



THREE ZERO NINER

November 2007

Meets every 3rd Monday in Charlotte, NC

EAA Chapter 309 was founded in 1973 by a small group of aviation enthusiasts. Since that time, the membership has grown in size and experience. Members come with a variety of skill and experiences. Current members have aviation backgrounds ranging from student pilot all the way to Airline Transport Pilot. Several are A&Ps and all share a love of aviation. Membership is open to anyone interested in aviation and learning about the construction of Experimental Aircraft.

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

President's Corner

I hate to say it but summer is over. It was a good summer and members of EAA 309 made the most of it. With various fly-ins, fly-outs, a builders school, navigation class, navigation challenge race, B-17 visit, and more all shared with good friends. After all, if it wasn't for the friendships we have made and maintained, why would you continue to renew your yearly membership?

You, are chapter members, have developed an outstanding mix of talent and skills through the years. These skills cover everything from welding to fiberglass work to riveting and more.

This mix of skills will be put to use in the coming months. With each new project or new phase of an existing project the builder will look to you, our experienced builders for help. It has been my experience that our members offer up there time and experience with only an expectation of a "thank you" in return.

Dark Days Ahead

With the shorter days of winter now upon us, it is a good time to practice night currency. If you are comfortable with the idea of night flying but not with your ability to fly after dark, bring a CFI along. The little bit of expense you will incur will be nothing compared to how sharp you will be after an hour or two shooting a few night landings.

With the winter weather coming, there will be more days when the weather will preclude flying. These ugly days of winter proved a good time to go through the airplane looking for and resolving discrepancies. It is also a great time to think about upgrading your magic carpet. Whether it is a simple radio replacement or a complete new panel, there will be plenty of time to perform these tasks.

Don't just think that winter maintenance has to be spent in a cold hangar lying on your back under the instrument panel. As pleasant as that sounds, a good deal of research can be performed from the comfort of your home, while sitting in front of your computer. Take the time to perform AD and service bulletin searches on your airplane, engine, propeller, avionics, etc. Even the least common homebuilt in our chapter has service history. Look for web sites dedicated to that model and research improvements that resolve potential maintenance issues. Armed with the data you find on line you can make informed decisions when it is time for your annual or condition inspection.



309'ers WEB SITE www.eaa309.org

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2007

EAA 309 Christmas Dinner

Our Dinner will be at the Acropolis Restaurant in Cornelius on Monday, December 10. We will start at 6 PM with dinner being served at 7:30.

We will order off their standard menu and each member will be responsible for their own meal and drinks.

Please bring an aviation related wrapped gift of \$10 per member, like last year for the always hilarious Chinese Gift Giving. Please RSVP Bill Repucci at bill@repucci.com or call him at 704-607-4572

RV-9 Status

With over 65 hours logged since August 5th, N941WR has proven to be very reliable. Nora and I have taken it to the beach and to Chattanooga and we have a few other trips planned for the coming weeks.

There have been a few minor issues, such as a faulty circuit breaker and the usual new airplane glitches. All in all, a trouble free aircraft project.

Back when I was building, I asked Nora what she was going to do with me when the airplane was finished. Her reply was, "You will never be finished." OK, I want to know which one of you filled her in on that little tidbit of builder wife wisdom.

The truth is, she was correct. Last weekend I spent the better part of two days working on the plane, finally installing the center tunnel cover and carpeting, in addition to working on the gear leg fairings.

So much for doing things the easy way. After trying to make the fairings from the RV-7 fit my -9, I found the airplane has a noticeable right



**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!

turning tendency. It looks like I'll be playing with more fiber glass in the near future.

The airplane is performing well but like many home builders before me, it looks like I will have to change propeller as well as the gear leg fairings. It appears that the prop I'm currently running is a bit under pitched. Although I'm tickled with the climb performance, 1400 feet per minute at gross weight, I'm able to over speed my engine by a significant number at 8500 feet density altitude. Still, being limited to a bit over 160 MPH isn't so bad, for now.

Aeroelectric Class?

If you're interested in attending an Aeroelectric Seminar in the Atlanta area, Don Hall, an RV list member is trying to round up enough to get Bob Nuckolls on the calendar for some time in 1Q 2008. Please Email Bill Repucci and he will add you to "interested" list.

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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Another 309'er Gone West.....

Jack Howard Stack

Mr. Stack, 54, of Huntersville, NC died Saturday, November 3, 2007 at Cleveland Memorial Hospital. He was born on February 4, 1953 in Mecklenburg County to Georgia Deese Stack and the late Amos Jack Stack.

Jack served in the US Marine Corp and currently worked as operations manager at Bradford Brothers, Inc. He was an avid and accomplished pilot, a member of The Quiet Birdmen, the Academy of Model Aeronautics, International Aerobatic Club, and the Experimental Aircraft Association Chapter 309. He recently restored a 1969 Champion Citabria Aerobatic Airplane.

Jack graduated from Emory Riddle University in Daytona Beach, FL as an airframe and power plant engineer. He was a certified tank inspector and president of the Above Ground Storage Tank Consultants, Inc.

He is survived by the absolute love of his life, his wife, friend and partner, Rebecca Stack; and sisters, Jennie Brecht of Charlotte and Gloria Stack, both of Charlotte.

In lieu of flowers, memorials may be made to Ramah Presbyterian Church, 14401 Ramah Church Rd., Huntersville, NC 28078. Funeral services were held Wednesday, November 7, 2007 at Ramah Presbyterian Church with Rev. Margaret Huffman officiating.



Jack Stack as he deplaned the B-17 in Greenville, SC. Photo by Sue Robb

Tweaking the RV-9.....

by Bill Repucci

This morning Nora and I loaded up her trucklet AKA CR-V with airplane tools, wheel pants, gear leg fairings, and Torque the wonder dog and headed out to the airport.

The day was spent putting a wrench on bolts all over the engine and accessories just to make sure everything was tight, which they were. The prop was pulled, inspected, and reinstalled. Gear leg fairings, upper intersection fairings, and wheel pants were put on and with all the little chores done it was time to go for a "test flight".

Nora couldn't go because she was starting to come down with "the crud" so I had to go it alone, I couldn't even take Torque, although <http://www.repucci.com/bill/trips/flight%20instructor%202.jpg> he does enjoy flying (Don't flame me, this picture was taken on his first and only flight, the Mutt Muffs are on order.)

So, with everything buttoned up, off I went. With just an hour and a half before sunset and cheap gas (\$3.85/Gal) just 20 minutes away off I went. OATs were around 65 and the -9 jumped off the runway and climbed like crazy all the way up to 2,500'. The air was smooth as could be and the visibility was 30+ miles. With the sun heading towards the horizon off my left wing, all was right with the world.

A quick frequency change found that there was only one airplane in the pattern at my destination and he was on a downwind departure, not a factor.

The air was so smooth I trimmed the -9 for 65 MPH abeam the numbers after putting in all the flaps and left it there until touch down. One of these days I'm going to learn it is ok not to touchdown at the threshold of 5,000 foot runway when the fuel tanks are at the other end. It sure makes for a long taxi.



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

A quick 18.1 gallons in the tanks along with a fuel sump check and I was ready to fly back home.

The liftoff was uneventful and all I could think about was how much right rudder was needed for this little O-290 to keep One Whiskey Romeo on the centerline.

Before I knew it, I was back at my cruising altitude of 2,500 heading home.

Again, not even a bump in the sky, clear weather, and even the UNICOM frequency was quiet.

Descend down to 1500' pattern altitude, make a radio call, slow down to 90, dump all the flaps in, and trim for 65 again, make another radio call, take another look, no one out there anywhere, clear smooth skies. Bummer Nora is down there waiting for me, she should be up here enjoying this wonderful flight! Heck, the rest of the world should be up here enjoying this perfect flying weather!

An acceptable three point landing on the first 200' of runway, pin the tail down, keep it straight. Man, this -9 is really spoiling me, so easy to land.

We roll all the way to the other end of the 2300' runway where my hangar is w/o touching the breaks, spin it around, drop the tail off the runway and shut it down.

What a great world we live in that allows some guy like me to build and enjoy such a great toy as this RV!

Restaurant Reports

57 Alpha at Rutherford County, NC (FQD)

I may be biased because my plane is there (we have a small farm nearby) but Ron, owner, chef and entertainer runs a great place. He will tell you his specialty is Mexican and it is very good, however, the burgers and dogs are great and the homemade banana pudding is worth the trip in itself. Tell him I recommended it, we share the same hangar.

Joe Bost

Froggy Pete's

Another place to keep in mind is Froggy Pete's at Hickory. It is more like a small conventional airport restaurant, but the food is good, the owner is nice and her husband is a pilot and EAA member. Additionally, you can pull your plane right up to the front door and also visit the Sabre Society museum which is next door. Ron's place is more unique and a bit shabbier, but I go to both places several times a year without any reluctance when I am in the mood -- and you can't go wrong with either one.

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Another RV-9 Project!

I started my RV-9 project around June of 2006. I have finished the entire Empenage except for the fiberglass tips. I ordered my wings in December of '06 and have them (roughly) 60% finished. According to the building progression, the left wing has been completed to a point that it gets placed in a wing cradle (thanks John Roberts and Les Kanna) and now waits for the right wing to catch up. I hope to have them both completely finished by the end of the year or shortly there after. I have included a picture of the right wing as it sits on the wing stand.

Robert Morrison



We're looking for volunteers to lead Chapter 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 deductible!

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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 \$43,000. 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

2003 Velocity RG - 360 hours on AF and Engine IO 360 200 HP, Catto 3 Blade composite prop, 155 kt cruise, Awl-grip Marine Cloud white paint, Garmin 430 WAAS (glideslope on GPS approaches), Navaid Autopilot coupled to GPS and CDI. See <http://home.adelphia.net/~romott/> Asking \$119,000 for this gorgeous Velocity. Ronnie Brown, 704-892-5122 or romott@roadrunner.com



The Lincoln Times News did an excellent write up on Hal Schwab's Sonex project.

See <http://www.lincolntimesnews.com/current.asp?Story=13890&Sect=56&Y=2007&M=10&D=8> for the complete story.



And our ever Resourceful Chuck Porter has created a web site of some of the B-17 Tour Photos on <http://picasaweb.google.com/B17Charlotte/B17CharlotteEAA309>

Nominations for 2008 Chapter Officers

Here is the list of nominations for 2008 developed by the nominating committee. If you are interested in nominating yourself or an alternate for any of the positions, please let Bill Repucci know.

We will vote the officers in during the Christmas Dinner meeting on December 10.

- President - Bill Repucci
- Vice President - Bob Thayer
- Secretary - Bob Allen
- Treasurer - Ron & Kandy Murray (Co-Treasurers)
- Web & Newsletter: Ronnie Brown

- Directors:
- Returning:
- Tad Sargent
- New:
- Chuck Porter
- Dean Unterriner
- Randy Utsey
- Hal Schwab

- Young Eagles Coordinator - **OPEN**

Tentative EAA 309 Schedule for 2008

This is the tentative events schedule for 2008. It is subject to change. There are no YE events listed - we need a Young Eagles Coordinator. We can add those once we get a YE coordinator.

2008 Board of Director Meetings:

- ⇒ January 14th
- ⇒ March 10th
- ⇒ May 12th
- ⇒ July 14th
- ⇒ September 8th
- ⇒ November 10th

Dinner Meetings:

3rd Monday of the month at 7 PM at various locations around Charlotte. Locations and agendas to be announced.

Tentative schedule for EAA 309 events.

- ⇒ Saturday, March 15th - Fly-In at Lake Norman Airpark
- ⇒ Saturday, April 19th – Workshop
- ⇒ (Location to be announced)
- ⇒ Saturday, May 17th - Poker Run
- ⇒ Saturday, June 14th – SE EAA Multi-Chapter Breakfast Fly-In
- ⇒ (Location and participating chapters to be announced)

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- ⇒ Saturday, July 12th - Navigation School
- ⇒ Saturday, August 16th - Time and Distance Dead Reckoning Proficiency competitive flight
- ⇒ Saturday, September 13th - Fly out & lunch
- ⇒ Saturday, November 15th - Lincoln Fall Fly-In
- ⇒ Monday, December 8th - Christmas Dinner Party at the Acropolis Restaurant, Cornelius,

Young Eagles events will be scheduled as soon as we secure a YE coordinator for 2008.

EAA Young Eagles Chapter Coordinator

Chapter 309 is searching for a Young Eagles Coordinator for 2008. Contact Bill Repucci for more information

EAA Young Eagles Chapter Coordinators facilitate and promote Young Eagles events within the EAA Chapter network. Chapter Coordinators are a vital link between the Chapter and the Young Eagles Office.

Responsibilities:

- 1) Serve as liaison between EAA Chapter members, EAA members-at-large and interested young people, their parents or youth organizations in creating opportunities to participate in the Young Eagles program.
- 2) Provide leadership and administrative direction for continued program growth.
- 3) Maintain a list of Chapter members available to conduct flights according to established guidelines.
- 4) Coordinate filing of Young Eagle Rally Notice form with Chapter President.
- 5) Coordinate flights during Chapter-sponsored Young Eagles Flight Rallies.
- 6) Ensure Young Eagle registrations are completed prior to the flights and the forms are returned to the Young Eagles Office as soon after the event as possible.
- 7) Serve as a key contact for questions and materials requested from other EAA members.
- 8) Promote the attributes of flight to young people, civic and social groups and local media. As Coordinator, we may provide your name and number to interested Young Eagles in your area. This information may also be available on the Young Eagles web page.
- 9) Encourage Young Eagles flights throughout the year.
- 10) Coordinate Young Eagle Pilot credits and facilitate their availability to send a young person to an EAA Air Academy session.

Membership

We Need You!

Drive 2007

As always Chapter 309 is looking for new members. This page should be removed and given to a potential member.

The form can be used to pass along enrollment information about the EAA and this chapter.

About the EAA

The EAA is for both pilots and non-pilots who are interested in the dynamic world of flight. The organization, founded in 1953, offers activities for the entire family on the local, regional and national levels. EAA also offers support programs for those who are building and restoring aircraft.

The EAA is dedicated to serving all of aviation by fostering and encouraging individual participation, high standards and access to the world of flight in an environment that promotes freedom, safety, family and personal fulfillment.

If YOU like airplanes and the people who fly them, **EAA** is for you! For only \$40 you can be a member. 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 _____

Family

Address: _____ Membership? (Y) or (N)

City: _____ State: _____ Zip: _____

Phone: _____(H) _____(W)

E-mail Address: _____

Pilot Rating: _____ EAA Member Number: _____

Aircraft Owned(?): _____

Current Project(?): _____

Membership is open to anyone interested in aviation. Dues are \$25 per year. Mail Enrollment Form with Check payable to EAA Chapter 309 to:

Sam Stewart
13916 Sledge Road
Charlotte, NC 28278
704-588-0776

Pass it On!

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



**NOTICE: NO NOVEMBER
DINNER MEETING.**

See note on Christmas Dinner on Page 2 and send your RSVP's in

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