



# THREE ZERO NINER

December 2007

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 Air-line Transport Pilot. Several are A&Ps and all share a love of aviation. Membership is open to anyone interested in aviation and learning about the construction of Experimental Aircraft.**

**EAA 309 is a 501 c.3. organization. Your contributions are welcome and may be tax deductible.**

## President's Corner

2007

It has been a good year for EAA 309. We have hosted a number of fly-in, fly-outs, educational events, etc. You, our members, have added a number of outstanding airplanes to the FAA roster and best of all; we have made some new friends. Unfortunately, we have also lost some friends in 2007. Andy, Howard, and Jack you are missed.



EAA 309 members have helped a number of people realize their dream of flight. Radomir Zaric, Hal Schwab, Steve Isaacs, Randy Utsey, and I would not be where we are without your help. From all of us, THANK YOU!

There are a number of members who are chipping away on projects in basements, garages, and living rooms. With your continued support, help, and encouragement these projects will eventually see light under their wings.

Builder support doesn't have to be technical or even lending a hand when a builder needs it. It might be as simple as offering someone a ride whenever a nice flying day comes up. This will remind the builders why they are spending so much time working on their projects.

Thanks again for your help and support in 2007 and we, EAA 309's Officers and Board of Directors, look forward to more of the same in 2008.

### Food for thought:

The other day I ran across the following numbers the CAFE Foundation measured when testing Van's RV-9A.

- *Best glide ratio, idle power, coarse pitch, 1738 lb., 95 mph CAS: 12 to 1*
- *Min. sink rate, idle power, coarse pitch, 1725 LB, 81.7 mph TAS: 664.2 fpm*

This got me to thinking...Using the 12 to 1 Best Glide Ratio I came up with the following scenario:

If you are cruising along at 8,500 MSL above the 1,000 MSL dirt and you have an engine failure, how large an area will you have to land in? Assuming the prop stops, providing the lowest drag configuration, you should have 912 square miles in which to set the plane down in.

Here's how the math breaks down:

$8500 - 1000 = 7500$  feet AGL

$7500 * 12 = 90,000$  foot radius

*(Continued on page 2)*



**Chapter Dues for 2008 are due on January 1**

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

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**2007**

**EAA 309 Christmas Dinner**

Our Dinner will be at the Acropolis Restaurant in Cornelius on Monday, December 10. We will start at 6 PM with dinner being served at 7:30.

We will order off their standard menu and each member will be responsible for their own meal and drinks.

Please bring an aviation related wrapped gift of \$10 per member, like last year for the always hilarious Chinese Gift Giving. Please RSVP Bill Repucci at [bill@repucci.com](mailto:bill@repucci.com) or call him at 704-607-4572

$90,000 / 5280$  (feet in a mile) = 17 miles  
 $3.14 * 17^2 = 912$  Square miles (Pi R Sq - You do remember that formula, don't you?)

Using the same math, if you have the same engine failure at 1000 AGL, you still have a 16 theoretical square mile circle in which to land. Now, using that 95 MPH Best Glide speed and figuring your decent rate goes up to an estimated 700 FPM, from 7500 AGL you will be on the ground in 10.7 minutes. From 1000 AGL it will only take you 1.4 minutes to reach terra firma. With over 10 minutes to pick a spot in which to land from 7500' people still manage to bend metal or break plastic. Why is this?

Denial slows reaction time for a lot of us. "Oh, my engine couldn't have died" or some such thing. In the 30 seconds it took you to get past that, you have lost some altitude, say 350 feet. Now you are down to 7,150 feet.

**Aviate**

Next up, trim for best glide. Do you know your best glide speed or do you have to look it up? Did you ever actually test your homebuilt? (BTW, my numbers are very close to what CAFE Foundation found.) If you bought your homebuilt, did you even bother to verify the numbers the prior owner gave you?

Ok you are trimmed and are now coming down at that theoretical 700 FPM. By this time you are down to 6,800 feet AGL and are starting to look around. You will be on the ground in 9.7 minutes and your landing area is down to 750 square miles.



**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](mailto: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!

Aviate, that is what you have just done.

**Navigate**

Time to start looking for a place to land. While looking out the windshield try not to deviate from that Best Glide speed, where is that airport? The GPS said it should be just off the nose and five miles. Hey, did you hit the "nearest" button on the GPS? Did you program your GPS to give you only suitable landing spaces? It would sure hurt to go off the end of a 1600 foot dirt runway when just a mile away there is a 5000 x 100 foot paved runway. Did you just pass a runway, maybe you should turn around? Make up your mind and turn towards the airport of your choice. Once you have done that, don't second guess yourself and turn towards another landing site unless conditions dictate.

Good, you have just navigated towards your destination. Say you have to turn around and this takes a minute and 700 feet. You are down to 5,800' AGL. Your landing will be in 8.3 minutes. Plenty of time.

**Communicate**

What's that frequency? If you had Flight Following, call them up and tell them what

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**Chapter Officers**

**President:**  
**Bill Repucci**  
704-607-4572

**Vice President:**  
**Kevin Cromie**  
704-366-8529

**Secretary:**  
**Bob Allen**  
704-892-4095

**Treasurer:**  
**Sam Stewart**  
704-588-0776

**Directors:**  
**Bob Dobbins, Dale Ensing, Tad Sargent, John Schroeder, & Bob Thayer**

**Young Eagles  
Coordinator: Scott Stout**

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

**Flight Advisors:**  
**Dale Ensing & Ronnie Brown**

**Newsletter & Web  
Page Editor:**  
**Ronnie Brown**  
704.892.5122

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is going on. If not, tune in 121.5 and broadcast your predicament. Change the transponder to 7700 and activate the ELT if you can. Better to have the ELT going early than not at all. You can always turn it off after your safe landing. Don't forget to dial in the frequency of the airport you are heading towards. If you have a passenger, do they know how to tune the radio, can they help out? Tell the world you have an engine failure and are declaring an emergency. You will be surprised at how other pilots will get out of the way.

Communicating is good but your top two priorities should be to Aviate and Navigate. The airplane will fly just fine if you never key your mic. Keep the airplane under control and heading towards a suitable landing place. Ok, that took you two minutes and you are now down to 4,400' AGL and 6.3 minutes to touchdown. Time to try restarting the engine. Check the fuel valve, is it on a dry tank? If you have fuel in both tanks, switch it anyway. Who knows, the tank you are drawing from may be plugged. Check the ignition, is it on? Pull the carb heat, if you have it. Maybe you had some carb ice. You are still Aviating and Navigating right? What about the winds? Are you going to make your landing site? Hit the starter. Did it start? No, try it one more time. Still "no joy".

Time to focus on your landing. Turn off your mags and fuel. The last thing you want to happen is for the engine to roar to life just long enough to deposit you in the trees at the end of your landing zone. You are now 3,000' AGL and 4.3 minutes out. Set up for down wind, watch for traffic. Whatever you do, do not get low and slow on final. High is good.

Circle the landing site; look for clues as to which way the wind is blowing. Are there wires over that field? (East of Chattanooga, TN there is a long grass strip that is bisected by power lines. When I flew over it a few weeks ago I couldn't believe it and yes, there were airplanes there and it look to be in use.) That circle just cost you 2,000 feet, 1.4 minutes until touch down.

Aviate, Navigate, and Communicate. Don't fly your normal pattern, unless that is a very tight pattern. Look out for other planes, that J-3 may not have a radio. Turn base. Are you high? Add a little flaps. Just over a minute to touch down. Are your hands sweating? You did tighten your seatbelts and ask your passengers to do the same. If this is an off airport landing or a ditching, think about opening the door(s) so they don't jam should you bend something.

Base to final, keep it coordinated, you are almost there. You are close in and 800' AGL. Time for the rest of the flaps, maybe even a slip. 40 seconds to touchdown. Now

would be a good time to turn off the master. The plane is coming down, everything is looking good. Keep it coming. Hold the slip. OK, time to straighten it out. Don't forget the crosswind. Right rudder, left aileron. Use the rudder to keep it straight and aileron for runway alignment. Keep it coming down. Start to round out. Feel the ground effect, float, float, there's the wheel touching down. Keep the cross controls in for the cross wind. The other main is down. The third wheel settles down. Perfect landing!

Wait, what is that smell? Is that oil burning? Shut the fuel and master off if have not previously done so and get everyone out of the plane ASAP. Grab your fire extinguisher on the way out. Inspect the engine, no fire, thank goodness. Now is the time to relax and pat yourself on the back for a job well done.

Working through the mental exercise of how you are going to react should you experience an engine failure will help remove any doubt about how you will perform in a high stress situation. Remember, practice like you fly and you will fly like you practice.

## Wide Patterns

Much as been written regarding keeping patterns close and I like to think all of us do it all the time just because we are outstanding pilots. On Saturday Randy Utsey and I flew to Lancaster, SC (LKR) to catch up with some of the RV formation guys and eat a free burger.

There was a lot going on at LKR that day. Three AgCats were operating, seven RV's were having formation practice, a guy in a KitFox was circling over the airport about 2000' AGL watching, and a number of transits were coming and going.

Dale Ensing flew in and having promised him a ride in my RV-9 previously, we took off and flew west and south of the airport to practice some turns, stalls, etc. so he could



Based at Gastonia Municipal Airport, GAC is a flying club, with three aircraft, including a Cessna 172 and 182 and a Piper Cherokee 180. Memberships available. 704-892-4095 or [info@gastoniaaeroclub.com](mailto:info@gastoniaaeroclub.com)

get a feel for the plane and see how it compared to his RV-6A.

When it was time to return to the airport I made a call that we were "five south of the field inbound for landing." At the same time two of the AgCats were coming in for a landing, one of the RV formation flights was approaching for a landing, some guy was on mid-field cross wind, one transit was on final, and a Cherokee called downwind for landing on runway 6.

Now, my position report wasn't precise and could (should) have been better. We were at pattern altitude, about three miles from the airport, and paralleling the runway with the intention of doing a right hand 180 to enter the downwind. While this was going on we were looking out the right side of the aircraft, in the direction of the airport, for all the reported traffic. All of a sudden something caught my eye. It was the Cherokee "on downwind" flying right at us but 100 feet higher. Sorry, but I have never seen a downwind three miles from the airport.

We did the 180 to downwind and watched the Cherokee continue out probably four or five miles before turning base. We could have turned base and landed well before him but did not. In discussing this with Dale he mentioned that although it is aggravating flying large patterns, even though we could have easily landed and cleared the runway, it is best not to. He went on to say that by staying behind him, we are in control of the situation. If we had landed in front of him, we would have had no idea what he was doing and since he was flying such a large pattern, it was obvious he either wasn't that comfortable flying or just didn't care. Thus, staying behind him allowed us to adjust our spacing according to him and stay safe.

Of course, if we had an engine failure, we would have been in the trees but that is true if we were cruising along and not approaching an airport. One other comment, my position reporting wasn't exact so the Cherokee pilot wasn't looking for us where we were. I was guilty of misleading him as to our approximate position.

The "take away" from this is two fold. 1. Don't get so distracted looking for traffic in one location that you forget to look at the rest of the sky. 2. Know your position and report it correctly. Just thought I would pass that little bit of wisdom along.

## Aeroelectric Class?

If you're interested in attending an Aeroelectric Seminar in the Atlanta area, Don Hall, an RV list member is trying to round up enough to get Bob Nuckolls on the calendar for some time in 1Q 2008. Please Email Bill Repucci and he will add you to "interested" list.

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### Another RV-9 Project!

I started my RV-9 project around June of 2006. I have finished the entire Empenage except for the fiberglass tips. I ordered my wings in December of '06 and have them (roughly) 60% finished. According to the building progression, the left wing has been completed to a point that it gets placed in a wing cradle (thanks John Roberts and Les Kanna) and now waits for the right wing to catch up. I hope to have them both completely finished by the end of the year or shortly there after. I have included a picture of the right wing as it sits on the wing stand.

Robert Morrison



**We're looking for volunteers to lead Chapter 309's Young Eagles!!**

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

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## WANT ADS

**Airplane parts for sale to chapter members** - I'll ask the members to pay something between 80% and 100% of what I paid. I've included both prices in the sheet. See <http://www.eaa309.org/309fm.htm> for more info - Fred Darnell.



**Taylorcraft 1945 BC-12D**  
N43992, Built 12/45, Cont A65  
300 hrs since Major Metal Prop 105 hrs since overhaul  
Ceconite 10/80 rejuvenated and re-painted 1997

TT 3137, Annual 4/07, Cessna type hydraulic toe brakes  
Asking \$19,999. Steve Isaacs, Statesville, NC, 704-876-3981

**1974 Cessna 172M**; AAFT 9075; SMOH 1360. Narco CP136TSO Panel; 2 Narco MK12D, one with GS and 3 LMB, Narco Transponder AT150; Panel Mounted Garmin 396, Strobes, Hangared. New Hy-Tec Starter, New Battery, New Tires and Tubes, New Front Wheel Fairing. Current Transponder and Altimeter Certification (01/07). Recent new alternator and voltage regulator. Good Paint, Good Interior, Avionics Mater. Annual 11/06. Located at 14A. Asking \$43,000. Call 704-66.-5834. Don Sink

**1998 Yamaha Virago 250 motorcycle** for sale. 5000 miles, excellent mechanical condition. This is a cool little V-twin cruiser with a black tank, great for first-time or smaller riders. Asking \$1900. Glenn Babcock 813-505-6027 (cell)

**RC Allen 22-11F vacuum gyro** for sale, new in the box. This is a flagged, lighted gyro. Sells for \$923 at Spruce; I'm asking \$750. Glenn Babcock 813-505-6027 (cell)

**Watch repair services.** I also have an inventory of used fine watches - both quartz and mechanical, some antique. Gary Witt 704-866-0784

**2003 Velocity RG** - 360 hours on AF and Engine IO 360 200 HP, Catto 3 Blade composite prop, 155 kt cruise, Awl-grip Marine Cloud white paint, Garmin 430 WAAS (glideslope on GPS approaches), Navaid Autopilot coupled to GPS and CDI. See <http://home.roadrunner.com/~romott/>  
Asking \$119,000 for this gorgeous Velocity. Ronnie Brown, 704-892-5122 or [romott@roadrunner.com](mailto:romott@roadrunner.com)

**CONGRATULATIONS** to Bob Perkins on attaining his complex endorsement!



## Fly-in at Lincoln County, Nov 10th

*by John Wigney*

We had great weather for the fly-in and a good turn out. About **30** planes were there ranging from kit built to classics to ultra-lights. The CHAC DC3 also made a guest appearance and pleased the visitors. Hal Schwab and his ground management team ran a smooth and safe operation parking the aircraft. Chuck Porter and Naomi Petersen also had plenty of traffic at the Information tent. Thanks also to Sue Robb for the fly market. Our Blue Grass music was courtesy of Dewie Jenkins and his group.

Sam Stewart and David Borders with his daughter had a really busy day at the burger stand. There was some aggravation when the regular grill failed to fire up despite some quick overhaul work by David with a new gas regulator. Only when Sam returned from Lowes with a new grill did the regular grill decide to work. A bounty has been posted for the grill gremlin. If anyone has not seen the trailer lately, it is a masterpiece of fitting a large number of awkward pieces into a limited space. Much of this work is courtesy of Fred Darnell - thanks Fred.

There was speculation that some traffic may have been diverted to the Monroe fly-in which was scheduled on the same day. Maybe next year we can avoid that. Anyway, I would like to thank all the willing volunteers who pitched in to make things work so smoothly.

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

**Check it out!!!!**

## Nominations for 2008 Chapter Officers

Here is the list of nominations for 2008 developed by the nominating committee. If you are interested in nominating yourself or an alternate for any of the positions, please let Bill Repucci know.

We will vote the officers in during the Christmas Dinner meeting on December 10.

- President - Bill Repucci
- Vice President - Bob Thayer
- Secretary - Bob Allen
- Treasurer - Ron & Kandy Murray (Co-Treasurers)
- Web & Newsletter: Ronnie Brown
  
- Directors:
- Returning:
- Tad Sargent
- New:
- Chuck Porter
- Dean Unterriner
- Randy Utsey
- Hal Schwab
  
- Young Eagles Coordinator - **OPEN**

## Tentative EAA 309 Schedule for 2008

This is the tentative events schedule for 2008. It is subject to change. There are no YE events listed - we need a Young Eagles Coordinator. We can add those once we get a YE coordinator.

### 2008 Board of Director Meetings:

- ⇒ January 14th
- ⇒ March 10th
- ⇒ May 12th
- ⇒ July 14th
- ⇒ September 8th
- ⇒ November 10th

### Dinner Meetings:

3<sup>rd</sup> Monday of the month at 7 PM at various locations around Charlotte. Locations and agendas to be announced.

### Tentative schedule for EAA 309 events.

- ⇒ Saturday, March 15th - Fly-In at Lake Norman Airpark
- ⇒ Saturday, April 19th – Workshop
- ⇒ (Location to be announced)
- ⇒ Saturday, May 17th - Poker Run
- ⇒ Saturday, June 14th – SE EAA Multi-Chapter Breakfast Fly-In (Lancaster? Participating chapters to be announced)

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- ⇒ Saturday, July 12th - Navigation School
- ⇒ Saturday, August 16th - Time and Distance Dead Reckoning Proficiency competitive flight
- ⇒ Saturday, September 13th - Fly out & lunch
- ⇒ Saturday, November 1st - Lincolnton Fall Fly-In
- ⇒ Monday, December 8th - Christmas Dinner Party at the Acropolis Restaurant, Cornelius,

Young Eagles events will be scheduled as soon as we secure a YE coordinator for 2008.

## EAA Young Eagles Chapter Coordinator

***Chapter 309 is searching for a Young Eagles Coordinator for 2008. Contact Bill Repucci for more information***

*EAA Young Eagles Chapter Coordinators facilitate and promote Young Eagles events within the EAA Chapter network. Chapter Coordinators are a vital link between the Chapter and the Young Eagles Office.*

### Responsibilities:

- 1) Serve as liaison between EAA Chapter members, EAA members-at-large and interested young people, their parents or youth organizations in creating opportunities to participate in the Young Eagles program.
- 2) Provide leadership and administrative direction for continued program growth.
- 3) Maintain a list of Chapter members available to conduct flights according to established guidelines.
- 4) Coordinate filing of Young Eagle Rally Notice form with Chapter President.
- 5) Coordinate flights during Chapter-sponsored Young Eagles Flight Rallies.
- 6) Ensure Young Eagle registrations are completed prior to the flights and the forms are returned to the Young Eagles Office as soon after the event as possible.
- 7) Serve as a key contact for questions and materials requested from other EAA members.
- 8) Promote the attributes of flight to young people, civic and social groups and local media. As Coordinator, we may provide your name and number to interested Young Eagles in your area. This information may also be available on the Young Eagles web page.
- 9) Encourage Young Eagles flights throughout the year.
- 10) Coordinate Young Eagle Pilot credits and facilitate their availability to send a young person to an EAA Air Academy session.

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**From Randy Utsey:** I have found a hangar at Rock Hill and the 7 was moved there on Nov. 7th. Its all put together now. I received my official "go fly" paperwork on Novo 30th. Have done some taxi tests and sent the E-mags back for an update and should have them in and operational by Friday Dec. 7th. It might fly this Sunday if all checks out.



**Loaded up and ready to go to Lancaster**



**Dale Ensing's new paint on his RV-6A**

### **EAA 309's Picasa Photo Web Site**

The above photo of Dale Ensing's new paint job along with many other Chapter 309 photos can be found at <http://picasaweb.google.com/EAA309/>

Be sure to check out this collection of photos from the B-17 Tour, Veteran's Day and the Fall Fly-In at Lincoln. Chuck Porter created this web site using the Picasa Photo Album software available at Google.com.

### **And Speaking of Google...**

Our Chapter's Discussion Group at <http://groups.google.com/group/ea309>

had a good discussion of member's favorite weather sites. Interestingly, there's not a lot of fan support for the New "Old" way of getting weather - that is using human weather briefers at Flight Service - Lockheed.

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

If you missed out on this discussion or if you have a favorite method of getting a weather briefing before you go flying, please let me know. And if you are not getting the discussion e-mails, let me know that too!

Ronnie Brown



**In the Hangar at Lancaster - Almost Ready for the First Flight**

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](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:

Sam Stewart  
13916 Sledge Road  
Charlotte, NC 28278  
704-588-0776

Pass it On!

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



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**NOTICE: The December Christmas Dinner will be at the Acropolis Restaurant in Cornelius, NC. Go to exit 28 off I-77 and turn east toward town. The Acropolis is on the left just past the US 21 Red Light.**

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

