



THREE ZERO NINER

August 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.



1929 EAA Ford Tri-Motor is Coming to Charlotte!

EAA Charlotte Chapter 309 is bringing the 1929 EAA Ford Tri-Motor to the Charlotte Douglas Airport August 28th - September 1st 2008, so that the Charlotte area public may have a chance to experience the early days of air travel in an aircraft that made aviation history - the first scheduled passenger flight as well as the first scheduled air freight flight! The event will be hosted by the Carolinas Aviation Museum at the airport.

The Charlotte area public will have a rare chance to experience the early days of air travel in an aircraft that made aviation history. The Ford Tri-Motor was the airplane that gave rise to scheduled passenger flights. The *first scheduled passenger flight*, as well as the *first scheduled air freight flight*, took place in a Ford Tri-Motor. **On May 17, 1938, Eastern Airlines flew the Ford Tri-Motor for the very first flight into Charlotte.** All major airlines began with a 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!**



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 displayed in the AirVenture Museum until 1991 when it returned to its former role of delighting passengers and now with local EAA Chapter Sponsored *rides over their home town at very modest prices.*

Book your flight on line at www.airventuremuseum.org/fordtrimotor or call 800-843-3612.



309'ers WEB SITE www.eaa309.org

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2008

AUGUST EAA 309 Dinner Meeting

The Monday, August 18 Dinner Meeting will be held at the Acropolis Restaurant in Cornelius, Exit 28 off I-77 north of Charlotte. We will provide highlights from Saturday's Deed Reckoning event. Also, share your Oshkosh AirVenture experiences. 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.



**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!

President's Corner - Growing

Summer is almost over and what a summer it has been. Our chapter continues to grow both in membership and in projects.

The chapter's growth can be attributed to a number of things. As you might have guessed, the growth of the Charlotte region has had an impact. However, I feel the some of the growth is due to you, our members, bringing new enthusiasts into the fold. Another portion of the growth can be attributed to the scales we purchased this spring for weighing airplanes.

With each \$50 rental a free membership is awarded. Don't worry, if you are already a member, you will get a free renewal. In addition, should you weigh your plane and then paint it or make a major modification; you are entitled to use the scales at no charge.

Another way the chapter has grown is in the number of completed projects. RV's continue to lead in numbers with one RV-10 completed and another is waiting for the owner/builder to return from vacation for its first flight. In addition, a VariEZ has been completed as well as few other others, including at least one restoration of a certified airplane.

As I write this there is one Murphy Super Rebel nearing completion. Fred Darnel is well past the 90% done and 90% to go stage, more like 99.999% done and .001% to go.

In addition to those projects, many more are underway in shops all around Charlotte. Each of those planes is as unique as the builder who is spending hours building it. To those of you still building, the chapter members are ready to lend a hand, and all you need to do is ask.

The Oshkosh Pilgrimage

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Chapter Officers

President:
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Vice President:
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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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Kent Ashton - I moved my **Long-EZ** project outside this week to flip it in preparation for glassing the bottom of the strakes. The yellow and red patches are batches of leftover epoxy/micro; too expensive to waste! (as you know)

The Long EZ (designed by Burt Rutan) is a home-built EXPERIMENTAL aircraft built from "scratch". With a set of plans, some fiberglass, Styrofoam and epoxy just about anyone could build their own air-



Kent's canopy installed!

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

plane. Building time can range from several months to many years.

Long range efficient flight was the intent of the Long EZ's design. With 52 gallons of fuel staying in the air for over 10 hours and travel up to 1600 miles is possible. Equipped with a rear seat fuel tank, a Long EZ was flown 4800 miles. Another Long EZ with a stock non-turbocharged engine was flown to an altitude of 35,027 feet.

In addition to civilian use of the Long EZ, the United States Army used the Long EZ for military research. It was equipped with a forward looking infrared camera and used as a forward observation test aircraft.

If you can't afford a military fighter the Long EZ may be the next best thing. It's cockpit is equipped with a semireclined chair, side stick controller on the right console making aerobatics and long range flight very comfortable.

Robert and Mary Morrison's RV-9 Project.

Wings are completed except for the fiberglass and bottom skins. The bottom skins were being left off until I could get a Technical Counselor visit. Dale Ensing was kind enough to make that visit. Now the bottom skins will be put on permanently. The fuselage has been started but I've only done some of the preliminary work. Here are the pictures of the wings and the fuselage progress.



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Mark your Calendars!

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

Monday, August 18 - EAA Chapter 309 Monthly Dinner Meeting at the Acropolis Restaurant in Cornelius. Meeting starts at 7:00 pm. Come earlier for hangar talk!

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

The Long Island Airpark (NC26) Fly-In will be held on September 27. Our EAA newsletter readers might like to come out for some grass (real) roots flying. Hangar flying as well.

Oct. 3-5, 2008, Camden, SC. VAA Chapter 3 Regional Vintage Fall Fly-In. All aircraft welcome! BBQ, EAA judging, award dinner. 843-753-7138 [Website](#)

Saturday, November 1 - EAA Chapter 309 Fall Fly In at Lincolnton County Airport (IPJ)

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

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.

(Continued from page 2)

AirVenture AKA Oshkosh is behind us. Many members traveled north to Oshkosh; some by car, some via the airlines, and other by private plane.

I ran into Bob and Barb Perkins and John Wigney while there and know others headed north for the show but did not bump into them.

Dale Ensing and I agreed to meet at Goose Creek on Friday morning. The arrangement was for Dale to call me before engine start. I would then give him 15 minutes to get to Goose. Exactly 10 minutes after Dale called; I started my engine, taxied down to the end of runway 4, did my run-up and keyed the mic to see if Dale was close. As it turned out, he was just approaching Goose so I lined up and departed.

Together we flew to mid-Ohio where we stopped for fuel. I realize it was tough for Dale to throttle back to stay with me. Two and half hours later we were touching down at GQQ. The flight north found us talking with a gaggle of Stearmans heading to OSH from various airports in Virginia. It was fun

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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



Too hot to fly Young Eagles in August - Hal Schwab is planning some September Young Eagles Flights.

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**



Gerhard Ungerer laying up the center section spar for his Cozy IV.

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listening to them as they worked their way west and pick up additional Stearmans also heading to OSH.

Leaving Dale behind due to different schedules, I pressed on to metro-Detroit to pick up a friend. Landing at the airport where I learned to fly 24 years ago was a thrill. It was there at 1D2 that I met my passenger Doug, one of my college roommates, and his 14 year old son. Another roommate, Jim, and his father Jim Sr. also met us. The five of us caught up over lunch. Doug, Jim, and Jim Sr. are all pilots, so of course there was a lot of discussion about flying and how far planes have come since we flew together in the 80's.

From 1D2 we flew west towards Chicago. Skirting along the shore of Lake Michigan, under the O'Hara class Bravo air space

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we turned west to fuel up at Janesville, WI prior to pushing on to OSH.

After filling up N941WR on "cheap" (sub \$4.50) 100 LL we flew one hour north to OSH. Air traffic was very light and we only heard one other plane approach Fisk and land.

Doug and I stayed through Monday night and departed early Tuesday morning. The return flight was equally enjoyable. Departing OSH we flew east over Lake Michigan where I dropped Doug off close where his family was vacationing. From there I flew back to mid-Ohio and spent the night with some friends, (Yep, more wing nuts.) returning home on Wednesday morning.

While at Oshkosh Doug and I had a blast catching up with old friends, making new ones, and looking at some beautiful airplanes.

1st Anniversary

As much fun as the trip to Oshkosh was, it would not have been possible without the help of this chapter and its members.

N941WR celebrated the anniversary of its first flight on August 5th. During the first year RV-9 N941WR has spent 182 hours with air under its wheels. Other than oil changes, the plane has needed virtually no maintenance. I attribute that record of reliability to EAA 309 and its history of helpful and insightful technical advisors. For without their help, I am certain my plane would not be as trouble free as it has been. Thank you all for your help!



Oshkosh 2008 Impressions by John Wigney

The trip there and back this year was painless - great weather, no fronts, no thunderstorms, I must be living right. On the return, nice tail winds at 9,500 ft gave me a ground speed of 185 mph. For the trusty Europa with 100 HP, that is high cotton.

I usually stop at Sporty's, Clermont County airfield, just outside of Cincinnati and then an airfield near Chicago to fill up for the Oshkosh arrival. This year I found a great stop at Bolingbrook, Clow (as in cow) International, 1C5. A 3,400 ft runway, about 20 miles SW of O'Hare and under the Class B shelf. A nice feature at Clow is an excellent restaurant just next to the FBO office.

I am always fascinated by the passionate enthusiasts with lots of money who strive to make small fortunes out of large fortunes by throwing money at aircraft projects. Latest at OSH is the LSA amphibious ICON from California. It is a very nice plane and appears to be well engineered but I am not sure they will be able to support their very ambitious marketing expenditures. Unusually, this plane has its cockpit and panel set up in automobile-like styling.

Talking of automobiles, there are always the other passionate enthusiasts who are trying to make a car which will fly or is it the other way around - a plane which will drive? Anyway, NOT. Models spotted this year are the Terrafugia, a strange name? and the Caravella concept vehicle. If these models are successful, I will need salt and pepper to eat my hat.

Regrettably, there was yet another fatal accident with a Lancair on approach. Hearsay was that it was a stall/spin as he was trying to slow for traffic in front.

Another non-fatal wreck was caused when a Piper? attempted a take off with a full load of parts from the fly market, I understand that he did not really get off the ground. Probably over gross and/or c of g too far back?

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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.

Sunday, Sept. 23, 1917

Tuesday afternoon one of the officers was kind enough to take me up for a 17-minute joy-ride in a Nieuport of the type next to the smallest in wing surface. It was perfectly fascinating, for the patch-work quilt of fields of different shades of green; dark green, velvety patches of forest land; the winding river and the city on its banks; little red and green roofs peeping out here and there from the green of the country distracts; all went to make up a marvelous (sic) picture. France is ideal from the air; -- the beauty of it all is visible, but not the dirt. We seemed to stand still while this beautiful landscape passed beneath us; then we would turn, banking steeply, and the pressure against the bank of air gave one a sense of the great speed at which the avion was traveling; a famous place and its woods and gardens passed beneath us, -- another sharp turn, -- a side gust tipping us to one side for a moment, -- a "bump", -- the roar of the rotary motor, -- everything put together was simply tremendous! (sic) Gosh! I wish I were an experienced pilot and could do that every day! The best part of all was coming down in great "S's"; long steep glides with a horseshoe turn at each end, like the roads over the Alpine passes.

Last night Ham Coolidge, Eddie Bates, Ike Fearn, Gus Kissel, Count Hale, and I went to the movies, and during the intermission I met Sous-Lieutenant William Crocker of the French Artillery, and Miss Ethel Crocker. We were all delighted to see scenes of the San Jose Round-Up on the screen in the Pathe Weekly.

Sunday, Sept. 30, 1917

Things are looking brighter! We expect to leave here Friday for that place you guessed in your last letter, and we expect to start about 10 days after that. It is to be an advanced school with pretty fast equipment, so Capt. Miller says he will try to arrange for me to get my elementary work at a French school about 20 miles southwest of there, on slower apparatus. If all goes well I ought to be hopping every day within ten days.

Also, Chief of our department is reported to have said yesterday that he didn't want us to be tied up in administrative jobs any longer than necessary, for it was important that we get our training and get to the front as soon as possible. That is certainly good news to us!

Yesterday I saw some splendid flying. Two machines of new types

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

were racing each other, looping, tail-spinning, and trying to see how close they could come to the roofs of the hangars without hitting them.

This morning we had to get up and down to the office by 8 o'clock to be mustered for payroll. On the way back to the hotel, we ran across a man who was carrying small baskets and yelling "Petits fraises!" at the top of his voice. We immediately piled on him and each bought a basket of his wild strawberries. Then Ham and Bill Ely and I discovered a butter-eggs-and-cheese store and bought some thick cream and some sugar. We certainly had some breakfast at the hotel.

Our commissions are still almost here, as they have been for almost two weeks. Last week they were sent to this office for the third time when only twice was necessary, and Lord knows what has happened to them now. The system is fearfully and wonderfully made. Apparently the examining board, which is the only body which ever sees the candidates, has less to say about it than anyone else. I hope they'll arrive before next Friday, because if we are to be on the administrative staff at the school, it wouldn't be very effective to arrive at the school as a private and not become an officer until after everyone had got used to seeing you as an enlisted man. But I'm not kicking, for it won't do any good, and if I can get my training I'd just as leave be a water-carrier if necessary.

Must stop and do a little work. Sunday isn't always a day of no work.

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I enjoyed my week in the Home Built Camping area as usual. It has become a lot bigger over the years and the majority of planes there now are RV's - very boring! It was very nice to join Kevin Cromie and his family one evening for a great hamburger supper. Kevin had driven up to join his dad in the main campgrounds.

On Thursday, I took a fellow Europa pilot from New Zealand out for a ride to show him the local country and the typical departure and arrival procedures. We arrived back at about mid-day and I joined the usual string of planes approaching runway 36 left. As I was turning final less than 1 mile from touchdown, I heard "White RV - make immediate left 360, F16's on final." Since I knew I was the only low wing on the approach, I figured he was talking to me and complied. I found myself doing 360's for 5 minutes with Cessnas above and below me until we got the clearance to land. In the meantime, the fast jets were beating up the runway and the field and then landing. Some of the controllers are not very good at plane recognition, since the very brief glimpse I had of the fast jets as they came in showed two fins (F22's or F15's perhaps). Just another fun day at OSH.

Bill Wilson reports he is finally getting back on the Thatcher CX4. Used to ask Andy this kind of question:

When I originally built my center section spar, installed the center section solid rivet shop heads facing the front of the airplane. Photo attached of the front of the center section, propeller end. The designer, Dave Thatcher, said it is OK, even though most builders have them facing to the back. Received some advice I followed from a kit RV builder when I installed the center section rivets.

Lesson learned!

Installed my wing spar solid rivet shop heads facing the rear of the bird as per advice from Dave Thatcher. Question, will there be any issues because of the direction of the center section solid rivets when I have an EAA advisor over or for



inspection?

The first customer built CX4 builder is giving some feed back on fuel burn. 50MPG @ 127MPH. Another guy is developing a folding wing option.



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 Cas-tonguay), 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.

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

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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 displayed 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.

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



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**

