



THREE ZERO NINER

February 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.

FLY-IN SEASON!!!

Lake Norman Spring Fling Fly In!

Glenn and Robin Babcock have graciously agreed to be the hosts and organizers for this year's event. Ron and Kandy Murray, past hosts are also helping organize this event. As usual, many pilots will fly-in to show off their beautiful airplanes, both homebuilt and otherwise. The fly in is this Saturday,



The Chapter will set up the grill and cook hamburgers and hot dogs, and hopefully the ladies at LNA will provide lots of sides, salads, and tempting desserts as accompaniments. There will be a Young Eagles event scheduled for later in the afternoon to preclude too much traffic in the pattern at the same time.

Lake Norman presents some challenges for our fly-in due to its lack of taxi ways and runway slope. Although we would all like to land up hill and take off down hill, we ask that for this event, due to the volume of traffic we expect at 14A, please adhere to whatever the traffic flow is when you arrive. This assumes you do not compromise safety. Don't forget to monitor 122.8 and make short, precise positions reports.

We will be meeting at the Babcock's hangar on the north side of the runway near the 32 end of the runway. Their address is 123 Hughes Lane, off of Normandy Road. Car parking will be on Hughes Lane or in the commercial area across the runway. The commercial area is reached from Catawba Air Road off of Perth Road.

For those flying in, we probably will be landing on runway 14. We will have an advisor on 122.80 so please listen for any information provided by the advisor. We will be parking airplanes on the North side of the runway. Please watch for persons directing you to an appropriate parking space.

To make this event successful we need volunteers. We will start our set up around 9 AM so we will need people then. We will also need people to help direct traffic, assist in parking, clean up, etc. If you can help, please send your name and preferred activity to Ron Murray at Ronald_P_Murray@msn.com

John Schroeder, along with other EAA members, is arranging for some exciting airplanes to be flown in and displayed by JAARS (Jungle Aviation and Radio Service), which is located in Waxhaw, N.C. Please feel free to call Robin Babcock on her cell phone, 704-941-5040, to volunteer, or Email Glenn or Robin at r_babcock@roadrunner.com for more information.



REMINDER - Chapter Dues for 2008 were due on January 1

309'ers WEB SITE www.eaa309.org

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2007

EAA 309 March Dinner Meeting

Our Monday, March 17 Dinner will be at the Cook House Restaurant located at 20936 Torrence Chapel Rd, Cornelius, NC. The meeting starts at 7:00 PM but you can come earlier to participate in a bit of hangar talk. There is a map on the back page.

The speaker will be Brad Chana, the Aero Space Products manager from SEM. SEM is based here in Charlotte and is the maker of quality paints and primers. The rattle can primers used on both mine and Ron Murray's RV's were SEM products. SEM web site: <http://www.sem.ws/index.php>

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.

President's Corner

Thank you!

EAA 309, what a chapter. We have such a diverse group of people and planes in this organization, it makes me proud to be associated with all of you. Every time I find out a little bit more about the backgrounds of our members I'm a just a little bit embarrassed by my meager accomplishments.

We have former members of the military who served in many different roles and in every branch, from enlisted men to officers and from fighter pilots to foot soldiers. On this day in early March I would like to thank each and every one of you for your service to our country, my country. Without the personal sacrifices you made, whether drafted or enlisted, we would not enjoy the freedom of flying and aircraft building we enjoy today. THANK YOU!

Young Eagles

Speaking of "Thank Yous", Hal Schwab is off to a running start with the 309 Young Eagles program. He scheduled a number of pilots, planes, and Girl Scouts to attend the first YE event of 2008 on Saturday, March 8th. Unfortunately he forgot to schedule calm winds to go along with the clear sky he requested. A cold front passage provided the clear skies but the howling winds associated with the cold front had not calmed down in time. Hal wisely cancelled the flying portion of the event but went ahead with the class room section which introduced the



**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!

young ladies to airplanes and the theory of flight. He will reschedule the flying portion for March 22nd. See his write-up below for more details.

Spring Fly-In

Winter is almost over and the Lake Norman Fly-In is just around the corner. For me, this event always marks the beginning of the flying season. In years past the weather for this fly-in has ranged from freezing cold to boiling hot. We are all keeping our fingers crossed for some nice Carolina spring weather.

As always, we need help to pull off this event. Please contact Glenn Babcock, Ron Murray, or myself to volunteer.

Cross Winds

As I write this article the winds are blowing, the trees in the backyard are moving around, and I'm wondering how I would do flying in this kind of wind. As much as I would like to go flying today, I'm very happy to be sitting at my computer typing this article, listening to Torque the wonder dog snore away. My personal limits would not allow me to fly in a day like this. The sustained winds at CLT are currently 22 gusting to 28. Not only would that provide me marginal cross wind control but it would be down right uncomfortable. Put another

(Continued on page 3)

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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way, where did I put my stash of sick sacks?

What I'm getting at is, know your limits and don't exceed them.

Fly-in Safety

On Saturday, March 1st, there was a fly-in down in Florida where two airplanes collided. One was on a taxiway and the other was landing. Initial reports indicate the aircraft landing lost control and impacted the taxiing plane. Three people perished and the fourth was seriously injured.

This particular accident has been the focus of a great deal of discussion on the AOPA's forum and others. It is not my intention to judge anyone in this accident; the facts will come out when the NTSB completes its investigation. Unfortunately for us, that will not be until after our March fly-in. My hope is that something constructive comes out of this tragedy, such as improved fly-in safety.

I request everyone who plans on attending this event by air to read up on the landing procedures at 14A and to follow the FAA's recommendations. On December 12, 2007 Tad Sargent sent an Email to the chapter which contained a link to an FAA publication titled "HOW TO GET IN THE PATTERN". That article is reprinted below. It is worth reading and contains some information I didn't know, like the proper distance from the airport to be considered "in the pattern".

The decision to continue an approach and land is up to each pilot but if something doesn't feel "right", go around and make another approach. If there are a number of planes in the pattern, fly off and circle somewhere until the pattern is clear and then come back and land. Just because you have the "right of way" doesn't always make it safe for landing.

Lake Norman presents some challenges for our fly-in due to its lack of taxi ways and runway slope. Although we would all like to land up hill and take off down hill, I ask that for this event, due to the volume of traffic we expect at 14A, please adhere to whatever the traffic flow is when you arrive. This assumes you do not compromise safety.

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

Don't forget to monitor 122.8 and make short, precise positions reports.

Bill & Nora's Next Big Adventure

With over 100 hours on the RV-9 since its first flight on August 5, 2007 I find myself with nothing to do in the evenings. I've never been a big TV watcher so I'm looking for another project. It is my desire to learn new skills so I thought some type of rag and tube project would be enjoyable. The next project will be a scratch built (or possibly a restoration?), I suspect it will take me over 10 years to complete as we'll have the RV to fly on nice days. In other words, there will be no hurry to finish this next project. Because of extended timeline, I'm thinking an open cockpit "Sunday Flier" that fits into LSA category would make a nice project.

There are a lot of great airplanes out there. The Hatz Bantam, AcroSport I, and even the Warner Revolution guys are developing an LSA version of their two seat, open cockpit, low wing airplane. The Pietenpol that was mentioned on the chapter Email list this past week was (or still is being) considered.

I went as far as buying the plans for Pitts S1C with the intention of lengthening the wings 12" and building it as light as I can by installing an O-235 with the hope of getting its famously high stall speed low enough to qualify as an LSA. Unfortunately, an Email exchange with Bud Davisson has all but ruled that out. That and it would be nice to take someone along with me from time to time.

If any of you have a suggestion for a fun, low and slow, wind in your hair type flier, send me an Email, I would like to hear your suggestions.

Fly safe!

Young Eagles News

Our first Young Eagles event of the year was scheduled for March 8th. We had a group of junior Girl Scouts sign up as Young Eagles. Unfortunately high winds kept us from flying. However Tom Waskow, Kristin Bradshaw, Scott Stout, and I were able to help the girls complete their Aviation Merit Badge requirements. We will be giving them their rides on March 22nd, weather permitting.

We still need Young Eagles for our March 15th Lake Norman fly-in. We only have a few signed up so far. Please let me know if you can sign up any kids ages 8 through 17 as Young Eagles. Rides will start at 14:30 and I will be asking for pilot volunteers this week.

Thanks for your help,

Hal Schwab



Young Eagles

As most of you know, the EAA Young Eagles program is designed to give children of ages 8 to 17 the chance to experience flight in a light airplane. The number of pilots in the United States is shrinking steadily. By giving a child the experience, we can help to expand the ranks of future pilots and provide the child with an unforgettable day.

This year we will have Young Eagles flights in the late afternoon at each of our fly-ins. We need volunteers to fly the children. We also need you to help get out the word to your local school, Boy Scout troop, Girl Scout troop, or church youth group. We are now making Young Eagle reservations for the Lake Norman Fly-In. Just let me know by Email or phone how many Young Eagles you know that would like a flight. I will call for pilot volunteers as soon as we have a reasonably accurate count of Young Eagles.

Thank you for your support of this program,

Hal Schwab, (704) 651-7768, hschwab@mindspring.com

Membership Renewals

By the way, we still have 28 members who HAVE NOT paid their 2008 dues yet. Reminder Emails will be going out this week in case you think you have paid but we don't have a record of it.

Ronnie Brown

HOW TO GET IN THE PATTERN AT A Fly-In

Beginning in spring through the fall, I fly to quite a few fly-ins and flight breakfasts. What is most noticeable is all the different ways pilots enter the traffic pattern at non-controlled fields.

One such memorable occasion was at a flight breakfast in Iowa. This airport had left traffic and everybody was landing to the north. The traffic pattern was full of aircraft of varying performance and one poor soul was entering the pattern from the east and trying to enter on a right base. He continued to make 360 degree turns for spacing with the traffic that was flying the correct left pattern, only to find himself head on with traffic on a left base. He continued with his 360s and I think my kids and I were already eating our flapjacks before he made it to final.

We all know that §91.103 states that, "Each pilot in com-

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Mark your Calendars!

3/15/2008 - Mooresville, NC. EAA Chapter 309 SPRING FLING FLY IN at Lake Norman Airpark. 10-AM -3 PM. Hotdogs and Hamburgers. Young Eagles flights in the afternoon. For more info call 704-941-5040.

Tuesday, March 18, Charlotte, NC - AOPA Town Meeting. 7:30 PM. Sheraton Charlotte Airport Hotel - 3315 Scott Futtrell Drive -7:45 PM Breakout Session for Project Pilot www.aopa.org/prez/ptm.cfm#162.



4/19/2008 - Charlotte, NC. EAA Chapter 309 Home-builder's Workshop, 8:30 AM - 3:00 PM. 1429 Bryant St, Charlotte. Preregister by calling Randy Utsey at 704-332-8301.

April 19 - 20. Wilmington, NC -- Coastal Carolina Airshow featuring the USAF Thunderbirds and the US Army Golden Knights. Web: www.coastalcarolinaairshow.com

April 26 Charleston, SC -- Charleston Air Expo 2008 - Charleston AFB Air Show featuring the US Air Force Thunderbirds. (KCHS). Web: www.charlestonairexpo.com

May 2 - 4 Burlington, NC -- VAA Chapter 3 Spring Fly-In. All Classes Welcome, BBQ on Field Fri Eve. EAA Judging Sat, Awards Dinner Sat Eve. Email: eiwilson@homexpressway.net Web: auaonline.com

May 3 Ridgeland, SC -- Race to Ridgeland, 9am-5pm. Ridgeland AP (3J1). Email: leeloganster@gmail.com Web: www.racetoridgeland.com

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WANT ADS

I am giving up my **T hanger at Rowan County**, is any one looking for space at RUQ?

Dean Unterreiner 1-336-284-4849



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.mi-connection.com/romott/> Asking \$99,000 for this gorgeous Velocity. Ronnie Brown, 704-892-5122 or romott@mi-connection.com

Saturday, May 17 - Lincolnton NC - EAA Chapter 309 Poker Run. Prizes and Lunch. 8:30 AM - 2 PM.

May 16-18 Mid-Atlantic fly-in & sport aviation convention : *Fly-in *Food **Lumberman regional airport, Lumberton, NC, USA** 3 day grass roots fly-in. all sport aircraft welcome. old fashion pig-pickin on Saturday. forums , workshops , first class airshow. camping on field.

May 17 Columbia, SC -- The Celebrate Freedom Foundation presents "Thunder at Fort Jackson" air and ground show.

Email: CelebrateFreedom@earthlink.net

Web: www.CelebrateFreedomFoundation.org

May 17-18 Lancaster, SC -- Palmetto Thunder Air Show Email: fkeel@seelancaster.org Web: www.palmettothunder.com

June 6-8 Cherry Point, NC -- 2008 MCAS Cherry Point Air Show, Cunningham Field (KNKT), Email: leigh.velez@usmc-mccs.org Web: www.cherrypointairshow.com

June 7 Asheboro, NC -- NC Aviation Museum Annual Fly-In, 10 am-4pm: Vendors, Replica Sub, Raffle. Asheboro Regional(HBI) Email: ncam@atomic.net Web: ncairmuseum.org

June 14-15 Suffolk, VA -- Virginia Regional EAA Aviation Expo, Suffolk Executive Airport (SFQ) Email: JHSpakrs@vaeaa.org Web: www.VAEAA.org

Saturday, June 14 — Lancaster, SC - SE Multi Chapter Breakfast at Lancaster Airport (KLKR). 8:00 AM 10 AM.

Some of the above calendar entries were found at www.southern-aviator.com and at www.eaa.org/calendar/

Sun-n-Fun Arrival and Departure Procedures.

The chapter will be putting on a presentation on how to fly into Lakeland's Sun-n-Fun Fly In. A number of our members have volunteered to share their experiences and to discuss the NOTAM that has been issued.

If you are planning to fly to Sun-n-Fun this year, you will definitely want to attend.

See the NOTAM at http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices/media/sun-n-fun.pdf

mand shall, before beginning a flight, become familiar with all available information concerning that flight.” This information should include the traffic pattern altitude and direction. You can find this information in the Airport Facility Directory (AFD). The absence of this information means that the traffic pattern is left turns and the traffic pattern altitude for light aircraft is 1,000 feet above ground level (AGL), or for large aircraft, over 12,500 pounds, or for turbine aircraft 1,500 feet AGL. The Sectional Chart should also show an “RP” for right pattern if the traffic pattern is right turns. Additionally, §91.126 spells out the direction of turns for a non-controlled airport which states, “Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right.”

So how should we enter the pattern? Let me preface this next statement with: There are exceptions. This article is geared towards airplanes, not other kinds of aircraft, and at noncontrolled airports. The goal is to enter the pattern in a safe and orderly fashion that gives everyone a better chance to avoid a midair collision.

The Aeronautical Information Manual (AIM) **only** recommends one way to enter the pattern. The AIM **only** recommends a 45 degree entry to the downwind leg of the pattern. It does not recommend a long straight-in entry to final, entry on crosswind, or an entry on base leg.

If you are approaching the airport from the opposite side of the downwind leg, you can fly over the field above pattern altitude, which would be at least 1,000 feet when you are more than a mile from the runway, even better two to three miles out.

If you are approaching the airport from the downwind side, you can fly just wide enough to enter the 45 degree entry leg. Most Global Positioning Systems (GPS) have an Omni Bearing Selector mode (OBS), like a VOR, that you can set your course on a 45 degree line to the Airport Reference Point, center of the field, to give you a pictorial display of the 45 degree leg.

What are the legal aspects of a traffic pattern entry at a non-controlled airport? We have already discussed §91.126, about flying left turns in an airplane at a non-controlled airport. You may be thinking, if I fly a long straight-in final, I’m not making any turns, so that should be legal. This is legal but not necessarily safe, and definitely not courteous if other planes are in the pattern. It is possible that §91.13, *careless or reckless*, could enter the equation for a pilot that enters on a long straight-in final or any other non-recommended pattern entry if a near midair collision or collision occurred. The FAA is required to investigate any complaints that come to their attention.

Now, for the previously mentioned exceptions. We should use common sense with this topic as well as in everything else we do. There are airports in this country, most notably in the mountains, which cannot possibly allow a normal traffic pattern. A lot of them are one way runways or are so close to a mountain that you have to be quite inventive in getting in and

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out of them.

Another exception happened to me not too long ago. I was flying into an airport where the downwind leg would put me over the town. The weather was legal VFR, but the ceiling was low enough that if I were to maintain legal cloud clearances, it would have forced me to fly too low over the town for minimum safe altitude. I entered the pattern on a left base avoiding the town.

Airspace can also encroach upon traffic patterns either above you or to the side. Agricultural aircraft also are exempted, under certain conditions, by §137.45 allowing a pilot to deviate from a normal traffic pattern.

Several sources were used for this article. The Federal Aviation Regulations and the AIM were the primary sources, plus three Advisory Circulars, 90-42F, 90-48C, and 90-66A, all pertaining to traffic patterns or collision avoidance. The FAA’s Airplane Flying Handbook is also a good source to review from time to time.

Do your best to enter your patterns on a 45 degree to a downwind and avoid entering it any other way if feet above pattern altitude. The reason for 1,000 feet is that the pattern altitude for large aircraft is already 500 feet above pattern altitude for light aircraft. Also, by entering this way, you can look at the windsock and, if any, the traffic pattern indicator. Be sure to fly far enough away from the traffic pattern before descending to the traffic pattern altitude and turn for your 45 degree entry to the downwind leg. For collision avoidance, you want to enter the pattern at pattern altitude and not be descending while in the pattern. Since the FAA’s Airplane Flying Handbook states to fly your downwind leg one-half to one mile from the runway, depending on aircraft performance, you should be able to consider yourself out of the possible. Most of all, use common sense, be courteous, be legal, and keep your eyes out of the cockpit and look for traffic.

Dan Petersen, ASI



Letters from a WW I Aviator

Through the miracle of the internet and Google it was easy to discover who the author of these notes.

Douglas Campbell was noted for several firsts in his service. He flew the squadron's first patrol along with two other famous aviators, [Eddie Rickenbacker](#) and [Raoul Lufbery](#). Due to supply problems, the trio flew their first mission in unarmed planes. His first kill came while flying in an aircraft armed with only one rather than the usual two machine guns.

France, August 25, 1917 - By Douglass Campbell

I wrote last Sunday, but the censor sent it back because of some minor infractions of rules, and I haven't had time to write since. I rather think that my first letter didn't get through either.

In case you haven't received any letters from me since I reached France, I'll state briefly that I'm not flying. All but a few of us went to flying school and have been flying for 10 days, but we were told our services were needed at headquarters to assist in serious problems of organization. It was an awful jolt at first, but the disappointment at not flying at once is overbalanced by three facts:

- a. The work we are doing here is very important and of great benefit to the Air Service.
- b. We hope to get commissions as 1st Lieutenants very soon.
- c. In about 5 or 6 weeks I hope to be flying at school where I shall be a member of the administrative staff and can fly as much as I please.

Ham Coollidge and Eddie Bates are working with me under the same officer on the same problem, and it's a whopper too. You would be greatly interested in it if I could tell you what it is, but that wouldn't get by. I hope to visit one of the great French schools next week in connection with it, and that will be awfully interesting.

Seven of our bunch are from the M.I.T. outfit, so we aren't strangers by any means. We are living at a small hotel on the left bank of the river just now (Author's note: the Hotel de l'Universite), but expect soon to move into pension in another part of town so as to be nearer the office.

Received your train letters today, the first I have received since leaving N.Y. My mail was sent to the flying school and had to be returned, so it was delayed. We shall probably receive two months' pay in a week or 10 days, so I won't need any money. I have been so busy that I haven't had time to look around for people to help along as father wants me to, but will do so when I get into the country in October. In a city it is very difficult to find the right place to spend it. If my commission goes thru, I'll have enough to distribute, live on, and then some, so you needn't worry about sending any.

I hear that week-end cables are very cheap. Shall look into the matter on Monday.

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Douglas Campbell (center) poses with fellow 94th Aero Squadron aviators [Eddie Rickenbacker](#) (l.) and [Kenneth Marr](#) (r.)



The Stouts Zenith 801 Update... After the October 2007 Rotary Roundup Ariana and I came back energized for building and indeed building did occur at a frenetic pace for about three weeks. Then the holidays hit and we hadn't done anything other than bury the airplane under boxes of Christmas decorations. Though during this brief period of October to November I did construct my engine mount jig and started final welding of the components for the "production" engine mount.



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I have not flown out of the area to speak of to check my transponder as it worked fine in the CLT area. Got close to GSO and started getting complaints. Recycled, etc., Washington CTR had no problems, got in the ADIZ on Potomac Tracon and they were having problems with it and getting rather nervous. Controller said if I was to continue I would have to get that fixed. OK, hover and get out the tools! It started working again and worked enough to get me out of there. Its probably the cable ends as Steve and I struggled getting them correct and I am loosing some signal. Will look into it!

Having fun! - Randy Utsey

N55CU on the ramp at HEF (Manassus, VA) in the DC ADIZ. Since my RV-7 now has a healthy 46 hrs I am free to roam the country. Flew young son Josh up there and took him into DC to drop off. Last place I saw to park a car was at the airport. Our Nation's Capital is in need of an overhaul where roads and parking are concerned. Manassus airport is a busy place as they have learned to adapt to all of the TFR rules. Lots of training going on along with a healthy amount of corporate flying. I went in and out with IFR clearance's so there was no special requirements for my flight.

Homebuilder's Workshop

On Saturday, April 19th, EAA chapter 309 will sponsor a builders workshop in Charlotte, NC. The class is aimed at those interested in learning basic building skills (metal working, composite, electrical, etc.). The \$30 fee will include one Van's toolbox kit and lunch.



At the end of the day you will get to take the tool box home along with the skills you will learn.

The Toolbox Kit comes with documentation, along with all the parts and rivets needed to complete the toolbox. This training project consists of several pre-punched parts that are riveted together to form the box and lid and a hinge to hold them together.

This training project will give you the chance to try several different styles of riveting, using aluminum parts identical to those that make up the airplane. The completed toolbox is just the thing for a traveling tool kit when your RV is done or for holding your safety wire supplies, etc. Finished toolbox measures 16"L X 6"W X 4"H.

The class will be limited to the first 20 people.

Although the toolbox kits are provided by Van's people who desire to build other types of aircraft are strongly encouraged to attend.

If you have already built a metal aircraft or are currently building one and would like to share your experience with others, please Email me. The more instructors we have the more our students will get out of the class.

Sign up by sending an Email to Randy Utsey at randy@djdist.com or call 704-332-8301

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 March 17 Dinner Meeting will be at the Cook House Restaurant in Cornelius, NC beginning at 7:00 PM. Hangar talk starts at 6:30. Speaker will be Brad Chana, the Aero Space Products manager from SEM. SEM is based here in Charlotte and is the maker of quality paints and primers.

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

