



THREE ZERO NINER

December 2006

Meets every 3rd Monday in Charlotte, NC

EAA Chapter 309 was founded in 1973 by a small group of aviation enthusiasts. Since that time, the membership has grown in size and experience. Members come with a variety of skill and experiences. Current members have aviation backgrounds ranging from student pilot all the way to Air-line Transport Pilot. Several are A&Ps and all share a love of aviation. Membership is open to anyone interested in aviation and learning about the construction of Experimental Aircraft.

Chapter 309 is planning to build a home at Gastonia Municipal Airport. Chapter activities include visiting member projects, seminars, fly-ins, Young Eagle Flights, and a good dose of Hangar Flying!

President's Corner by John Wigney

Well, this is my last letter as President. I have to say it has been quite a ride. The last 2 years have been busy and as you know I have been spending a lot of time on the effort to find a permanent home for the chapter. We have been through some ups and downs with plans first to build a hangar and then to rent, but neither of these ideas was successful. However, after re-



ceiving a very attractive offer in October this year, we are now very close to our goal. At this stage I think it is appropriate to await permitting and other steps before we publish more details but suffice it to say that everything is looking very positive. This will be a place of our own where there will be space to meet and for construction projects. In August, we were fortunate to be the recipients of a gift of a partially completed Kitfox Lite project from Bob Beal's widow, Cheryl, and this will be the first chapter project in our new facility.

2006 has been a good year for the chapter with a lot of activities. We have had our usual monthly dinner meetings with guest speakers plus visits to 4 member construction projects. The builder workshop in the spring was well attended and we have had our 3 regular fly-in events at Lake Norman, Gastonia and Lincoln County plus Poker Run and Fly-out events. Our Christmas dinner at the Acropolis went well and thanks go to Ravi Thakkar for pulling it together and running the Chinese auction. It was a fun event. Membership has been very strong with a loss of 6 but a gain of 30 new members for a total of 93 voting and 5 honorary members. We must be doing something right and there is a lot of energy. Part of this is due to the variety in EAA 309; if one looks though the list of active planes and those being built, it is really very extensive.

A strength of EAA 309 is the group of members who serve as Technical Counselors and Flight Advisors (Kent Ashton, Ronnie Brown, Dale Ensing, Andy Moscarelli and Ron Murray). I have received compliments on many occasions from builders with whom they have worked and they are to be commended for a job well done. I have to mention Ronnie Brown in

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309'ers WEB SITE www.eaa309.org

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2006

PROGRAMS!

It has been a great year of programs and events for EAA 309 with a variety of project tours, speakers and presentations at dinner meetings.

We learned about stalls and spins, flying clubs, light sport aviation, how to build a half VW engine and carve a prop, and how Lycoming and Continental engines are rebuilt. We got project tours of a Lancair ES, RV's from 7-10's, and a Skybolt in progress. OH and don't forget, a fantastic tour of US Air's simulator facility just before 2006 started!

And We need your suggestions and ideas for programs in 2007! Call or Email Kevin Cromie at 704-348-8529 or [kcromie "at" hearstsc.com](mailto:kcromie@hearstsc.com)

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particular since he is a tremendous asset to the chapter with his great work on the website, our newsletter and general communications. I would also like to thank the board members, members of the many sub-committees, our able cooks and the event organizers who have made my job so much easier. When I have asked people for assistance, the response has always been "I will be happy to help."

I certainly appreciate the opportunity to serve as the President of EAA 309. I thank you all.



Welcome new prez - Bill Repucci

 **Chapter 309
Charlotte, NC**
YOUR NAME

Name Tags are \$10 each. Contact Earl Fortner - Phone or e-mail Earl at 704-455-5326 or efortner@vnet.net

2007 Officers

Here is the Officers for Chapter 309 elected during the November Dinner Meeting:

- President - Bill Repucci
- Vice President - Kevin Cromie
- Secretary - Bob Allen
- Treasurer - Sam Stewart

- Directors:
Dale Ensing
John Schroeder
Bob Thayer
Bob Dobbins
Tad Sargent

Ex Officio (non voting) John Wigney

Non-Board:

- Newsletter editor – Ronnie Brown
- Web page editors – Ronnie Brown & Howard Cochran
- Membership – Ken Poindexter
- Young Eagle coordinator – Don Sink

2007 Dues
You should have received your dues statements. Dues for 2007 will be \$25

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

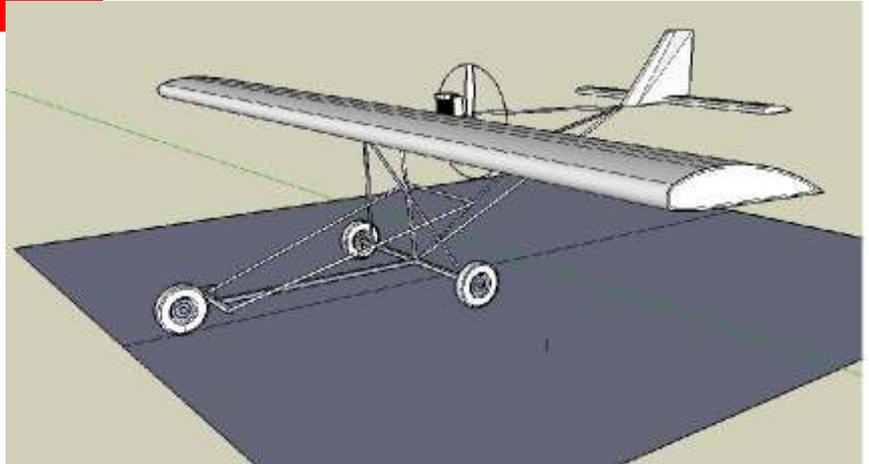
Newsletter & Web Page Editor:
Ronnie Brown
704.892.5122

UNCC DESIGN PROJECT

by Dale Ensing

Three UNCC students fulfilling the requirements of doing a Senior Design Project of designing an ultralight are Ethan Martin, Josh Reid and Keith Cooke.

To date, we have been discussing the basic design, construction techniques and materials, and engine/propeller combinations. The students plan to do a full scale PVC pipe mockup and get appropriate dimensions for a comfortable size for a standard pilot. The airfoil on the drawing is Clark Y. They are also looking for a "sponsor" to help them build it.



2007 EAA 309 Board Meeting schedule:

Monday, January 8th
Monday, March 12th
Monday, May 14th
Monday, July 9th
Monday September 10th
Monday, November 12th

(2nd Monday of each odd numbered month.) Randy Utsey has more than graciously offered to let us use his office to hold our board meetings.

2006 Christmas Party

We had 56 folks attend this year's Christmas party at the Acropolis Restaurant in Cornelius, NC.

The food was fantastic and the Chinese Gift Exchange was a hoot as usual. The hot gifts were a 4 DVD "100 years in Aviation", the Flying Pig, and then I spotted Dean and Naomi's two sons with big smiles over the model airplanes they received.

We also gained a new member, Gary Williams, who building a Wheeler Express.

EAA 309 in Schools?

Don Sink, EAA 309's Young Eagle Coordinator and Chapter President John Wigney met with the Middle School Career Facilitators on Tuesday, December 19, at the Carolinas Aviation Museum.

Mary Bartlett, Career Facilitator for CMS contacted and invited us to attend. The purpose of our meeting was to network with organizations/businesses to become aware of how we can bring the field of aviation into our classrooms. Ultimately, we would like to be able to provide information to parents and teachers of how we can provide aviation career exploration activities/experiences to our students by using the resources available in our community.

Mary also told us they are also building a speaker's bureau of individuals who would like to share their aviation experiences with our students either in a classroom setting or at a Career Fair.





SC Breakfast Club at Rock Hill and Lancaster

Chapter 961 will be cooking for the South Carolina Breakfast Club in December and January. We will be in Rock Hill for the December 31 event and in Lancaster for the Jan. 14th event. We have put in our order for good weather so everyone is encouraged to attend.

Gene Williamson will be the new President of Chapter 961 for 2007. Expect more cookouts!!

Have a Merry Christmas.

John Roberts.

Kids Building Project Proposal *by Howard Cochran*

One thing I think would be a good thing to do is have a Kids Building Project and have the Chapter sponsor that. Now what form that takes is open for discussion. Since we still are without a hangar, maybe it could be some kind of ground school that we hold at an airport come nicer weather.

I think we need to light some fires of interest and do so by getting a bunch of kids involved. The ultimate would be to go to some school and make arrangements to hold a class and build a kit of some sort. Think what kind of interest you could build in a bunch of youngsters if they were building a WW-I biplane like the Nieuport 17. You can go to this web site <http://www.airdromeaeroplanes.com/> To see the place where the full scale movie planes were built.

Here is something to think about a proposal perhaps: I would be interested in having one of these airplanes, and to that end I would buy the kit and sponsor the project. The Chapter provides the guidance and we get a school such as the new Lake Norman High School that is just down the road from the airport, to work with us and form a class of interested students. Once we have our hangar there at the airport the students could come there for the class and build the airplane under the guidance of one of our able chapter members. I will provide the kit and the supplies but I retain ownership of the airplane. As a matter of fact I would form an LLC company that would own the airplane as protection against the unknown.

My understanding is that it takes about 500 hours to put the kit together, but I would assume that is with someone who knows what they are doing. Since there is a learning curve and since it needs to be done right, I would assume that it would take longer. This might be a two semester project for a high school class. Anyway and idea to chew on.

Garmin 396/496 Group Buy?

By Bill Repucci

The Hooker Harness group buy worked so well I thought I would try it with the Garmin 396/496 hand held GPS. With the holidays coming up I will take no action on this until after the first of the year. If you are SERIOUSLY considering buying either a 396 or 496 and can do so early next year, please let me know. My hope is that the price comes down after the Christmas rush. Once I get some kind of count, I will start contacting the various vendors and see if we can't get lucky.

Commercial ads available

by Ronnie Brown

Beginning in 2007, EAA 309 will offer commercial ad space on its web site www.eaa309.org and in the monthly newsletter to Sponsors of EAA 309.

Each ad will run for one year in both the newsletter and on the web pages. Your display ad would be approximately 3" wide and 2" high (similar to the example below). The cost would \$200 per year. Contact Ronnie Brown at 704-892-5122 or romott@roadrunner.com

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Ron Miller RV7A - N623CM - Hopefully you can use some of these pictures for the newsletter. I am in training on the B-767 now and I will not be able to attend the Christmas party. I hope everyone has a merry Christmas and a happy New Year.

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

WANT ADS

For SALE: Aeronca Chief is 1941 model and has a 65-CA engine. The engine has just had a major overhaul with new millenium cylinders and pistons and has aprox six hours since overhaul. The wooden Sensinich prop was overhauled by Sensinich earlier this year. The plane is in annual and all AD's complied with. \$17,500.

Cherokee Arrow is a 1967 model with 2006 hours total time airframe and engine. Engine has never been overhauled but runs fine. Aircraft is full IFR and has Narco mark 12 D radios, ADF, Loran, DME, etc. New upholstery 2004. All AD's complied with. Fuel tanks were pulled and all hoses and vent lines were replaced two years ago. Never had a gear up landing and never been used as a trainer. Priced to sell at \$46,000. Both aircraft are based at 8A6 Wilgrove and currently flying. **Call Earl Fortner** at 704-400-6353.

UNDER CONSTRUCTION



It's starting to look like an airplane! **Hal & Stuart Schwab: Our Sonex** is on its landing gear, the instrument panel is almost done, and we will be rigging the wings in mid December. The tail surfaces have been rigged and drilled, then removed so the plane will fit back in the garage. I would like to cover the instrument panel with a thin carbon fiber veneer. Anyone know where to get some cheap? Y'all come and visit us. You can try the Sonex on for size.

Mattituck Engine Class

by Radomir Zaric

Tad and I got back from Mattituck yesterday and it was a great weekend. We went for the engine assembly workshop, similar/same to the ones they normally do at Sun'n'Fun and Oshkosh.

The trip up can be summarized in only a few words: COLD, beautiful weather, headwinds, and windy down low. We stopped at Millville, NJ for lunch and gas and parked right next to a Gulfstream IV on a nearly empty ramp. It was a good place to stop with 2 restaurants on field and reasonable gas price. The ride up was very, very smooth at altitude (7,500) but winds were pretty strong down low (18G28). One note about the first photo – it shows us flying on top – but that lasted less than 20 miles, just north of PXT VOR and it all cleared up before we reached Dover, DE.

Flying over JFK and seeing Manhattan was one of the highlights. Visibility was great! The workshop was extremely valuable. Mahlon, John, and Keith were great hosts and answered a bunch of questions we had. The assembly started around 9 and we were done by 3:30. Then we did a tour of a vintage car collection that was just breathtaking. Several

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cars there were "the only one remaining in the world." We even got to talk to Parker -- an 84-year-old owner of the collection. He loves this stuff and loves talking about it.

On the way back we just reversed the route and stopped at MIV again. This time, JFK was even busier and we got to see a British Airways B-747 passing a few miles off our left wing at same altitude. And of course, as the Friday front passed, we got treated to more headwind on the way back. We did expect it though. Luckily it was a lot warmer on Sunday. Putting in a music input into the intercom was a great idea.

I put a few photos on my site: <http://www.vitez.net/mattituck/>

What our Members are doing.....

from Charles Lutin

You may have heard through the formidable pilot grapevine that I am closing my office here at the Airport in order to . . . serve in the US Air Force. I am not making this up, I will be an Air Force Flight Surgeon at the completion of training. I have long been interested in serving in the Air Force and will be stationed out at Luke AFB starting early January, 2007.

We will be open through the remainder of December and will provide flu vaccine to anyone who requests it, whether our patient, a family member, or to the public at \$15 per dose in order to use up supply on hand.

I have certainly enjoyed being a part of the EAA chapter and wish all of you the very best in the future. Happy trails, clear skies and tailwinds to you all. Maybe I will be back in Charlotte at a later time, who knows? Happy holidays to all.

Will not be able to attend because I am finishing off my Instrument down here at Flight Safety in Vero Beach FL. Thanks and Say Hi to all.

Aiming High,
Dave Weaver, Jr.
Pri. Pilot & Capt, USAF NC ANG, Navigator C-130H3

\$100 burgers - Its new but it's free!!!

www.brakesoff.com



A twin jet the poor man can afford!

From Earl Fortner

http://www.amtjets.com:80/gallery_real_plain.html



Some shots from our trip to Tullahoma, TN for the annual Beechcraft fly-in. Our journey in a Cirrus SR-22 was presented with a 55 knot head wind heading west as we crossed the Appalachians. It made a quick trip home as it was still blowing the next day.

Tullahoma is where the Beechcraft museum is located and it is very nicely done with all examples of the Beechcraft line displayed in (2) beautiful hangars. The afternoon entertainment was low passes down the runway by the assorted twin beeches and staggerwings with the great sound that those radials produce. We got a ride in "Big Red", a 1935 beautifully restored staggerwing that is owned by the Parrish family who donated the land for the Beechcraft museum. Stop in to Tullahoma (THA) 272 miles due west and visit this nice museum the next time you have a trip planned that way.

Randy Utsey - RV-7 someday

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Flight to Jamaica in the Comanche

By Charlie Littwin

On Wednesday November 22nd Patti and I departed 14A for a Thanksgiving visit with Patti's parents in Largo FL. After a wonderful holiday visit, plentiful food and ample rest we departed Clearwater Airpark on Saturday November 25th for Tamiami FL where we topped off and picked up a rented life raft. Wheels up around noon from Tamiami and we pointed the nose of the Comanche over the vast ocean towards the horizon. About 1 hour later the shore line of Cuba appeared on the Horizon. Havana Approach spoke English well. After 30 minutes over Cuba the vast ocean appeared again in the windshield for another hour and 15 minutes until the shore line of Jamaica approached. In total the flight took 3 hours. In my preparation for the trip I discovered a wonderful company who provides a wealth of information on Caribbean Airports and who offers Cuba over flight permits at an excellent rate. www.caribbeanflyingadventures.com

I was quite amazed at the efficiency of Customs and Immigration in Jamaica as compared to my last two visits. After a total of 30 minutes processing paperwork we took off again for Negril where we stayed. During our stay we made two local flights, one to Ocho Rios to climb Dunn's River Falls and another for a local flight. The lush tropical mountains make for a scenic local flight, but as usual scenic means some risk as in few places to land if an emergency arises, especially since the paved roads have poles placed along the sides to prevent drug planes from landing.

The highlights of the trip were the many walks on the beach, (although it took a continuous effort to thwart off the constant flow of people trying to sell stuff) the Martha Brae rafting trip, jumping off the 40' cliff into the ocean at Rick's Café and the many Lobster dinners enjoyed by the ocean

side.

The trip home was uneventful as well. US Customs seemed more interested in "what the heck was the Yackle Ball" in our hand bag. We spent about 15 minutes telling them all about it and when we were ready to leave the customs agent told the other two agents "They're OK we don't need to open any bags"

The only eventful part of the trip as far as the airplane was when I discovered a worm's nest in the pitot tube. It had built in only one day but was quickly removed by the staff at the airport. Lesson learned....always use a pitot tube cover in the Caribbean.



Overheard while flying practice approaches at Sioux City, Iowa:

Tower: "Skylane Eight Seven Charlie, cleared for the approach; caution, waterfall in the area."

Short silence, presumably while the Skylane pilot questioned passengers on the transmission.

Skylane: "Eight Seven Charlie, say again?"

Tower: "Skylane Eight Seven Charlie, cleared for the approach; caution, waterfall in the area."

Again, short silence.

Skylane: "Ah, cleared for the approach, but what do you mean by the waterfall caution?"

Tower: "Waterfall, you know: Ducks and geese...Waterfowl."

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NASA Upgrades ASRS Adds Web-Based Search Capability

by Dale Ensing

NASA has announced that pilots, air traffic controllers, flight attendants, mechanics, ground personnel and others involved in aviation operations now can securely submit reports electronically to the Aviation Safety Reporting System (ASRS) when they are involved in, or observe, an incident or situation in which aviation safety was compromised. Previously, NASA required users to submit reports on paper, mailed to their offices in California.

Online submissions should be made to the ASRS web site at http://asrs.arc.nasa.gov/forms_nf.htm. Another new feature allows users to search the ASRS database utilizing a web browser interface. Users may query the database using a wide variety of fields and download their search results. Visit the ASRS database online at: <http://asrs.arc.nasa.gov/search.htm>

Cozy IV Loses Prop over Southern California Desert

by Ronnie Brown

A flurry of notes on the Canard Aviators discussion group at <http://groups.yahoo.com/group/canard-aviators/> caught my interest this week. The pilot, Marc Zeitland flies a Cozy with a Catto prop. The initial suspicion was that the prop had thrown a blade, since there was some weird vibrations during the last minutes of operation.

There are excellent photos and write ups of the event including the emergency landing, assessment of the damages, and recovery efforts at Marc's web pages - http://www.cozybuilders.org/Desert_Center/index.html.

Mike Melville, Burt Rutan's famous test pilot was involved in assessing the damage and helping Marc get the plane back home for repairs.

Then as I am finalizing this newsletter, none other than Craig Catto writes on the Velocity Reflector discussion group, "One thing sticks way out to me, and have seen spinner failures due to this and other props that have worked due to this. From what I see, it looks like there is fabric imprinting on the face of the extension. IF a composite spinner bulkhead was used, I have high suspicions this was a culprit." Craig also cautions against the painting of an aluminum spinner bulkhead for the same issue - possible prop failure.



Here's what can happen if you don't regularly check the torque on propeller bolts! However, Craig Catto thinks this was caused by the use of a composite spinner bulkhead.



Yep, that is Mike Melville on the right - at Desert Center Airport to help assess the safety of flight for the trip home.

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
18816-6 Nautical Dr
Cornelius, NC 28031



NOTICE: The next
EAA 309 Monthly
DINNER MEETING
will be held at 7:00
PM, Monday, Jan-
uary 15

Call Bill Repucci at
704-607-4572 for
more information.

MERRY CHRISTMAS
AND

HAPPY NEW YEAR!!!!

