



THREE ZERO NINER

March 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

Spring is here, a little earlier than I'm used to. With the switch to daylight-savings time coming early, those of you who have electronic flight instruments should verify they have updated the time correctly. Assuming you are not using GMT.

Along with spring, there is the usual desire to get out and do some flying. If you and your plane have taken the winter off, take some extra time to perform your pre-flight and maybe go shoot some landings solo, better yet, bring an instructor along. Getting a little extra dual is never a bad thing.

The chapter calendar is filling up. March 24th is right around the corner, and that is the date for the Lake Norman Fly-in. Ron Murray has been busy organizing that event and from what I have heard; it will be outstanding.

Saturday, April 28th will be the date of the homebuilder's workshop. Last year's workshop was well attended with demonstrations on fiberglass lay-ups and metal working (riveting). In addition, presentations on selecting the right airplane, documentation, wiring, and shop safety will be given by various chapter members. David Borders has offered the use of his shop once again and Harold Schwab has kindly offered to organize the event. Please feel free to invite anyone interested in building to this event. Call Hal at 704-892-3310 or email hschwab@mindspring.com if you have any questions or would like to sign up to participate either as a student or instructor.

Good news on the chapter hanger at Lake Norman Airpark. Butch Stevens has provided a brief and to the point update, "Planning and zoning approval has been obtained. Next step is building plans. Any questions, call John Wigney." Additional information will be posted as it becomes known.

As most of you are aware, community education with regard to airplanes, flying, and home building is critical to the continued freedoms we enjoy as builders, wing nuts, and pilots. To this end Don Sink, the Young Eagles Chairman, has suggested that we split the YE



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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 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 24 - EAA 309 Fly-In and Young
Eagles at Lake Norman Airpark

Saturday, April 28 - 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

events away from our fly-ins. I fully support
this change for a number of reasons. First
and foremost, safety; it is difficult to control
young, excited children when there are ob-
jects of their desire moving around an air-
field. Second, having dedicated YE events will
let us concentrate on the children and provide
them a more enjoyable and memorable experi-
ence. Finally, it will allow the volunteers time
to visit with friends during our fly-ins.

Young Eagle events can only be a success with
the help and cooperation of you, our members.
Please offer to help, whether it be giving
rides, loading planes, registering YE's, cook-
ing, or marshaling planes to and from the run-
way.

Safe Flying,
Bill

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

We have lost a great friend and homebuilder...

Andy Moscarelli passed away suddenly on Sunday afternoon (March 11) while working in his yard. Andy was an avid homebuilder and loved to work with new builders. He was always ready to help a new builder with any question, to review their progress and provide feedback. His Technical Counselor skills were highly respected by the local FAA folks.

If you ever wondered how the RV homebuilts flew, all you had to do was ask Andy for a ride in his very nice RV6A. Many of our chapter members enjoyed their first RV ride with Andy.

Andy's funeral and burial will be in New Jersey. However, the family will be receiving friends at Cavin-Cook Funeral Home, www.cavin-cook.com 494 E Plaza Dr, Mooresville, NC 28115, on Tuesday evening.

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Mark your Calendar!

Monday - March 19 - 7:00 PM - EAA 309 Dinner Meeting at the Captains Galley Restaurant, 11032 E Independence Blvd. Speaker will be Don Sink - EAA 309 Young Eagles plans for 2007. Map on back.

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

4/7/2007 Salisbury, North Carolina --
Monthly "First Saturday at the EAAgles Nest" is gathering of flyers at Salisbury/Rowan County Airport (RUQ) (11 am-3 pm)
Email: jack@fly4fun.org
Web: www.eaa1083.com



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

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

5/12/2007 Burgaw, North Carolina --
EAA Chapter 297 Annual Spring Fly-In at Stag Air Park (7NC1), 10am-3pm, lunch at noon
Email: brown.garry@att.net
Web: <http://www.airnav.com/airport/7NC1>

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



July 23 - 29, 2007,
Oshkosh, WI

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 where we need volunteers. If you would like to be involved, call me or send an Email to 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

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4/14/2007 Lumberton, North Carolina --
Wings Fly-In featuring seminars, aircraft displays, vendors, and Young Eagles flying.
Email: ncaviationsafety@yahoo.com
Web: www.AviationSafetyWeb.com

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

4/21/2007 - 4/22/2007 Wilmington, North Carolina --
Coastal Carolina Airshow (ILM)
Web: www.coastalcarolinaairshow.com

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

WANT ADS



1998 Yamaha Vi-rago 250 motorcycle for sale. 5000 miles, excellent mechanical condition. This is a cool little V-twin cruiser with a black tank, great for first-time or smaller riders.

Asking \$1900. Glenn Babcock 813-505-6027 (cell)

RC Allen 22-11F vacuum gyro for sale, new in the box. This is a flagged, lighted gyro. Sells for \$923 at Spruce; I'm asking \$750. Glenn Babcock 813-505-6027 (cell)

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 Searce 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

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: 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 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 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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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

Directions

- North on I-77 to exit 36,
- 3 miles west on highway 150 to Perth Rd - Turn Right
- (big construction site on the corner),
- 1 mile North - Left turn onto Normandy Road.
- Turn left at EAA Parking Signs.

Thanks,
Ron Murray, LNA Fly-in Coordinator

Meet your chapter vice-president

I caught the flying bug at an early stage when my dad earned his pilot's license back in the early 1970's in up-state New York. We did a lot of flying in his Piper Warrior back then, toying around



New York and Pennsylvania. After moving to Charlotte back in 1993, I started working on my private pilot's license out of Goose Creek airport. After getting my license, I co-owned several planes, the last one being a 1948 Nerving. Although a wonderful plane to fly with my family, its maintenance needs convinced me that I needed to build and maintain my own experimental aircraft.

My father has been involved with EAA for many years. He has taught at the Sheet Metal Workshop out at Oshkosh for the last 24 years. I've been joining him out at Oshkosh for the last 10 years and has become a trip I truly look forward to every year. Between spending time with family and all there is to offer out at Oshkosh, what more can you want? Between the knowledge that I gained from my father and also working on Chapter 309's RV-6 project, I felt I had gained enough skill to tackle my own project. Back in 2004, I decided to start building a Mustang II. I have had a great time building this aircraft, although this whole working for a living thing has cut into my

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building time. With a recent change in jobs at The Hearst Corporation, I have found that my project is becoming a very slow build. However, most Wednesday nights you'll still find Mike Quinn and me out in my building in my backyard making small strides on the Mustang II project. You may remember that Mike was very instrumental in the Chapter's RV-6 project and I've gained a great deal of knowledge from his mechanical background.

I live in South Charlotte with my wonderful wife Terry and daughters Allison and Emily. My wife has become very good at working the rivet gun and Allison does a terrific job deburring the many rivet holes. In many ways, this Mustang II has become a family project. You'll find Allison and me at most EAA Chapter 309 functions working the food concessions.

You Might be an experimental airplane builder if...

You have ever had a conversation involving the words "mil-spec" and "AN."

- The majority of your tools aren't available at Sears.
- You always have fresh scars on your hands, even though you have a desk job.
- People ask if you have a hobby and their follow up question is "are you nuts?"
- You have at least 15 unfinished projects that aren't airplanes.
- Your first reaction when purchasing any non-food item is "I can build that."
- Your first reaction when purchasing any food item is "I gotta get some beer to go with that."
- You know what Oshkosh is and where to find it.
- You know that Alodine is not a place in Texas.
- Someone says "hey look a Moose" and you look up in the sky.
- You can't look at anything mechanical without thinking of a way to "improve" the design.
- Cleveland is a brand, not a place in Ohio.
- You'll pay hundreds of dollars to save two pounds in avionics, but you're 20 lbs. overweight and somehow that's OK.
- When people ask what you got for Christmas you have to explain what it is.
- A dragon fly isn't an insect.
- You know who Burt Rutan is and you think sideburns are kinda cool.
- A lay up has nothing to do with basketball.
- You haven't parked your car in your garage in years

UNDER CONSTRUCTION



Homebuilders Workshop

Charlotte, NC

On Saturday, April 28th, EAA chapter 309 will sponsor a builders workshop in Charlotte, NC. The class is aimed at those interested in learning basic building skills (metal work, composite, electrical, etc.).

The \$30 fee will include one Van's toolbox kit and lunch.

At the end of the day you will get to take the tool box home along with the skills you will learn.

The Toolbox Kit comes with documentation, along with all the parts and rivets needed to complete the toolbox. This training project consists of several pre-punched parts that are riveted together to form the box and lid and a hinge to hold them together.

This training project will give you the chance to try several different styles of riveting, using aluminum parts identical to those that make up the airplane. The completed toolbox is just the thing for a traveling tool kit when your RV is done or for holding your safety wire supplies, etc. Finished toolbox measures 16"L X 6"W X 4"H.

The class will be limited to the first 20 people.

Although the toolbox kits are provided by Van's people who desire to build other types of aircraft are strongly encouraged to attend.

If you have already built a metal aircraft or are currently building one and would like to share your experience with others, please email me. The more instructors we have the more our students will get out of the class.

Sign up by sending an email to ea309_workshop@yahoo.com

We look forward to seeing you there.
Harold Schwab

FAA Administrator Blakey says “we’re in a bit of a stick fight”



Staffers at [AOPA](#) have been sorting through the FAA's funding proposal to figure out exactly what all the proposed changes would cost. They've found that if the FAA gets its

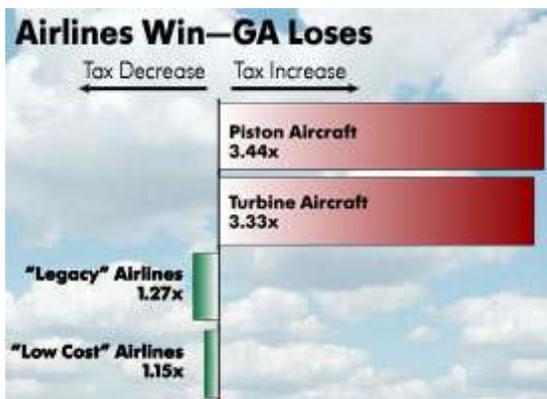
way, fliers of piston-engine aircraft would see their fees increase \$100 million per year -- more than triple what they pay today.

Fees for turbine-powered GA aircraft would also more than triple, adding up to an extra \$868 million per year. The big winners would be the "legacy" airlines, whose taxes would be cut by more than one-fourth, saving them about \$1.7 billion a year. The low-cost airlines would see a 15-percent cut, saving about \$286 million per year. "It's no wonder the airlines love this proposal so much," said AOPA President Phil Boyer. "Not only would they pay less, they'd have more control over who uses the air traffic control system, and they'd have the majority vote in setting the fees they charge themselves and others."

But isn't there an upside -- when you are forced to fly commercial, those savings will show in your ticket price, right? Not according to Boyer. "Do you really think the airlines are going to pass that cost savings on to the passenger?" he asks. Under the existing structure, airlines simply collect the ticket tax from passengers, and send it along to the U.S. Treasury. But under the new proposal, the airline would pay a user fee directly to the government, and there is no incentive or requirement to pass their savings along to passengers.

From www.overtheairways.com

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Charlie and Patti Littwin's Comanche makes the cover of the International Comanche Society magazine

N143VP has served me well for over 7 years

By Charles Littwin

International Comanche Society

South East Tribe Chief
ICS # 14089

Thank you Patti Littwin for being the Photographer and Van Lawless for his piloting and providing of his aircraft as the photo aircraft.

N143VP has truly been a wonderful aircraft in all regards of performance, comfort, looks, endurance and mission versatility. The story begins when I wanted to upgrade from my Cherokee 140 in October of 1999. N143VP, a 1965 PA24-260 based in Watsonville, California was advertised in Trade-A-Plane. It fit my criteria well, had new paint, interior, was nicely equipped and had only 475 hours SMOH. I flew out to California with my mechanic. The airplane looked just as good up close as it did in the pictures and passed my mechanics pre-purchase inspection so the deal was signed. I still remember Gary's face, the previous owner when we taxied out. He was almost in tears and I feel a chill as I recall that moment.

The flight home to New York was eventful to say the least. It was the highest I had ever flown (16,000 feet), the longest leg I had ever flown (5 hours), the first time I had used oxygen, and the first time the engine sputtered and surged (We had run out of gas in one of the tanks, but then Steve switched tanks and power was restored). Only moments before the engine burbled I was saying how we would be #\$\$%^ out of luck with an engine failure as I marveled at the sheer cliffs of the Rockies. We arrived back safely in New York the next day after an overnight stay in Grant, New Mexico.

After returning to NY with the Comanche I immediately started my IFR training and received my instrument ticket in June of 2000. Getting the instrument rating which was my second smartest decision in aviation, right below buying the Comanche. The IFR ticket has enabled me to increase mission versatility and sharpen my piloting skills through increased pilot proficiency and improved communication skills. Looking back I don't know why I waited almost 6 years from when I first got my ticket back in October of 1994. I now fly IFR 90% of the time even if in VMC.

My Comanche is truly mission versatile; from short local flights, long cross countries for business, pleasure or to visit family, Young Eagles flights, day trips to Myrtle

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Beach, Oshkosh Air Venture trips, aerial photography or the three journeys I have made over water to the Caribbean. In the seven years I have had the privilege of owning N143VP she has never left me stranded due to mechanical problems.

My wife Patti sometimes says she would like an aircraft with more cabin room for trips with another couple. As we all know our back seat often gets loaded with luggage for a week long trip. But for the few "long" trips we make which fill the back seat the Comanche still makes the most sense vs. a larger, more fuel thirsty aircraft for the other 90% of my flights where the back seat is absent of luggage.

I have never gotten into owner maintenance or assisted annuals, although I have recently started doing oil changes mostly for the convenience of getting it done at the 50 hour mark and after a flight so the oil is real warm. I also change all external light bulbs including the landing light mostly for the convenience of getting it replaced right away. Having the aircraft so close to home gives me the ability to "tinker" any time I'm not at work or away. When I am not flying I enjoy cleaning the aircraft. When people tell me "keep the shiny side up and the greasy side down" I say "there is no greasy side."

The appearance of the Comanche is something I also love about the aircraft. Every time I look at her I marvel at the contours, shape and color scheme. Like a fine glass of wine that improves with age this feeling never goes away. I also get many compliments by others on the paint scheme and colors. I recall several years ago while I was at the airport with my wife when a couple of airport friends came up to us while we were next to the aircraft and said while admiring the plane "wow...she really is a beauty" I looked away from the plane, looked at my wife Patti, put my arm around her and said "thank you." Patti and the other women's jaws dropped.

Being a member of the Comanche society continues to be a tremendous value in Comanche ownership. I feel privileged to part of such a wonderful organization and to now have the opportunity to serve as the SE Tribe Chief. Meeting the many folks at Fly In's and Conventions who have owned their Comanches for 20 or 30 years while exciting, does not surprise me. I remember a few years ago when I met Phil Boyer at a Pilot meeting when he told me of a "very wealthy person" he knew who could own any aircraft he wanted but choose a Comanche.

Charles Littwin owns a manufacturing company in Troutman, NC which produces a line of new sports balls called Yackle Ball, Yackle Ball Jr., Night Yackle and is developing Yackle Bone and Aqua Yackle. The stores carrying the ball include FAO Schwartz in NYC and Walgreen's www.yackleball.com

Jacksonville EAA Members Score Victory over Anti-Aircraft Ordinance

Copied from the EAA 1083 Newsletter. Forwarded courtesy of Charles Littwin

EAA members in Jacksonville, Florida, discovered that you indeed can fight City Hall. In a show of unity, about 20 EAA'ers from Jacksonville's Chapter 193 and other area chapters persuaded the city council to either repeal or re-write its [controversial ordinance](#) that prohibits parking or storing aircraft in residentially zoned areas as well as repairing, testing, operating, modifying, or altering flying craft anywhere on a residential lot.

Chapter 193 members Jeff Nordseik, Ben Burbridge, and Sam Fischer made photo presentations illustrating how unfair the ordinance is. For example, because of the narrowly written ordinance, a resident can legally build a fiberglass canoe at home, but not a composite fuselage. Working on furniture in your garage is allowed, but not a wing rib. Want to weld an iron bedstead? Go ahead, but welding aircraft tubing is off limits.

Council member Lake Ray, who authored the ordinance, admitted that it was a mistake and too over-reaching. "He (Ray) said there was a good chance the council would repeal the law." But even if they don't, they'll at least re-write the ordinance with significant input from EAA members." Any restrictions for aircraft should be the same as those for similar hobby pursuits, such as automobile restoration, said Milford Shirley, Chapter 193 President.

In a separate meeting with council member Ray, chapter members discovered that many years ago he was a student pilot and even soloed, but stopped flying to pursue other life and family goals.

Chapter members immediately invited Ray and the other council members to visit future flight events where they hope to reintroduce him to recreational aviation, including a flight in a new special light-sport aircraft based at the airport.

Shirley also mentioned he was extremely happy with the advocacy relationship with EAA, where the chapter took the lead with EAA providing backup support as necessary. "It was a win-win for everyone," Shirley said.

The ordinance was passed in June in response to a residential complaint against EAA member Brian Kraut, who's been charged several times since for code violations. Kraut made an unsuccessful attempt in December to have the ordinance declared unconstitutional, and the charges are still officially pending.

Tax relief for antique aircraft owners...

by Jack Neubacher

For three years I have been lobbying my local North Carolina representative to include a change in the Tax rate for vintage aircraft, currently set up for any airplane built before 1954. On Friday evening I received an e-mail that said this bill has been sent to the House Finance Committee for discussion this year. This tax relief for some private airplane owners is now being considered in the North Carolina Legislature. I have enclosed a copy of that final bill as signed by the Governor in 1997 later in this message, it is printed in red. We need help from all owners and interested parties to contact members of the finance committee to urge and lobby for support. In a following e-mail to you, I have forwarded my Representatives e-mail regarding this matter. This e-mail included a link to the finance committee. If you click on this link and open it, then click on the committee members names It will address an e-mail to that member and you can send them an e-mail about your interest and ideas of this bill. If you have any questions please feel free to e-mail back to me and I will try to get you some follow-up information. Please forward these messages to all North Carolina Vintage aircraft owners that you may know. I have tried to get an e-mail list from EAA Vintage but this hasn't been received yet and I wanted to get the word out as early as possible.

First a little background so you can have the information on what to ask for.

In 1997 the North Carolina Legislature passed a bill which makes all airplanes built in 1954 or earlier with special taxing reducing their tax value to \$5000. They did much the same two years earlier for antique automobiles. The original bill for Automobiles stated that cars more than 30 years old are consider vintage and taxed at a rate of \$500. In the final reading I couldn't find the age but had some other age related requirements. I don't think we can swing airplanes older than 30 years but in my opinion, a good point of age for this bill may be those built before 1970.

Jack Neubacher may be reached at jack@fly4fun.org or 704-213-6937

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.

The reality is . . . it won't work!

Should this unfair plan ever be enacted, general aviation will crumble under its weight. We will simply stop flying due to the horrendous financial burdens placed upon us. Imagine another \$.70/gallon in taxes. How about paying \$30 for a FSS briefing. Want the ILS? Yep . . . \$14!

Not only will many of us stop flying, those who remain will curtail any form of recurrent training outside of a simulator.

In short . . . we're dead in the water! GA will come to a screeching stop, and so will the supply of future airline pilots!

2007 EAA 309 Board Meeting schedule:

Monday, May 14th
Monday, July 9th
Monday September 10th
Monday, November 12th

Randy Utsey has more than graciously offered to let us use his office to hold our board meetings.

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

Member projects page updated

by Ronnie Brown

I have updated the member projects page at 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!!! Homebuild-ing 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!

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



FIGHT FAA USER FEES!

NOTICE: The next EAA 309 Monthly DINNER MEETING will be held at 7:00 PM, Monday, March 19 - at the Captains Galley Restaurant, 11032 E Independence Blvd. Speaker will be Don Sink - EAA 309 Young Eagles plans for 2007.

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

