



THREE ZERO NINER

September 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.

Newsflash!!!

It is with great sadness that I must pass along that we have lost a great friend and 309er. Howard Cochran had a massive heart attack this afternoon (9/11) and passed away on the way to the hospital.



October 4-7 EAA B-17 Visit:

A planning meeting was held on Thursday (9/6) and Monday (9/10) Here's some of the details of the planning:



B-17 Tour Lead: Tad Sargent has the lead for the B-17 tour.

Marketing: Chuck Porter, Sam Stewart and Ronnie Brown will lead the marketing efforts. All TV and radio stations and newspapers have been contacted with information about the upcoming visit. The B-17 will arrive on Thursday and this will be primarily be reserved for media tours and interviews. There will be flights for selected media folks. Sam Stewart is coordinating the media flights. A reporter and photographer get a free ride on the B-17 in exchange for a story in their media (Radio, TV, newspapers, etc.)

Signs: Joe Bost and Sam Stewart are handling getting signs out around the Airport and Concord Mills Area as well as parking signs at the Airport.

Parking: Sara Forrest and Sue Robb are responsible for parking and shuttle bus operations. The parking area will be to the right as you enter the Concord Airport.

Ground Tours and Flight Operations: Howard Cochran is the lead with John Schroeder assisting. The B-17 Rides will cost \$359 for EAA members and \$399 for non-members but includes a one year EAA membership. These flights will begin on Friday morning and run through Sunday. Flights will start at 9:30 am and end at 1:00 PM. More flights will be added as needed to meet ticket sales.

There are eight seats available for each flight: four in the aft compartment (by the

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309'ers WEB SITE www.eaa309.org

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2007

EVENT SCHEDULE!

- Monday - September 17 - 309 Dinner Meeting at Captains Galley - 7:00 PM. More discussion and planning for the B-17.
- Wednesday - Saturday, September 26 -29, 2007 - EAA 309 Fly out & lunch - TRIPLE TREE: A DIFFERENT KIND OF FLY-IN
- Thursday - Sunday, October 4-7. EAA's Aluminum Overcast B-17 at Concord Regional.
- Monday - October 15, 7:00 PM - EAA 309 Dinner meeting at Cookhouse Restaurant in Cornelius, NC
- 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 E-mail Kevin Cromie at 704-348-8529 or [kcromie "at" hearstsc.com](mailto:kcromie@hearstsc.com)

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guns), three in the radio room and one in the cockpit for each flight. These seats are not assigned. Participants must remain seated during take-off and landing. They are allowed to move around during the flight. The only restricted areas are the tail gunners area, ball turret and pilot and co-pilot seats. The nose area is restricted during take-off and landing. Once airborne, the nose is the best seat in the house. We ask however, that everyone be courteous and give all "Flight Experience" participants equal time in the nose area. There is room for two to three people in the nose at a time.

Static Displays: Bob Thayer is the contact with Carolinas Historic Aviation Commission. We also need folks to contact warbird owners in the area. Hopefully a P-51, AT-6 trainers, etc. can be parked on the ramp to augment the B-17.

Ground Tours: Ground Tours will begin at ap-



**Chapter 309
Charlotte, NC**

YOUR NAME

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. 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!

proximately 2:00 PM starting on Friday. The B-17 is generally open for Ground Tours from 2:00 PM till 6:00 PM. It is possible that an increased demand for flights, weather, or maintenance issues might delay the opening. Please keep in mind that flying takes priority. If we have a high demand for flights or flights to make-up, it might be necessary to cancel ground tours for a certain day. Also, keep in mind that the chapter is responsible for Ground Tours and Merchandise sales. As long as conditions permit, if the chapter elects to remain open past 6:00 PM to satisfy customer needs, they may do so.

Admission Charges for Ground Tours:

- \$6.00 per person (18 years old and up)
- \$10.00 per family (adults/children 8 to 17 years of age)
- \$5.00 per student
- \$3.00 per person Adult groups (ten or more) High School & older
- \$1.00 per person Grade School groups, (ten or more), can be arranged ahead of time by calling the Outreach Tour Coordinator.

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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: **Scott Stout**

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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- Children under 8 years old FREE (when accompanied by a paying adult)
- Free - Former B-17 Flight Experience participants
- Free - All W.W.II Vets

Refreshments: Kevin Cromie and David Borders will set up a Hot Dog, potato chips and soft drink stand for visitors.

Fly-In Parking: Hal Schwab is responsible for the Fly-In (non-warbird ramp), which will be the adjacent ramp area with a separate taxiway entrance. Parking, security and safety services are needed.

Saturday Evening Bar B Que Dinner: The Rock Hill EAA Chapter 961 is handling the dinner. Dinner will be served from 5:00 PM until 7:00 PM followed by a panel discussion by veterans of WWII who flew on the B-17 and pilots of escort fighters. The cost for the dinner is \$11. Ray Petty will coordinate ticket sales for the Rock Hill Chapter and Bill Repucci is handling sales for our chapter. Chuck Porter is handling the Veterans Program.

VOLUNTEERS NEEDED!

Sarah and Sue will need help directing traffic and visitors in the parking lots as well as driving the shuttle buses.

Ground Tour Sales: A minimum of two volunteers are required for the Merchandise & Ground Tour sales trailer. The Merchandise Sales Trailer should be manned & operational when the first flight of the day departs the ramp. Sales of Ground Tour admission stickers can commence anytime after the aircraft concludes flight activities for the day. The Merchandise Trailer is also used to display and sell B-17 specific merchandise. These items include Golf shirts, T-shirts, hats, patches, pins videos and more. As people come off the aircraft, they are routinely interested in looking for souvenir items to purchase.

Ground Tour Guides: Once ground tours of the B-17

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Mark your Calendar!

Events Downloaded from www.southern-aviator.com

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.
E-mail: webmaster@eaa960.org Web: www.eaa960.org

9/26/2007 - 9/29/2007 Woodruff, South Carolina -- EAA Chapter 309 Fly Out - Triple Tree Aerodrome (SC00) Fly-In. Limited to licensed pilots, EAA, AOPA, AMA members & guests. <http://www.tripletreeaerodrome.com/> E-mail: joenallmasters@bellsouth.net

Saturday, 9/29. Long Island Airpark invites you to our FLY-IN and SPLASH-IN Seaplanes, floatplanes and all types of land aircraft are invited to attend. The airpark has a 3000 x 100 ft grass strip our frequency is 122.9 and identifier is NC26. Doughnuts and coffee available starting at 8:30AM and lunch at 12:00 continuing through dusk with BBQ and burgers. Music starting in the afternoon so come early and stay late. Contact Bob Perkins at 828-478-2049 for more info.

10/5-7/2007 - Concord NC - B-17 Aluminum Overcast - Saturday night BBQ dinner with WWII pilots and crews. EAA 309 and EAA 961.

Saturday, Sept. 15 - Fly-in at Miller next . Poker run starts at 10:00 AM. Concession stand run by Mooresville cheerleaders (fundraiser).

10/5/2007 - 10/7/2007 Camden, South Carolina -- VAA Chapter 3 Fall Fly-In.
E-mail: eiwilson@homexpressway.net
Web: www.auaonline.com

10/13/2007 Burgaw, North Carolina -- Fall Fly In at Stag Field. BBQ lunch 1130-1330. See website for approach/landing info.

Saturday, October 20 - Gastonia Airport GABAA Fall Foliage Poker Run. Call Bob Allen at 704-892-4095 for more info.

Saturday, November 11 - Lincolnton County EAA 309 Fall Fly In - Hamburgers, Hot Dogs, Static Displays.

President's Corner by Bill Repucci



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It is with great sadness I announce the passing of a friend and mentor. Howard Cochran passed away on Tuesday, September 11, 2007.

I first met Howard back in the spring of '96. He had just repurchased his Champ after selling it a number of years earlier. Howard went on to do a masterful job of restoring it to its original livery. At the time I was flying my T-Craft and we used to turn up at the same places at the same time and started sharing stories about flying 65 HP speed demons all over "the North", meaning North of Charlotte and South of Statesville.

After I joined 309, we continued that friendship and I learned a good bit about aircraft restoration and building from him.

Howard was not someone to sit idly by and watch the world go past. Rather he would lead the parade that became his life.

Howard, you will be missed.

There is some good news to share with you, after a weeks vacation and two weeks traveling for work, Hal Schwab is back to test flying his Sonex. He reports that it handles very well, much better than he anticipated.

Jack Stack sent a note that he made his first flight in his newly restored Citabria. Jack, can we have a flight report?

Steve Isaacs has performed the first flight in his Sonex. I'm sure it flew hands off as he also did an outstanding job building this airplane. Same for you Steve, can we get a flight report?

Congratulations to all of you!

Kevin Cromie has run into an unexpected building snafu. It seems his Mustang II outgrew his workshop. So not to be squeezed for room, he called in a cement truck, pored a foundation and expanded his shop, easy as that. ;)

Randy Utsey, RV-7, and Radomir Zaric, RV-7A, are close to moving their projects to the airport. Both display good craftsmanship and should fly very well.

Sorry if I missed your project. If I did, please send Ronnie Brown an update so he can post it.

Bill's RV-9 project update:

For the record, in just a little over a month, I flew the 40 hours required for my Phase I testing.

N941WR has been near flawless. Early on there was an issue with the P-mags, that has since been corrected with a software upgrade. The engine had a minor low oil pressure issue that was resolved with the addition of two washers behind the oil pressure spring. There were some other small things, like a faulty breaker-switch but nothing significant. Now I need to finish installing the gear leg fairings and paint the cowl in primer gray to match the rest of the plane. Sometime next year I hope to have it painted, but until then it will fly around in gray aluminum and primer.

On Monday, September 3rd, Nora climbed aboard for her first ride. Saturday, September 8th the two of us flew down to Grand Strand (CRE) for lunch to celebrate our wedding anniversary. She was so relaxed she fell asleep on the ride back. Did she not know who built the plane she was riding in or who was flying it?

Volunteers needed!

The EAA's B-17, Aluminum Overcast, is coming to Concord the first weekend in October. We need your help to make this event a success. When you are called, we hope you will agree to volunteer. Better yet, please volunteer without being called.



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

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

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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.

September Update:

Possible location at Goose Creek - I have looked at the location and I know you are familiar. My observations are that it is somewhat remote and that the facilities are sparse. My reaction is that it is not very attractive for our needs.

Possible workshop (say 1,500 sq ft) away from an airfield in a fairly central Charlotte location (say Statesville Rd). Purpose of facility would be for chapter projects and meeting place. I have asked a commercial real estate friend if there is anything within our original budget of ~\$75,000. At the moment everything is above our budget.

Gastonia facility? Bob Allen was looking at this. Bob did not have anything to report when I saw him last.

Any other ideas welcome. Let me know.



Good night to Champ....

I spent the entire day with my Champ - that's my best friend Howard. It was like a walk down memory lane today... I drove him around to get stuff done, to work on the RV-8, to him thanking me for rebuilding his champ and looking through our pictures, to having lunch at Julia Talley house, and back to Laney's to hear more about all of his best friends in aviation (that would be all of you), the military, and his family.

I was going to fly the champ from the front seat once we replaced the battery, but he was getting tired. You ALL meant the world to Howard, this was home to him. I gave Howard his last hug today... Those that knew him knew he loved Hugs. I tried to hold on to him and did everything that the EMS told me to do until they arrived. He will be greatly missed. His son John is with Betsy. Please keep his family in our prayers. Everyone will be notified as soon as possible when arrangements are made.

Good night to Champ and Peace be with you all,

Kristin "champet"



Howard Cochran (left) hosting the Lake Norman Fly in March 2005. Sam Stewart on right.



Final assembly of Howard's Champ in January 2005. Kristen Bradshaw and Andy Moscarelli.

WANT ADS

Airplane parts for sale to chapter members - I'll ask the members to pay something between 80% and 100% of what I paid. I've included both prices in the sheet. See <http://www.eaa309.org/309fm.htm> for more info - Fred Darnell.



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 re-painted 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. Don Sink

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

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**

Meet director Tad Sargent

Pilot since 1998. I now have approximately 650 hours and most of the last 100 has been flying or practicing formation flying.



Tad is NOT the good looking one in the right seat!

My interest started as a small boy by building balsa wood models powered by a #3 rubber band. In my teens I graduated to powered flight. I built wood models powered by an OS .46 and they were radio controlled. My first small airplane ride was given to me by a fellow who owned a Pietenpol experimental, I was dating his daughter.

It was not until my career and family matured that I was intent on getting a pilot's license to fly the big ones. I got my license in about a year and did most of my normal flying around town till one day I got the bug, I just had to have an airplane so I could go somewhere other than 3000' up then down again. I settled on an experimental RV7A as my bird of choice and 30 months after starting I was flying it, and fly I did. I have logged 200+ hours in 2006 and I have gone farther than the perimeter of Charlotte, NC. Lakeland, FL, Oshkosh, WI, Long Island, NY and numerous trips to the beaches of NC. Lastly my newest

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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. Both aircraft are based at 8A6 Wilgrove and currently flying. **Call Earl Fortner at 704 455-5326**



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

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commence, one volunteer is located at the nose of the aircraft near the entrance ladder. This individual's primary responsibility is to assure that each individual entering the aircraft has paid the appropriate fee. Ground Tour participants enter from the front hatch, up a ladder, and then exit through the rear hatch of the aircraft. A second volunteer needs to be stationed in the cockpit area. This person is primarily responsible for the security of the inside of the aircraft. The last volunteer is located at the aft hatch door to ensure that no one inadvertently enters the aircraft from the rear.

Crowd Control / Security:

Several volunteers will be needed to assist in specific areas around the aircraft for crowd control and general ramp security. Engines 3 and 4 are generally shut down for loading and unloading passengers. With props turning & individual customers moving to and from the aircraft, crowd control can become a critical issue.

When the aircraft has completed all Flight Experience activities for the day, it will be parked in the designated static display area. When the B-17 taxis in, ground volunteers may be needed to assist the Tour Coordinators or Maintenance personnel in "walking" the B-17 into place.

B-17 BBQ Dinner

The BBQ Dinner will be held on Saturday, October 6 at Concord Regional Airport. Dinner will be served between 5-7 PM. At 7 PM a panel discussion will be held featuring Veterans of WWII who flew on the B-17 and Escort Fighters. Relive this Historical Event in History. Rock Hill's EAA Chapter 961 is handling the Dinner. Bill Repucci leading the Ticket Sales for EAA 309. Let Bill know how many tickets you would like to purchase. We also need for you to sell tickets to family, friends, and neighbors!!! Call Bill at 704-607-4572.

Hal Schwab's Sonex N808SX - - >



Randy Utsey's panel for his RV-7A coming together very nicely - all lit up and no smoke!!!

I am in search of a hangar if you hear of anything or if you want to put a note in the newsletter about hangar space availability. Gastonia, Rock Hill, Concord are the closest but Salisbury or Lincolnton or even Lancaster. Randy Utsey - 800-585-4126.

Fly-in to the B-17

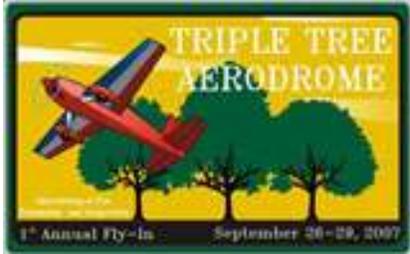
Three years ago my son and I visited the B-17 and it rekindled my interest in aviation and aircraft building. The EAA 309 members present encouraged us to become involved. I started flight training and bought some aircraft plans. Now we are flying our new Sonex.

The point of the story is ... Fly your aircraft to Concord for the B-17 visit. Experimental or certified, your airplane will be interesting to people visiting. Parking will be near the B-17 and security for your aircraft will be provided. Bring a prop card describing the aircraft if you have one. Hal Schwab - hschwab@mindspring.com



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The Chapter 309 Fall Fly-Out September 26 -29

by Dale Ensing

EAA Chapter 249 Greenville SC is hosting "TRIPLE TREE: A DIFFERENT KIND OF FLY-IN"

This will be a full scale fly-in held at the Triple Tree Aerodrome. Triple Tree is the home of the JOE NALL Giant Scale RC Fly-In held in May each year.

For info on Triple Tree visit the web sites and be sure and read the FAQs: <http://www.joenall.com/> and <http://www.tripletreeaerodrome.com/>

Triple Tree Aerodrome (SC00) is near Woodruff, SC (south of Spartanburg). It is only 63 NM from Charlotte-Douglas airport so an easy flight or drive from Charlotte. This is a four day event with facilities for camping. On Friday night the 28th there will be a big **BBQ and Blue Grass Band**. Dinner will be chicken or pork, shrimp cocktail, coleslaw and beans, with drinks. And to top off the meal, "the finest cookies in the upstate" according to Dale Ellis of Chapter 249. Depending on the weather, camp fires will be allowed but they will also have a big community bon fire in the evening for fellowship.

Daily activities - In addition to lot of airplanes and good fellowship there will be: Young Eagle rides, formation flying demos, war bird fly bys, winch glider tows, hot air balloons, model airplane demos and airplanes!

Camping \$10 per night

Friday night Big BBQ and Blue Grass Band \$25/person

100LL fuel truck, no hook-ups but tap water and hot showers available, food available.

It is a four day event. Come and enjoy as much or little as you prefer. We will try to organize an area for 309 campers and visitors to give it a Chapter communal feel.

If you were, or still are, an RC model builder/flyer you may remember the Giant Scale RC events that Pat Harkness hosted. Triple Tree is the out come of his interest in all things

airplane. I use to attend the RC events years ago when I was building and flying quarter and third scale RC airplanes. There were always some awesome RC airplanes there and a few Classic full scale. It was after building a few of the big RC birds that I decided the time and effort put into one would go along way toward building a full scale airplane. I always enjoyed the RC Fly-in and the host were great. When you go to the Joe Nall site, read 'Who was Joe Nall'.

A friend in the Atlanta chapter 690 told me they also plan to attend. There will probably be other chapters. This may turn out to be the next EAA regional Fly-In!

See you at Triple Tree Aerodrome. This is going to be fun! Call me at 704-243-1129 if you have any questions.



Trip to Montana in a Velocity

By Dean Unterreiner

After several months and a few hundred hours of work on our Velocity, I felt it was ready for a big cross country. I am for

Saskatchewan Canada, so we decided a trip to visit my parents in Canada was in order. My boys Jacob and Adam, and I departed the morning of August 13 for Decatur IL, then on to Aberdeen SD where we would overnight.

The next day we made the final leg of the journey and arrived in to Scobey, MT at noon. My parents were there eagerly awaiting the arrival of their grand children. I elected to land in Montana rather than Canada for a couple reasons. My parents live close to the US/Canada boarder, so it was easier and less flight time for them to drive across and pick us up in the US rather than flying into Canada. Also, the fuel in Canada is in the \$6.00 gallon range, and of coarse you can't forget the user fees to land at the airports.

Our return to the US was three weeks later. We flew from Scobey MT to Mason City IA and stayed over night. The following day we flew the remainder of the trip to RUQ with one stop in Elizabeth City, TN for fuel. The total flying time was 20.2 hours and the distance was 2717 NM. The trip went fairly well with the exception of my M/T electric prop governor going out on the last leg. Fortunately the manual mode was still functioning properly which I used to get home.

Canada, aviation pioneer?

The saddest part of my trip to Canada was seeing the result of socialist/liberal reforms which the Canadian gov-

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ernment began implementing in aviation several years back.

The adoption of user fees, high taxation on fuel as well as the consumer, and over regulation have virtually destroyed the general aviation sector. I began my training in the late 80's at the airport in Regina, Saskatchewan, where there were around 50 GA aircraft on the field and there was always GA aircraft in the pattern or nearby. When I visited this same airport to pick up my wife, there was only a handful of GA parked on the field and not one GA aircraft flew in during the two hours I was there, and this was on a beautiful sunny Saturday afternoon.

The airlines are doing quite well though. They have a nice new addition to their terminal and support from the government to further Canada's airline sector. Unfortunately there is a shortage of pilots to meet the demand since the majority of pilots are trained in small flying schools which rely on the GA sector. Also, there has been a mass exodus from GA due to the high costs involved in flying. Canada has also cut its small air force to the bone, resulting in a very small supply of ex military pilots to draw from. Canada is a good example of what can be expected in the US if the airlines and those who support a socialist agenda get their way. Fight hard for the privilege to enjoy the beautiful sky's of this great land.

Another User Fee Horror Story

(Editor's Note - I got this off the Velocity Users Group)

I was amused to receive an invoice in the mail for \$150 Canadian, plus \$9 GST for parking N585V on the ramp at Kelowna, BC. It was amusing because, while I have reserved that number for my Velocity project, it is not registered to any aircraft. The invoice said that it was a Lear 25! Apparently they just took the number down incorrectly.

I guess the Canadians have some means of searching for the owners of reserved US numbers. I had been under the impression that the FAA searchable database was only for registered aircraft. Anyone know anything about this?

I wrote them a nice note wishing them good luck in finding the owner of that Lear 25!

Keith Hallsten - Velocity Builder - Not a flyable aircraft yet!



Termination of 121.5 MHz Beacons for Satellite Alerting is Coming Soon

Notice Number: NOTC0981

(From FAASafety.gov)

On **1 February 2009**, the International Cospas-Sarsat Organization (U.S. included) **will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs)**. This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Why is this happening?

Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. Rescue forces have to respond to all 121.5 MHz alerts to determine if they are real distress alerts or if they are being generated by an interferer, an inadvertent activation (by the owner) or equipment failure.

Is there an alternative?

Yes, the Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5

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A B-17 WAR STORY



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England . His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-

17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere .

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to and slightly over the North Sea towards England He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the C/O that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the e USA at a 379th. Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!



B-17 Pilot Charlie Brown and Luftwaffe pilot Franz Steigler

MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 21.5 MHz ELT mounted in the aircraft's tail.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit www.sarsat.noaa.gov

Don't Know Much About Torque - Sent in by Sue Robb

Recently I was assigned to fix a couple of fasteners which had pulled through the skin on the aft door frame of our latest check aircraft. As I cruised through the maintenance manuals looking for skin flushness limits on high torque fasteners, I came across the standard torque tables for fastener installation. There were no less than 5 of them, and I thought I might be close to the information I needed, so, I started reading.

Here is what I learned:

There are 16 torque related definitions given, before getting to the torque tables.

Four of them are interchangeable terms with the same definitions:

RUNDOWN TORQUE = RUNNING TORQUE = RUN-ON TORQUE = RUN-UP TORQUE which all are defined as - 1. Drive Torque and 2. Self Locking Torque.

DRIVE(or DRIVING) TORQUE is the torque necessary to keep the fastener in motion as it is turned, but before it comes against the mating surface. When instructions are given to tighten to a numerical value ABOVE DRIVE TORQUE, add the drive torque value to the specified numerical value to get the value to be read from the torque wrench as the fastener is tightened.

SELF LOCKING TORQUE, I found out, is the torque necessary to turn a fastener with a self-locking feature on its mating threaded part when 100 percent of the locking feature is engaged, and the fastener is not down against the mating surface.

LOCKING TORQUE is the same as SELF-LOCKING TORQUE.

PREVAILING TORQUE is also SELF-LOCKING TORQUE.

In addition to the above definitions, we also have MAXIMUM or MINIMUM TORQUE, which, easily enough, is the upper or lower limit of the specified torque range.

This brings us to the TARGET VALUE, which, unless otherwise shown differently, is the value midway between the lower and

THREE ZERO NINER



upper limits of the specified torque range.

CLAMP UP, is the force inside (between) the installed bolt and nut the force that holds the assembled parts together.

SEATING TORQUE is the torque necessary to bring the mating faces into a final position. This torque is measured only in the tightening direction.

DRY TORQUE is the torque applied if the fastener threads are not lubricated, compared to LUBE TORQUE.

LUBE TORQUE is the torque applied after the threads were lubricated with the lubricant, or other material, specified in the overhaul instructions.

INSTALLATION TORQUE is the torque applied to the fastener at final assembly.

And, if this is too much information for the average nut and bolt installer, we have BREAKAWAY TORQUE, the torque necessary to start to turn the fastener from a stopped position during a removal cycle, with no load on the base of the fastener.

This all appears to be an FAA Inspector's dream, or an English Teacher's nightmare, so I thought I would share the page with my fellow bolt installers and bolt removers, to see if anyone has further comments, stories, definitions, or questions about the physics of torque.

Sue

(Continued from page 6)

passion is Formation flying with 6 other RV'ers. Back in May I attended a formation clinic hosted my Team RV of Atlanta and Falcon Flight of Texas. After 3 grueling flights in the hot sun of May I passed my check flight. I was told in the briefing by Falcon (Stu McCurdy) "I need to see an airshow quality flight out of you" and that's what he got. What a thrill. I hold an FFI Inc.

Wingman formation card which entitles me to fly in "Waivered" airspace at airshows. An IFR rating would have been easier. Two weeks later I was flying with Falcon and company (18 RV's) in South Carolina at "Thunder over Four Jackson".

This event has become a send off for our "Boys' in the Army. Fast forward a few weeks and I'm formation flying with 35 RV's at OshKosh. It seems lately I have been doing 2 things, Work and Formation flying.

Oh by the way I Chair the B-17 coming to JQF. I need to take my wife out on a date sometime.

- Tad Sargent -

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.

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EAA Chapter 309 Enrollment Form

Name: _____ Spouse _____
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 City: _____ State: _____ Zip: _____
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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
13916 Sledge Road
Charlotte, NC 28278
704-588-0776

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18816-6 Nautical Dr
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**NOTICE: The next EAA
309 Monthly DINNER
MEETING will be on Mon-
day, September 17 at
7:00 PM at the Captains
Galley Restaurant, 11032
E Independence Blvd**

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

