



# THREE ZERO NINER

August 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 Air-line Transport Pilot. Several are A&Ps and all share a love of aviation. Membership is open to anyone interested in aviation and learning about the construction of Experimental Aircraft.**

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



## **N941WR – It is officially an Aero Space Vehicle!**

*by Bill Repucci*

It is hard to describe the first flight. Let me start by saying that since it is my plane, it is the BEST flying airplane in the Universe!

After 2800+ hours spent over four years and two months, RV-9 N941WR took to the Carolina blue skies over Goose Creek Airport (28A) on Sunday morning, August 5<sup>th</sup>, at 8:25 AM. Well, they were blue skies after the ground fog burned off.



Let me first thank everyone who helped with this project. I could not have done it without your support and help.

Dale Ensing and I had met to discuss the first flight, what my expectations were, and how I would handle any emergency that may crop up. I highly recommend the First Flight program as it really makes you think about your skills, preparation, and mental state prior to that first flight.

Dale agreed to fly over to Goose and be there for me and to transport Nora over to Monroe (EQY) so she could watch the first landing. Tad Sargent offered to fly chase with Radomir Zaric in the right seat. Radomir's job was to reminding me to look at the gauges and to write down temps and pressures when I called them out. Tad holds a "Wingman's Card" and was part of the 35 ship of RV's that flew at Oshkosh, so I wasn't worried about his ability to stay out of my way.

After the fog burned off, pre-flight complete, I strapped on a parachute, climbed in, started up, and taxied down for the first takeoff. Nora and Radomir were standing about halfway down 28A's 2300 foot runway in hopes of getting a good picture. Unfortunately for them and fortunately for me I was off the ground in less than 300 feet and climbing better than I could have imagined.

I climbed up to 3000 feet and circled the airport while Tad and Radomir buckled in and took off to join me. Tad did a masterful job of joining up and staying far enough away (behind and below) that I wasn't aware he was there except to let him know I was turning left and right to try out the controls and for him to tell me I wasn't leaking anything. While this was going on, Dale and Nora drove over to Monroe (Remember that fog I mentioned?) to watch the first landing. After some time circling Goose, we headed over to Monroe where I continued to circle left and right, testing the controls, watching the temps and pressures.

Prior to letting down for my first landing I throttled back to 1400 RPM and at 90 MPH indicated, I deployed 10 degrees of flaps and the thing started climbing. Off came some more power and in went another 20 degrees of flaps and she was still climbing. So, I took out all the power and put the rest of the flaps in and waited for the speed to bleed off. I had not planned on doing a full stall, only nibble at it but when the airspeed indicator got down to 45 MPH (I'm old school that way, I like MPH not knots.) and it was just starting to burble a little I held it steady and let it break. The power off, full flaps stall occurred at around 42 MPH. Amazing! I would like to say is stalled

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**309'ers WEB SITE [www.eaa309.org](http://www.eaa309.org)**

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**2007**



**Chapter 309  
Charlotte, NC**

**YOUR NAME**

## EVENT SCHEDULE!

- Saturday, August 18th - 8:30 AM at Lincoln County Airport (IPJ) Time and Distance Dead Reckoning Proficiency competitive flight
- Monday, August 20 - EAA 309 Monthly Dinner Meeting at Quaker Steak and Lube, Park Road Shopping Center. Tad Sargent will tell us about his formation flight with 34 other RV's over Oshkosh. Meeting starts at 7:00 pm
- Saturday, September 8 - EAA 309 Fly out & lunch
- Thursday - Sunday, October 4-7. EAA's Aluminum Overcast B-17 at Concord Regional.
- Saturday, November 10th - Lincolnnton Fall Fly In.
- 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)**

## Builder and Owner Courses

*by Mike Moore*

Beginning later this fall, AvWorks will offer workshops for EAA 309 members and friends.

The classes will include welding, basic electricity, and others useful to the homebuilder. For more information or questions contact Mike, [michaelhmoore@yahoo.com](mailto:michaelhmoore@yahoo.com)



The Board had decided that Name Tags will be made for all new members. Contact Earl Fortner - Phone or e-mail Earl at 704-455-5326 or [efortner@vnet.net](mailto:efortner@vnet.net). If you have not received your name tag yet, please contact Earl.

These name tags not only look nice, it helps us learn each other's names - AND if you don't wear yours to each EAA 309 meeting or event, you will be assessed a \$1.00 charge to encourage you to wear yours!

## Hangar Update

*by John Wigney*

A small team consisting of Sam Stewart, Bob Allen and myself are investigating possible options for a hangar/ workshop location after our plan at Lake Norman ran into difficulties.

Our first choice is to find something satisfactory at a local airport such as Gastonia or Goose Creek and we are also looking at the possibility of a workshop / meeting room facility at a non-airport location.



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](mailto:info@gastoniaaeroclub.com)

### 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, 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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## Dead Reckoning Competition \*\*\*\*\*

*by John Wigney*

Sam Stewart and I look forward to more entries in the competition. At the moment we have :-

- Bob Allen & Diana Deyton (crack navigator!)
- Eric Roberts (looking for navigator - contact Eric at 704-537-8503)
- Scott Stout & navigator
- Tad Sargent & navigator

The winning pilot and navigator for the competition will each receive \$50.00 Aircraft Spruce gift certificates, 2<sup>nd</sup> place will receive \$25.00 certificates, so make sure you get your names in for this fun event.

The event will be on Saturday 8.18.07 at Lincoln County airport. We will gather at 8:30 am and the crew meeting will be at 9:30 am. First take-off is scheduled for 10:15 am. The list of waypoints will be issued on the previous evening so that participants will be able to accurately plan and time their route in preparation. The winner will be the plane with the most accurate elapsed times at the waypoints and the finish. The course will be less than 150 NM and no GPS, VOR or other radio aids will be permitted.

All the details are published at <http://www.eaa309.org/>

## **An IFR training flight**

*by Scott Stout*

On Sunday, August 5th, my brothers schedule finally freed up to allow him to be a safety pilot. In this case it happened to line up with my annual trip to pick up the girls from my parents place down in Southport, NC. Even better, the airplane I rent had just been upgraded to a garmin 430. This allowed me to fly gps direct to Oak Island( SUT ) and to fly a couple of approaches once there. The way back was by airways.

We departed Lincolnton just as the sun was rising. Airports along our route were listing 6+ miles visibility, but my brother insists those observations were overly optimistic. Since I was heads down with the foggles on it all looked the same to me.

Prior to lift off I had programmed in a direct route to Southport in hopes Charlotte would clear us into their airspace. Well, you are probably already laughing heartily at my wishful thinking. Of course we weren't cleared. So, our route took us

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# Mark your Calendar!

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

## **Saturday, August 18th - 8:30 AM at Lincoln County Airport (IPJ) Time and Distance Dead Reckoning Proficiency competitive flight**

9/1/2007 Salisbury, North Carolina --  
"First Saturday at the EAAgles Nest", Salisbury/Rowan County AP(RUQ) 11 am-3 pm.  
Email: [jack@fly4fun.org](mailto:jack@fly4fun.org)  
Web: [www.eaa1083.com](http://www.eaa1083.com)

## **Saturday, September 8 - EAA 309 Fly out & lunch**

9/15/2007 - 9/16/2007 Albemarle, North Carolina --  
2007 Albemarle/ Stanly County Fly-In and Air Show (VUJ), 10am-3pm.

9/22/2007 Farmville, NC -- EAA Chapter 960 Fall Fly-In. Flanagan Field (N08) (10am-2pm). Lunch at noon.  
Email: [webmaster@eaa960.org](mailto:webmaster@eaa960.org) Web: [www.eaa960.org](http://www.eaa960.org)

9/26/2007 - 9/29/2007 Woodruff, South Carolina --  
Triple Tree Aerodrome (SC00) Fly-In. Limited to licensed pilots, EAA, AOPA, AMA members & guests.  
Email: [joenallmasters@bellsouth.net](mailto:joenallmasters@bellsouth.net)  
Web: [www.joenall.com](http://www.joenall.com)

## **10/5-7/07 - Concord NC - B-17 Aluminum Overcast - Saturday night BBQ dinner with WWII pilots and crews. EAA 309 and EAA 961.**

10/13/2007 Burgaw, North Carolina --  
Fall Fly In at Stag Field. BBQ lunch 1130-1330. See website for approach/landing info.  
Email: [brown.garry@att.net](mailto:brown.garry@att.net)  
Web: [www.eaa297.org](http://www.eaa297.org)

10/5/2007 - 10/7/2007 Camden, South Carolina --  
VAA Chapter 3 Fall Fly-In.  
Email: [eiwilson@homexpressway.net](mailto:eiwilson@homexpressway.net)  
Web: [www.auaonline.com](http://www.auaonline.com)

11/10/07 - Lincolnton County EAA 309 Fall Fly In - Hamburgers, Hot Dogs, Static Displays.

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

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## WANT ADS



### Taylorcraft 1945 BC-12D

N43992, Built 12/45, Cont A65 300 hrs since Major Metal Prop 105 hrs since overhaul  
Ceconite 10/80 rejuvenated and repainted 1997  
TT 3137, Annual 4/07, Cessna type hydraulic toe brakes  
Asking \$19,999. Steve Isaacs, Statesville, NC, 704-876-3981

**1974 Cessna 172M**; AAFT 9075; SMOH 1360. Narco CP136TSO Panel; 2 Narco MK12D, one with GS and 3 LMB, Narco Transponder AT150; Panel Mounted Garmin 396, Strobes, Hangared. New Hy-Tec Starter, New Battery, New Tires and Tubes, New Front Wheel Fairing. Current Transponder and Altimeter Certification (01/07). Recent new alternator and voltage regulator. Good Paint, Good Interior, Avionics Mater. Annual 11/06. Located at 14A. Asking \$48,000. Call 704-66.-5834.

### 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)

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

## Meet director John Schroeder

John brings broad and substantial experience in aviation to the Chapter and its members. After graduating from the U.S. Military Academy in 1958, he was commissioned in the Air Force where he spent 23 years in a wide variety of jobs. The initial years were spent in tactical fighters flying the F-100C and then the F-105D. After a 100-mission combat tour flying the F-105, he was assigned to graduate school at the Kennedy School of Government, Harvard University and then to the USAF Academy where he was an Assistant Professor of Government in the Political Science Department. Following a year at the Command & Staff School, he transitioned to the F-4 and spent a year in Thailand as the Assistant Operations Officer, 13<sup>th</sup> Tactical Fighter Sq. flying F-4D's and E's. Almost 8 years after his first combat mission over North Viet Nam in the F-105, he flew in the last Air Force missions over North Viet Nam, Laos and Cambodia.



After a brief stint at the Joint Air-Ground Operations School, he became the Commander of the 549<sup>th</sup> Tactical Air Support Group and moved the newly formed group to Patrick AFB, FL where they flew and maintained 43 OV-10 and O-2 aircraft. Flying 25-30 training missions a day, the group was responsible for all airborne forward air controller training in the Air Force. The group received an Air Force Safety Commendation for two years of accident-free flying during his tenure.

Following a year at the Army War College, he was assigned to the Pentagon as a Division Chief, in the Secretary's Office of Congressional Liaison. Yes, indeed, the military services have their own lobbyists! He retired from the Air Force as a Colonel and spent the next 16 years working as a government liaison specialist for several companies in the Washington, DC area. The last eleven years were with United Technologies', Sikorsky Helicopter Division as their liaison to the U.S. Senate and managing the legislative part of a joint Boeing-Sikorsky-Army program: the Comanche helicopter. The program was for the development and deployment of a composite, stealthy and fully integrated light attack-scout helicopter.

John and Libby moved to the Lake Norman area in 1997. They moved into their new home at the Air Park in 1998. He transferred his EAA Chapter membership from Northern Virginia Chapter 189 to our Chapter 309, and also is a member of the AOPA. He and Ron Szot completed building and testing their Lancair ES and are happily flying it around the country. John is a commercial pilot, instrument pilot, rated multi-engine and single engine land and has several type ratings.

**FIGHT FAA USER FEES!**

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*(Continued from page 1)*

straight ahead but it did roll off to the right a little. It could have been me or it could have been the airplane. I'll know more on subsequent flights. The good news is it started to fly again almost immediately.

With that one stall completed it was time to land.

I circled down from 3000 feet to pattern altitude and did a normal left hand pattern and turned final at 500 feet for runway 23. Other RV-9 fliers had told me they use 70 MPH on final and when I trimmed it out, it stabilized at 65 MPH and I left it there. Approach to landing was rock solid and the flair was a non-event with the normal (for me) skip to a three point landing. The plane tracked straight and the video Nora took shows almost no rudder movement.

Flight one over, we pulled the cowling and performed a post-flight inspection. No leaks were identified so we cowled up and pushed it over to the pumps to top it off for flight #2.

The second flight was a bit more exciting than the first one. Almost immediately after takeoff I realized I had a serious overheating problem. An abbreviated pattern (500' max) was executed with a quick slip to an uneventful landing was made.

After an inspection it was determined that one of my P-mags ([www.emagair.com](http://www.emagair.com)) had lost its timing mark. Dale and Nora were very helpful in resetting the mag after Tad and Radomir flew back to Goose to retrieve the required tools. With the P-mag retimed, I made another uneventful flight, this time landing back at Goose Creek. Total time for all three flights was two hours.

The question about how it flies compared to other RV's is hard to answer. I have had the opportunity to fly an RV-4, RV-6, RV-6A, RV-7A, RV-8, and now the RV-9. Each RV is a good plane in its own right but when pressed all I can think of is it is responsive w/o being quick, yet it is very stable.

The ROC surprised me. With half tanks and myself aboard, I still expected to roll about 400 feet before becoming airborne, certainly not less than the 300 feet I used. By the time I turned downwind at Goose Creek I was at 1000' AGL. That is with the "little" O-290-D2 of only 135 HP pulling me along. That should give you a taste of my first flight.

Thanks again for everyone. I could not have completed it without your help and support over the past four plus years!

### P-Mag Issue

Although I had performed the mandatory service bulletin in June, one of my P-mags lost their timing mark. It turns out that wiring the P-mags per Bob Nuckolls, you run the risk of

## UNDER CONSTRUCTION



### Meet new member Steve Isaacs

Steve called me a couple of weeks ago needing a Flight Advisor as recommended by his insurance company. I agreed to help him as need - which included a Technical Counselor inspection as well as suggesting he join EAA 309.

He has built a beautiful Sonex from the kit and including the Aerovee 80 HP VW engine. He claims he has a "fat Sonex, 671#, I guess that I should add 3 more since my serial number is 674." However, I found beautifully - nearly ready to fly. He built it in his two car garage (and wife Susan is ready to get her garage back!).

Steve will be moving to Statesville airport for the FAA inspection and first flights.

*by Ronnie Brown*

### Hal Schwab's Sonex is in the air!

Hal flew his scratch built Sonex powered by Aerovee engine from Lincoln County on Saturday, August 11. Congratulations Hal!!!!



**Scott Stout volunteers to lead 309's Young Eagles!!**

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## News from Red Bull Air Race and Mike's new Shop

by Mike Moore

The AvWorks powered Edge 540 of Mike Mangolds took first place in Istanbul Turkey and again last weekend in London, England. Mike has finished in the top three positions in every race so far this year. You can go to [www.redbullairrace.com](http://www.redbullairrace.com) for pictures and videos.

We are also nearing completion of Roger Claypool's Sport Class Reno racer, and with any luck we will be completed just in time. Rogers plane will be running a GTSIO-550 which should produce over 1500ft/lbs of torque, and have a climb rate well over 6,000fpm.

All are welcome to come by the shop and take a look. We recently moved to our newer and much larger shop, we will be hosting an open house, along with deBotech later this fall. AvWorks 234 Overhill Road, Suite B, Mooresville, NC 28117.

### John & Libby Schroeder's Alaska Trip – The Alaska Tour N58WP – Lancair ES

#### Trip Statistics:

Days: 20

Total Nautical Miles: 6424 (approx.)

Flying Time: 46.2

Average Cruise (KTAS) 175

Fuel Consumed: 496.6

Fuel Cost: \$ 2,179.70

GPH: 10.75

Nautical Miles/Gal: 12.94

Avg. Price/Gallon: \$ 4.39

The Alaska Tour was conducted by a fellow named Dale Hemman, accompanied by his wife Eileen and their friend Cathy Rocco. Dale is the owner of "Let'sFlyAlaska". You can find much more information about the operation at his website: [www.letsflyalaska.com](http://www.letsflyalaska.com). It is a superbly run operation – thorough preparation, detailed briefings, excellent flight leadership and a spectacular set of itineraries. We took the 7 day "Inland Passage" that went to Victoria, BC (RON), Port Hardy, BC (Fuel), Prince Rupert, BC (RON), Ketchikan, AK (RON-2 nights), Orcas Island (1 night with an optional second night) and then back to Olympia. Unfortunately, he will not run this trip again until 2012. Instead, he will run 3 two-week trips to Fairbanks (through Canada) and then back down the Inland Passage to Olympia via Anchorage,



Back to Ketchikan

Seward, Ketchikan and a several other stops.

For anyone interested in aviation, a visit to Dale's new hangar is a must if you are near the Olympia airport. You can't dream of a better facility for running an operation like his, or for hanging out with other aviation-minded folks, or for partying, or for a keeping an airplane happy. It has a spacious sleeping room upstairs in one corner, a full bathroom, laundry facilities, cooking facilities, a fireplace, two desks and bookcases for working, very high speed wireless internet connections, a briefing area and space for two cars and a golf cart for towing his Bonanza.

He and Eileen did a lot of the work themselves, including grouting the tile on the floor! In addition to the numerous items of aviation memorabilia and storage space, there are two pinball machines, a pool table, a popcorn machine, an antique Coke cooler, a hot dog cooker, and yes, an airport dog to visit with.

We arrived a day earlier than required (in the rain) so that we could rest, do some laundry and perhaps tour the local area. There is a lot to see and we chose to drive to Tacoma to visit the Glass Museum. Many of the country's best known glass artists live in the Pacific Northwest. We especially liked the program that involved artists who took children's art and turned it into a glass objects. Each child received the original and a reproduction was on display at the museum. Some were good enough to sell. Neat program! The bridge over the highway to the museum entrance contained walls of Dale Chihuly's works as well as two dramatic turquoise columns of glass shapes.

All of the aircraft for the tour had arrived by noon that day. The post flight work was easy because Dale had arranged for expeditious refueling, rental car pickups and drop offs and ramp space for the group – not to mention hot dogs, chips, soft drinks, ice cream and popcorn. Fol-

*(Continued on page 7)*

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Following a few hours of relaxation we met for dinner in the hangar and a comprehensive briefing covering the entire trip. This included homework to study the charts and briefing guide. We made phone calls to notify Canadian Customs (CANPASS) of our expected arrival time and place, and to file flight plans with the local Flight Service Station (FSS). The pre-tour preparation - a series of 24 well written e-mails from Dale - was so thorough that the home work was partly a refresher and we could concentrate on the additional materials he distributed.

The briefing time for the first leg was set for 0900 the next day. We had to hustle to check out, turn in a rental car and make it into the hangar. We weren't sure that Dale's pristine Bonanza was flyable when it was surrounded by such comforts in the hangar. We knew the trip was a go when he towed it out of the hangar and announced that we would taxi at 0930. As you can see from the picture, the weather was a bit cloudy. One of the pilots from Oregon joked to Libby that if we were home in NC we probably wouldn't fly today. The first leg was a relatively short one. He led 11 airplanes in a loose trail formation at about 1000 feet above the ground or water from Olympia, north past the Seattle skyline to Port Townsend, WA and then west to the town of Sequim. In that first half hour, we caught our first glimpse of the spectacular scenery to follow on the tour. Since we were running a few minutes late for our appointment with Canadian Customs, we passed up Port Angeles and headed across the Strait to Victoria. Clearing customs at a busy airport in Canada was interesting. We were directed to taxi to a customs-area and call an 800 number. There were two possibilities: be cleared by phone or shut down and wait our turn for a more formal session. Despite busy phone lines and some confusion, we all were cleared on the phone. Thank goodness for cell phones. We taxied to the Victoria Flying Club's facilities, parked with the help of their ground crew and enjoyed a private lunch in their clubhouse.

An antique double-decker bus took us from the airport to the renowned Butchart Gardens. Although we had been there before, it was as beautiful as ever with the spring and early summer flowers. Later, we checked into one of the great, charming landmarks of the city - the Fairmont Hotel built in 1908. All of our rooms overlooked the busy inner harbor. Seaplanes were constantly landing and taking off from the wide channel and taxiing around the ferries and a cruise ship. While some of the group enjoyed high tea at the hotel, we decided a long walk to relax in the cool afternoon air would be a better choice. We had our second seafood dinner of the tour - fish, chips and ale at the Irish Times. Great food and a charming, busy pub.

The rest of John's trip report is on the [www.eaa309.org/](http://www.eaa309.org/) complete with GREAT pix!!!

around Charlotte to the east side. Finally allowing us to climb up to 5,500 just before Wilgrove.

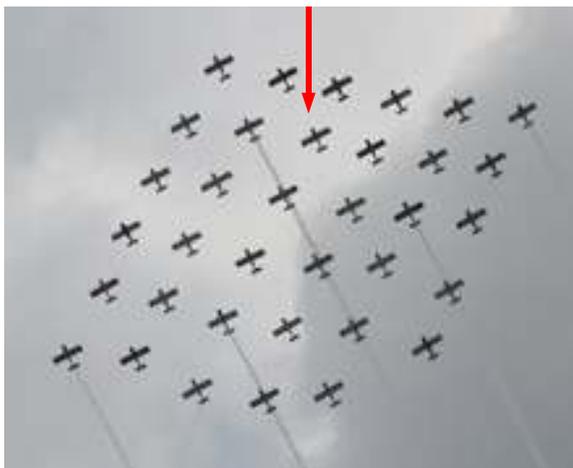
Once we were up to altitude, punched the direct button and the Garmin 430 dropped me a new line to Oak Island. Flying the CDI was not different than a vor. The frequency down was eerily quiet. Every so often we'd ping approach just to make sure there was still someone out there as the only thing in front of us was soup.

The GPS 5 approach into Oak Island is simple affair and once loaded and activated in the 430 was easy enough to fly. Though, interestingly enough the FAF to MAP leg is not aligned with the runway, so while I was flying the needle, my brother kept nervously leaning over as it looked to him like a crazy final-ish, base-ish leg into the airport. Our first approach terminated in a purposeful missed approach with a hold. Then the second time at the GPS 5 was to be terminated in a full stop landing. The IAP to MAP legs went fine, however at 1 mile on the gps I removed the foggles. At this point I was at about 93 knots and 500 feet AGL in a Cessna 172. I pulled the power, got the white arc, put in full flaps, and slipped to landing. On termination of the slip, say 200 feet from the runway threshold, airspeed was still at the top of the white arc. I held the altitude about 15 feet above the runway to bleed off speed. At this point I am 1/4 of the way down the runway and I got sloppy. I let the airplane settle from that height and bounced the landing, a good 10 foot bounce. At that point my senses returned to me and gave it a little power, settled down again for a proper landing., retracted the flaps, full brakes, and full up elevator. I easily made the mid-field turn off, but still grumpy from the first bounced landing since getting my private almost 10 years ago.

The return trip was via the Chams intersection on V213 to V259. However, the handoff from Florence approach to Charlotte approach sometime after the Chesterfield VOR did not go well. Charlotte was unable to hear us on either the nice new Garmin 430 or the old reliable King KX170. This turned out to be good as well as I had to keep on course while futzing around with the radios. Trying to transmit on one or the other, occasionally getting a "Aircraft transmitting still can't hear you" from Charlotte. Over the town of Pageland my brother and I agreed to reroute ourselves using the GPS again. This time a descent to 3,000, direct to Concord, then using the NDB to IZN for the localizer 23 approach into Lincolnnton. This went just fine, but there was still the mad dash to make a play for the runway. If this were to have been actual IMC minimum conditions, is it typical to have to do these gyrations to make the runway? How do you smoothly do this on your approaches? 4.9 hours of flying, 4.2 hours of simulated instrument. Any day you fly an hour is a good day, 4.9 hours was a great day!!!

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### 1941 CIRCUMNAVIGATION OF the GLOBE BY PAN AM'S "PACIFIC CLIPPER"

This article is sure to arouse empathy from aviators who have piloted or navigated aircraft over long stretches of open ocean....or imagined the challenges of doing so.

The Round The World Saga of the "Pacific Clipper"

John A. Marshall

Engines: Four (4) 1,600 hp (1,192 kW) Wright R-2600 Twin Cyclone (1,192 kw), 14 cylinder, air-cooled, radial engines.

Wing Span: 152 ft. (46.33 m.)

Length: 106 ft (32.31 m.)

Max T.O. Weight: 84,000 lb. (38,102 kg.)

Max level speed: 199 mph (320 km/h)

Cruising speed: 184 mph (296 km/h)

Range: 5,200 miles (8369 km)

First flight: June 7, 1938

Ceiling: 19,600 feet

Accommodation: 10 crew, 74 passengers

*This article originally appeared in the August 1999 Issue of "Air and Space Magazine" - This is a continuation of the story that began in the June issue of the 309'er Newsletter.*

*Continued from June and July Issues*

The engines had been at take-off power for nearly five minutes and the their temperatures were rapidly climbing above the red line; how much more abuse could they take? With agonizing slowness the big Boeing began to climb, foot by perilous foot. At last they were clear of the walls of the gorge, and Ford felt he could pull the throttles back to climb power. He turned the airplane toward the west and the Atlantic. The crew, silent, listened intently to the beat of the engines. They roared without a miss, and as the airplane finally settled down at their cruising altitude Ford decided they could safely head for Brazil, over three thousand miles to the west.

The crew felt revived with new energy, and in spite of their fatigue, they were excitedly optimistic. Against all odds they had crossed southern Asia and breasted the African continent. Their airplane was performing better than they had any right to expect, and after their next long ocean leg they would be back in the hemisphere from which they had begun their journey nearly a month before. The interior of the airplane that had been home to them for so many days was beginning to wear rather thin. They were sick of the endless hours spent droning westward, tired of the apprehension of the unknown and frustrated by the lack of any real meaningful news about what was happening in

**OUR OWN TAD SARGENT** is in the formation above!!!

Any pilot who has tried formation flying knows it is harder than it looks. And if flying close to two or three pals seems daunting, imagine flying in formation with 34 other airplanes. But a group of Van's RV pilots, determined to honor designer Richard VanGrunsven and Van's Aircraft on their 35th anniversary of being at Oshkosh, pulled it off with panache last week.

After a couple of practice runs at a nearby airport, the 35-ship formation flew a mass arrival into Wittman Field on Sunday afternoon, the day before the show opened. On Tuesday and Wednesday, all 35 airplanes took off four at a time, then flew several maneuvers over the show. "This formation over OSH was the buzz along the flightline and particularly noteworthy as 35 pilots and planes remained mechanically sound and in precision tight formations five times over a five-day period," flight leader Stu McCurdy told AVweb. "It was a fitting acknowledgement of 35 years of Van's Aircraft producing quality homebuilt kits, with more than 5,000 now flying."

During the airshow, the airplanes took off four at a time in fingertip formation, McCurdy said. "After takeoff, the No. 4s dropped into the slot for four-ship Diamond formations, and the four-ship Diamonds then formed two 16-ship Diamond of Diamonds formation with a three-ship tacked onto the second. The two formations then entered the airspace over Oshkosh with a criss-cross maneuver followed by a join-up into a Double Diamond shape. The 35-ship then transitioned in a Figure 8 pattern over OSH into an Arrow formation, then a Cluster formation, and then for the final pass they joined into a huge 35-ship Diamond formation. As far as we know, this is the largest close formation shape ever flown at AirVenture, or anywhere else." **Article from [www.avweb.com](http://www.avweb.com)**

*More from Tad at the August 20 Dinner Meeting!*

## THREE ZERO NINER

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a world besieged by war. They just wanted to get home.

After being airborne over twenty hours, they landed in the harbor at Natal just before noon. While they were waiting for the necessary immigration formalities to be completed, the Brazilian authorities insisted that the crew disembark while the interior of the airplane was sprayed for yellow fever. Two men in rubber suits and masks boarded and fumigated the airplane.

Late that same afternoon they took off for Trinidad, following the Brazilian coast as it curved around to the northwest. It wasn't until after they had departed that the crew made an unpleasant discovery. Most of their personal papers and money were missing, along with a military chart that had been entrusted to Navigator Rod Brown by the US military attache in Leopoldville, obviously stolen by the Brazilian "fumigators."

The sun set as they crossed the mouth of the Amazon, nearly a hundred miles wide where it joins the sea. Across the Guineas in the dark they droned, and finally at 3 AM the following morning they landed at Trinidad. There was a Pan Am station at Port of Spain, and they happily delivered themselves and their weary charge into friendly hands.

The final leg to New York was almost anti-climactic. Just before six on the bitter morning of January 6th, the control officer in the Marine Terminal at La Guardia was startled to hear his radio crackle into life with the message, "Pacific Clipper, inbound from Auckland, New Zealand, Captain Ford reporting. Overhead in five minutes."

In a final bit of irony, after over thirty thousand miles and two hundred hours of flying on their epic journey, the Pacific Clipper had to circle for nearly an hour, because no landings were permitted in the harbor until official sunrise. They finally touched down just before seven, the spray from their landing freezing as it hit the hull. No matter -- the Pacific Clipper had made it home.

The significance of the flight is best illustrated by the records that were set by Ford and his crew. It was the first round-the-world flight by a commercial airliner, as well as the longest continuous flight by a commercial plane, and was the first circumnavigation following a route near the Equator (they crossed the Equator four times.) They touched all but two of the world's seven continents, flew 31,500 miles in 209 hours and made 18 stops under the flags of 12 different nations. They also made the longest non-stop flight in Pan American's history, a 3,583 mile crossing of the South Atlantic from Africa to Brazil.

As the war progressed, it became clear that neither the Army nor the Navy was equipped or experienced enough to undertake the tremendous amount of long distance air transport work required. Pan American Airways was one of the few airlines in the country with the personnel and expertise to supplement the military air forces. Captain Bob Ford and most of his crew spent the war flying contract missions for the US Armed

Forces. After the war Ford continued flying for Pan American, which was actively expanding its routes across the Pacific and around the world. He left the airline in 1952 to pursue other aviation interests.

The Crew of Pacific Clipper: Captain Robert Ford First Officer John H. Mack Second Officer/Navigator Roderick N. Brown Third Officer James G. Henriksen Fourth Officer John D. Steers First Engineer Homans K. "Swede" Roth Second Engineer John B. "Jocko" Parish First Radio Officer John Poindexter\* Second Radio Officer Oscar Hendrickson Purser Barney Sawicki Asst Purser Verne C. Edwards.

\* Poindexter was originally scheduled to accompany the Pacific Clipper as far as Los Angeles, and then return to San Francisco; he had even asked his wife to hold dinner that evening. In Los Angeles, however, the regularly scheduled Radio Officer suddenly became ill, and Poindexter had to make the trip himself. His one shirt was washed in every port that the Pacific Clipper visited.

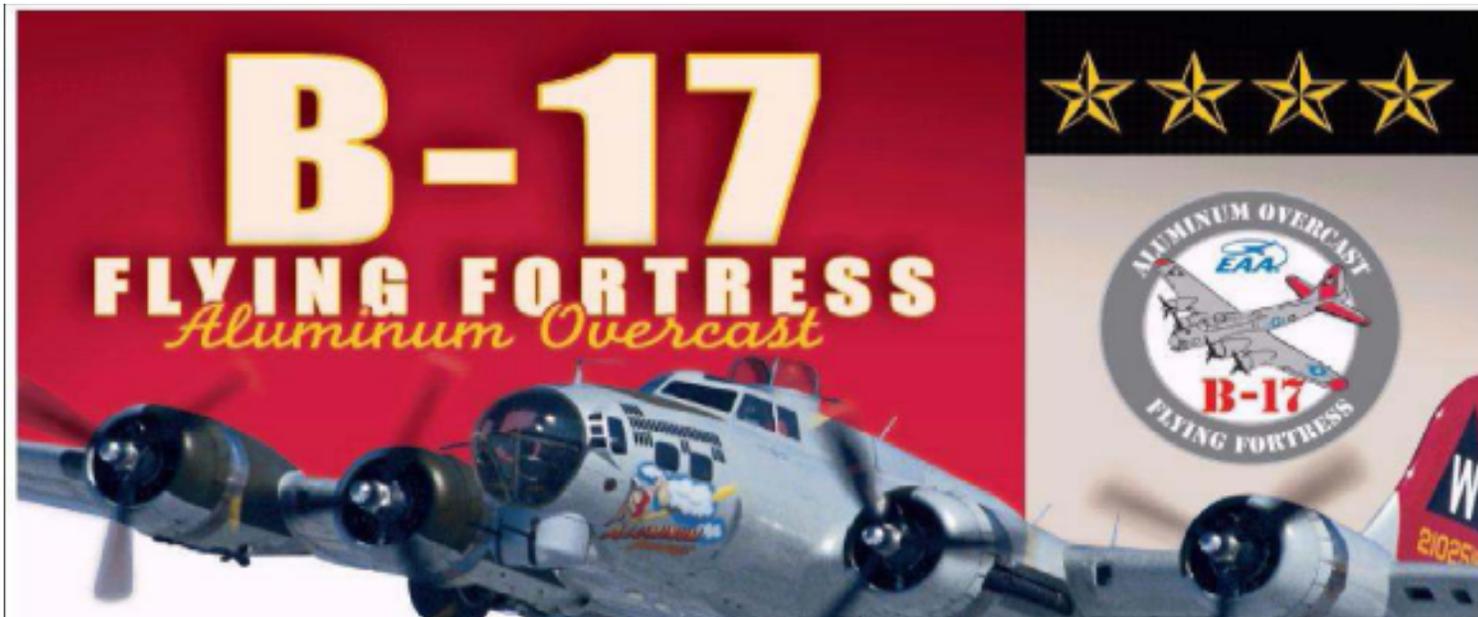
Editor's note: I have always been fascinated by the Pan Am flying boats and their ocean flights to exotic and out of the way places. More info is at:

A great book is at <http://www.flyingclippers.com/postflight/0076-2.html>

<http://www.flyingclippers.com/panam.html>



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<b>8:45 AM</b>	<b>11:00 AM</b>
<b>9:30 AM</b>	<b>11:45 AM</b>
	<b>12:30 PM</b>

For reservations

**Call 800-359-6217**

or Visit the B-17 website at [www.b17.org](http://www.b17.org)  
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**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.

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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  
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Charlotte, NC 28278  
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EAA Chapter 309  
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**NOTICE: The next EAA 309 Monthly DINNER MEETING will be at 7:00 PM Quaker Steak and lube, Park Road Shopping Center, Monday August 20. Tad Sargent will tell us about the Historic 35 RV formation celebrating 35 years of Vans Aircraft.**

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

