



THREE ZERO NINER

January 2008

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

Welcome to 2008! With the momentum of a successful 2007 behind us, I expect 2008 will be even better.

You, our members, are already planning events for the coming year. John Wigney and team are hard at work procuring a location for a chapter hangar. We are talking with the EAA chapters in Rock Hill, Salisbury, Hickory, and Columbia to schedule a multi-chapter fly-in / cook-out. The Builder's Work Shop will be held again as will the Navigation Challenge and a bunch of other events are scheduled for 2008.



To pull all these things off, we will need your help so don't hesitate to volunteer when called upon.

We have a new board, which means we have an out going board. I would like to personally thank those who have helped guide this chapter through last year; Kevin Cromie, Sam Stewart, Dale Ensing, Bob Dobbins, and John Schroeder.

The board for 2008 will be:

Officers:

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

Directors:

- Tad Sargent
- Chuck Porter
- Dean Unterriner
- Randy Utsey
- Hal Schwab

John Wigney will remain in his non-voting Ex Officio role as Hangar Project Leader and Board Advisor.

We are still in need of a Young Eagles Coordinator. Anyone who likes to see kids smile and is looking for a challenge, please contact me.

Chapter Hangar:

While John Wigney and his team work hard at procuring a location for a chapter hangar I would like to take a minute to communicate some of the challenges he is dealing with.

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REMINDER - Chapter Dues for 2008 were due on January 1

309'ers WEB SITE www.eaa309.org

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2007

EAA 309 January Dinner Meeting

Our Dinner will be at the Captain's Galley, 11032 E Independence Blvd beginning at 7:00 PM. Hangar talk starts at 6:30.

Our speaker will be Bob Crumley candidate for NC Attorney General. As an aviation buff and fellow pilot, Bob has had great success building a broad coalition of supporters from the GA world. In fact, he has already held his first annual fly-in in Mt. Airy, and plans are in the works to hold even more in 2008. It is vitally important to have a fellow GA member and pilot on the Council of State. If elected, Bob will be North Carolina's top advocate for General Aviation. But, we need your help and help from other GA enthusiasts across the state. If at all possible, we'd like to have Bob come and speak to your chapter, and if possible, maybe even hold another fly-in.

FMI contact Bill Repucci at bill@repucci.com or call him at 704-607-4572. Bill has asked for suggestions for other Charlotte Area restaurants with meeting rooms.

The major issue we face as a chapter is where in the Charlotte metropolitan area do we locate a hangar that all of us can and will use? If we lived in a small town with only one 2,000 foot grass airport, then no one would think twice about driving 30 miles across town to a chapter hangar located there. But we don't live in that small town; we live in and around Charlotte where there are a number of airports of different sizes and no one is central to our membership. Regardless of where we locate the hangar, we fear we may disenfranchise some of our members.

Editor's Note: As Bill mentions above, there is no airport in a central location. Here are some mileages from the center of Charlotte - Trade and Tryon Streets intersection to:

- Concord Regional- 17 miles
- Goose Creek - 21
- Monroe Airport- 21
- Gastonia Muni - 22
- Lake Norman Airpark - 30
- Lincoln County Airport - 31

With that in mind, the Board has elected to move forward with a hangar at whatever location provides us with the best incentives in terms of costs, facili-



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!

ties, and finally location. Regardless of where the hangar is eventually located, we will continue with our roving monthly dinner meetings.

John and I have discussed the hangar project at length and one of our goals is to provide a facility that will serve the needs of the chapter for years to come. This includes amenities and access to the majority of our members. We realize not every member of the chapter flies an airplane that can safely operate in and out of a 2,000 foot grass strip, and although we are trying to accommodate everyone. That may OR may not be the case when we announce the location in the coming months. Before you start writing me that Email, we are not looking at any 2,000 foot grass strips for the hangar location.

In the end, the board expects our members will be happy with the final decision.

Foot work:

While flying around with my father-in-law Larry, who is also a pilot, we started discussing flight exercises that would help him learn how to use the rudder peddles. Although Larry has a few hundred hours, he has no tail wheel time. During the course of our last flight together he did five take-offs and landings in my tail wheel RV and

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Chapter Officers

President:
Bill Repucci
704-607-4572

Vice President:
Bob Thayer
704-578-9559

Secretary:
Bob Allen
704-892-4095

Treasurer:
Ron & Kandy Murray
704-663-5521

Directors:
Chuck Porter, Tad Sargent, Hal Schwab, Dean Unterreiner, Randy Utsey

Young Eagles Coordinator: Hal Schwab

Technical Counselors:
Kent Ashton, Glenn Babcock, Ronnie Brown, Dale Ensing, Ron Murray, Neil Stewart, and John Wigney

Flight Advisors:
Dale Ensing & Ronnie Brown

Newsletter & Web Page Editor:
Ronnie Brown
704.892.5122

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only one of those landings required intervention on my part to keep us on the runway. While I was surprised at how well he did, he commented that he felt like he was all over the place and asked me if there was anything he could do to practice while flying a 172.

This brought me back to some tricks my primary instructor taught me. Although I learned to fly in a 152, he made sure I knew those rudder peddles were for more than just taxiing around the ramp.

(Note, do not practice any of these maneuvers unless you are comfortable performing them, you have "cleared" the area, do so in accordance with the applicable regulations, and any other disclaimer I may have left out.)

Boxes on the horizon:

While in cruise, with the airplane trimmed for level flight, pull the nose up just above the horizon, using right rudder and left aileron, move the nose to the right while keeping the wings level. Then stop it, push the nose down below the horizon, and move the nose to the left while keeping the wings level. This requires left rudder and right aileron. Stop the movement and bring the nose above the horizon. Next move the nose to the right once again while keeping the wings level. Once you get comfortable going clockwise, try this in the other directions. After you get the hang of that, try drawing circles on the horizon.

What you are learning to do is cross control the airplane, which will be handy with those nasty cross winds, regardless if you are flying a tricycle or conventional geared airplane.

Dutch Rolls:

These are fairly simple in concept but difficult to pull off in practice. Think about trying to keep the plane moving up the sides a "½ pipe", as a snow boarder might call it. Pick a spot on the horizon and no matter what happens, keep the nose pointed at it. Using the ailerons, bank the plane up one side of the ½ pipe, back down and then up the other side of the pipe.

You don't need to get the wings vertical, 15 degrees is more than enough. This exercise provides another way to for you to sharpen your skills while in route to that \$99 hamburger.

Stalls:

When was the last time you performed a stall? Most pilots seem to be deathly afraid of them. This is easy to understand as most pilots are introduced to stalls as something to avoid at all costs and some airplanes have very alarming stall characteristics. Do not attempt stalls unless the airplane is approved for them and it is loaded in accor-

dance with your Pilot Operating Handbook.

Do some power on, power off, flaps up, flaps down (if so equipped), accelerated, straight and level stalls to get comfortable. Remember to keep the ball centered at all times. Guess what, you use the rudder to keep that ball centered.

After you become comfortable with stalls, get some altitude, a lot of altitude. Clear the area to make sure no traffic is around. You might wish to contact Charlotte departure and ask for flight following. Just tell them you are going to be maneuvering and would like it if they could call traffic for you. Slowly decelerate the aircraft until it stalls. When the plane slows down it will stall more or less wings level. Don't recover, just hold the stick back, keeping the wings level with the rudder. If one wing drops, pick it up with the opposite rudder. If you feel comfortable, play with the ailerons to see what impact they have, if any. When you have add enough, lower the nose and recover.

All these maneuvers are designed to help pilots become comfortable using rudder inputs. If you are unfamiliar with these maneuvers and/or don't feel comfortable doing them but would like to give them a go, take an instructor along. Also, do not attempt to perform any maneuver that is not approved for the aircraft you are flying.

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.



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

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 (Lancaster? Participating chapters to be announced)
- ⇒ Saturday, July 12th - Navigation School
- ⇒ Saturday, August 16th - Time and Distance Dead Reckoning Proficiency competitive flight
- ⇒ Saturday, September 13th - Fly out & lunch
- ⇒ Saturday, November 1st - Lincolnton 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.

Another 309'ers homebuilt flies!!!

December 14th, 2007, **Randy Utsey's** N55CU took to the air at UZA (Rock Hill, S.C.). Quick Build RV-7, with a Lycoming IO360 built by Mattituck, MT (3) blade CS composite propeller. Also features AFS EFIS and ADI Pilot II Autopilot with altitude hold. A Garmin 430WAAS for IFR flying.

14 hrs to date! Thanks to Steve "Cappy's Toy" (RV-8) Glasgow for an enormous amount of help to help me get it to the flying stage. A dream come true to be able to

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News Flash - Hal Schwab has agreed to be the Young Eagles Coordinator!

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

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.roadrunner.com/~romott/> Asking \$109,000 for this gorgeous Velocity. Ronnie Brown, 704-892-5122 or romott@roadrunner.com



Hal & Stuart Schwab's Sonex N808SX Completes Phase 1 Test Flights

I completed the required 40 hours on January 10th. Now I can take Stuart flying. He has been very patient. No more flying in circles burning money. Now I can fly straight and burn money. But at 4 to 4.5 gph even the money is pretty reasonable.

The airplane flies about the same as all Sonexes. It is neutrally stable. I goes where you point it. Holding an altitude is difficult at first because you cannot trim it for hands off in pitch. It takes a little practice but then you don't think about it anymore. Definitely not a plane for IFR work. On the other hand, for fun flying, it is great.

I had a few changes to make during test flying. The biggest problem was engine CHT's. I changed the baffle seals to press harder on the cowl and used liberal globs of red rtv to seal all the gaps and holes where air could escape. All is well now except for the left rear cylinder. It is still a little too hot. I'm still working on that. I had to add a trim tab to the rudder. I was hoping that it wouldn't be necessary. A heavy right wing was corrected by lowering its flap and aileron slightly.

(Grapevine says that Stuart finally got to fly - and would NOT release the controls every time that Hal wanted the plane back! - Oh and he had a REALLY BIG SMILE!!!!)

Tim & Debbie Bolton report "We are moving into our new home in Denver, NC. I finally ordered my quick build **RV-7** wings and fuselage. Estimated delivery around May or June. And last but certainly not least, Debbie and I are expecting our first child June 11th. That should be enough to keep me busy for a while!

Thane States (RV-10 Project) has been doing a lot of fiberglass prep work while he waits for his Engine and Avionics to arrive. He hopes to have the engine in a few weeks and the avionics in 3 weeks.

H will then be ready to rail on firewall forward assembly, and avionics and wire wrap up. He says his goal is have the 10 ready for Oshkosh. Lets see if it works out.

And our ever Resourceful **Chuck Porter** has created a photo web site for Chapter 309 at <http://picasaweb.google.com/ea309>

Check it out!!!!

Welcome - New Members Jim Blair and Tom Sled!



Jim Blair: My background is first from Eastern Kentucky (very early years) and then mostly Charlotte, North Carolina since with a few years here and there in Norfolk (Navy), Santa Monica, CA, and Aspen, CO. I have an Architectural degree from NC State. I am not presently married but I do have a daughter who works as a high school teacher in Cambridge, MA. I am an Architect by profession and have a one man office. More accurately, I am an Architect when I have work and unemployed when I do not.

My early connection to flying came from my Father who during WWII was in the Army Air Force and stationed at Douglas, AZ and worked in the control tower. His fascination with airplanes later rubbed off on me and resulted in the usual background of model airplane building and much fantasizing about flying as a kid. My father was never a licensed pilot but felt a strong connection to airplanes and flying and would on Sunday drives back in the 50's would frequently wind up at Douglas Airport where we would wait for what seemed like hours to see an airplane land or take off.

My Private Pilot's License was very charitably given to me in mid 1998 at age 53, after many humbling experiences during the preceding 7 months of training at Wilgrove Airport and I now have a little over 600 hours logged. The Instrument rating is a little more elusive, but it's just a matter of time. I have all the requirements for done for Instrument and have taken the written test a couple of times because I've let the 2 year limit expire.

I have the Advanced and Instrument Ground Instructor ratings and I taught the Private Pilot ground school at Wilgrove Airport for 7 years up until this past June. I have been a member of the Anson Flying Club at Wadesboro for the past couple of years and have had the opportunity to get my taildragger endorsement and build some taildragger time in

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the club AC7, Aeronca Champ (with the "Armstrong" starter). The world of wheel landings and grass strips is a wonder to behold. It has been an amazing and wonderful experience. I also have about 90 or so hours in Piper Arrows, mostly flown out of Goose Creek.

Airplanes have escaped my ownership until now. Over the past year I have accumulated all the necessary tools and am now ready to begin an RV-8 project, probably a quick-build. The 309 Chapter put on a great workshop in spring of 2007 that I was able to attend and build the RV tool box. What a treat that workshop was. Sun 'n Fun 2007 was also an opportunity to get some riveting basics. The builder experience and expertise in the chapter is my prime reason for joining. Connecting up with other builders I know like Earl Fortner, Mike Munn, Neal Stewart, and Ravi is a wonderful opportunity to give and receive help and advice and that was my motivation for joining.



Hiya to all, my name is **Tom Sled**, I have been an EAA member for around 10 years. My introduction to flying was as an Army helicopter pilot many, many moons ago in Vietnam. I have lived most my life on the Central Coast of CA working as an Electronics Engineer for several computer companies like CSC, ITT, and Intel. Four years ago, on the exact 100 anniversary of flight, I flew the Turbine powered Helicycle helicopter I built (Two-To-Tango) for it's first flight, it is listed on the EAA Centennial web site. My wife Fran and I moved to the Mooresville area almost 3 years ago. We built a hangar and house on the middle of the runway at Long Island Airpark on the North end of Lake Norman. I am thinking of building a fixed wing, maybe a Sonex. I have a web site discussing the build of my Helicycle which is: <http://www.helibuilder.net/> I look forward to meeting you all and learning as much as I can from your combined experiences.

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open the hangar door and go flying. Thank you Van's!

Flying update on **Randy Utsey's N55CU / RV-7**. Total time is 16 hrs. First flight on 12-14-07. Working out a few issues but the plane is a joy to fly.

Airborne as soon as the tail comes up, which happens right away. I am seeing 165 mph indicated with no fairings or wheel pants at 24" & 2400 rpm. I have the MT three blade CS prop which affords a huge amount of braking action when the power is pulled back.

Turning final at 150 and making the mid-field turn off at Rock Hill with no brakes is amazing to me. I will probably give up a little on the top end versus other props but the acceleration and slow down performance is indeed exciting. Weathers clearing, going flying!



Weight and Balance?

The chapter has purchased a new set of scales which are suitable for performing weight and balance on aircraft. They are available for rent for \$50. Bill Repucci (704-607-4572) has them and will handle check out.

We have a number of other tools which will be listed on the chapter web page which are available for loan or rent.

RV-12 LSA on EAA 309's Picasa Photo Web Site

The ever industrious Chuck Porter has developed yet another addition to the Chapter's Picasa Web page - See the collection of photos and information about the new RV-12 LSA from Van's. See <http://picasaweb.google.com/EAA309/>

Be sure to check out this collection of photos from the B-17

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Letters from a WW I Aviator

The following papers were found in my Father's home office, after he passed away. There is an unsigned type written note in the binder, which is all I know about them. We do not have any Campbell's in our family but it is possible they came from one of my parents neighbors.

I am typing them up exactly as I read them, spacing, type-o's, etc. Blanks are usually an indication of something being censored; although on occasion, they were marked as such. I will provide you a letter a month, which should give you enough information for a few years.

Bill Repucci

Introductory note:

"When I recently rescued a bundle of 1917/18 handwritten letters from gather dust in my attic and read them, it occurred to me they might be of interest to members of my family, to some of my World War I colleagues who are still extant, and to a few friends, - not because they tell the story of a period of my own life, but because they communicate something of the atmosphere and attitudes of the day and of the birth of the U.S. Air Force (then officially the Aviation Section, Signal Corps) as a significant military force. And because, having been written a few days after the events described, they are not just the imperfect and "improved" recollections of an old soldier fifty years later."

The letters:

LET'S GO WHERE THE ACTION IS !

Letters of Douglas Campbell to his Parents
July 22, 1917 to July 12, 1918

July 22, 1917.

(Message telephone to room 679, Hotel Manhattan, New York)

Cannot see you tomorrow.

(Note: He was sailing on RMS "ORUDUNA")

(To his brother) SS ----- (Censored)

At sea, August 2, 1917

From: First Class Private D. Campbell, Aviation Section, Signal Corps, USA

Subject: Heifer Dust

1. I'm lucky as hell - If Bill Hohenzollern's steel porpoises don't discover "_____" (censored). If I'm any good as a flier I ought to have my 1st Lieutenant's commission

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by the end of September, and hope to be flying over Pershing's lines sometime in December. As I figure it out this bunch is in on the ground floor of the Aviation Service, and if we can make good the sky's the limit. It's a great opportunity.

2. Our greatest worry now is getting over. The "_____ " is one of _____ troop ships which left Halifax last night (we lay there at anchor for a week, and didn't get any shore leave either); we are supposed to have a convoy, but haven't seen it yet. It will probably meet us in mid-ocean. The aviation men on the ship have been picked to act as submarine lookout. Half the outfit will be on guard every other 24 hours, working in three shifts with 2 hours on, 4 hours off.
3. Sorry I couldn't see you before I sailed, but hope to see you in Berlin next year if not before.
4. Don't know where we will land, but have a hunch it will be somewhere in France although some of the cargo is booked for Liverpool. I certainly hope we will, because it will waste less time. Speaking of the cargo, I believe we are carrying large (censored).
5. Don't know where the flying school is, but Aviation School, American Expeditionary Force, France ought to reach me.

P. S. After I get to be 1st Lieut. I won't have to write such formal letters to officers.

(More letters will follow in upcoming issues of 309'er)

Sources of Weather Information

Several weeks ago, Bill Repucci and Dale Ensing were discussing what the best aviation weather sites were. The following is a compilation of the suggestions offered on EAA 309's Google discussion group <http://groups.google.com/group/ea309/>

The Cadillac of the weather sites has to be www.weathermeister.com - but it has a price, \$4.95 per month or \$49.95 per year. Just take a look at http://weathermeister.com/sample_route_briefing.jsp And you'll have to agree - this is the most comprehensive listing of aviation weather I have ever seen. One feature I have never seen anywhere else is winds aloft along your planned route of flight with predicted headwinds/tailwinds at various cruise altitudes.

New member Jim Sisco recommends <http://www.nws.noaa.gov/>

Scott Stout says, "I use the following for prediction of ceiling heights and visibilities for both long and short range. It's model info, so sometimes its good, sometimes not so good. But, when the forecast for 5 days out says mostly cloudy I get a feel for what the ceiling heights and visibilities could be and can decide early in the week if a nice weekend flight will be possible or will it be more of a challenge. <http://www.nws.noaa.govmdl/forecast/graphics/MAV/index.html> Day of flight weather is as others have mentioned: <http://adds.aviationweather.noaa.gov/>

I like <http://usairnet.com/cgi-bin/launchcode.cgi?sta=KRUQ&model=avn&state=NC&Submit=Change+Location>
See <http://www.eaa309.org/309rlinks.htm> for the complete list.



Tour, Veteran's Day and the Fall Fly-In at Lincoln. Chuck Porter created this web site using the Picasa Photo Album software available at Google.com.

And Speaking of Google...

Our Chapter's Discussion Group at <http://groups.google.com/group/ea309> had a good discussion of member's favorite weather sites. Interestingly, there's not a lot of fan support for the New "Old" way of getting weather - that is using human weather briefers at Flight Service - Lockheed.

A great collection of internet based weather sites has been collected and will be posted at <http://www.eaa309.org/309rlinks.htm>

Membership

We Need You!

Drive 2008

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:

**Ron Murray
295 Normandy Rd
 Mooresville, NC 28117
704-663-5521**

Pass it On!

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



NOTICE: The January 21
Dinner Meeting will be at the
Captains Galley, 11032 E In-
dependence Blvd beginning
at 7:00 PM. Hangar talk
starts at 6:30.

Our speaker will be Bob
Crumley candidate for NC At-
torney General.

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

