



THREE ZERO NINER

April 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.

Gone West

Andy Moscarelli

On a beautiful Sunday afternoon, March 11 Andy was working in his yard to remove a tree stump when he slumped to the ground.

We lost a very dear friend, one who was always ready to help a fellow builder get started on his airplane, or answer any and all questions, or provide the final inspection before the FAA gave an airworthiness certificate. The family received friends from 6:30 - 8:30 PM, Tuesday, March 13, 2007, at Cavin-Cook Funeral Home, Mooresville. Services were held on Friday, March 16, 2007, in Pennington, NJ.



On Saturday, March 24, Ron Schreck (RV8), Bill Caruthers (RV8), Tom Waskow (RV4) &

Tad Sargent (RV7A) flew a missing man formation over Lake Norman Airpark while Taps played on the public address system. There wasn't a dry eye to be found as we paid our last respects and honored Andy.



His wife Edith and family were special guests of the EAA Chapter 309 fly-in. Andy had been a member of the chapter since 1999. Our deepest sympathies to Edith and Andy's family. **We will miss him!!!**

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!

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 Dinner 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

Special board meeting...

Chapter president, Bill Repucci called a special board meeting on Tuesday, April 3 to discuss and decide on the Andy Moscarelli Memorial Fund. Close to \$2000 has been donated to the fund.

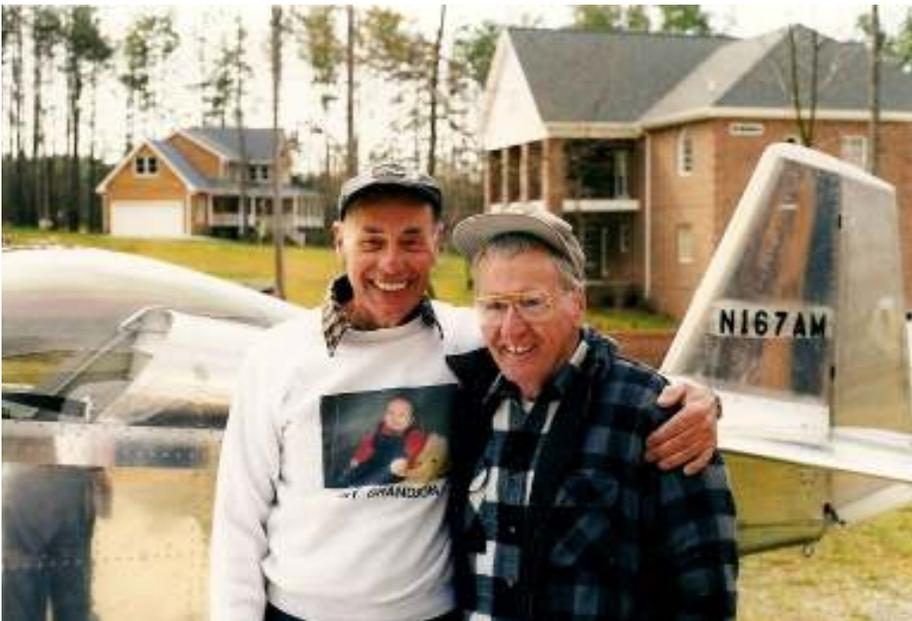
How to select and fund a Young Eagle to attend EAA's Air Academy in Oshkosh, WI as well as choosing and paying for young student pilots locally were discussed at length. The board decided that we would not send a young person alone via commercial airline due to current travel confusion by the airlines. (Cancelled flights and overbooking are common.)

There was a lot of favor for giving 5 hours of

flying les-sons (but not solo) to get student pilots started. Kathy Jones at Lincoln County has offered to donate training time to this effort.

After the meeting, Bill Repucci talked with EAA and determined that there was prospect from the midwest that is looking for funding to attend the Air Academy. Bill asked for a copy of her information.

If you have received YE credits from EAA, please consider donating those too.



Andy and his good friend , Bob Cahill pose in front of Andy's RV6A after its first flight in 1998(?). Andy helped Bob build a Fisher Dakota Hawk. Bob passed away in 2002 before the Dakota could be finished.

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!

NEXT MEETING - Monday - May 21 - 7:00 PM - EAA 309 Dinner Meeting at Hal Schwab's home to check out his scratch built Sonex homebuilt - which is nearly complete. See Map on back.

NO MEETING IN APRIL - See you in Lakeland!

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



4/21-22 MCAS Beaufort, SC. MCAS Beaufort Air Show

4/21-22 - Wilmington, NC -- 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.

4/28-29 - Greensboro, NC - Wings Fly-In featuring seminars, flying, aircraft displays, and vendors.
Web: www.AviationSafetyWeb.com

Tuesday, May 1 - AOPA Safety Seminar Say it Right - 7:00 pm at Discovery Place, Charlotte, NC

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

5/4-6 - MCAS Cherry Point, NC -- MCAS Cherry Point Diamond Anniversary Air Show

5/5 - Salisbury, NC -- Monthly "First Saturday at the EA Eagles

Nest" is gathering of flyers at Salisbury/Rowan County Airport (RUQ) (11 am-3 pm) Email: jack@fly4fun.org; Web: www.eaa1083.com

5/12 - Burgaw, NC -- 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 Seymour Johnson AFB, NC -- Wings Over Wayne (GSB)
Web: www.seymourjohnson.af.mil/airshow/

5/18 - 20 Lumberton, NC -- Mid-Atlantic Fly-In & Sport Aviation Convention. Flying, forums, exhibits, 1st class airshow. Email: mafsac-boss@yahoo.com; Web: www.mafsac.com

5/18-19 - Ft Jackson, South Carolina -- Thunder at Fort Jackson, (CAE)
Web: celebratefreedomfoundation.org

5/26 - 27 - Florence, South Carolina -- May Fly Air Show, (FLO), 9am-5pm, JUST PLANE FAMILY FUN. Web: www.mayflyairshow.com

6/2 - Asheboro, NC -- NC Aviation Museum Craig Branson Memorial Fly-In, free BBQ lunch for pilots/passengers, 9am-5pm, Asheboro(HBI).
Email: ncam@atomic.net; Web: ncairmuseum.org

6/2 - 3 - Hendersonville, NC -- Western North Air Museum Air Fair
Email: bbcarter@bellsouth.net Web: www.wncairmuseum.com

Events Downloaded from www.southern-aviator.com



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

Based at Gastonia Municipal Airport, GAC is a flying club, with three aircraft, including a Cessna 172 and 182 and a Piper Cherokee 180. Memberships available. 704-892-4095 or info@gastoniaaeroclub.com

Commercial Ad Space Available!
Call Ronnie Brown at 704-892-5122.

WANT ADS



1998 Yamaha Virago 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 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

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. **Call Earl Fortner at 704 455-5326**

Cherokee Arrow is a 1967 with 2006 hours total time air-frame 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 704 455-5326.**



Paul Poberezny will appear on the Outdoor Channel's general aviation program, Wings To Adventure, on Saturday, April 14, at 7 p.m. and again at 9 p.m. EST.

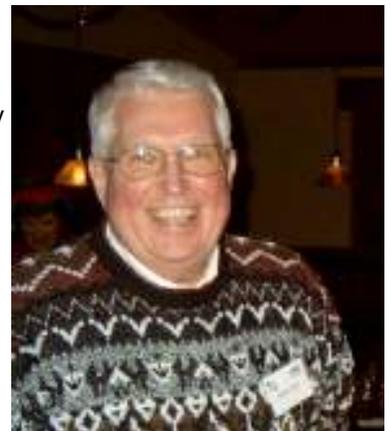
The episode, "Homebuilt Airplanes," features Paul exploring the history of the homebuilt movement, the Experimental Aircraft Association, and grassroots flying.

FLIGHT CANCELED!

Unfortunately, The Outdoor Channel has canceled production of Wings To Adventure, the series Tom Gresham created, produced and hosted for two years. The shows currently airing (first and second quarter of 2007) are being put together from video shot last year.

Meet your chapter secretary - Bob Allen

There has not been a time in my life that I can remember when I was not interested in airplanes and aviation. In fact, I remember drawing pictures of airplanes as a small child before entering grade school. At the age of twelve, I was allowed by the Peoria, Illinois Squadron of the Civil Air Patrol to attend the Cadet Squadron Meetings al-



though the minimum age at that time was 14, and throughout my teen years I was a very active Civil Air Patrol Cadet. It was through the CAP that I got my first direct exposure to pilots and light aircraft - particularly, the Squadron's airplane which at that time was an L-16, the military version of the Aeronca Champ.

When it came time for college, I was fortunate enough to be able to attend Bradley University in Peoria and eventually join the Bradley Flying Club where I obtained my PPL on 12/30/77 and an instrument rating on 7/10/79. Following that, my wife two children and I lived in Chagrin Falls, Ohio for a few years where I had the opportunity to solo in gliders as well as rent a variety of powered airplanes.

In 1983, a job transfer brought us to the Charlotte area, and in 1996, I joined the Gastonia Aero Club. Upon joining the GAC, I limited my flying to only the club aircraft (Cessna 172, Cessna 182 and Cherokee 180) until 1999 when some friends and I

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bought an Aeronca Champ, N4221E (the same type of plane as my first airplane contact of 54 years ago), and formed the Carolina Champ Club, Inc. For the past year, N4221E has been down for maintenance, but we plan to have her flying in February, 2007 with an engine upgrade to 85 HP that we hope will give her more "get-up and go."

Over the years, I have been very lucky to have had a supportive and understanding family that has allowed me to pursue my lifetime interest in aviation and to have the opportunity to meet and associate with some of the best people in the world, fellow pilots. Aviation is and has been a very meaningful part of my life, and I am eagerly looking forward to learning more and furthering this interest through participation in EAA Chapter 309.

Sonex nears completion (I hope)

by Hal Schwab

My son and I have been working diligently to try and complete our Sonex so we can get flying for summertime. The engine build is taking a little longer than I had hoped, but it will be done soon. All we have left to do are to mount the engine, cut and install the cowl and canopy. I hope these tasks will go quickly. **(Ed Note: We will get to see this project in person at the May dinner meeting!)**



Above is the mount for Hal's VW engine. To the right are the dual glass displays - Dynon EFIS and Airmap moving map. Nice carbon fiber panel!

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 working, 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 to-

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Ron Miller "I will be going to Sun & Fun but only for one day with my dad. I had hopes of flying my airplane but I had to take the engine off and install a plug to allow the prop to cycle. This will delay me until the end of April."

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Bill Wilson - "Above is a photo of my scratch built center section and wing spars for my **Thatcher CX4**. I had the ribs laser cut, so my next job will be to form the ribs to attach to the wing spars."

(Continued from page 5)
gether.

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.

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.

The class will be limited to the first 20 people. There is plenty of space available for participants, so contact me at hschwab@mindspring.com.

We look forward to seeing you there.
Harold Schwab

Hangar update.

- Basic permitting is complete, drawing package is being prepared.
- Tentative timing is start in May 2007, finish August 2007.
- Water and sewer will be included in project.
- Hydroswing design has been selected for the main overhead door.
- Steel for the owner's 80ft x 120 ft hangar section has been delivered to the site (this steel was available from another cancelled project).

EAA 309 Dead Reckoning Navigation Competition

Time: 9:00 am, Saturday, 8.18.07

Place: Lake Norman Airpark (to be confirmed)

- Come and polish your navigation skills. Make sure August 18th is blocked out on your calendar. If you have a plane, we want you to find a navigator and come and have fun.
- Lindbergh managed to get to Paris in the dark in 1927. Can you find your way around North Carolina in daylight in 2007?
- Competition is designed for aircraft with at least 2 seats; i.e. pilot + navigator.
- Competition will be with sectional chart, compass, stopwatch and E6B only.
- Electronic aids such as GPS and VOR will not be permitted. Panel displays will be taped over.
- Route will be approximately 200 nautical mile with several waypoints.
- Published cruise speed will be used as a handicap basis for timing en route. All planes will be on a level basis regardless of speed.
- Start and finish will be at Lake Norman Airpark.
- Further details will be advised.
- Questions – please contact the event organizers – Sam Stewart and John Wigney.

My memories of Bill Kershner

by Bill Wilson

After I purchased a Cessna Aerobat, I started looking for an aerobatic teacher. At that time I had a Private certificate with an Instrument rating. I called Bill Kershner and we scheduled two days of instruction.

During our first session I found that Bill was very serious about ground school teaching aerodynamics along with spin aerodynamics. For every hour in the air, we spent two hours in ground school. During the second day of instruction on May 11, 1999, I took a photo of him that captured his joy for flying just after ground school when we were going up for more spins. After seeing the photo, Bill and his wife Betty asked to use the photo, so I was honored for them to use the photo.

I told Bill that I would obtain my Commercial certificate and CFI certificate to give spin and aerobatic training in my Aerobat. After obtaining my CFI certificate, I went back to Bill to receive two more days of training. Bill gave me very intense ground school and to top off the flight training we climbed to 9500 MSL and entered a full power LH spin. The engine shut off and stopped windmilling at 13 turns. (unported fuel pickups due to centrifugal force) Bill told me to take my hands and feet off of the controls and the Aerobat continued to spin. You could apply full opposite rudder and the Aerobat continued to spin. By using the NASA technique, the technique described in the Aerobat manual for recovery, we recovered from the spin after 21 to 22 turns at 4400 MSL. That spun "my" gyros!

Bill liked to joke so he said to yell "clear prop" before restart!

When visiting Bill's house you "signed in". I am sure many prominent aviators have signed the book at his home. Bill told me when the people from NASA were looking at his spin research films when using tufts of yarn on the wing surfaces to show the stall portions of the wing, they wanted to know why he used the color yarn he used. Bill told them it was the only color his wife would give him!

Bill made me a better pilot and gave me some great memories!

Dick Healy's Crossflow back in Canada

Dick made a safe trip to Canada and back last week to deliver his Lancair and engine to Crossflow to get performance and cooling problems sorted out. He borrowed John Wigney's double axle trailer to make the haul. Dick hopes to fly his beautiful plane back home soon!

News from Mike Moore's Avworks...

The news I have now is that Mike Mangold is at the Red Bull Air Races, he is running one of our engines. He was the fastest in practice, and the fastest qualifier. The races wont be until this weekend, can I postpone my "news" until Sunday or Monday so we can post the race results?

Mike brought the plane to us from California in early January and flew it home March 17th (45 days start to finish). If you recall the September meeting was here last fall and co-hosted by Hans deBot, next door at the carbon shop. Hans and I work together on a lot of projects, and this was one of them. Hans made a new cowling, new wheel pants, wingtips, gear leg fairings, and instrument panel. Mikes plane is a lot lighter and has just over 60 HP more than he had last year. Fuel flow at take off is 33 gallons per hour on a normally aspirated parallel valve 540 Lycoming.

I have another one in the shop now - A California customer. This guy uses this one for Reno racing, and it is a single seat Edge 540 with a geared engine out of a Cessna 421 installed. Twin turbo, intercooled, water injection, the whole "9 yards". Come by anytime.

Race update: Mike Mangold took second place in Abu Dhabi behind Peter Besenyei of Hungary by 1.03 seconds. Mike remained undefeated until the final round, was the #1 qualifier and the fastest in practice. Next race is Rio de Janeiro, Brazil, then back to the US in Monument Valley Utah May 11th. You can see more at www.redbullairrace.com

Also, we are beginning the buildup of Long Island Airpark's Steve Griffs race engine for his Lancair IV, which just made its first flight last week. Steve will be running a GTSIO-520 (Cessna 421 engine and wide chord prop), that will produce over 750 HP at over 60" of manifold pressure.

Our next door neighbor Hans deBot of deBotech Carbon Fiber, not only made a race cowling for Mike Mangold, but also will be making both Claypools and Griffs raceware as well.

Best tires for you aircraft?

If you have ever wondered about the best tire for your plane, here's an excellent article by Aviation Consumer that has been around a while but still very applicable:

<http://www.desser.com/epdf/ACJuneFinal04-dtr.pdf>

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Update from Scott Stout...

I received two small engraved panels from Front Panel Express and was very happy with the quality of the work.

Their software allows you to mock the panel

up and print it out to verify the dimensions prior to placing the order. The "Disable" and "EM2" panels were not cheap, but worked out far better than my attempts at using a label maker and pasting them to the panel. The holes above the EM2 panel were where I had the intercom, but have since decided to move it to another location more appropriate for the subject which it represents. The holes will be plugged with plastic caps at some later point.



utes later we were standing in what can only be described as LARGE mass of humanity waiting to get through the metal detectors. We strolled the grounds of Augusta National Golf course. BEAUTIFUL is an understatement. It is Disney on grass. Every blade of grass is perfect, the grounds are immaculately clean and everyone is very nice.

We stumbled upon some notable names while there and enclosed are some snapshots of our time there. The TV cannot accurately portray the undulations of the greens. They look like a topographical map of the Rocky Mountains. It was well worth the time spend and I'll be back as soon as I win their Lottery again as this is the only way to get tickets. Thursday through Sunday passes waiting list was closed for new names in 1970 and will not open in the foreseeable future. Anyone can submit a request for practice round tickets, I have won them for the last 2 years. It is such a beautiful place to see up close.

Gone to see Tiger....

by Tad Sargent

On Wednesday Terry and I flew to Daniel Field, Augusta, GA for the Masters practice round and par 3 tournament. The weather started out cloudy and cigs of 3-6000.

Upon arriving at the airport at daybreak the skies were clearing and we departed for Augusta. I have been many time but always wanted to fly to the tournament in my airplane with Terry then take a taxi to the golf club and eliminate a 3 hour drive. The flight down was uneventful as always.

Boy was I in for a surprise we parked on the ramp. Any twin or small jet you could name was there and parking was at a premium, \$25 for the day thank you. I paused for a look around as more jets and twins were arriving, I paid and off we went by taxi waiting for us just outside the door. 15 min-





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TO: EAA CHAPTER PRESIDENTS

I would like to take this opportunity to thank you for the dedicated service to EAA and the many fine comments I've received. It has been a learning experience for me while reading Chapter newsletters.

I know of no other aviation group that puts so much energy into aviation than the nearly 1,000 Chapters of the Experimental Aircraft Association and of any group throughout the world. Your international organization - EAA, you personally, your Chapter officers and members have created a wonderful family with so many friends.

While reading these newsletters, I find that you may know where you're located, but someone reading your newsletter (they do tend to travel around), may have difficulty making contact with your Chapter. Sometimes there's an address listed with no zip code, or no telephone number, or a phone number lacking an area code or even the Chapter's location. Even the postmark can be misleading, coming from 50 to 100 miles from where it was originally mailed. The lack of Chapter address/contact information can be challenging for those trying to get in touch with your Chapter.

From time to time I have been asked could this wonderful privilege be lost? I guess I would have to say "yes."

There are many excellent articles appearing in the Chapter newsletters and I note your editors pleas for Chapter content - "If I don't get any information from you (the members), I can't print it in the newsletter..." So, we'll be forwarding interesting material from time to time found in the Chapter newsletters to the editors for their consideration and use, giving credit to the Chapter from which the information appeared.

In a future letter to you, I will bring up the matter of Chapter "associate members." These so-called members are those individuals who elect not to join the parent organization but are willing to only join the local group. This is an over 50-year issue which continues today. Yep, it was that way since Chapter One was

formed back in 1953.

I would like to conclude this letter with food for thought: Having played a significant role in the amateur-built aircraft program for over half a century since its beginning working with the then CAA and now FAA, I have seen the true amateur builders add significantly to the development of the homebuilt movement and an earned safety record. That our government gave its citizens or a group of individuals the privilege to design and build an airplane for educational as well as recreational purposes is a great gift - many meetings and discussions were made on the merits of such a program. Safety issue examined the destructive powers that the weight of the light aircraft might have in the event of damage to the public in an accident where they were to be flown in the initial test areas and thereafter, as well as the carrying of passengers. A reasonable safety record for the movement in those early days was earned - even other countries sought our input and allowed their citizens the same privileges.

The 51% rule: With hand and mind you could create your own aircraft. The 1% over the 50% gave us a very slight margin over the builders having to build one half of the airplane. It also allowed for items that could be used in the construction, such as engines, wheels, brakes, propellers, instruments and other such off the shelf hardware.

Through the freedom the movement has earned great educational opportunities and an education has been gained.

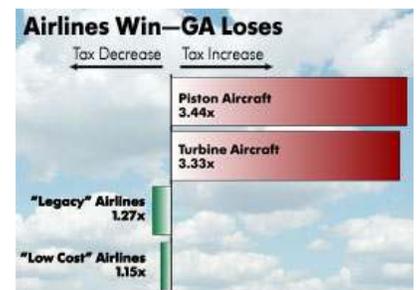
From time to time I have been asked could this wonderful privilege be lost? I guess I would have to say "yes."

Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION
Paul H. Poberezny

If the FAA used the money they already have more effectively - we wouldn't be in this predicament! (can you say ground radar fiasco - remember MLS? Why has it taken so long for FAA to adopt GPS approaches and ADS-B?) Need more proof the system is broken? Listen to

<http://home.online.no/~chainly/JFKGround.mp3>

FAA Administrator Blakey says "we're in a bit of a stick fight"



PACIFIC PIONEERS, THE REST OF THE STORY

by *Howard Cochran*

For your information and the others, there is an OUT-STANDING book about Pan Am entitled PACIFIC PIONEERS, THE REST OF THE STORY by Jon E. Krupnick. It is a history of Pan Am and is filled with photos and the history of opening up the Pacific and the routes of the Clipper Ships. The author has a web site at www.pacificpioneers.com, he can also be contacted at Email jonpac@aol.com. The book contains almost 700 pages and is 8-1/2 by 11 in size and is hard bound. A beautiful story and it has more detail than I have ever seen in a book like this.

Good for the coffee table.

Wiring your plane?

by *Ronnie Brown*

I downloaded the following note from the Matronics Aero-Electric user list (<http://www.matronics.com/subscribe/>)

From: "Robert L. Nuckolls, III" <nuckollsr@cox.net>
Subject: Re: AeroElectric-List: Re: wiring diagram benefits?

At 12:01 AM 3/15/2007 -0400, you wrote:

>Just do it, you'll be happy you did, and may hate yourself
>if not I will do my first flight next week, and so far there
>have been 3 issues regarding electrical stuff which were
>a piece of cake to track down and fix because I took the
>trouble to do a 6 page diagram with Z11 as a base.
>Here's the deal... I wired it last year, and if you think you'll
>remember >all those pathways about 2 years after first
>flight, you have a lot better memory than myself. It was a
>mystery to me until I pulled out my handy-dandy wire
>book... Voila!!! No problema!!!

This doesn't have to be time consuming or expensive. Do page per system drawings in pencil and keep a Pink Pearl eraser handy for corrections. You can do the drawings in a 3-ring notebook. When the airplane is done, "fog" the penciled pages with clear Krylon finish to "set" the pencil for longevity that rivals ink.

Total time added to your task will be trivial in the grand scheme of things. Further, as others have suggested you'll be glad you did it a few years hence. The wirebook can also cite component part numbers to make spares procurement easier as well.

Gone to Sun-n-Fun...

- **Bob and Barbara Perkins are driving down.**
- **John Wigney is driving and camping out.**
- **Bob Thayer and David Borders are driving and camping out.**
- **Jim and Margie Schnicker are taking their camper and doing their usual volunteer work.**
- **Ron Miller and his dad are going down.**
- **Bill and Debbie Wilson will be there while vacationing on the Gulf.**
- **Ronnie Brown is flying down if there are 3 straight days of forecasted good weather (tired of camping in the rain!!!)**
- **Ron Szot and John Schroeder and flying down in their Lancair if weather is good. Seat available if you have someplace to stay.**

And the NOTAM for flying in is at www.faa.gov/NTAP/sunn-fun.pdf. There are some changes from previous years. This NOTAM is very well done and includes pictures of the area to help you get familiar with what you will see on the arrivals.

Another thing I've been doing for about the last 7 years or so is ordering parts and supplies as much as possible over the 'net. When an order has been submitted, you almost always get a screen dump of the order that includes where you got the parts, that the numbers are, how much they cost, etc. I print these screens (or e-mail confirmations) to pdf files using Adobe Acrobat (other pdf generators may work as well). Name the file with a date-supplier protocol like 70320B01_Digikey. This decodes to Bob's first purchase on March 20, 2007 and placed with Digikey.

When all these files get dumped into a purchasing directory, I have a complete history of orders that sort in date order and can be searched. It takes seconds to record the order to a common data folder and a few seconds longer to search later and find where I purchased an MS21919 clamp or a DPX5050 pressure transducer.

When your airplane is done, you can print out these files to paper, punch them and put them in the back of your wirebook too. Takes mere minutes to collect the information and offers fast access to tons of maintenance data.

Bob . . . <http://aeroelectric.com/>

To create an electronic CAD wiring diagram, try this freebie - www.expresspcb.com/. The schematic portion of this program is easy to use, has lots of built in symbols, you can draw your own special symbols for reuse. I have a 6 page schematic from an RV (I think) that was composed in ExpressPCB that I can Email anyone who wants it. Ronnie

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.

Pass it On!

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. 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

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, May 21
- at Hal Schwab's
home in Cornelius.
Pizza and refresh-
ments while we view
Hal's nearly-ready-
to-fly Sonex.

**No Dinner Meeting in April - See
you at Sun-n-Fun**

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

