

FLYPAPER

The Official Newsletter for EAA Chapter 477, Charleston, South Carolina February 2008



The President's Corner

Now I know why birds fly south for the winter. It's cold outside! God bless those builders and aviators in the frozen north, I don't know how they do it. But just wait around a little while, spring is on the way.

We really had great expectations that RANS would be here for our gathering in January. As a result of record snowfall in Kansas and the need update the interior on their S-19, they just couldn't make it here. I know I was not the only disappointed person. However, the gathering at Rotomotion was very interesting and quite informative. Please read Earl's report on page 2.

Your Executive Committee has been meeting on a regular basis, working hard to find things that will be of interest to our members. As always, we look for members input and encourage your responses. Many of you participated in our recent online survey. See the results on page 5. This will help us plan future activities and we'll probably use such questionnaires again in the future.

I expect that the "FlyPaper" will be an even more active way to stay connected to our members. We are going to encourage our members to consider submitting articles to the Executive Committee for inclusion in future issues.



Also, don't forget to look at the website on a regular basis. That will be another way of staying in touch. Kevin is doing an outstanding job with it, and I thank him for his dedication and hard work.

Now highlights on my building progress: building has been "revitalized" after a ride in Nick Ugolini's Long-Ez, (thanks Nick), I bought the transponder from Vance Atkins, (thanks Vance) and I have finished all components that need welding except the engine mount. Why not do something hot on a cold day?

-Glen Phelps. President

Upcoming Events

Feb 10 - SCBC Sumter (SMS)

Feb 18 - Chapter 477 Meeting 6:30pm Monday at the Atlantic Aviation (CHS FBO) conference room. Originally scheduled at the Aero Club but we learned it's booked on Monday nights.

Come on out and watch a very informative technical presentation by Nick Ugolini on aircraft wiring.



Feb 24 - SCBC Lancaster (LKR)

Notes From the Editor

1. Notice the blue underlined text throughout this newsletter? Those are Internet links. If you're reading the "FlyPaper" on a computer you can click on a link to go directly to that web site.
2. Do you have an aircraft project or completed aircraft we can come out & see? Or have a friend with a project? Do you know of a good speaker, or can you make a technical presentation at one of our meetings? If so, please contact Earl Fisher, VP & Activities Officer.

-Kevin Thorp, Secretary & Editor

Rotomotion Factory Tour

On 21 January our LowCountry Sport Aviation Chapter was honored to be invited for a special tour and flight demonstration at Rotomotion, LLC, a manufacturer of VTOL UAVs (Vertical Take-Off & Landing Unmanned Aerial Vehicles) for the military and many commercial industrial services.

The photo below shows several members from our EAA Chapter 477 at Rotomotion's facility, located just north of Daniel island. Dennis D'Annuzio, Jr. (4th from rt.) is the president and chief designer, and is also a member of Chapter 477. His father, Dennis Senior, is at the far left and is the financial wizard and comptroller for the company.

Their SR-200 helicopter is on the floor in front of us. It is equipped with a high resolution video and IR (infrared) detection systems and ranges in price from \$30,000 to \$85,000, depending on the options and instruments required.

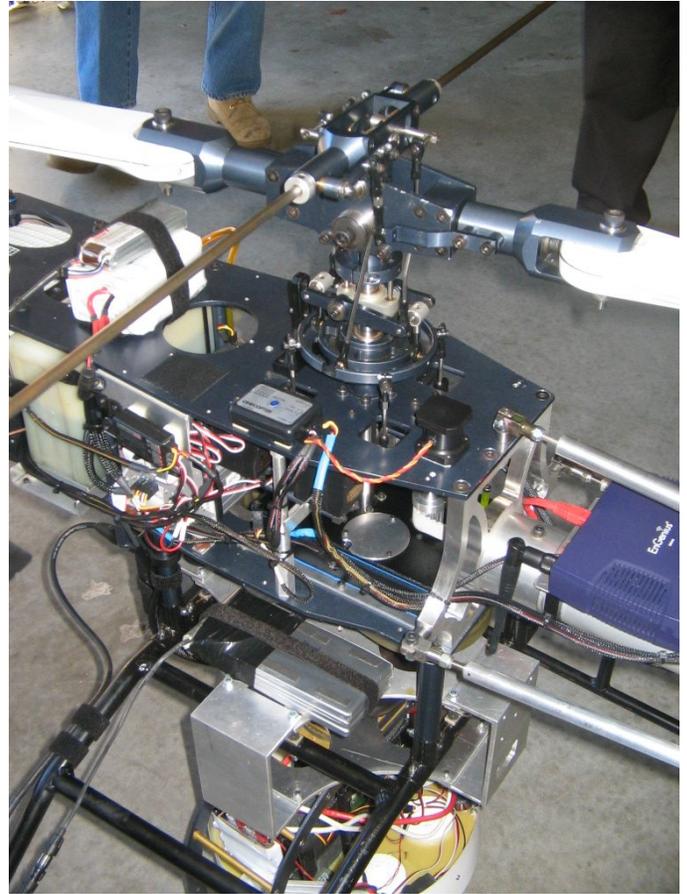


An autopilot and GPS navigation system are housed in packages on the side and are about the size of two king sized packs of cigarettes, giving it fully automated capabilities. It is powered by a modified Stihl chainsaw engine, but they have other smaller models with battery powered electric motors and a fourth model in development designed to carry close to a 200 pound payload.

They can be programmed to take off, fly a specific route and pattern, land back at their starting point and are totally automated with manual control capability.

The military is using them in Afghanistan to fly in front of troop columns to observe for hidden insurgents lying in wait along their routes.

The insurgents avoid exposure since they don't know if the UAVs are equipped with offensive weapons or surveillance equipment.



Utility power companies use them to survey power lines and remote utility services. Open pit mining companies in Canada, the USA and Australia are creating 3D terrain maps using a combination of Rotomotion UAVs and sophisticated computer software.

The vehicle's value is limitless as an "eye in the sky" for observing highway traffic, emergency rescue efforts, and patrolling our nation's borders with it's remote video and IR capabilities that allows surveillance day or night.

The IR detection capability can pick out a floundering victim in rough seas because of the person's "body heat signature" whereas even a trained observer would be at a loss to distinguish a head in the water from a sea of whitecaps.

The UAV utility is limited only by ones imagination.

Thank you Dennis, for the fascinating tour and flight demonstration!

-Earl Fisher, Vice President

Anatomy of an Accident

By: Glen Phelps

After years of building, the first flight came. A long and awaited event. But, at the end of the day, the pilot was dead and the aircraft destroyed. How could this happen? He was a former Air Force pilot, active CFI and very experienced.

This story can be found in the January 2008 issue of EAA Sport Aviation. As the author of the article, Luran Paine said, "I write this not to find fault or pass judgment, but to learn and seek understanding". If you have not read this article, take time to look it up and do so. (If you don't have the current issue of EAA Sport Aviation because you are not a member, I encourage you to join so that you can receive this and many other great articles.)

I will assume that all persons that are EAA members are aviation enthusiasts. As such, we also must acknowledge that in the pursuit of our passion, there are certain risks. A famous aviation quotation attributed to Captain A. G. Lamplugh, British Aviation Insurance Group, London. Circa early 1930's was, **"Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."** I have seen this saying along with the picture shown here many times. Kind of tells it all.



We call these incidents "accidents". If you will allow me, this word has no application in any part of our lives. I would like to present a philosophy that is counter to the concept of describing such incidents, or in fact all incidents as "accidents".

When working in the chemical industry as line and middle management, I was told that there is no such thing as an accident. It took me years to finally grasp this concept, but when I did, it was life changing for all situations, and certainly aviation.

The commonly accepted definition of an accident is:

1. An unexpected and undesirable event, especially one resulting in damage or harm
2. An unforeseen incident.
3. An instance of involuntary urination or defecation in one's clothing.

I will accept the "undesirable" part of this definition, but not unforeseen or unexpected. As for the "involuntary", that too is perhaps not applicable to "accident". After all, consider what a person might have consumed that may have lead the "involuntary" event, and that this outcome may in fact be more likely to happen.

Aviation "accidents" are more thoroughly investigated than other "accidents", probably due to the fact that the outcome of an event is more likely to be severe. In these investigations, we look for the "chain of events" and the ability to break the chain such that the outcome can be avoided. In the majority of these "accidents", we indeed find many links, any of which should have alerted the pilot and the incident could have been avoided. I have read many articles concerning aviation "accidents" in a variety of publications. These presentations are very complete and often go beyond the description given for that incident in the NTSB final summary. In every one of these articles, a clear "chain of events" is identified, where avoiding any one of them could have dramatically changed the outcome.

Consider this: the first most frequently occurring aviation incident still seems to be, flying into weather conditions which exceed the PIC's (pilot in command) ability. That can be VFR into IFR or IFR beyond the equipment or pilot's capability. Can we agree that this could be an avoidable circumstance? The second most frequently occurring aviation incident is fuel management. Plain and simple, the pilot runs out of fuel short of his intended place of flight termination. I know we all would agree that his type of occurrence is avoidable. And then the list goes on and on.

(continued)

In industry the investigative process used for looking at "accidents" was called "tap root" analysis. We investigated every incident regardless of severity to determine all links in the incident chain and what we had to do to become aware of the causal events to avoid such incidents in the future. What resulted from this was a significantly reduced incident rate, reduced time off the job due to injury, reduced insurance rates (YES, reduced insurance rates) and increased productivity. All of the investigations resulted in identifying multiple "links" that could have been broken and the event avoided.

How many times have we heard, "sure, hindsight is always 20/20". This can only be said if we don't want to take the time to learn from incidents. If "hindsight is 20/20", then why don't we use that "sight" before starting into an activity? By using such a statement, we have acknowledged that the incident could have been avoided if in fact we had considered the things that could go wrong.



How many times have we read articles in which serious injury or death resulted from a pilot who had needlessly become a victim of an "accident" as a result of "buzzing" the ground, doing acrobatics or otherwise been showing off? The outcome might have been a result of mechanical failure of the aircraft or simply have gone beyond the capability of the pilot. Sometimes there are persons that have been interviewed as the result of such "accidents" that have said, "yes, he (the pilot) was known for taking risks". Does this not represent a situation in which the outcome could have been avoided if the attitude of the pilot had been changed?

Please don't be so naive as to think that I have not done some things that could have easily resulted in an "accident" for which I should have been severely chastised. My guess is that all of us have been there, done that. I don't say that to brag. Quite the contrary, I say that to point out that I am still learning. My desire is that I avoid becoming a statistic. Becoming a statistic is painful at the least and can also directly affect you with increased aviation scrutiny and increased insurance rates.

Life has risks. Even staying in bed has its risks. But, as soon as we put our feet on the floor, the risk level goes up. Get in that flying machine, and the

risk goes to another level for sure. In all that we do, if we develop an "accident" avoidance mentality, it can change our lives, and certainly take much of the risk out of the pursuit of our passion.

It would be surprising if the forgoing anatomy of an "accident" didn't get a few vocal skeptics. I was one of the biggest opponents in my early days in industry. But after seeing what happens when safety becomes a "proactive" concept, I am no longer a doubter.

So, go flying, and use "20/20 **foresight**", so that you can continue to enjoy your passion for years to come.

Treasurer's Report

The weather has certainly kept everyone grounded lately and plenty of extra time to do extra projects and look at toys that we all wish for. I am certainly looking forward to warmer weather and Sun N Fun for lots of toys to look at and lust over.....as well as, the USAF THUNDERBIRDS ARE TO BE THERE EVERYDAY!!!

Our club accounts balances are 2166.00. I have turned in all paperwork & fees for 2008 to EAA headquarters in Oshkosh. Thanks, to all who have sent in their renewals and information **but many still have not sent in renewals for 08. Please do so this month or you will be dropped from the rolls.** The website & this newsletter have the renewal form.

I will continue to taxi around CHS in my Ford until better days, keeping my eyes open for road "incursions" by others (would that be a politically correct way to describe our local roadway wrecks?). Have a great month and fly safe.

-Ed Roberts, Treasurer



The Leader In Recreational Aviation

For the latest chapter news go to www.eaa477.org

Chapter 477 Phone Number: (843) 863-6804

(please leave a message)

Survey Results

We posted a survey on January 21 to gather information on where you would like to see the club heading in the future. Thanks for your responses!

The results to the multiple-choice questions are posted at www.misterpoll.com/polls/321455/results and below are the various responses to the question **"What can we do to make our club more interesting and attract more members?"**

Try to line up interesting activities (project visits, tech. demonstrations, etc.) at least 2 months in advance. Meet w/the officers of Chapter 242 to benchmark their good ideas.

I believe we should strike at the homebuilders heart, since most of the members are most likely persons interested in some phase of building. In just the recent past this seems to have been demonstrated. If we do not have a project or the like to have a more "hands on" experience, then we need to do the next best thing; a technical demonstration or presentation related to aviation. The last thing we should do (although it is alright) is have a meeting just to "bat the breeze".

Update your website more often. post pictures, information of past meetings, etc. on a regular basis. establish a member only section where members can post information, items for sale, rides wanted/offered to flying events or anything aviation related. It would be nice to see more social events planned. Establish a headquarters building (something similar to what Chapter 242 has at CUB) where members could go anytime and utilize.

"Think out side of the Box" Field trips such as, "Are you interested in visiting member's projects" is nothing more than a poor substitute for a creative meeting at the CAFB Aero Club, which by the way is very much underutilized. Information relating to a two place A/C with a single, center, control (Rans S-10) is prohibited from flight instruction and student endorsements for "Solo" Wow, we did not know that. The world of Aviation that has been familiar to many over the years, fat ultra lights and experimental amateur built A/C with out "N" numbers all come to the very end on the last second of time on January 31, 2008. The party as some unlicensed pilots and operators is over; if you are not legal don't act as PIC. Thank you for this opportunity.

(1) Volunteer members as guest speakers about EAA to clubs and schools. (2) Research interest with other Chapters for joint meeting or fly-in. (3) Ask members

who are not in a project if they would work on a donated airframe to learn construction skills. (4) If the responses to question #3 are positive, then locate a project. (5) Ask members what changes/additions to the newsletter would get them to read it regularly. (6) Include Listings for sale items (parts, tools, project, aircraft, services, etc.) of members and other Chapters. (7) A three or four paragraph learning experience from members that taught them a valued lesson.

Start a building/flyingforum on the web.

We do not yet have the critical mass of membership to make it a viable club. I think that only meetings that have some sort of activity , demonstration or presentation are worth having, this is the type of meeting that I think would attract new members, sitting around the table does not interest me at all.

Keep up the good work. I'm not in Charleston all of the time but will always plan to be at your meetings.

Please keep up the good work. You all have done a great job getting people interested in the meetings. I would to see this continued.

Classified Ads

Free! New pilots log book. Contact Tony Cole at tony.cole@comcast.net

For Sale: Components of a French Flying Flea and two Rotax 2-Cycle Engines. There are no specs for the airframes or plans but believe they are versions of the HM-240. The Flying Flea Assoc. has a site on FlyinFlea@yahoo.com with many knowledgeable builders. However my other projects allow me no time to pursue this.

All components have been preserved except for dust and cob webs. There is one complete Flea and with a another set of wings, a second could be completed. There obviously are two different model airframes here but I have NO idea what versions they are.

I'm asking \$3,875. For photos and details go to www.box.net/shared/cvmz0t7ui however I'll accept further inquiry by email or phone.

E. Fisher, phone 843 709-8376
email earlfish@bellsouth.net



Membership Application

You must be a current EAA Member to join Chapter 477

Name _____ EAA # _____ Exp.Date ___/___/___

Address _____

City _____ State _____ Zip _____

Phone; Cell _____ Home _____ E-mail _____

Send you meeting notices, newsletters, etc. via your e-mail? Yes [] No []

Adult Membership [] Student Membership []

Annual dues: Adults \$25.00 if paid by Dec. 31 or \$20.00 if paid by Dec. 1. Students \$12.

New members after Dec 31 pay dues pro-rated at \$2.00/month adults, \$1.00/month students.

EAA 477 membership dues paid; Cash [] Check [] Amount \$ _____ Date Paid ___/___/___

Pilot Ratings (if applicable) _____ Types _____

Total Hrs. PIC _____ Experimental _____ Last Biennial ___/___/___ Hrs. since last _____

Aircraft you have owned or own now _____

Aircraft you have built or building now _____

Aircraft you would seriously consider building/restoring _____

Skills you would be willing to share/help other members in their homebuilt project _____

Other skills/talents that can help our chapter _____

Comments/suggestions, including membership in other EAA Chapters _____

Thanks, and welcome to Chapter 477!

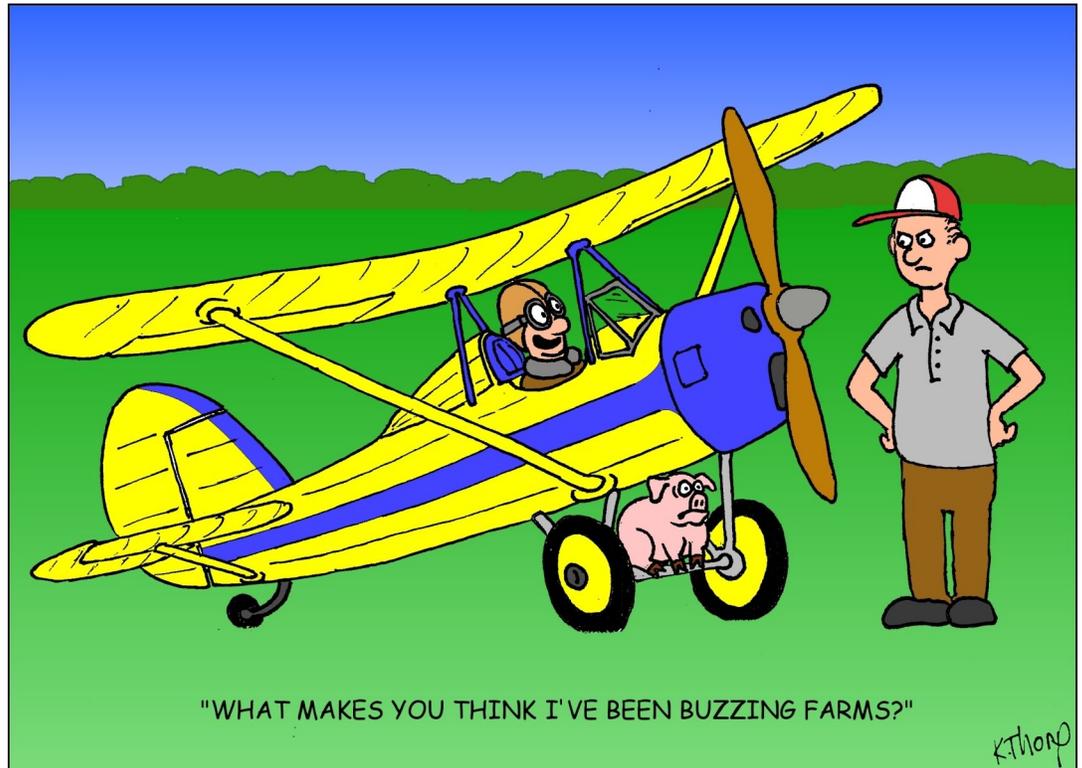
ARE YOU JUST PLANE NUTS?



Building or restoring a project? Thinking about starting a project?

Are you a member of the EAA? Or just interested in aviation? Please feel free to drop in on one of our meetings & see what we're all about. Check www.eaa477.org for the location & dates.

See ya there!



Chapter 477 Officers

President: Glen Phelps
Vice President: Earl Fisher

Treasurer: Ed Roberts
Secretary, Newsletter Editor,
& Webmaster: Kevin Thorp

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