



# THREE ZERO NINER

April 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!!!

### Multi-Chapter Fly-in Saturday, June 21<sup>st</sup> Lancaster, SC (LKR)

The goal of the fly-in is to meet pilots from the other EAA chapters in the Piedmont. Thus, this will be an informal fly-in. Tent camping in site is available for those who wish to come in on Friday night. However, no campfires are allowed.



Military aircraft - Columbia (James) do you have any contacts with the local Air Force Base? Can they come in Friday and do a static display? A C-130 would be fine. They can even set up a recruiting tent, if they like. I'll contact the Air NAG based in Charlotte and see what I can get out of them.

Young Eagles - We will not give YE flights but we will collect names and distribute them to the appropriate chapter.

Site walk through- Looked good, plenty of ramp + grass overflow south of the taxi-way (Rwy is north of taxi-way) In addition to the 6000x100 asphalt runway, there is 4000x100 grass strip on the north side and parallel to the paved runway. It will be marked with cones and will make the fly-in more tail-dragger and ultra-light friendly. - Garry set it up.

Finance - Each chapter shares equally in profit (there shouldn't be a loss). We're not looking at much in the way of expenses; food & port-a-potties. It was suggested that we buy enough food to cover the low side of our guess of attendance then augment that with a trip to Bi-Lo or Wal-Mart if we see the need.

Advertising - Lancaster Aviation will take care of the local county pr/marketing/publicity  
- Al will take care of EAA Chapter Calendar, AOPA e-gram, e-mails to chapters  
- We'll e-mail a flyer to go to each sponsoring chapter for local posting

Food preparation - Breakfast: Charlotte 309  
Lunch - Salisbury 1083

**Cappy's Next Adventure** - Captain Steve Glasgow is planning another ultimate **Fly Out**. This time to Scottsdale, Arizona beginning on or around May 30, through June 7. More info is at 309's Google discussion group, see his note and complete details posted on March 13th.



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

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**2008**

**NO April EAA 309 Dinner Meeting**

There will not be a dinner meeting for April due to many folks being gone to Sun—n-Fun and having to catch up from being gone!

Watch this space for details of May dinner Meeting!

**And speaking of Dinner Meetings:**

We still need some one or two alternate restaurants scattered around and in Charlotte to host our dinner meetings. Right now we have the north and southeast covered, but we need something on the west and mid town Charlotte. Surely someone has some suggested locations - we need a room with seating for 40 or more and reasonably priced food.

**President's Corner**



*by Bill Repucci*

**Sun-n-Fun in my Own Homebuilt:**

**Sun and Fun Preparation**

Prior to Sun-n-Fun, Tad Sargent, John Wigney, and Dale Ensing reviewed the SnF NOTAM to a handful of pilots. They discussed their experience gleaned from multiple SnF arrivals and departures and explained to the group what to expect.



**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!

Many questions were asked and it was obvious by the answers provided that Tad, John, and Dale knew the arrival procedures by heart.

As a SnF novice, this was extremely helpful. In the weeks prior to AirVenture we will have a similar review. It is highly recommended that anyone planning to fly there should attend this session.

**Sun and Fun Bound**

The Friday morning weather prediction for Charlotte was for 200 foot ceilings, thus we elected to leave around 11 AM. This meant we were spent more than a few hours at KHOE waiting for the

This was only my second trip to Sun and Fun and my first by air. Even better, it was my first trip in my own airplane, one that was built with my own hands.

Plans never seem to work out the way one hopes. Radomir Zaric & Thane States, flying Radomir's RV-7A N777TY, and Tim Bolton & I, flying my RV-9 N941WR,

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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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## Chapter 309 Blog Site

by Chuck Porter

Dear EAA 309 Chapter Members,

With the help of Ronnie Brown I have set up an EAA 309 Blogsite at <http://eaa309.blogspot.com/> to complement our excellent EAA 309 Web Site ( note the similarity). Now I need your help to make it interesting and enjoyable to anyone with a passion for aviation!



### So, what is a Blog?

A blog is a frequently updated **website** featuring news, commentary, advice or insight, and entertaining and helpful information, with pictures that can expand to full screen with a mouse click. Blogs are published using third-party content management systems, ours is **free** with **Google**, which makes them simple to manage - even for beginners. Our Blog content is displayed on the **left panel** in reverse chronological order (newest post at the top), with a **right side panel** with our General Information that does **not** change or move, with posts categorized. The EAA 309 Blog will broaden our internet presence, increase EAA 309 website's value, make ourselves more visible to search engines, provide enjoyment and online interactive comments to our members and world-wide visitors, using active internet links just like on websites to enrich our messages by combining web resources. By getting interested EAA Chapter 309 members involved we will be able to display our wealth of background, experience, and aviation interests that our own members have, as well as interactive comments from our world wide visitors, so all can enjoy and benefit from our site. Our EAA 309 aviation blog can deliver all of this and more!

### The Benefits of Blogging

The EAA 309 blog will help us become more popular for a number of reasons. Blogs have a user-friendly publishing interface, so organizations often update their blogs more frequently than their regular website. Some of the most popular blogs get updated once or twice a day. In addition to keeping

readers coming back, this also improves search engine optimization by adding fresh content to our online presence. Blogging is easy and can bring a valuable resource to our chapter. Please give it some consideration. Look at some of the other blogs out there (an example of a personal aviation blog and see how they are being used. This may be something that you may want to do as a personal website, all for free. I did not know what a blog was but I was asked to learn to blog for my granddaughter Sarah to help others find help for their child with Hemangiomas. Our site has many worldwide orkchopsarah.blogspot.com/2008/03/subscribe-to-receive-new-posts-as-email.html" subscribers that automatically receive posts via email, complete with pictures, right after a post is made. I have the site optimized for search engines - try doing a Google search for **Sarah Hemangiomas** and you may see us at the top of the list. I have personal site with links to our Web Albums

### Learn how to Blog on a TEAM BLOG

As the EAA Blog Administrator I have set us up with what is called a TEAM BLOG to give access to those members that wish to make posts and can log in with their own personal password and begin publishing immediately. **If you feel that you don't have the time to do so but wish to make a post simply e-mail me at [chuck@edmspecialists.com](mailto:chuck@edmspecialists.com)**"

To become an **EAA 309 Team Blogger** simply e-mail me me a Word File with Hyperlinks and attach pictures and I will make the post for you. To become an **EAA 309 Team Blogger** simply e-mail me me a Word File with Hyperlinks and attach pictures and I will make the post for you. To become an **EAA 309 Team Blogger** simply e-mail me **Blog**

Once you're comfortable with your blog post, you can post content on a regular basis. When you start you may find that it is convenient to make a Word file for your text then copy and paste it into your post. You can easily upload pictures from your own computer or other web sites. You'll actually be growing your website with quality news and information - good for your readers, and good for the search engines too.

Pick at most three key phrases in every post and link them to three different pages on a website that support the text. This gives you a chance to create a legitimate linking campaign on the internet. If you will look above, you will see that I chose phrases and linked them to pages on our EAA 309 website. I didn't just choose random pages. I chose pages that match the key phrases. Internet users dislike it when you link a phrase to a web page that does not match the phrase. This might get our blog blocked from ever being used by that user and you will have lost a possible future visitor - or maybe a future chapter member. As your

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**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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were to leave Goose Creek at 6:30 AM on Friday morning and head to KHOE (Homerville, GA) for cheap gas and a BBQ lunch and then fly on to Lakeland prior to the start of the air show.

The plan was for RV-7 builder Tim Bolton and I to fly down on Friday morning in N941WR. Radomir Zaric and RV-10 builder Thane States were to accompany us in Radomir's newly completed RV-7A N777TY.

The flight down to Lakeland for both N941WR and N777TY went without much fanfare. Our departure was delayed due to predicted low ceilings on Friday morning that never materialized. The delay meant we couldn't fly straight to Lakeland because our afternoon arrival would coincide with the afternoon flight demonstrations. So, after fueling up at Homerville, GA (KHOE) we waited for a few hours before setting off for Lakeland. Departing for Lakeland around 4 PM we motored south. Within 50 miles of SnF we dialed up the AWOS frequency and found they weren't accepting arrivals until 6:45. This news found us detouring to Zephyrhills, FL (KZPH) and sitting on the ground to wait the Lakeland to reopen.

The short flight from Zephyrhills to Lakeland was uneventful but I must admit that I had no problem following the arrival procedure because I simply trailed Radomir and Thane by a quarter mile. The controller confirmed things were going well when he called out, "RV Taildragger follow your buddy. That's good, keep it tight."

Both our landings were uneventful, we quickly taxied to our parking spots, and secured our planes.

Due to our late arrival we were unable to get our rental car and had to beg for a ride to our hotel. This is where the tight aviation community really shines. Earlier in the week I had exchanged a e-mails with Marc Cook the

Editor-in-Chief of Kit Planes. In one of his notes he included his cell number and asked me to call him so we could meet. Little did he know at the time that he would become our taxi service.

It was very kind of Marc to give us a ride and even better was the chance to pick is brain about some of the aircraft he has flow, kits that are no longer in production, the state of various vendors, and much more.

The evening air show continues to impress, in particular Manfred Radius' routine flown after dark and with pyrotechnics attached to the wings.

Saturday was vendor day and it impressed me that everyone I spoke with was very relaxed after what must have been a rough week selling their products and talking to many, many customers.

What I find impressive about these large air shows is the FAA's flexibility in handling such high volumes of aircraft and the professionalism in dealing with aircraft and pilots of different capabilities and knowledge.

Bill reports that he returned on Sunday - a but bumpy and windy up there, but found some smooth air around 7500 feet. Bill found that the winds had died down by the time they arrived in the Charlotte area.

## Young Eagles News

*by Hal Schwab - 309 Young Eagles Coordinator*

We were finally able to fly the Girl Scout troop on March 22<sup>nd</sup>. The weather was clear and the winds were acceptable. Thank you to our pilots Tom Waskow, Elwin Smith, Ray Brown, and Harry O'Nan. Also I would like to thank the staff of Lincoln County Airport for their great hospitality and patience with us taking over their building and raiding the popcorn machine.

Our next event is scheduled for April 26<sup>th</sup> when we will fly those that were signed up for the Lake Norman fly-in. I hope that the third time is the charm and we don't have to reschedule again. I will be asking for volunteer pilots as soon as I have an accurate count of Young Eagles. Thank you everyone for your support of the worthwhile endeavor.

(704) 651-7768 - [hschwab@mindspring.com](mailto:hschwab@mindspring.com)

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## 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](mailto:hschwab@mindspring.com)

## Membership Renewals

By the way, we still have 24 members who HAVE NOT paid their 2008 dues yet. If you stop getting news and e-mails from the chapter, it's because you chose to leave us!

Ronnie Brown



**Picture snapped as the 2008 Sun-n-Fun Grand Champion award winning Lancair departed Lake-land. Tragically, it crashed not far from the field. USE THOSE CHECK LISTS!!!!**

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## Mark your Calendars!

**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](http://www.coastalcarolinaairshow.com)

Monday, April 21 - Charlotte NC, AOPA Air Safety Foundation, Top 5 Mistakes Pilots Make. 7 - 9 PM at Discovery Place Museum, 301 N Tryon Street

April 26 Charleston, SC -- Charleston Air Expo 2008 - Charleston AFB Air Show featuring the US Air Force Thunderbirds. (KCHS). Web: [www.charlestonairexpo.com](http://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](mailto:eiwilson@homexpressway.net) Web: [aqaonline.com](http://aqaonline.com)

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

Saturday, May 10, Maiden, NC - Laney's Airport (N92) - Fly In, Food, Homebuilts, Ultralights, Vintage Aircraft. 8AM - 6PM

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.

Saturday, May 17 — EAA Chapter 731 Spring Fly In- Hickory (HKY) NC. Join EAA Chapter 731 for a great day of flying, food, and camaraderie. Young Eagle sign-ups. Aircraft judging awards. 7:30 AM - 4:30 PM.

May 17 Columbia, SC -- The Celebrate Freedom Foundation presents "Thunder at Fort Jackson" air and ground show. Email: [CelebrateFreedom@earthlink.net](mailto:CelebrateFreedom@earthlink.net) Web: [www.CelebrateFreedomFoundation.org](http://www.CelebrateFreedomFoundation.org)

May 17-18 Lancaster, SC -- Palmetto Thunder Air Show Email: [fkeel@seelancaster.org](mailto:fkeel@seelancaster.org) Web: [www.palmettothunder.com](http://www.palmettothunder.com)

June 6-8 Cherry Point, NC -- 2008 MCAS Cherry Point Air

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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

### 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.mi-connection.com/romott/> Asking \$99,000 for this gorgeous Velocity. Ronnie Brown, 704-892-5122 or [romott@mi-connection.com](mailto:romott@mi-connection.com)

**Saturday, June 21 — Lancaster, SC - SE Multi Chapter Breakfast at Lancaster Airport (KLKR). 8 AM- 4 PM. Come out and join members from EAA Chapters from Charlotte, Columbia, Rock Hill, and Hickory. Breakfast and Lunch will be served. More info - see the front page and [www.eaa309.org](http://www.eaa309.org)**

Some of the above calendar entries were found at [www.southern-aviator.com](http://www.southern-aviator.com) and at [www.eaa.org/calendar/](http://www.eaa.org/calendar/)

### Velocity Sold?

*by Ronnie Brown*

As my old friend Dennis Hallman always says. "IT AIN'T SOLD TIL THE MONEY IS IN THE BANK!" I do have a buyer who has flown all the way from Texas, brought a former Navy pilot friend with him, took a good hard look at my Velocity, and we made a price agreement, and he left me a deposit.

We are scheduled to close this sale around the first of June after he goes to the Velocity Factory Transition Training (required by his insurance company and ME). I want who ever owns my pride and joy to be very familiar with this high performance, aircraft that lands and takes off differently from most aircraft. You can't stall it to a landing - because the canard stalls first! That can lead to a nose wheel landing - and the Velocity doesn't go any better than landing a C-172 or RV or other nose dragger on its nose wheel. And you also don't want to aggressively lift the nose on take off, lest you make toothpicks out of the prop.

I have VERY much enjoyed the journey in building, flying and maintaining my Velocity. It has been the perfect airplane for me - I like weird, I like fast and sleek, and it just flies like a dream with a panel that is IFR, that is not overly complex, has just the right redundancy while junking all of the old technologies like ADF, DME, and marker beacons. The Garmin 430 WAAS is the sweetest (ACTUALLY IT IS CHEATING!!!) IFR box out there.

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We have flown our Velocity to Key West, Ft Myers twice, Dallas, Nashville. I also flew it to Oshkosh to join the 100 Year Anniversary flight of the FIRST CANARD! And I flew her to Sun-n-Fun last year and had the most memorable fly-in, camping-with-your-plane, enjoying fantastic weather in Lakeland. The trips down and back were perfect! Oh, and Mott and I also flew it down down to Hilton Head a bunch of times, too.

But it is time to move on to the new boon - LIGHT SPORT AVIATION. From John Winger's pictures, it was apparent that the LSA movement is alive and very well!!!! It is about time we put much more emphasis on Recreational Sport-Flying and getting the heavy-handed bureaucratic FAA out of our rights to the skies.



## AND SPEAKING OF VELOCITIES

The rendering above, is a concept 6-place, turbo powered Velocity that was announced by the new owners of Velocity Aircraft. Principals associated with the Rocket Racing League has purchased the factory and production facilities from Duane Swing. Most of the Velocity folks will remain in place at the factory in Sebastian, Florida. as the new company expands to introduce new models such as the Velocity Turbo Prop above.

## EAA CHAPTER 309'S FLEET!!!

Hard to believe but we have a rather prolific chapter with the following number of aircraft and projects:

**Certified planes - 27**

**Experimental planes Flying - 24**

**Home built/experimental projects in progress - 32**

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## 2008 Sun N Fun by John Wigney

**The Trip:** This year I set out on Tuesday morning in the trusty Europa. The weather was quite scuddy but at no time did I have less than 1,000 ft ceilings. A stop at Brunswick, Golden Isles (KBQK) for fuel and then on to Lakeland direct. Listening to the Ocala radio as I passed, I found that the Unicom was a little excited and was advising everybody that Lakeland was closed. I figured out that Zephyrhills would be a satisfactory alternate and pressed on to find that in fact the field was open. The temporary closure was to clear aircraft from the taxiways when arriving planes were bogged down in wet fields. On the approach to Lake Parker, I reflected that in-cockpit TCAS collision avoidance systems only work when everybody's transponder is tuned to Alt. Of course, at airshow arrivals when pilots are requested to select the transponder to Standby, a TCAS will not do you much good. This point came home to me as I arrived at the Lake Parker arrival point and found a Cessna about 200-300 ft. off my port wingtip. he controller asked me to speed up and the other guy to slow down to obtain separation. All of this happens to be academic for me since I do not have TCAS. On the return on Sunday, I had to bob and weave around some showers and rain north of Gainesville but found clear weather to the west. After a stop at Waycross, GA for fuel I had a smooth ride home at 10,000 ft + to avoid turbulence lower down.

**Home Built Camping:** This area is a well kept secret. There are usually about 50 + aircraft in this area which is south east of the warbird ramp and near the helicopter area. The campground hosts are very hospitable and lay on breakfast on some days. Friday night was a steak cook out (\$10.00) and the steaks were large. I enjoy meeting up with old acquaintances there.

**Static Show Aircraft:** I did a double take at the Cessna stand when I saw the shiny composite 350 and 400 four seaters. I then realised they were the Columbia models with a new label. Most of the usual exhibitors were there and business seemed to be reasonably healthy. The representation of LSA aircraft improves each year and they had a busy display area. The planes vary between the beautiful and sophisticated (e.g. Cirrus SR22 and Sting Sport) to the downright ugly (the diesel powered Indus). My view is that Van's RV-12 falls fairly low down in the beauty contest. I did not see many kit built LSA aircraft but Rans' S-19 is a very attractive example.

**Gizmos:** Dynon are bringing out inexpensive 1 and 2 axis autopilot servos which can be driven by any and all their existing EFIS units from the small Dynon 10A on up. I met Bill Repucci on Saturday and learned that he had been selected by Dynon to do Beta testing on the system (lucky dog!). I think these systems

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## 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.

Saturday, Sept. 1, 1917 - By Douglass Campbell

Have been very busy this week, and the work is progressing well enough considering the difficulties we are up against. Because of the shortage of tonnage, we are forced to do most of our business over here, and it certainly is difficult. It is impossible to convince a Frenchman that you really mean it when you say you are in a hurry. Since coming over here I have begun to realize why the French are notable to accomplish more against the Germans. Even after three years of war the men at home don't know how to work with efficiency and concentration, and materials are wasted a great deal. Probably the race will never get over the habit of talking instead of doing, although the men in the trenches are splendid in that respect.

Last Sunday we all moved into a pension, but today we are moving out again. The reason we are moving so soon is that we have all been driven crazy by the nonsensical jabbering of the French landlady and her spinsterous daughter. We are all agreed that when we eat our meals we prefer to eat in peace rather than to be constantly talked at. Why can't some people get along without intoxication of the tongue?

We are moving into what appears to be a very pleasant hotel just around the corner from the office. (Author's note: The hotel Francois I, on the Rue Francois I. The hotel no longer exists.) It is a little more expensive, but we avoid the "family stuff" which is so annoying at the pension. We shall soon be able to afford a little more, too, for we were recommended for commissions as 1st Lieuts.

By the board yesterday and are informed they will be confirmed by cable in about two weeks. Temporarily, of course, we shall be on the non-flying status, but when our well known and justly famous establishment gets running (censored), we ought to have plenty of opportunities for flying. It is my ambition to be flying in the first squadron that takes place behind the lines. I want to be one of the men who win aerial supremacy from the Germans, not merely one of those who maintain what has been won by the first ones on the job.

Yesterday I read that Wilson had got around the Goethals-Denman snarl, but I haven't been able to find out how he did it. I hope he kicked them both out and gave them h- -l; everybody over here realizes keenly that we need shipping right off and a lot of it, and anyone that held back a whole program for 2 months because of his personal bull-headedness ought to be shot. I don't know who was nearer the right, but certainly time was the important thing and still is. "Don't

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

count on getting anything from America if you want it within the next six months" is the consensus of opinion in our office; and the number of things that must come from America is appalling when observed in that light.

But we're going to show the Germans up when we get going!

(John Wigney's Sun-n-Fun Cont'd)

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will prove very popular but you should wait a few months for the bugs to be worked out. The same goes for a very attractive In-cockpit weather ATC system just brought out by Anywhere Map. The touch screen display is basically similar to portable GPS navigation units for cars. At a show price of \$1,495, this is very well priced.

**The Air Show** : Of all the many aerobatic displays, Wayne Hadley in the Twin Beech probably is the most elegant. The Thunderbirds and a Navy F18 Hornet livened things up as well in a noisy way. There were 8 F-16's at the show for the Thunderbirds and 12 Thunderbird pilot photographs in the show program. Of these 12, 4 were women - 2 Captains, 1 Major and 1 Major Dr. I wonder what has happened to all the red blooded fighter jocks!

## Technical Corner - by Ronnie Brown

Below is an excerpt from the Aero-Electric discussion group in which several folks have been arguing over whether home built aircraft must have TSO'ed equipment installed. Bob Nuckolls has had extensive experience in the Certified Aircraft world.

>>Read the regulation. It says that the 'encoder' must meet the TSO standards. It doesn't say that it must be TSO'd. That is a subtle legal difference.

>But, if you read the TSO standards  
>you would likely conclude that it  
>would be a very expensive and difficult job to do the testing to determine whether the item >met those standards. If the item must meet all the TSO >standards, it would almost certainly be more practical simply to purchase a TSO'd item.



You got that right. The actual testing is the cheap part. I used to qualify products intended for use on TC aircraft based on oversight of a single FAA representative for the engineering testing in my lab. Nowadays, you first have to get permission to test, then write up a test plan that speaks to what color the walls of the lab will be painted, then schedule a bevy of official dispensers of holy-water and witnesses for testing (most of whom don't have a clue about how your product works) and the accomplish this all in a laboratory that is "certified" down to whether or not the paint cited in the test plan has lead in it. Finally you have to write a test report. Documents that support various phases of the test effort must be submitted to the local ACO who is not just allowed but EXPECTED to take 91 days to pray over it before granting a blessing. If they do any red-lining, then they'll take another 91 days to reconsider the changes. In the mean time, the project team is still banging the project work-order.

The value-added activity for proving that a product meets its cited design goals is dwarfed by the no-value-added activities foisted upon us those-who-know-more-about-airplanes-than-we-do. If anyone really believes that last week's air transportation debacle had anything to do with real passenger safety is sadly deluded. It has everything to do with lawmakers and regulators activities that expand kingdoms over which they reign thereby justifying their fat retirement packages.

The saddest part is that my contemporaries in the TC aircraft world are so distracted by requirements to dance to somebody else's orchestra that they're not building their ability to be good engineers. That's what I'm getting paid those big bucks for now . . . but I'm always watching for some bright young bucks to whom I might pass the torch. I think I've found a couple of new hires at HB that show great promise. I've already conspired with their boss to shield them as much as possible from the forces

## THREE ZERO NINER



that would dilute their curiosity, creative juices and enthusiasm for their jobs.

In the mean time, you who are members of the 'unwashed' must suffer the effects of all this pomp-and-circumstance and be content with the dream that "their hearts are in the right place . . . they're only concerned about your safety." **But if you had a non-TSO'd encoder that lacked your confidence as to suitability to task, we could probably assuage those concerns in one day of playing around in the lab.** To get real TSO blessings on the product would require a 6-12 month, 400+ man-hour effort.

Bob . . .

*(Continued from page 3)*

(EAA 309 Blog Continued...)

Administrator I can remove any posts or visitor comments that are not appropriate. You as a Team Blogger can erase or edit **your** posts at any time but not the posts of others. You can e-mail me with any comments or clarifications of other's posts for my consideration for changes.

### What to Blog

Stumped over what to write about? Here are some ideas that you can always fall back on.

- New product or service
- Upcoming event
- Member Aviation Trip/Vacation such as John's trip to Alaska.
- New Airplane Kit, power plant, or accessory
- Interesting aviation article

Recent aviation article such as the Strategic Bridge at Remagen, Germany on our blog site as an example that I simply copied from our EAA 309 web site.

As time goes on I may set up separate pages such as *Builders, Aviation Articles, Young Eagles*, etc., and then move posts to the appropriate page.

The topics are endless. Anything that is aviation news can become news on our blog!

Now with your Interest and Help we can *Get Started!* Who knows, you may even be like me and find that it is fun!

Best regards,

Chuck Porter , Chapter 309, EAA –  
"The Spirit of Aviation"

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John at Homebuilt Camping



Rans S-19 LSA or E Homebuilt Kit



Cirrus couldn't resist joining the LSA fray



Wow - Check out this Glass Panel in a LSA - it can be done much simpler!!!!

**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.**

**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.

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](http://www.eaa.org)**



### EAA Chapter 309 Enrollment Form

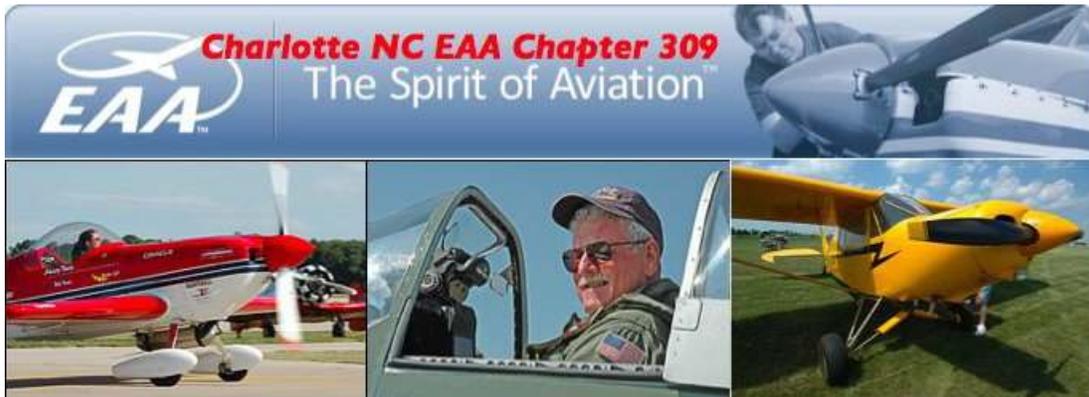
Name: \_\_\_\_\_ Spouse \_\_\_\_\_  
 Address: \_\_\_\_\_ Family Membership? (Y) or (N)  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_(H) \_\_\_\_\_(W)  
 E-mail Address: \_\_\_\_\_  
 Pilot Rating: \_\_\_\_\_ EAA Member Number: \_\_\_\_\_  
 Aircraft Owned(?): \_\_\_\_\_  
 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**

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18816-6 Nautical Dr  
Cornelius, NC 28031



**NOTICE: Next EAA Chapter Meeting will be in May.**

**Stay tuned for when and where!**

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