



THREE ZERO NINER

January 2007

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.

EAA 309 is a 501 c.3. organization. Your contributions are welcome and may be tax deductible.

President's Corner - Bill Repucci

EAA 309 - Thoughts and Objectives for 2007

2006 was a banner year for EAA 309. For this, it is appropriate to thank John Wigney and the rest of our members for building such a great chapter. Without the help of you, our members, we would not have the success, camaraderie, and friendship we all enjoy as result of this chapter.

I would like to start out 2007 by thanking John Wigney for his outstanding contribution to the growth of this chapter. John did an outstanding job as president and his offer to continue working with the board to procure a hangar for the chapter is greatly appreciated and accepted.

2007 should see the chapter continue to grow. This growth will mean the board will call on more of you, our members, to help with events, projects, planning, and building for the future.

There are a number of events planned for 2007 and we are looking for volunteers to help coordinate these events. The role of event coordinator is not difficult but will require you to work with a number of members and outside resources to ensure the success of the event. Please contact any of the board members, if you would like to help.

Presidential challenge:

The board of directors had set a goal to attain 100 members in 2007. We were all surprised to exceed that number prior to the end of 2006. With this momentum, I challenge the chapter to add 50 new members in 2007. For this to happen, I challenge each of you to bring someone new to each event. You will not have to sell the chapter; just let the camaraderie of the event speak for itself.



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

309'ers WEB SITE www.eaa309.org
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2007



**Chapter 309
Charlotte, NC**

YOUR NAME

EVENT SCHEDULE!

**January Dinner Meeting - 7:00 PM, January 15
Quaker Steak and Lube, 1601 E Woodlawn Rd,
Charlotte, NC Building a Superior Experimental
Kit Engine by Radomir Zaric and Tad Sargent.**

Below is a tentative schedule for EAA 309 events.

Saturday, March 17 - EAA 309 Fly-In and Young
Eagles at Lake Norman Airpark

Saturday, April 21 - EAA 309 Workshop at David
Border's Shop

Saturday, May 19 - EAA 309 Poker Run

Saturday, June 16 - EAA 309 Breakfast Fly-In and
Young Eagles at Gastonia Airport.

Saturday, July 14th - Navigation School

Saturday, August 18th - Time and Distance Dead
Reckoning Proficiency competitive flight

Saturday, September 8 - EAA 309 Fly out & lunch

Saturday, November 10th - Lincolnton Fall Fly In
and Young Eagles.

Monday, December 10 - EAA 309 Christmas Din-
ner Party at the Acropolis Restaurant, Cornelius,

**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)**

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



**Best wishes and a speedy recovery to
new member Kristen Kleinschmit - Brad-
shaw.** Kristin is a long time employee at
Lincolnton Airport and is the cheerful lady
who helps with our fly-ins and fills your plane
with 100 LL. She was involved in a serious
auto accident on the way to work in mid-
December and suffered a concussion. Doc
told her relatives to chain her to the bed for
a while.

New Members:

**Ron Archer
Daniel Lubinski**

2007 Dues

You should have received your
dues statements. Dues were due
on January 1. If you haven't
paid, please send your check for
\$25 to treasurer Sam Stewart

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.

Chapter Officers

**President:
Bill Repucci
704-607-4572**

**Vice President:
Kevin Cromie
704-366-8529**

**Secretary:
Bob Allen
704-892-4095**

**Treasurer:
Sam Stewart
704-588-0776**

**Directors:
Bob Dobbins, Dale
Ensing, Tad Sargent,
John Schroeder. &
Bob Thayer**

**Young Eagles
Coordinator: Don Sink**

**Membership: Ken
Poindexter**

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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Mark your Calendar!



Light Sport Expo at Sebring Florida, January 11-14. See <http://www.sport-aviation-expo.com/> for more info.

3/24/2007 Greenville, South Carolina --
South Carolina Wings Weekend at Donaldson Center Industrial Airpark (GYH)
Web: www.scaviationsafety.org



4/21/2007 - 4/22/2007 MCAS Beaufort, South Carolina
MCAS Beaufort Air Show

5/4/2007 - 5/6/2007 Burlington, North Carolina --
VAA Chapter 3 Spring Fly-In
Email: eiwilson@homexpressway.net
Web: www.aaonline.com

5/4/2007 - 5/6/2007 MCAS Cherry Point, North Carolina --
MCAS Cherry Point Diamond Anniversary Air Show

5/12/2007 Seymour Johnson AFB, North Carolina --
Wings Over Wayne

5/18/2007 - 5/19/2007 Ft Jackson, South Carolina --



**July 23 - 29, 2007,
Oshkosh, WI**

Thunder at Fort Jackson

5/26/2007 - 5/27/2007 Florence, South Carolina --
May Fly Air Show

Events Downloaded from www.southern-aviator.com

IFR ground school at Concord (JQF)

Joe Killough (Designated Examiner) will start an Instrument ground school tonight for 12 weeks every Monday night from 6:30 PM to 9:00 PM. Anyone interested should call Joe @ 704-488-2528 Cell or 704-535-0743. All classes will be at JQF in his classroom over the fire department at the airport. Joe will also discuss allowed simulator time. Pilots with an instrument rating that need refreshing are also welcome.



What is required to fly to the Caribbean in a private aircraft

By Charles Littwin
International Comanche Society SE Tribe Chief

I would like to thank Zach Grant, ICS NC Tribe Chief for reviewing my article. Zach owns a Piper Comanche PA24-180 and has 12,000 flight hours gained in the L1011, 727, 737, 757 and 767 and of course Comanche aircraft.

I wanted to share my experience gained during three trips to the Caribbean in my PA24-260 and what is involved in the preparation and execution of flying to the Caribbean in a private aircraft. My trips have been to Jamaica and the Dominican Republic. For this article I will focus on my most recent trip to Jamaica but many of the procedures and requirements apply to other Caribbean airports. I have been told the fees in Jamaica are some of the high-

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WANT ADS

LightSPEED 25XL stereo headset. Has been used once since being returned from LightSPEED for complete refurbishment. New head band, head pad, ear seals and stirrups, both audio speakers replaced as well as the mic, boom and battery box. Essentially everything is new except the frame. I sent it back to LightSPEED for them to check it out and that is what they did. This unit doesn't work well with my Rotax 912S engine so I'm selling it. Cost \$599 new. First \$400 gets it. Includes the LightSPEED carrying case. **Call Dennis Scearce at 704-663-0860.**

Watch repair services. I also have an inventory of used fine watches - both quartz and mechanical, some antique. Gary Witt 704-866-0784

10" Atlas Lathe 42" bed on cast iron legs. 8 speed and back gear. Reversing 115-230 volt 3/4HP motor. 1/2" tailstock chuck. 6" 3 jaw chuck, 1 1/2- 8 mount. New cross slide nut, new split nuts. Power feed. No quick change gears. Decent condition. **Les Kanna** -803-804-7253 cell 803-286-7882 home

Wanted: Hangar space to share for Euro-Fox with folding wings, arriving in April. Only requires 8 foot X 20 foot space with wings folded. **Contact Joe Bost, 704-202-4564 or email joe.bost@att.net**

For Sale - Heated Pitot and Mount - New, in the box AN5812 L shaped 12 volt with ceramic connector. PN G-673-000 steel mount. Needed for IFR in homebuilts. Sells for \$467 + S&H at AS&S and WagAero. First \$300 gets it. **Joe Salerno** - 704-663-0562.

For SALE: Aeronca Chief is 1941 model and has a 65-CA engine, The engine has just had a major overhaul with new millennium 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.

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est in the Caribbean as compared to the other Islands. The article is divided into three sections; planning, the trip down to the Caribbean and the return trip to the US. Please note that as service providers/websites change the links I have provided will possibly change. Although you can fly VFR to the Caribbean, in this article I will discuss IFR operations enroute and VFR operations for local flights. You must be on an IFR flight plan to fly over Cuba. This article is only a guide based on my past experience; there may be more requirements for you particular trip or destination.

Planning:

The planning stage is where the bulk of the work/time is involved.

2 months prior:

Order life vests. After reading an article on life vests from Aviation Consumer Magazine I ordered inflatable life vests which are contained in a pouch which you strap around your waist. In an event of an engine failure the last thing you want to do is don a life vest while you are trying to restart the engine. Aviation Consumer recommended helicopter vest model number PO723E109P manufactured by Eastern Aero Marine and is available at Offshore Helicopter Support Services 337-839-0500 or other vendors. The Eastern Aero marine site is <http://www.theraft.com> If you order from another company there may be a long lead-time for delivery so order early. A passport is now required for international travel. You apply for a passport at the US post office.

One month prior:

Hopefully you won't need it but you should put together a survival kit. My kit contains a signal mirror, marine whistle (sounds like a ships horn) water dye and some bottles of water. I put them in a nylon mesh bag which I tie with a rope to the life raft. I purchased these supplies from West

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Commercial ads available

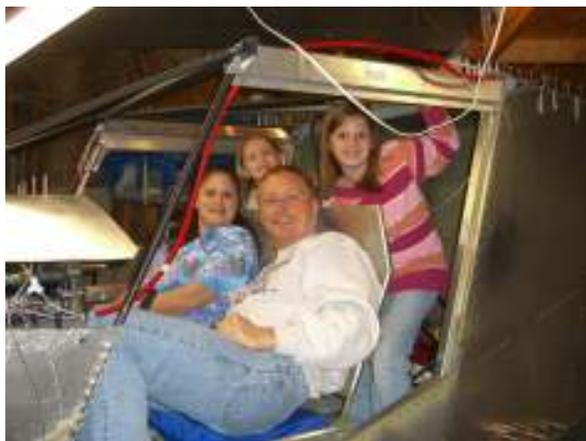
by **Ronnie Brown**

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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Project Update:

The Stouts Zenith 801 Saga, I mean Project, Update...

After injuring myself doing what I thought was a benign, but fun daddy trick involving a Huntersville yard waste container filled with leaves, my youngest riding on top, a side-walk, and too much speed my fingers healed enough to crimp the eight wires of the fuel injectors and connect them to their disable switches. I tried some welding prior to this and found out that band aids melt at a low temperature and gauze bandages smolder from radiant heat. But, this got the first engine mount(there will be a second one fabricated prior to 1st flight) welded enough to allow the engine to be hung without the need for a hoist. So the year ended with engine sitting on the airframe and 80% of the engine side wiring complete.

Thus, I will be so bold as to share my aviation new years resolutions: With 110% confidently say I will have the engine started on the airframe, 80% confident in acquiring my instrument rating and 90% confident in acquiring my commercial license prior to the end of 2007!!!

The Girls, Valeree, and I wish everyone a safe and prosperous new year!!!

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Marine and the nylon mesh ski rope bag from Overton's.

A call to Miami FSS about a month prior is in order to find out what special operating requirements are required. After 911 a TSA waver was required and could take up two weeks to obtain. This restriction has since been lifted but you need to check to see if it is required for your destination. The TSA website is http://www.tsa.gov/what_we_do/ga/ga_waivers.shtm

You will also need to get a US customs sticker and is available at <https://tradelinks4.mellon.com/cbp/Dispatcher> It is required for return to the US.

You need to order charts. The Department of Defense (DOD) charts only show a few of the approaches and usually do not include SID's and STARS. I recommend getting the Jeppesen trip Pack which lists all of the approaches, SID's and STARS

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UNDER CONSTRUCTION



Member Bill Wilson is scratch building a Thatcher CX4. Upper left is the center section spar, bottom is one of the wing spars that he has built. The CX4 is a one seat aircraft designed to be powered by a VW engine. See <http://www.thatchercx4.com/> for more info.

What our Members are doing.....



Neal Stewart and brother Sam

Member profile: Neal Stewart

Last month, I flew down to Lancaster (LKR) to purchase some low priced, self service fuel. Lo and behold, there's Neal Stewart sitting on the front porch talking to a customer.

Turns out, Neal is running Lancaster Aviation's Maintenance Shop. (In fact he has been there nearly one year - Sam forgot to tell us!) Neal is an FAA certificated A&P, with Inspection Authorization and a long time EAA 309 member. His maintenance shop offers:

- Major and Minor Airframe and Power plant Repairs
- Major and Minor Airframe and Power plant Alterations
- Engine and Propeller Overhauls
- Parts Sales
- Annual Inspections
- Periodic Inspections
- Oil Changes
- Pre-Buy Inspections

Neal also is experienced with homebuilt aircraft and can do your annual condition inspections. Call Neal at 803-285-1513 or 803-984-8641 (Cell).

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in the Caribbean. I did find the Jeppesen enroute charts a bit cluttered due to the scaling and prefer the NOS enroute charts. Some shops only sell the Caribbean NOS charts in sets but I have found a direct source for charts at <http://avn.faa.gov> go to the Aeronautical charting tab then Catalogs/Ordering Info where you can buy only the charts you need and shipping is included. They are also an excellent source for all types of domestic NOS IFR and VFR charts and offer a convenient and economical subscription service.

If you plan to fly locally to an airport other than the airport of entry finding airport information can be a challenge. The DOD AFD lists only a few of the VFR only airports (called Aerodromes) and if it is listed the information is very minimal and may only include runway length and direction. The Jeppesen Trip kit contains airport information only for IFR airports. Your best bet is to find a local airport contact or to wait till you get there. I communicated with a Miss Edwards who sent me two pages listing information on the two local Aerodromes I planned to fly to, Negril where we stayed and Boscobel in Ocho Rios where we made a day trip. I was able to bypass the \$100.00 fee for the full Jamaica Aeronautical Information Publication. Her email is aisjamaica@jcaa.gov.jm Keep in mind many of the VFR only Aerodromes are unlighted and you must be IFR to fly at night in the Caribbean.

I have found an excellent source to obtain information on Caribbean Airports and who offers discounted Cuba over flight permits <http://www.caribbeanflyingadventures.com> The Owner's name is Jim and I had the opportunity to meet him in Jamaica during my trip. His Website offers a wealth of knowledge and is a "must have in the flight bag" for a Caribbean excursion. A permit is required to fly over Cuba and in the past I paid \$70.00 each way for permits. For \$39.95 you get membership, a password to the member's only section and an annual round trip Cuba over flight permit. Additional round trip permits are only \$25.00.

Call AOPA and get the AOPA's guide to Customs mailed to you. (You are a member of AOPA aren't you?) Make sure all of your documents are in the aircraft especially your pilots license and medical certificate. They may not be checked but you should bring ARROW: airworthiness certificate, registration, radios operator's permit (some regs say it is needed over seas but I have never had it checked) (Technically you as the pilot are required to have a Limited Radio Operators permit also), operating limitations and weight and balance/equipment list. The only documents I have ever had checked are my airworthiness certificate, pilots license and medical certificate. I also suggest you make a copy of your insurance paperwork. Other pilots report they had this checked, especially in Mexico/Central America, but not so much in the Caribbean.

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Start flight planning. There are three corridors over Cuba but interestingly enough with two of the three you would have no idea where they are looking at the charts. Actually only the most eastern corridor, the Nuevas corridor is named after the Neuvás (UNV) VOR. The central Maya corridor goes over the Ciego De Avila (UCA) VOR and the western Giron corridor goes over the Varder (UVA) VOR. Another interesting feature with the Caribbean enroute IFR charts is the intersections are often dark triangles known as “Mandatory reporting points” and the distances in the black boxes along the airway are from the VOR to the reporting point rather than between the two VOR’s as typically seen in the US inland enroute charts. For some Caribbean destinations like Puerto Rico you will most likely need to plan a fuel stop. Get a pitot cover. I had a worm’s nest built in my pitot tube in less than 1 day!

Two weeks prior:

Get lots of US cash (about \$400- 600 US just for airport fees) Interesting enough many of the fees can only be paid in US cash (Not Jamaican money.....this is Jamaica isn't it?) Credit cards and AMEX travelers checks are rarely accepted.

In some of the countries you need a document handling service, but in this trip to Jamaica I found out it was not required and only added additional fees. Again, research if this is needed for your destination. Caribbean Flying Adventures has done this research for you if you are a member.

Call a FBO to reserve a life raft. I found Tamiami (KTMB) to be a good airport to rent the raft and a convenient location to depart from, to clear US customs on the return and to return the life raft. I rented the raft at International Flight Center <http://www.aimnav.com/airport/KTMB/IFC> and my contact was Guillermo. The raft rents for \$25.00 per day but he gave me a weekly rate of \$100.00. The packed raft is approximately 12” x 12” x 4” and weighs about 12 lbs.

Review your flight plan.

Review position reporting procedures in the AFD. Depending on your altitude and position you may be operating in a non-radar environment and will need to make position reports. Print out the page in the AIM describing position reports and bring it with you. You may also lose radio contact and might need to use the “big guys” up high to relay messages. For this reason flight plan as high as you can. If you do everything correct you won't need this next item...but just in case review and print out interception procedures from the AIM.

Consider getting your aircraft looked over by an A&P before departure for obvious reasons.

One week prior:

Contact Caribbean Flying Adventures with your flight details so they can apply for your Cuba overflight permit. They will email or call you with the permit number.

The Departure Day:

File an International flight plan using the route over Cuba you are approved for. You will need to list the boundary times that you cross the FIR boundaries on the flight plan. Filling out this form could be a whole discussion, but I'll shorten it and just say make sure to put your Cuba Over flight permit is in the comment section.

If you arrive/depart during “normal” working hours 8:00 to 4:30 in Jamaica Monday through Friday you will avoid a \$20.00 Customs overtime fee. Tip: When filling out paperwork in the Caribbean always list your first passenger as the First Officer. They don't need to know the first thing about airplanes but it will save you from passenger fees!

Review ditching. Put the plane down gear up parallel with the waves. Review with your passenger to open the door when you get near the surface but to keep their seatbelt on until you are stopped on the surface, then exit the plane and inflate their vest. The pilot will grab the raft and the attached survival bag. The time to discuss this is when the engine is humming, not when you need to do it.

ATC in the Caribbean reports altimeter settings as “QNH” and is given in millibars. To convert millibars to Inches HG divide by 33.86 or even easier ask ATC for Inches HG. (QNH is local altimeter setting based on sea level pressure, QFE is local altimeter based on field elevation pressure, i.e. your altimeter will read zero on the ground, and QNE is atmospheric standard 1013 MB or 29.92” Hg. All of these can be given in either MB or inches of mercury. ICAO standard is MB)

Make sure to always preface your transmissions with “N” as in N123AB rather than Comanche 123AB this also applies to domestic local flights. (Although Comanche or Piper N123AB is also appropriate, but the full registration mark including nationality (N) must be stated)

Local flights in the Caribbean:

Check local requirements. In Jamaica a coast wide permit is required. Bring some cash for landing and parking fees. VFR is the best way to fly locally and a flight plan may be needed but not in Jamaica. Local flying can be a real time saver and the lush tropical landscape makes for a beautiful scenic flight. Be advised though landing on the strait sections of roads in Jamaica is not recommended because many of them have poles placed along the sides to prevent drug planes from landing! If communicating VFR with ATC they will ask for you for “flight details” They are looking for the normal stuff N number,

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type, position, destination, altitude and they also want to know souls on board, fuel and time enroute.

Departure to US:

You need to call US Customs between 24 to 1 hour prior to your arrival at their facility to notify them you are coming in. The AOPA's guide to Customs lists the phone numbers of Customs but if you use Tamiami their number is 305-969-7511. You also need to confirm they are open during the time you plan to arrive or you need to adjust when you arrive to accommodate their hours of operation or choose another customs location. Tamiami Customs is open 7 days a week from 10am – 6pm and 11am – 7pm during daylight savings time. You can make your advance call if needed to Miami Customs who is open 24-7 at 786-265-5620 even if clearing Customs at another facility in the Miami area, but try to call the facility you are using directly if possible. As in all business phone calls get the name of the person you talked to. A confirmation number is not required but may be offered if asked for.

File an international flight plan using the route over Cuba you are approved for and include your Cuba over flight permit number and ADCUS (Advise Customs) in the comment section. As stated above you should call customs too because there is no guarantee the FSS will relay the message to Customs and there is up to a \$5,000 penalty for failure to notify.

Supervise fueling and verify the quantity on the truck with what you are charged for. Also visually verify fuel level in tanks and sample the fuel (I know the second part goes with out saying but wanted to include it anyway).

Arrival at US Customs. Open all doors and luggage doors then bring your luggage into the Customs building. You will need to fill out a Customs form CBP 6059B and a Private aircraft enforcement system arrival report form CBP 178. If you can get these documents in advance and have them filled out it will save time and impress Customs and Immigration.

Return life raft

Wow I never realized so much was involved until putting it all down into writing. I tried to be as thorough and technical as possible. Average trip cost including fuel is around \$1,000. But the trip can be very rewarding for the pilot and the passengers.

Musings from the Editor

by Ronnie Brown



The new 400/500 WAAS simulator is at Garmin now. Neat - a glide slope signal is generated for the CDI/HSI as soon as you hit the FAF for GPS approaches.

I found it on the 430 page, right side of the page (Free 400 series simulator) - click on the lower simulator link (download & details), and a new page comes up asking which simulator - the 400W/500W simulator is the one you want.

There are some new features beyond terrain and GPS glide slope. There are new messages with better detail on which way to turn RT/LT and what heading in holds and procedure turns.

I asked my avionics shop to put me on the list for the upgrade - he said it would be well into the spring before they got any of the new WAAS units.

Poor Decisions????

Incidentally, the instrument rating is highly effective at making you a better pilot - however it does not enable you to do approaches down to minimums.

We have had an alarming bunch of crashes around the Carolinas of folks trying to do instrument approaches when the ceiling was 300' and visibility of a mile or less. Two Cirrus's, two C182's and a twin Cessna made the unwise decision to fly ILS approaches to destinations where the weather was absolutely lousy. At least 14 souls lost in less than three months around here. Absolutely appalling!!!!

Membership

We Need You!

Drive 2007

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 _____

Address: _____ Family 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, January 15. Quaker Steak and Lube, 1612 E Woodlawn Rd, Charlotte, NC. Building a Superior Experimental Kit Engine by Radomir Zaric and Tad Sargent.

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

