

The FlyPaper

March 2017

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



Words From the President

Gentlemen, start your engines, a familiar sound from NASCAR as it has launched its 2017 racing season. Well gentlemen of the EAA 477 start your engines for the first annual 2017 **Navigation Challenge**, which begins March 11, 2017 at the Lowcountry Regional Airport. Walterboro, SC.

Can you find the target without a GPS, tablet, or any other electronic device? Just how good of a pilot are you without all the navigation aids that are now available in this twenty first century. Or maybe the question should be, how good of a pilot would you have been in 1942 flying a P40 or a P51 or a P47 or any other WWII aircraft without electronic devices we are so accustomed to having in our airplanes today? Well I am calling all Pilots in the South Carolina Lowcountry to come out on March 11th and test your skills.

Check out the EAA 477 web site (<http://eaa477.org/>) and get all the information on times and starting and how the event will take place. Oh yes you can carry your GPS, handheld etc. Just in case you get lost. (Smiles)

Now I hope I have challenged a few of you top gunners out there and you will accept the challenge and show up and let's see what you got.

First Annual Navigation Challenge, Walterboro (RBW) March 11th

The navigation challenge will be a part of our regular March meeting with no scheduled Young Eagles flight, there will be Young Eagles flying as navigators and observes as part of the aircrew for the event. Briefing starts at 08:00 sharp!!!

Also there will be prizes for the winners.

Looking back at the month I was able, with a few of our members, to fly to Triple Tree for the annual chili feast. It was a great time seeing all the different aircraft and enjoying good food and fellowship. (Photos posted in report later in the newsletter).

Looking ahead to upcoming events, first, on March 25th and 26th, at the Brunswick Golden Isles airport, Brunswick GA. the Brunswick air show will be happening. Second, on April 29th and 30th the Blue Angels will be performing at the MCAS, Beaufort, SC.

Well there you have it, lots going with the EAA 477 here at RBW. Check your calendars and make plans to get in on one these events and or air shows. And like I always say, "Keep those wings level and fly safe."



Roger Medlin
President EAA 477



Upcoming Events

EAA477 Chapter meeting

Navigation Challenge at 8:00 with meeting at 11:00. Burgers and dogs on the grill after the meeting

South Carolina Breakfast Club:

March 5th Bishopville, SC
K52J

March 19th Pelion, SC
K6J0

February Chapter Meeting Report

11 February 2017

1100 start time

14 in attendance

Minutes Taken by: Diana Belknap, Secretary

- Roger: Welcome to all.
 - Had 3 young eagles flying today.
 - Mike is here to give an overview of our Navigation Challenge today. Will be held on 11 March at our monthly meeting,
 - Fly-ins and Airshows.
 - 24-26 March: Brunswick, GA airshow. Blue Angels to perform.
 - 29-30 April: Buford Air Station has a show.
 - 6-7 May: McEntire Air Nat Guard Base. Many great performances. Must drive in. No GA aircraft allowed. (Could land at Owens, and rent a car.)
 - 10-13 May: Aviation Camp locally. On the 10th and 11th, young Eagles will visit Boeing and the Charleston Air Force Base. (One can be a volunteer and see it all!) 13 May is our monthly meeting date and the day we will have a huge Young Eagles Rally. Other airports will be joining us, and there will be food vendors on the field. Should be a very Fun day!
- Glen, Treasurer's report: Pay membership dues. 19 have paid. 10 have not.
- Mike:
 - Goal of the Navigation Challenge: to fly a pre-planned flight, fly over targets (primarily other airports) and get the closest time to that pre-planned flight. The team who hits the targets to their closest pre-planned times wins.
 - Will be held during our 11 March meeting, and there will be the pilot and the air crew (observer who will observe the pilot and mark down the times for hitting each target). Aircrew will also be responsible for navigation during the flight. The pilot and observer will be a team.
 - Mission brief will be in the AM before pilots take flight.
 - Three (out of 9) targets will be picked out of a hat.
 - All targets are within 25 miles of Lowcountry Regional.
 - Walterboro is target #1 and #9.
 - Bottom Line:
NO ELECTRONIC NAVIGATION AIDS TO BE USED DURING YOUR FLIGHT!!!
BE SAFE, Be honest, and have fun with your team!
- Meeting adjourned at Noon. All head out to the hanger to eat hotdogs and hamburgers together.

- Lunch with friends out at the hanger.

Chili at Triple Tree

Submitted by

Glen Phelps

with photos by Roger Medlin and Glen Phelps

With Roger piloting, Mike brown and I made our way to Triple Tree to attend the annual Chili feast. The weather was outstanding and was I am sure, the reason for the great attendance. The hanger was packed, so much so that attendees had to rotate seating so others could sit down to enjoy great chili with all of the trimmings.

You have to remember that one of the big attractions at Triple Tree is the radio controlled aircraft programs. As

a mater of fact, I think there are more events of this nature than that with the “real” airplanes. (I’m probably going to get shot for making THAT comment.) So, I have included some photos of those in the hanger.

We were just up there in September, and in just that short time, there has been a lot of additional building and improvements going on. Check out their website at tripletreeaerodrome.com and find an excuse to go there, even if you have to walk in. You won't be disappointed. Some of our photos follow.



Aircraft Sighting Report Glen Phelps

I have seen this remarkable aircraft a couple of times at RBW. It is a Vulcanair P68 Observer 2. Pretty interesting plane. There is a lot of Plexiglas in the nose of the aircraft, but it seems a little impractical, since the rudder controls seem to block that view. I also noticed that the pilot and copilot seats are REAL close together, such that getting into and out of the seats would be difficult. As a mater of fact, the upholstery is pretty worn on the edge, indicating this to be the case. Notice also from the photos, that the rear cabin windows have a “bubble” such that you don't get your nose pressed on the Plexiglas to see “down” quite so much.

When I went into the terminal, I saw a guy that I just kinda figured might be associated with the plane. Yup, his name is Don Garbade, and he is the Chief Pilot. The plane is used by South Carolina DNR. Don confirmed my suspicions concerning some of my observations. Some of the models do not have as much Plexiglas in the nose, but fiberglass. Helps with the cracking issues.

Don told me a lot about the plane, but I didn't have to twist his arm too much to get him to consider bringing the

plane down to one of our meetings. There all of you can get a good look at and ask questions. Roger seems to think it would be a good meeting presentation. So look forward to meeting Don in the not to distant future and his plane.



Warbird Owners and Operators to support EAA 477's May Super Young Eagle Rally

Ron Malec

Invitations have been sent out to 25 plus Warbird Owners and Operators to support EAA 477's May Super Young Eagle Rally. Currently we have received confirmed acceptance from six Warbirds with two tentative acceptances. So far we've received acceptances from the owners of AT-6G / SNJ-7; FWP-149, PT-17 Stearman, O2-A Skymaster, Nanchang CJ-6, Pilatus P3, and Scottish Aviation Bulldog. More to follow next month.



Treasurer's Report

Glen Phelps

Activity for the month of February was light. We picked up one membership dues, but have several members still in arrears. I didn't get it out this month, but I will be sending reminders shortly. On the bright side of things, we have three persons that have expressed a desire to come on board. Perhaps we will meet them at the next meeting. The summary follows:

Beginning balance =	\$2,308.81
Ending balance =	\$2,319.23
Increase or (decrease) =	\$10.42

The first flight in a Robinson R22 helicopter from a fixed wing pilot.

Brett Grooms

Having flown in a Robinson R44 helicopter several times from the back seat and long discussions with a friend who is finishing his Rotary Wing rating, I thought I had an idea of what to expect. Well that all evaporated the moment I took the controls of an R22.

We began with discussions about helicopter aerodynamics including the do's and don'ts in the Robinson. The R22 has a very low inertia rotor system and the control inputs are operated directly by push rods with no hydraulic assistance. Thus, the flight controls are very sensitive and require a light touch to avoid over correcting. I received my R22 logbook endorsement required to begin training and we walked out to the R22.

As we neared the machine I couldn't help but think, that is one little helicopter. A friend who saw my photograph standing next to the bird said, 'it doesn't look right when you are bigger than the thing you are flying'. Though it's small it's NO toy but a highly complex machine as I found out during a very detailed and time consuming pre-flight.

It has a familiar Lycoming engine but that's where the familiarity stops, I was faced with a myriad of linkages, belts, pushrods, torque dampening plates, etc... We methodically inspected every part from cockpit to tail and back again. Now it was time to strap this red machine on and begin the understanding of the vertical flying world. The cockpit was surprising roomy, well with no doors that helped. Start up was somewhat familiar to an airplane as we followed a detailed checklist.

Ready to depart - 'Tower, Vertical One with whiskey ready to depart to the east'; 'Vertical One cleared to depart to the east at your own risk' and we were up and away, no taxi or hold short but 'At your own risk' that was a first. I followed the instructor lightly on the controls as we passed the tower just off our left wing, oops I mean rotor. 'Your airplane'. As briefed I knew to keep my hands and feet very still, the instructor's words 'Don't stir the pot' kept repeating in my head. Not bad I thought as we cruised over 526 at 500 ft agl. We continued to fly and trying to be a good pilot I noticed the yaw string was sliding to the right so reverting back to my fixed wing experience I 'stepped on the ball', Whoa what just happened, with my mouth open and my eyes wide the instructor looked at me with a knowing smile of 'typical fixed wing guy' mistake. Unknowingly I did exactly opposite of what I should have, it's left torque pedal dummy and it's pressure not stomping on the 'rudder'. Got it but as he asked me to make a nice turn to the right I again fell back on my fixed wing skills, adding a little right rudder to assist the turn, Nope it's not a rudder and you don't use the torque pedals to turn. Hum maybe there is more to this helicopter flying than I thought.

Now for the fun part, hovering just above the ground. After watching me make the dreaded fixed wing pilot mistakes at altitude what was the instructor thinking asking me to try and hover the 'Red Beast' as I now called it. 'I have the controls' the instructor said and he brought it down ten feet off the deck telling me to put my feet on the floor board and my left hand in my lap. Now holding just the Cyclic (stick for us fixed wing guys) he

says look out about 50 - 100 ft and hold it in place. I was mesmerized as we were hovering just ten feet above the ground defying gravity.

My confidence improved, 'this is cool' and just then the instructor pulled it up to 50 ft. 'Ok now put your feet back on the torque pedals, left hand back on the collective descend back to 10 ft and hover in place'. So much for the confidence, my brain was on fire trying to figure out how to make all three of those controls work together and not kill both of us. Needless to say it wasn't as easy as one hand on the Cyclic with the instructor handling the rest.

I'll spare you all the details of my hovering experience but with practice I was able to maintain a ragged hover in the southern part of SC. No amount of reading or discussions can prepare you for actually doing it yourself. If you have ever wondered what it's like to fly a 'whirly bird' I can attest its a hoot and something you'll be telling all your flying buddies about for years to come. I had a great experience and I look forward to another flight.

BTW - It's also an excellent way to get to your favorite hunting grounds.



The Roberson Story

Brett Grooms

Frank Robinson worked for six aircraft companies, he tired of trying to interest his employers in his concept of a light, simple aircraft and decided to build one himself starting in 1973 at the garage of his California home. The story of the Robinson R22 helicopter had striking similarities to the that of the beginning of the Eclipse 500 very light jet. Both held the promise of slashing cost of entry to an exclusive club – the R22 was designed to be half the price of existing light helicopters, and like the six-seat jet from Eclipse Aviation, was intended to be produced in large numbers.

Robinson Helicopter produced just short of 10,000 aircraft at its base in Torrance, California – becoming the world's most prolific manufacturer of civil helicopters. After it was certified in 1979, the low-tech, piston-engined R22 sold at a faster rate than Mr Robinson had imagined. “I underestimated the training market,” he says. “I designed the R22 to be the type of helicopter that I would want to have for my own personal use.” That meant cheap and simple. Advertisements in 1979 from Sloane Helicopters, then sole UK distributor, claimed 108mph and 15 mpg, with low maintenance and capital costs. The initial price was \$40,000. It also meant light but reliable, with a low-inertia two-bladed main rotor that required special vigilance by pilots. So much so that US regulators imposed specific rules for instructors and students.

“In the early days, we had several problems that did give us a lot of trouble, and accidents,” he said. But he shrugged off questions about the difficulty of flying the R22, instead stressing the rules on who could instruct were initially far too loose. He continued to develop a R44 (four seater) and later the R66 (5 seater Rolls-Royce RR300 turbine). Mr. Robinson stepped down as president and chief executive in August at the age of 80, handing over to his son Kurt. But he is still the sole shareholder, and very much involved.