to be. Still needs some tweaking as required by the manuals.



John Schroeder & Ron Szot received their Airworthiness Certificate for N58WP from John Crouse on July 20, 2006. A problem arose with the process of getting insurance and that resulted in having to cancel Charlie Kohler's factory inspection and first flight on the 24th & 25th.

When the insurance situation settled, Charlie was not available for the month of August. Looks like we will be able to get the first flight off sometime in early September - if Charlie's knee operation heals as scheduled. The taxi checks and engine runs are done, and by the time September rolls around, a fuel flow sensor problem will be fixed.

A heartfelt thanks goes to Andy Moscarelli for his assistance throughout the long building process. Ronnie Brown remains the "King of Documentation" in John Crouse's minds. We tried mightily to displace him. Thanks Ronnie for all your help on this and throughout the years. The Chapter has a great reputation with John and it is due to the quality of the support to our builders from the membership.

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 - August 21
Thane States home to see his RV10 Project. See directions on page 1.**

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