



THREE ZERO NINER

June-July 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.

Cappy's Most Excellent Adventure "Too"

Seven RV's Journey to Scottsdale, AZ

Our journey west, which was organized by Steve "Cappy's Toy" Glasgow, started on May 30 at Shelby Airport. This is where Steve & Lynne Glasgow, Randy & Carolyn Utsey, Ron & Kathy Schreck, Bill Crothers & Captain Ron met for our briefing and to start our journey west.



The weather was a bit iffy with broken cloud cover all along our route to Baton Rouge, LA with a fuel stop in Shelby County, AL. Along the way to Shelby County we were joined by Don Oberlander from Atlanta who rendezvoused with Ron Schreck & Bill Crothers who were flying on top of the broken layers. After fuel at Shelby County we departed for Baton Rouge for our first overnight. Waiting for us in Baton Rouge was Dale Walter & Barbara who had departed from Fort Lauderdale that morning.

We departed Baton Rouge the next morning for our fuel stop in Brownwood, TX. We flew into clear skies about halfway to Brownwood and it was starting to get warm! Temperature at Brownwood was a dry 95 degrees plus, with a nice hot wind right down the runway. The picture of all of the RV's under the shade ports reflects that all of us were hot so we let our RV's rest in the shade while we had sandwiches in the air conditioned FBO. Didn't want to leave because it was only going to get hotter and bumpier on our next leg to Carlsbad, NM. There is not a lot to see once you get to west Texas heading to New Mexico. We flew over one of the largest wind farms in the country. These things are "large" reaching 400' into the air and there must have been a hundred or more of them! We flew this leg between 8,500 and 10,500 altitude.

The turbulence was a rolling thermal type of air movement, which was not the "speed bump" type of turbulence that we normally find in the Carolina's. Our fuel stop and second overnight was in Carlsbad, N.M. and we knew this was going to be hot! Temperature at Carlsbad was well over a hundred upon landing. My fuel injected IO-360 did not want to idle and Bill Crothers engine quit on him while he was taxiing to parking. After we tied down in the "oven" air, we headed for the local Day's Inn and air conditioning! No complaints for an early departure from Carlsbad because flying early is the norm for GA desert op's.

This was another high altitude leg enroute to Scottsdale, AZ. Because of high terrain and again, the heat! 3.4 on the hobb's from Carlsbad to Scottsdale. 446 nm equals 131 knots against a 20-28 mph headwind for most of this leg. This was a long leg in the RV-7! Scottsdale, AZ is a very busy GA airport about 15 miles northeast of Phoenix. Three days of flying and now we get to enjoy the area for a week.

We took side trips to Sedona in the beautiful red-rocks area and Bill Crothers and I got to play a round of golf at Seven-Canyon's which is one of the top 100 courses in America. On Thursday we took the Grand Canyon train ride from Williams, AZ to the Canyon. Well done with train robberies, singing cowboys and champagne on the way back. Seeing the Grand Canyon for the



309'ers WEB SITE www.eaa309.org

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2008

JULY EAA 309 Dinner Meeting

The Monday, July 21 dinner meeting will be held at Murphy's Tavern, which is located at 131 East Woodlawn, just off of I-77. There are links to maps on their web site, www.murphystaverncharlotte.com/ There will be a presentation and discussion of flying into Oshkosh. Meeting starts at 7:00 pm.

And speaking of Dinner Meetings:

We still need some one or two alternate restaurants scattered around and in Charlotte to host our dinner meetings. We met at Murphy's Tavern on Woodlawn for the June meeting. The food was good and the room was private. We need more suggestions - we need a room with seating for 40 or more and reasonably priced food.

first time was incredible. Several flights were made to the Canyon, Lake Meade and Monument Valley by our RV group. Since it was another 4-5 hrs of flying round trip, Carolyn and I opted to enjoy the resort we were staying at and take in the local area via automobile.

Fast-forward to Saturday and most of us are heading back home. Ron Schreck, Kathy, Bill Crothers and Carolyn and I flew to Santa-Fe, NM to visit that area and we are glad we did. Flying into Santa-Fe is neat because most of the architecture is brown adobe hut style with a two story height limitation so nothing stands out as a city! When you get closer you realize there is a city there, it just blends in with the desert. At 6,500' field elevation it was actually cool when we landed in comparison to Scottsdale. Spent the afternoon in the historic area of Santa-Fe walking and looking.

Sunday morning Bill Crothers departed with Carolyn & I for an overnight in Nashville on the way home. Ron & Kathy spent an extra night in Santa-Fe (her birthday) and visited Taos, NM the next day and departed on Monday for Houston to visit relatives. We are truly blessed to be able to live in this country and to be able to get in our own airplanes and cover such great distances and go virtually anywhere we want to go! Flying into Nashville with Bill on my wing and getting vectored by Nashville Approach, I caught a white flash out of the corner of my eye and thought



**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!

it was odd for a large seagull to be at 3,000' in this area. After landing and waiting for Bill to land behind me I heard a Southwest pilot say that he just had a near encounter with a remote controlled plane and then I realized that was my white flash also. Another pilot chimed in with the same complaint and then I knew that some irresponsible RC pilot needed to be grounded!

Got to talk to some young F18 pilots at Signature FBO who were doing a flyover that afternoon over the football stadium where a large country music festival was being held. The pilots were giving their relatives and friends a guided tour of their F-18's. They were quite interested to know that we were returning from the Grand Canyon in our homebuilt airplanes.

Departed Nashville the next day for non-stop to Rock Hill, S.C. across our beautiful Appalachian Mountains for home. Total flight time for me was 22 hours and 187 gallons of fuel. Many thanks to Steve Glasgow for all of the time he put into planning this trip!

Ya'll fly safe out there!

Randy Utsey

RV-7

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Chapter Officers

President:
Bill Repucci
704-947-7160

Vice President:
Bob Thayer
704-578-9559

Secretary:
Bob Allen
704-892-4095

Treasurer:
Ron & Kandy Murray
704-663-5521

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

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Flight Advisors:
Dale Ensing & Ronnie Brown

Newsletter & Web Page Editor:
Ronnie Brown
704.892.5122

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President's Corner

by Bill Repucci

What a great time of year. Spring has sprung and many of us have shaken the cobwebs off by now and have enjoyed multiple flights over the greening countryside.

While we are doing that, others in the chapter have been busy. On May 31st Thane States moved his RV-10 to Goose Creek. Thane is in the process of assembling his plane so he can begin test flying.



Fred Darnell is close to completing his Murphy Super Rebel and expects to move it to the airport around the end of June or first of July.

Both Fred and Thane have done a fantastic job and the quality of their builds live up to EAA 309's quality standards. Thane and Fred have completed two very well built aircraft, the scale of both projects boggles the mind and will make nice additions to the 309 fleet.

In addition to those two projects, the chapter has loaned the

scales to three new members. (The 309 Board of Directors has passed a resolution that when a non-member rents the scales, they will be granted a free one year membership and when a current member rents the scales, they will get a free membership renewal.) Scott Keadle has weighed and performed his first flight in his RV-10. Ken Ashley has weighed his VariEZ and is waiting for the FAA inspection. Ken is a former member of 309 and this is his second project.



The nose art on Ken Allen's VariEZ

Ed Castonguay has just completed the restoration of his 1946 J-3 Cub. Having seen the Cub, I can attest that he has done a very nice job.

More Testing

There have been some rumors circulating that I am a beta tester for Dynon Avionics. I'm happy to confirm these rumors are true. When I completed my wings with capacitance fuel level senders rather than floats, Dynon was just coming to market with their version of the capacitance converters required for this set up. Capacitance senders determine the fuel level by measuring the capacitance between two isolated plates which are immersed into the tank (suspended from ribs at opposite ends of each wing tank, in the case of my RV-9). As the fuel level rises or falls, the capacitance between the plates is affected, and this is translated into a signal which can be connected to a standard fuel level gauge (a milliamp meter, typically) via the converter. This is very similar to how many airliners track their fuel levels. I'm happy to report that after filling and emptying my tanks a number of times to test the calibration and accuracy of their senders, they work as expected and Dynon has since put the units on the market for \$50 each.

Currently I'm in the process of installing and testing Dynon's new two axis autopilot system. Although I am

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

limited as to what I may disclose about these products at this time, I can say the installation is very similar to their competitor's products. The servo installation is best done during initial construction but can be performed after you are flying. When I built my RV-9, I had no intention of installing an autopilot and now, after having installed one, I wish I had at least installed the brackets and wiring while the plane was still in the basement. I say this only because it would have been much easier to do while the airplane was "open". Still, it is not an impossible task to do once your plane is flying, as I said before.

Once the testing is complete and Dynon releases the units, I will give the chapter full write up on the installation, testing, and my impressions.

Thank You Dean and Naomi!

Dean and Naomi Unterreiner were kind enough to offer the use of their home and hangar on May 10th for a Chapter lunch meeting. About 50 people drove, flew, and walked in for what turned out to be a nice afternoon of airplane talk. Thanks again for hosting 309, Dean and Naomi!

AirVenture AKA Oshkosh

The annual pilgrimage to airplane Mecca will soon be upon us. As we did prior to Sun and Fun, EAA 309 will host a NOTAM review at the main library in Uptown Charlotte. If this will be your first or fifth trip to OSH, it is worth attending the review. Those who attended the SnF review reported that it was an evening well spent.

Ethanol and Auto Fuel

A number of our chapter members fly with auto fuel, either under the authority of an STC for their certified aircraft or by virtue of the operating limitations established during the Phase I test period of their E-AB aircraft. As you are aware, aircraft should not use auto fuel mixed with any amount of ethanol. With the increase in auto fuel prices fuel distributors have looked at ways to reduce the use of oil by mixing ethanol in with their shipments of gasoline. What many of you may not be aware of is that more and more gas stations are now selling this gasoline – ethanol mix at the pump.

The EAA sells a simple test kit for \$15, which can be used to verify the presence of ethanol in pump gas. Details may be found here: http://www.eaa.org/auto-fuel/autogas/test_kit.asp

If you run auto fuel in your airplane, this kit is well worth the \$15 it will cost to keep you safe!

Bill

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Mark your Calendars!

Monday, 7/21 - EAA Chapter 309 Monthly Dinner Meeting at Murphy's Tavern, which is located at 131 East Woodlawn, just off of I-77. Discussion of Flying Into Oshkosh and NOTAM. Meeting starts at 7:00 pm. Come earlier for hangar talk!

Saturday July 19, 2008 Salisbury, NC - EAA Chapter 1083 Annual Poker Run - For complete rules on line at www.eaa1083.com



**July 28 - August 3
Oshkosh, Wisconsin**

Saturday, 8/16 - EAA Chapter 309 EAA 309 Ded Reckoning Navigation Competition at Lincoln County Airport. See www.eaa309.org for more info or call John Wigney at 704-664-4167 for more information.



Thursday, August 28 - Monday, September 1 EAA Chapter 309 and Carolinas Historic Aviation Museum hosts the EAA Tri-Motor at Charlotte Douglas Airport.

EAA 309 Dead Reckoning Navigation Competition, Saturday, 8.16.08

- Chart, stopwatch and compass only.
- No GPS or VOR.
- OK to use online Flight Planning software.
- Course will be 100 - 150 NM.
- Start and finish at Lincoln County.
- Most accurate prediction of time and fuel consumption will be the winner.
- \$140 worth of prizes. Lunch will be provided.
\$25 entry fee/plane to cover costs.

Overview

The objective of the EAA 309 Dead Reckoning Competition is to conduct a safe, fair and fun event which promotes the sport of general aviation while improving pilots' skills through flying and navigation. A number of waypoints will be assigned and the winner will be determined on (i) accuracy of the predicted time around the course and (ii) accuracy of predicted fuel consumption. The event is not a race.

The event rules have been developed to assure maximum safety for all participants. They are in addition to, but do not supersede, the Federal Aviation Regulations. Every effort has been made to plan the event so that each team has a successful completion of the route. The event relies on each pilot exercising good judgment at all times.

Equipment Limitations

1. It is the intent that dead reckoning skills only will be used during the event. To assist in this, the following items are permitted :-
 - a. Event instructions and waypoint list.
 - b. Compass, current sectional charts for Charlotte and Atlanta, watch.
 - c. Digital camera to record waypoints.
2. Items not permitted :-

Handheld GPS, VOR radios or other electronic navigation devices are not to be used. Panel mounted electronic devices such as GPS, VOR, DME, etc. are to be taped over. In the event that this tape is removed for safety or other reasons a 5% penalty will be assessed.

Flight Planning

The waypoints for the course will be issued by email to the competitors at 6pm on the Friday evening (8.15.08) before the event,. Flight planning to estimate flight time and fuel consumption may be done with any available software such as AOPA Flight Planner, DUATS, Flitesoft, etc. or manually

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with E6B.

Event Co - Chairmen : Sam Stewart and John Wigney

Any questions - contact Sam at
Sam.Stewart@dpsg.com" Sam.Stewart@dpsg.com
or [John Wigney at johnwigney@alltel.net](mailto:John.Wigney@alltel.net)

Entry Information - (Deadline is Wednesday, 8.13.08)

The entry details required are :-

- a. N number of aircraft, aircraft type, engine model and HP.
- b. Pilot's name, navigator's name.
- c. Cruise speed at 75% power. (For information only).

Submit entry to johnwigney@alltel.net

The event will have a limit of 20 entries.

A complete set of rules and instructions will be posted on the www.EAA309.org web site.

Piper Sentimental Journey

by Gary Witt

On June 19 me and the Skyhawk headed for Lock Haven, PA for the Piper Sentimental Journey at Piper Memorial Airport. The iron-on patch they gave me said it was the 23rd annual event:"Trainers and Sprayers". The event celebrated the Piper J-5, the PA-25, Pawnee and the PA-36 Brave.

The purpose of my journey was to visit with my early 40's high school friend who's has been flying a J-3 for 45 years. We learned together in 1944-45 in Cubs, Defenders and Champs.

Tach time up was 4.3 hours with a stop in Cumberland, MD for fuel. Fuel at Gastonia was \$5.14, Cumberland was \$5.00 and in Martinsville, VA (return trip) was \$5.40. Flying North was uneventful; little traffic, light wind from 300 degrees, some clouds to duck to make it interesting. I never got over 7,500 but, of course that was where the clouds were-it never fails.

100 miles south of Cumberland, I decided to duck under the clouds in case they tightened up. While it was a safe deci-

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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

I installed a pair of **P-mag's** (www.emagiar.com) on the Lycoming in my RV-9. On the way to SnF I thought I had a problem with one of them. This turned out not to be the case but the guys at E-mag Air gave me a brand new P-mag to install for the flight home. Thus, I have a 114 P-mag with around 8 hours on it that they asked me to sell for them.

E-mag Air is offering \$100 off the cost of this slightly used 114 P-mag (\$1,185 - \$100 = \$1,085), 1/2 off the ignition harness, and a full warranty. Oh, and since I'll deliver it to you, you will save shipping. If you want this, you will be buying this from E-mag Air, not me. I'm just holding on to it until they let me know what they want me to do with it. If I can sell it, great, if not, it will go back.

As I said, I'm running a pair of these things and now that they have solved their earlier teething problems, they have been bullet proof and I can recommend them without reservation.

Bill Repucci - 704-947-7160



UNDER CONSTRUCTION



I have one of these **Avery Tools combo shrinker/stretcher metal former** in new condition mounted on a custom made stand of channel iron. The edge metal former sell for \$290.00 alone and has one set of dies for shrinking and one set for stretching. \$200 complete with stand and can deliver. **Earl Fortner - 704-455-5326**



Hal's Sonex gets a paintjob:

If anyone wants a great learning experience, paint your plane. You'll learn new cuss words, that more cleanup thinner is always needed, and that perfection will take 10 times longer than good enough. You'll also learn why professional paint shops charge so much; it's worth it. On the other hand, you will learn a lot of positive things and have the pride of knowing you were able to do it successfully. Now for that nose art... Hal Schwab

By the way, Hal gave us a short discussion at the June dinner meeting about preparing aluminum for painting. He contacted the experts at Akzo Nobel Aerospace Coatings (ANAC) for some tips on painting aluminum. What he learned is quite different than the normal way aluminum planes are prepped for painting. For more info, give Hal a call at 704-892-3310.

More pictures of Hal's beautiful Sonex are at <http://picasa-aweb.google.com/EAA309/HalsSonex>

Tailwind Gathering at Anson County

by Chuck Bowman

On May 31st the Anson County Airport (KAFP) in Wadesboro, NC hosted a fly-in and open house. Despite the hot and humid conditions and the threat of afternoon thunderstorms the event was well attended. Food was available in the form of hamburgers and hot dogs grilled to order, a live DJ was supplying tunes, and kids were offered a flight around the patch in a C-172. There were a few high speed (and low speed) passes down the runway with a few loops and rolls with smoke on thrown in by some of the aerobatic types.

Some members of Chapter 309 were there with their aircraft including Hal Schwab and his Sonex N808SX which is now

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Scott Stout's Zenith 801 Project: The past few months have been a lot of work on wiring the instruments and electrical. Instrument and Avionics wiring is complete and electrical wiring in 90% complete. The three electrical buses are completely wired and have passed the all important smoke test on powering up. The three separate buses are divided into flight critical, avionics, and the rest.

The flight critical bus is powered prior to the master solenoid, engine functions will "safe" via pull circuit breakers. Avionics are a new kx-125 nav/comm, used kln-89b gps, refurbished kn-75 glideslope receiver, a new ki-209 indicator for both gps and nav indications, and a new Garmin 320a transponder. The nav, gps, and indicators have been powered up and are indicating appropriate locations, bearings, and deviations. Barret's Mountain VOR comes in surprisingly well in the garage.

Crafting of the heater/Defroster/Fresh air box is complete. After a cardboard mockup, then considerable thought on how to cut and bend with the minimum amount of work it came into being. Now I am working on how the three push-pull cables which will open the outside air, heater, and defroster respectively.

The sheet is .016 6061t6 aluminum, the 3" outside air vent is salvage from Wentworth, the heater uses 3" SCAT tubing, while the defroster is a single 2" SCAT tube. The 2" flange is from the Vans online store and the not pictured 3" flange is from Aircraft Spruce. Hopefully, I'll get this completed this month, so I can wrap up the behind the instrument panel stuff, but unlikely. We'll keep you posted...



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.

Sunday, September 16, 1917

Was it Saturday that I last wrote? On Sunday Gus Kissel and I took a pretty poor excuse for a train and went to one of the suburbs, where we walked through a part of the Gardens and forests that Louis the Quince used to try to enjoy. Now, of course, it is a sort of public park like the Boise de Ballons, and it was crowded with all sorts of interesting people, from singing mendicants to French Commandants.

This actual work on our main job hasn't been very heavy this week, so Ham Coolidge and Eddie Bates and I have been spending most of our time in making arrangements for Officers' flying field at _____. Several machines were delivered on Monday, and we were sent down to receive them and have them put in our hangars. I don't know how our officers expected three enlisted men to stalk up to a French captain and claim about a hundred thousand dollars worth of airplanes without even a letter authorizing them to do so, but we've been sent to do so many things like that, that it didn't bother us any, and it was the expense of about 6 telephone calls and several barrels of very poorly spoken French, we finally managed to make off with the boodle to our end of the "piste". I have been looking up tools and spare parts for the last few days, and Ham has been furnishing our mechanics with food, raiment, and where to lay their heads.

On Thursday the Chief received an airplane from England, and one of the officers took a flight that afternoon. Friday there was some flying, and yesterday Lt. Stevenson flew on one of the slower Nieuports. But the flying is reserved for the elite, so we won't possibly get any until our commissions come; and it probably won't do me any good then, for a lot of machines are going up from different parts of the field, and they say it's too dangerous for school work. If we could get one of the officers who can fly to get up at 5 a.m. and get to the field about 6, it would be perfectly safe, for I was there early the other morning, and not a single machine went up before 8:00; but who wants to get up at that hour just to teach a green man how to fly?

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

While I was at the field yesterday, they tested a new type of chase machine, and it certainly looked good. The pilot knew how to ride his broncho pretty well too, for he put her through some great paces. The other men in our bunch said I was crazy when I told them I saw it do a vertical bank and climb at the same time, but it's true. Gosh! I'd give anything to be an expert pilot and have a chance to fly a bus like that!

Was very sorry to hear of Charlie Fleishman's fall. But it can happen to anyone. Bill Meeker, who you remember came over in May to join the Lafayette Escadrille, was killed at Pau on Tuesday. I believe his motor quit on him when he was doing "stuff" too close to the ground. If I ever get to fly, I think caution will be my middle name when I'm under 800 ft. Up high, it must be fun to do things, but this near-the-ground stuff is only spectacular and doesn't get you anything.

Welcome New Members

Mike Ryan and wife Twila live in Mooresville. Mike is a Captain on an EMB 190 with Jet Blue. He has a clean record after 8000+ hours, former instructor with 4 different airlines, Accomplishments: place nationally in precision landing event in National Intercollegiate Flying Association

Scott Keadle - RV10, **Ken Ashley** - VariEZ, **Ed Castonguay** - J-3 Cub restoration . More info later

Welcome aboard!!!

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sion it was poor as there were lots of holes through which to descend a CBE. Lower it was bumpy but of course the view of the terrain was better. The ceiling was lower as I approached State College, PA so I cut some corners off the programmed GPS route. I had bought a used GPS that I hoped would not cut out the way my Air Associates repair job did. It was good decision. The new screen was a little dim and the buttons pushed harder but it stayed lit!

Landing at LHV is a RH pattern and there is grass for the Cubs but I chose 27R and landed on asphalt. I parked the white/blue Cessna among lots of yellow. My friend comes from Madison, WI and flies 700 miles to my 400 but we parked in the same row at Lock Haven. He RON's in Ohio since the Cub is 65 mph and has a 12 gallon fuel tank. Surprisingly he frequently makes it home from LHV in one day. In ten trips he has done it three times.

Camping out has lost its charm for this old coot so we bunk at the Best Western in Lock Haven. The local Chapter provide van service to and from town which is very nice. Frank (Baker, author of Piper Cub Tails, www.pipercubtails.com) knows nearly everyone at the fly-in. I, of course, listen to all of the lies I have heard now for the fourth time.

Departure on Sunday morning, the 22nd was iffy. Frank says when he can see the tops of the far ridges at the west end of the field it is time to go. About 0900, it was time to go and we did. He and Bernie Heimos-another author and story teller-headed off west and I turned South. Tach time home was 4.8 hours in haze, low visibility south of Cumberland. I detoured to Martinsville rather than stop at Smith Mountain, W91.

MTV is a nice airport but expensive as the race-gang uses it and they have sponsors for their costs. At Greensboro vis went to one or less and no horizon. Gastonia was much better. I made a five mile straight-in as the congestion was zero. Ten out I usually announce an approach from a 45 but if there is no traffic, well, why waste the gas?

I slept eleven hours the next day as Beverly was in Alaska on a cruise.
Gary Witt

SCALES FOR RENT In the past month we have rented the scales to three non-members. As is the IRS policy, we charge \$50 for the rentals, regardless if they are rented by a chapter member or not.

The board has approved that we give all non-members a free membership and a free renewal to all members with their rental. This will help draw in new members and be a nice way to congratulate current members who are close to flying. In addition to the three projects mentioned above (RV-10 – Scott Keadle, VariEZ - Ken Ashley, & J-3 Cub restoration – Ed Castonguay), Thane states has moved his RV-10 to a hangar at Goose Creek and Fred Darnell expects to move his Super Rebel within a month. In short, I feel that the purchase of the scales was a smart move on the part of the chapter.

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brilliant yellow. I think this may have been the public debut of 8SX in her new colors. Hal and Stuart did a great job. I have had the privilege of holding the stick on this little jewel and she flies great. Congratulations to you both on a great job. Tom Waskow was also there in his RV and Billy Bradford in his Hawk XP.

I drove to the event from Concord hoping to see a few Wittman Tailwinds in attendance. Tailwinds were extended a special invitation by host and airport manager Gary Fincher. I have plans for Steve Wittman's Buttercup and therefore have a special interest in all things Wittman.

There were two Tailwinds which passed through on Friday but because of the poor weather forecast for Saturday decided to press on. I did however get to inspect three Tailwinds. A beautiful example was N611WT out of Columbia, SC. This aircraft is powered by a Lycoming O-235 she can hit 165MPH. I also got to see Gary's Tailwind and also one owned by his father in-law Bob. Gary also has a new project which when finished is going to be a great surprise to a lot of EAA members. I'm sworn to secrecy so don't ask me what it is.

EAA Ford Tri-Motor Tour

Fly In A Genuine 1929 Ford Tri-Motor

Henry Ford mobilized millions of Americans and created a new market with his Model T “Tin Lizzie” automobile from 1909 to 1926. After World War I he recognized the potential for mass air transportation. Ford’s Tri-Motor aircraft, nicknamed “The Tin Goose,” was designed to build another new market, airline travel. To overcome concerns of engine reliability, Ford specified three engines and added features for passenger comfort, such as an enclosed cabin. The first three Tri-Motors built seated the pilot in an open cockpit, as many pilots doubted a plane could be flown without direct “feel of the wind”.

Ford Motor Company built 199 Tri-Motors from 1926 through 1933. EAA’s model 4-AT-E was number 146 off Ford’s innovative assembly line and first flew on August 21, 1929. It was sold to Pitcairn Aviation’s passenger division, Eastern Air Transport, whose paint scheme is replicated on EAA’s Tri-Motor. This is why our Ford resides in the Pitcairn hangar at Pioneer Airport. Eastern Air Transport later became Eastern Airlines.

In 1930, NC8407 was leased to Cubana Airlines, where it inaugurated air service between Havana and Santiago de Cuba. The airplane was later flown by the government of the Dominican Republic.

EAA’s Ford Trimotor returned to the U.S. in 1949 for barnstorming use. In 1950 it was moved from Miami, Florida to Phoenix, Arizona and was refitted with more powerful engines for use as a crop duster. With two 450 HP engines and one 550 HP engine, it became the most powerful Model 4-AT ever flown. In 1955 it was moved to Idaho and fitted with two 275 gallon tanks and bomb doors for use as a borate bomber in aerial fire fighting. Then in 1958, it was further modified for use by smoke jumpers.

After working for a variety of crop spraying businesses, our Tri-Motor moved to Lawrence, Kansas in 1964, where its new owner flew barnstorming tours. During this period it had a variety of roles, including serving as the primary setting for the Jerry Lewis comedy, “The Family Jewels.” In 1973, the aircraft was still being used for air show rides, including the EAA’s Fly-In at Burlington, Wisconsin. While at the 1973 EAA Fly-In, a severe thunderstorm ripped the plane from its tie-downs, lifted it 50 feet into the air and smashed it to the ground on its back. EAA subsequently purchased the wreckage for its Aviation Foundation.

After an arduous, twelve-year restoration process by EAA staff, volunteers and with assistance from Ford Tri-Motor operators nationwide, the old Tri-Motor once again took to the air. Its official debut was at the 1985 EAA convention in Oshkosh. It was dis-

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played in the AirVenture Museum until 1991 when it returned to its former role of delighting passengers. Ford Tri-Motor NC8407 is the flagship of EAA’s Pioneer Airport, a part of the AirVenture Museum experience.

The EAA Ford Tri-Motor will come to Charlotte on Tuesday, August 26. Tour flights will begin on Thursday, August 28 and end on Monday September 1. Cost of a ride on this historic Tri-Motor is \$40 for EAA members and \$50 for the general public.

EAA Chapter 309 and the Carolinas Historic Museum will host this event. Flights will be made from the ramp at CHAC which is located off Billy Graham Parkway, onto Morris Field Drive, then an immediate right onto Airport Drive - follow the signs.

More info soon!



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 _____

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

Pass it On!

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



NOTICE: Next EAA Chapter Meeting will be on Monday, July 21 at Murphy's Tavern, which is located at 131 East Woodlawn, just off of I-77 beginning at 7:00 PM. There will be a presentation and discussion of the arrival procedures to Oshkosh.

Call Bill Repucci at 704-947-7160 for more information.

