

The FlyPaper

October 2015

The Official Newsletter for EAA Chapter 477, Charleston, South Carolina



Words From the President

Rain, rain, go away, come again another day. That was a rhyme we said as small children, but it holds true today. Wow the weather has been less than perfect. I think we all are looking for that cool October weather, it's got to be coming soon or later. On a positive note, our September meeting was totally awesome, with one of Charleston's finest air traffic controller blessings us with his presence. Patrick, Charleston's air traffic controller, spent nearly three hours talking and answering questions. The first two hours were a part of our regular meeting, and the third hour was just hanging around the terminal after the meeting answering more questions. Though we didn't have our favorite chef to cook lunch we had a good turn out and a very informative time.

Earlier that morning we had the Navy show up, Navy sea cadets from the Charleston area came in uniform and formation for Young Eagles flights. Special thanks to Jeff Grigg, Jason Gruener, Timmy Lane, and yours truly for giving their time and planes to fly sixteen young eagles.

As we look toward the end of the year, it's time to look at new officers for the upcoming year. Michael Brown, who has served as the EAA 477 secretary will be stepping down. Michael has done an outstanding job as secretary and young eagle pilot for the past two years. He will continue to be a part of the chapter as a member and pilot. Please give thought to serving in this capacity. Roy Carson, Jason Gruener and I will continue to serve our two year commitments. Also special thanks to our former president, Glen Phelps who has taken on the task of doing our monthly newsletter, and to Lee Miller who has taken on assisting Roy Carson in keeping our web-site current and updated.

Our next meeting will be, Saturday October the 10th here at the Low country Regional airport, starting at 10:00 am. Our speaker will be John Kuehler, an active duty Marine, who will be discussing where to find the best weather. Afterward we will dine with burgers and hot dogs cooked up by our favorite chef. This should be a great time with good information, good food and good fellowship. Well that should do for now. Remember, "keep those wings and level and fly safe. "

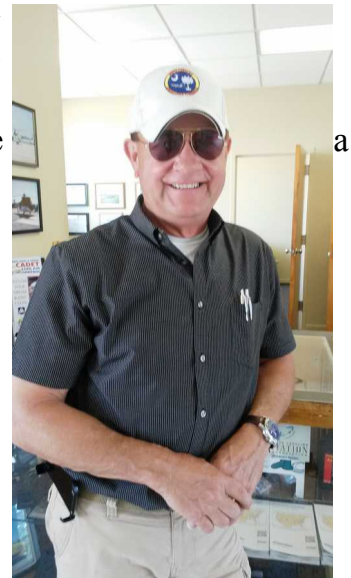
Roger Medlin
EAA 477 President

Upcoming Events

Saturday, Oct 24, 2015
(8:00 AM. -- 5:00 PM.)

Lexington, North Carolina:
Davidson County Airport (KEXX)
Lexington: 32nd Annual
BBQ Festival and Fly-In

EAA477 October 10th
10:00 AM RBW Walterboro



Photos from Young Eagles event

September 12, at RBW



Navy Sea Cadets

Attending the EAA477 meeting on

September 12th and flown as

Young Eagles

Lowcountry Regional Airport
Walterboro, South Carolina

Treasurer's Report

Roy Carson

Sept. Beginning Balance ----- \$2,400.41
Sept. Ending Balance ----- \$2,400.41
Net Difference ----- \$0.0

Sept. Petty Cash Beginning Balance -- \$97.00
Sept. Petty Cash Ending Balance ----- \$97.00
Net Difference ----- \$0.0

Just a note on these numbers. There was no financial activity during the month, and that is why the "beginning" and "ending" balance are the same.

Roy

Newsletter editors comments

Glen Phelps

Several things I would like to bring to your attention. The newsletter is a little late getting out, which is disappointing to me. I had every intention of getting it out earlier, but waited too long and then got involved in the local weather situation. For those that read this and are not in South Carolina, you might not understand. We have been pretty busy the last few days keeping things dry. So, hope you understand.

The next thing is the content. These pages are pretty few, and there is a lot of space for additional words of aviation interest. So, I want to encourage all of the readers to be looking for noteworthy stuff aviation related that can be included in future newsletters. Particularly if you have articles that include photographs!

Not that we can just print anything, but at least give us a chance to look at something you have.

Comments from a Cozy MKIV Builder

Glen Phelps

This is not intended to be a "Cozy report", but I did want to make some "musing" comments. But as for a "report", I can say that the new propeller is in! Now I need to finish my "condition inspection" and of all things, my BFR. Time flies....

The "moderator" of our type group has pointed out with very strong words, that there are NO Cozys that are the same; builder tolerance just does not allow for any two to be the same. That said, all will most likely perform and handle a little different than any other "copy". Also, changes from the "plans" need to be taken very seriously, particularly in regards to shape and position of the flying surfaces.

Case in point, a little less than a year ago, a builder that purchased a partially completed project, brought it back to "almost" the original design, experienced a "deep stall" (similar to a flat spin) and perished as a result of the ensuing uncontrolled flight to the surface of Nantucket Sound. The aircraft was "stretched", moving the canard to a more forward location as well as an additional fuel tank, which substantially complicated center of gravity determination.

I think I might report on the findings a little more in detail in next months newsletter.

For the light side of aviation:

