



# THREE ZERO NINER

February 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

Winter in the Carolinas is about as varied as the number of airplanes our chapter members are building and flying, sixty degrees one week and bitterly cold the next. It is this time of year when few of us are out flying, lets face it, it just isn't any fun preflighting an airplane in the bitter cold.

What this weather is good for is working on your various projects, planning future chapter events, and staying in touch with friends.

Ron Murray is neck deep in planning the Lake Norman fly-in. The task of planning an event is not all that difficult, what is difficult is getting volunteers to commit to helping. The tasks that need to be accomplished are not difficult but they need your willing assistance for this fly-in it to be a success. So please, contact Ron and volunteer.

Someone asked me, "Which project will have a longer duration, building the chapter's RV-6A or building a chapter hanger?" My bet is that the RV will take longer. Although we have been working on the chapter hanger for some time now, plans for a hanger at Lake Norman Airpark are progressing. We hope to have some positive news to share with you in the coming months.

On April 21<sup>st</sup> we will hold our annual builder's workshop. Last year's event was a big success, with the participants building a toolbox kit provided by Van's Aircraft. We have enough kits left over that we will do the same again this year. Once again, we need volunteers to help teach this class. If you are interested in helping out or attending, please contact me.

One of the things I have taken advantage of while building my RV is the friendship and generosity of our chapter members. In the past four years while my plane has been under construction, I have called upon members to help rivet, provide advice on electrical issues, fiberglass work, and engine overhaul; you name the topic, someone in the club has received a call from me. Sometimes all I needed was to talk to someone who has been down this path before. The encouragement and help I have received from you, our members, has

*(Continued on page 2)*



**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](http://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)**

been just outstanding and greatly appreciated.

This brings up another way for you to volunteer. Even if you haven't built a plane and have no desire to take on such an endeavor, we need you to mentor someone who is building. It might be nothing more than giving someone a ride every other month in your plane. That will help remind the builder why it is they are spending all their spare time toiling away in their shop.

A great example of how some our members are already mentoring other members has been the number of e-mails going back and forth providing information, loaning engines, tools, and advice to the Team 10 Ultralight.

Blue Skies  
Bill

## Spring Fling Fly In Saturday - March 24

Believe it or not, our first big EAA 309 fly-in is barely a month away. I'm looking for people who would like to participate in this event. Listed below are some of the areas were we need volunteers. If you would like to be involved, call me or send an Email to [Ronald P Murray@msn.com](mailto:Ronald_P_Murray@msn.com) (note: there are underscores between the d\_P\_M). My phone number is 704-663-5521.

- ⇒ First Aid & CPR
- ⇒ Welcoming Tent

*(Continued on page 3)*

### 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**

### 2007 EAA 309 Board Meeting schedule:

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.

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## Mark your Calendar!

Monday - 2/19 - 7:00 PM - EAA 309 Dinner Meeting at the Quaker Steak and Lube Restaurant. See map on back page.

2/25/2007 Eagle Av., South Carolina --  
South Carolina Breakfast Club, Eagle Av. CAE

**3/19 - EAA 309 Dinner Meeting at the Acropolis Restaurant in Cornelius. Presentation on Chapter's Young Eagle Program changes - by Don Sink.**

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



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

4/28/ Farmville, NC -- EAA Chapter 960 Spring Fly-in.  
Flanagan Field (N08) from 10:00 until. Catfish lunch at noon.

5/4/2007 - 5/6/2007 Burlington, North Carolina --  
VAA Chapter 3 Spring Fly-In  
Email: [eiwilson@homexpressway.net](mailto:eiwilson@homexpressway.net)  
Web: [www.aaonline.com](http://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 - 5/20/2007 Lumberton, North Carolina --  
Mid-Atlantic Fly-In & Sport Aviation Convention. Flying, forums, exhibits, 1st class airshow.

5/18/2007 - 5/19/2007 Ft Jackson, South Carolina --  
Thunder at Fort Jackson

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

Events Downloaded from [www.southern-aviator.com](http://www.southern-aviator.com)



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

*(Continued from page 2)*  
Spring Fling Fly In (cont'd.....)

- ⇒ Announcement & Signs
- ⇒ Field Setup/Facilities
- ⇒ Flight Line/Safety/Security
- ⇒ Auto Parking
- ⇒ Young Eagle Flights
- ⇒ Food Services/Refreshments/Cooking
- ⇒ Cleanup
- ⇒ Photographer

Thanks,  
Ron Murray, LNA Fly-in Coordinator

## Commercial ads available

by Ronnie Brown

EAA 309 will offer commercial ad space on its web site [www.eaa309.org](http://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](mailto:romott@roadrunner.com)

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## Meet your chapter president

### Bill Repucci

Growing up, my father was always talking about airplanes and even had a subscription to Flying magazine. With seven kids and a dog to feed, there was never enough dis-

posable income for him to learn how to fly. Luckily one of his friends, Dale Johnson, was heavily involved with EAA 1093. At the impressionable age of 11 or 12, I remember sitting around the kitchen table listening to him talk about his latest project.

After high school I found myself at Western Michigan University with a bunch of roommates who were getting degrees in aviation. My first ride in a light aircraft occurred during my senior year. One of my roommates was working on his CFI and he asked me to go flying with him so he could practice getting out of spins from the right seat. After two hours of learning how to spin a 152 and him recovering I was hooked. To this day I don't remember getting even a little queasy during that inaugural flight.

After graduation, I pursued my PPL while living in metro Detroit and upon passing the check ride joined a local flying club. In the year and half it took me to scrape together enough cash to get my license, I never mentioned to my parents I was taking flying lessons. After passing the check ride and getting checked out in the club's 172, I flew up to my hometown and called my parents from the airport. The look on their faces when they realized it was I who flew the plane in was worth every dime I saved to get my PPL. My father was buckling himself in the right seat and was ready for a ride before I finished telling them that I was a licensed pilot.

In the ensuing 20 years since the FAA said they could trust me, I have had the opportunity to fly over 50 different makes and models of airplanes. Everything from the C-152 I learned in, to J-3's and Champs, to Great Lakes and Stearman's, to a T-6. Not to mention all the different exquisite homebuilts that our chapter members have been kind enough to let me ride in. At one point I discovered that I really enjoyed flying antiques much more than the go fast types of airplanes. These experiences lead me to purchase a 1941 BC-12/65, also known as a Taylorcraft, in 1996.

When I joined EAA 309 in 1998, the T-Craft had just been sold, and I set my sights on some of the various high wing rag and tube kits available at the time. However, when Van's came out with the RV-9, I found the plane I really wanted. An economical, fast cruiser with a low landing speed. Thus, the past four years has found me hiding in my basement trying to finish the dream of building and flying an airplane assembled with my own hands. None of this would have been possible without the help of my very supportive wife, Nora. She has been right there alongside of me throughout this journey and is encouraging me to complete it so we can start "adventuring".

## Changes to Young Eagles

A group of chapter members headed up by Young Eagles Coordinator, Don Sink are working on changes to our Young Eagles Program. Be sure to attend the March Dinner Meeting to hear their recommendations and to contribute to this very worthy and enjoyable activity.

## 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 704-660-0860.**

**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

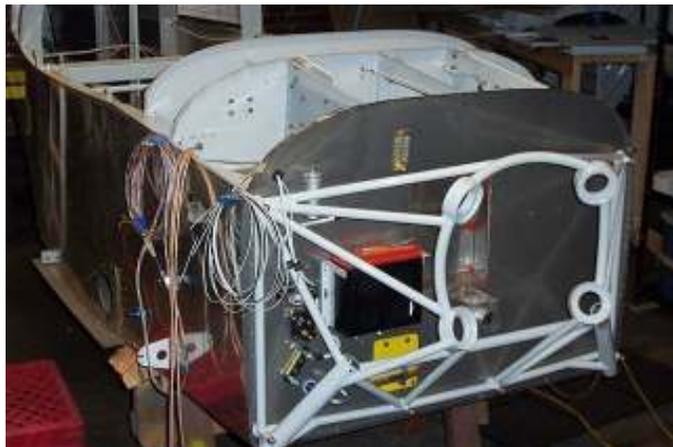
**Wanted: Hangar space** to share for Euro-Fox with folding wings, arriving in April. Only requires 8 foot X 20 foot space with wings folded. **Contact Joe Bost, 704-202-4564 or email [joe.bost@att.net](mailto:joe.bost@att.net)**

**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 approx 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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Progress photo of **Randy Utsey's RV-7**. Working on wiring relays, shunts, etc. Antenna (several) installation also underway, all accomplished with the generous help of Steve Glasgow, RV-8 builder and aviator who has written a book on my wiring and avionics.

My RV-7 will have a Mattituck IO360, (2) P-Mags and an MT (3) blade CS prop. Prop is at Sensenich in Gainesville, GA for assembly, engine is in the house.

Most avionics are ordered and all are decided upon. AFS 3400 for EFIS driven by a Garmin SL30 for GS & LOC, Garmin GNS430 will drive its own CDI head for GPS legal approaches and backup ILS information. Garmin GTX330 Transponder with traffic alert and a PS Engineering audio panel. ADI Pilot II will provide autopilot with altitude hold as well as a backup attitude indicator. There will be just enough room left for a panel mount Garmin 496 for GPS backup and weather.

Also forgot to mention that now I am truly broke! Hope to be flying in the late fall. Maybe even in 2007!

### What's happening at Mike Moore's shop....

AvWorks was asked to build an engine for Mike Mangold, the 2005 Red Bull Air Race Champion, and 4th place in 2006. He needs AvWorks power to get back to the winners circle. Also, he asked deBotech of Mooresville to design and manufacture a new cowling just for racing, in an attempt to gain more speed. The plane was flown to Ron Hofer's hangar on Jan 2, and should be ready to fly by the end of Feb, off to Abu Daubi March 1.

AvWorks is also the engine builder for John Klatt Airshows, who is sponsored by the Air National Guard. We are building a new engine for his Panzl 300, and a spare.

AvWorks recently completed an engine for Bobby Unser's 182 RG. Bobby reports the engine is turbine smooth. I can get you in touch with him, maybe that would make a good article for your news letter.

Also, we are building a GTSIO-520 for Steve Griffs, Lancair IV for Reno, and a GTSIO-550 for Roger Claypools Edge for Reno as well.

## UNDER CONSTRUCTION

### Bill Repucci's RV-9

It really looks like a plane! I figure I am now officially working on the last 90% of this project.

Back in October I made a list of 27 things that needed to be completed prior to moving the plane to the airport. Just the fact that I could make such a list was a major milestone.

Four months later I realize how naive it was of me to think I was close to finishing. Of the 27 items, three have been completed, 11 are in some stage of completion, and the remaining 13 items are not even started. The interdependency of the tasks dictate that I do some work on one item, move to the next, and then back to the first. This does not include adding a few things I had not thought about when I made this list.

Maybe in another 10 years, this thing will actually fly. Seriously, Nora and I are very close to finishing and all we (ok, I) want to do is work on the plane.

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(Continued from page 5)

As I'm sure many of you know, building an airplane is a balance between home and hobby life. Taking time out to spend time with your family and friends is just as important, if not more so than working on the project. You do remember your friends don't you? They were the people you used to associate with before you started building. I've got news from you, the sales clerk at Aircraft Spruces does not count as a friend, no matter how many times a week you call him or her.

The last few months has found me doing a lot of fiberglass work. For a guy building an aluminum airplane, I don't mind working with this strange medium. If you mess up a part, you can cut out the bad section and fabricate a new one. No waiting for the part to arrive from across the continent.

The canopy is glassed in and I'm just doing some touch up to smooth out the fillet at the base of the windscreen. The cowlings are just about complete and there is just a little cosmetic work remaining. The fit of the wing tips wasn't to my liking so they have been cut and are in the process of being "adjusted".

The panel is wired but like all projects, I have some minor modifications I would like to make prior to that first flight.

The dual Pmags are on and wired and now that I have purchased my GPS, it is waiting to be wired in. Because of my engine choice, fitting the baffles is taking longer than expected. Then there is that pesky breather tube that comes out the front of the crank case, unlike other Lycomings, which mandates the running of a breather tube down through the baffles and back under the cylinders. Then there bla, bla, bla.

Like I said earlier, only 99 more things on that list to complete and then we will be flying.

## Member projects page updated

by Ronnie Brown

I have updated the member projects page at [www.eaa309.org](http://www.eaa309.org). It wound up being a rather significant undertaking due to all of the marvelous work you all are doing out there.

I count approximately 30 flying projects and another 29 projects under construction. That is truly amazing!!! Homebuilding is absolutely thriving in our chapter.

If you have a better picture of your airplane or project, please send it to me and I'll update. I don't have pictures for several projects and flying aircraft - send them to me!

## Musings from the Editor

by Ronnie Brown



## No user fees for GA!!!!

If we don't use ATC services, we shouldn't have to pay user fees! I read a very interesting letter in the February, 2007 issue of EAA Sport Aviation magazine. I very much agree with EAA member Bill Tomlinson's comments (see page 68). He suggests that if all aircraft could be equipped with a GPS and a transmitter broadcasting the position, altitude, direction and speed of the aircraft, we would not need ATC. All aircraft would know the position of all aircraft around them and therefore would not need ATC to keep folks separated. We would be back to the days before two airliners crashed above the Grand Canyon in the 1950's. This led to trying to cover the country with radar and with ATC trying to keep IFR aircraft separated so they wouldn't crash into each other.

**Service or Control?** Unfortunately, in 50 years of "service", ATC's main mission continues to keep IFR aircraft from running into each other - little else! Even though ATC has *some* weather information available, they will remind you that their job is not to keep you out of bad weather. In fact if you are not on an IFR flight plan, VFR flight following is only on a time-available basis only - with no guarantees that they will keep you from running into another non IFR airplane. Even if you are on an IFR flight plan, ATC will tell you they are not responsible for keeping you from running into granite laden clouds. There have been too many incidents where ATC either gave clearances that did not avoid terrain or watched as aircraft crashed into a MOUNTAIN! The Hendrick crash near Martinsville is a grim reminder and example of an ATC system not working very well. The controller watched as the experienced pilot and copilot botched an archaic low-tech non-precision approach.

ATC allowed former astronaut Scott Crossfield to fly right into a vicious thunderstorm that tore his plane apart over the Georgia mountains last year. AOPA has an online web tutorial on thunderstorms that includes an accident where ATC clearing a Mooney direct to his destination airport - even though a vicious thunderstorm was in his direct path. He had requested help from ATC to avoid the bad weather The request got lost when he flew into the next ATC sector. Another shower of aluminum!!!

**See and Avoid!** Although mid-air collisions are

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rare, they occur far too often when considering there is technology available to keep this from happening. ADS-B technology is available (but far too costly after FAA certification) to provide ALL aircraft with not only electronic "see and avoid", but in-cockpit weather, NEXRAD radar, electronic flight planning, etc.

It would be far cheaper to equip all GA aircraft with ADS-B than it would be to continue trying to blanket the country with really old radar technology. Google search Australia ADSB. Our current radar has rather poor resolution and depends on archaic transponders to tell ATC what your altitude is. If you have visited an ATC radar facility, you'll agree that these very dimly lit control centers are NOT the latest technology.

**Failed Upgrades.** With the FAA's announced directions toward user fees and proclaimed revenue short falls (how about all of the wasted money with recent failed upgrades of the ATC system or "new" on-ground radar systems that picks up highway traffic as easily as it does taxiing aircraft - many of these "new" systems are shut down because they don't work as advertised. Why they decided against ADS-B which would have done a superb job on the ground to keep airplanes separated on the ground!). New TIS technology which transmits radar traffic to ADS-B's is being left out of the newest ATC upgrades.

The FAA seems intent on preserving status quo proclaiming that we have the best and safest ATC system in the world. Maybe so, but the vast enhancements in cockpit technology evident in the homebuilt market would never have occurred if all of this technology were built under TSO's and FAA approvals.

**Homebuilt technology!** Today, we have \$2500 electronic attitude and directional gyros, \$5000 glass cockpits, in-cockpit weather and NEXRAD radar for under \$2000. Electronic charts and maps, terrain avoidance, and inexpensive auto pilots. In fact, several folks have demonstrated that a \$3700 Trio autopilot with altitude control can fly down a LOC or GPS approach down to the runway. But none of these cost effective solutions were developed with the "we are here to help you" FAA. There would be a heck of a market for hand held ADS-B receivers!!!

**FAA Ban on panel mounted devices?** The FAA has decided that panel mounts for GPS's should be made illegal in certified aircraft. Are these folks really safety minded or just intent on exercising COMMAND AND CONTROL. All that would have been needed to keep the commuter jet from taking off from the wrong runway was a cheap hand held GPS with runway layouts. I know an airline captain who regularly used his hand held GPS for posi-

tional awareness while flying modern airliners - EXCEPT WHEN THE FAA WAS ABOARD!!!

**USER FEES?????** While we have this can of worms open - we ought to do an exhaustive study of the whole ATC system and its abhorrence of available technology. Perhaps we can get a safer, more user friendly ATC which can better handle the future growth of aviation. Some have said we still need ATC to coordinate landing and take offs at the busy airports. Probably NOT! I read a while back that UPS was saving 7 minutes per arrival every night by using ADS-B to get in line to land at Memphis - instead of using the archaic ATC system. That is megamillions of savings! I also heard an ATC supervisor say that he was totally against ADS-B based "free-flight" - yet later in the discussion he was bragging on how efficient US Air's ramp control system was - can you say "modern technology!"

Sorry about the rants - but as GA pilot who has used the ATC system for VFR and IFR flights across the country for the past 15 years and a big proponent of technology, I get really upset at the thought of user fees. If I have to pay, then I will definitely demand better service - hopefully from a privatized ATC which has real safety goals using the latest technology with the emphasis on the customer - the flying public!



## JUST IN FROM AOPA

### VAN'S AIRCRAFT SURPASSES MAJOR MILESTONE

Hitting the 5,000-mark is gratifying for just about any human endeavor. But in the world of homebuilt aircraft—or even certified production aircraft—it's exceptional. On Valentine's Day,

Van's Aircraft received word that RV-8 builder Steve Fromhals, of San Antonio, Texas, submitted the 5,000th "first flight" report. Later that same day, another report was received, bringing the total to 5,001. To put it in perspective, company officials figure that averages out to a new airplane in the air every 2.5 days since the company began shipping kits in 1973. It began with the RV-3, which remains in production today.

Van's latest design, the RV-12, is designed for the light sport aircraft market and should be out by the end of the

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**(blank page - reserved for your story and pictures)**

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](http://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!

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EAA Chapter 309  
18816-6 Nautical Dr  
Cornelius, NC 28031



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**NOTICE: The next EAA 309 Monthly DINNER MEETING will be held at 7:00 PM, Monday, February 19 at Quaker Steak and Lube, 1601 E Woodlawn Rd (Park Rd Shopping Center), Charlotte, NC**

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

