

FLYPAPER

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

April 2008



The President's Corner

The month of March was good. The turnout for the meeting and the Remos demonstration was great. Be sure to read the report on the next page. Two individuals have recently joined the ranks of our chapter. A special welcome to Grey Minshew and George Tyler. Several others that attended the March meeting have also expressed interest in joining. Of course, we extend an invitation to anybody that would like to become part of the Chapter. There are several things underway that should make this an exceptional year for us.

When speaking to many of our guests at the last meeting, I was not surprised to find some were stymied in their quest to get into (or back into) active flying. One of those individuals was "close to my heart" in that he was considering giving up on his Cozy IV project! Dave Weber and myself descended upon this guest, and Dave was able to share numerous help lines for builders of the Cozy that are not only inspirational, but helpful in completing this person's dream. That is what EAA is all about; helping others realize the dream of flight. This can be plans-build aircraft, kit aircraft, restoration, LSA or just plain "Wichita Iron".

I will be writing a multi-part article to share thoughts on how to select and finish building an aircraft. Something that is not for everyone, but might provide some motivation for those that are considering such a project. Incidentally, readers need to check out the "links" page of our website. There are many links to sites that can help in this process, and these will have updates regularly.



Now for the progress on my Cozy IV project: The headrests are done and the winglets are on! Special thanks to Tony Cole for his assistance in jiggling and re-jiggling after I kicked one winglet off in the process of the first layup. (HELP!) Glad he is just down the street. Also thanks to Kevin Thorp for coming down to learn and help. Of course we did more "web" learning than building. He did learn how to use the broom to sweep the shop. Come on, you need to have the experience of starting at the bottom of the building process, right?

-Glen Phelps, President

Upcoming Events

April 6 - SCBC Summerville (DYB)
Sponsored by EAA Chapter 477. See page 3 for details

April 8-13 - Sun 'n Fun Fly-In, Lakeland Florida. For information go to www.sun-n-fun.org



April 17 - Chapter meeting, 6:30 pm at the CAFB Aero Club. Colonel James B. Roberts Jr., recently retired from active duty will be our guest speaker. A Citadel graduate and command pilot with more than 8,000 flying hours, Colonel Roberts has flown in nearly every major campaign in the past two decades, including combat missions in the Persian Gulf, Afghanistan and Iraq. He will be speaking on the air operations and logistics of the Afghanistan and Iraq theaters.

April 20 - SCBC Broxton Bridge (Pvt)

April 26 - Charleston AFB Air Expo. For info go to www.charlestonairexpo.com/



May 4 - SCBC Green Sea (S 79)

May 8 - EAA Chapter 477 Meeting - Glen Phelps Cozy project visit

May 18 - SCBC White Plains (SC 99)

March Meeting & Cookout

Spring is here, so we thought it would be a great time to crank up the grill and have a cookout at Summerville airport (KDYB). Once again Bruce Huffines volunteered to be the chef and your humble officers (Glen, Ed & myself) lined up the food & drink.



We obtained a list of all local EAA members from EAA headquarters Oshkosh, then sent out postcards inviting non-Chapter 477 members to join us. We had a great turnout – 39 total. Quite a bit more than we expected, based on the RSVP list on our website. We hope everyone had enough to eat!

Richard Hill demoed his Remos G3 LSA (more about that below) and two other aircraft arrived; Nick Ugolini's LongEZ and John Doshier's Legend Cub. Both beautiful examples of aircraft at opposite ends of the spectrum.



A few members of our sister Chapter 1465 in St. George participated. We hope to do more with 1465 in the future.

In summary, the weather was beautiful, the food was delicious and the camaraderie was great. I hope you guys (and gals) enjoyed it as much as I did.

-Kevin Thorp, Secretary

Remos G3 Flight Report

Before our March cookout I was able to finagle a ride in the Remos G3 with Richard Hill. The Remos G3 is a Light Sport Aircraft built in Germany and powered by a Rotax 912 engine. It's constructed primarily of carbon fiber, which gives it an outstanding payload to empty weight ratio (more on that below). I don't have a lot of flying experience; all my time (about 200 hours) is in a Cessna 150 so I'll use that for comparison.

My first impression was how smooth the composite finish was; no bumps or rivets to disturb the airflow. It's a pretty aircraft but not large. I was concerned about the payload. Richard is a big guy and so am I. Would the two of us fit in this little plane, and will it get off the ground? Fitting in was no problem; it was significantly wider than a C-150. And The Remos has a useful load of 695 lbs so with full fuel (22 gal.) it can handle 560 lbs of people & baggage. Pretty impressive.



We strapped into the 4-point seatbelts and I scanned the instrument panel. Coming from a "steam gage" background I was impressed with the glass cockpit. The Remos had a Garmin 496 GPS, a Flydat engine monitoring display and a large Dynon EFIS (Electronic Flight Information Systems). Lots of neat toys, lots of useful information.

The Rotax started on the first turn and seemed smoother than the O-200 I'm used to. We taxied out and took off, using less than 1/4 of the runway. Remos claims a 1300 fpm climb rate, and based on what I saw that afternoon, I don't doubt that.

The G3 is easy to fly. It has balanced controls and seemed "sportier" than a 150 especially in roll. The cruise was about 115-120 mph, but Richard said you could throttle back to 95-100 and only burn about 3 or 4 GPH. Good to know in light of rising fuel costs.

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We didn't fly very long; we wanted to get back on the ground before all the burgers disappeared!

Finding our way home to the airport was simple with the Garmin GPS: just follow the arrow. Richard took the controls for landing (I'm pretty rusty). I thought he made a pretty smooth touch-down, but Richard said it wasn't one of his best.

One more feature I need to mention is the folding wings. Theoretically you could tow it home on a trailer, or tuck it into an unused corner of a hanger. My overall impression of the G3 was very positive. It's a well engineered and fun to fly aircraft.



For more information on the Remos G3 go to www.remos.com. There's also an excellent video at www.youtube.com/watch?v=_dunT6O7Sss.

If you have any questions or would like to schedule a demo flight, call Richard Hill at (843) 200-9414 or email look.up@mindspring.com.

-Kevin Thorp, Secretary

Young Eagles

Doug Shorter has agreed to be the Chapter 477 Young Eagle Chair. If you know any youths interesting in flying or if you can assist Doug please contact him at 760-5280 (w) or 552-4128 (h). His email is dougshorter@knology.net

Treasurer's Report

Not much to report this month. We did have a few expenses but remain over 2000.00 in our account.

Those who didn't make it to our meeting in Summerville, this month missed great food and times that Glen and Kevin arranged with the Remos LSA being there.

-Ed Roberts, Treasurer

Vice President Nominations

As most of you know, Earl has stepped down from the Vice President position for personal reasons and to work on Chapter 477 special projects (for example this month's Breakfast club).

At our April meeting we will be accepting nominations for Vice President. The VP's duties include assisting the President, helping plan the monthly activities, writing activity reports for this newsletter and communicating with other officers through email and monthly executive meetings.

If you know someone who can help us grow Chapter 477, please talk to him/her about this position!

South Carolina Breakfast Club

The SCBC will be flying in to Summerville Airport (DYB) Sunday morning, April 6. Chapter 477 will be the host, with Earl Fisher taking the lead.



This will be a money maker and provide good exposure for our Chapter, but **Earl needs our help to make it a success.**

The Canteen, tables & chairs need to be transported from Berkeley County to Summerville, then back again after the fly-in is over. We also need guys Sunday morning to cook & help keep things running smoothly.

If you can help, please call Earl at 709-8376 or leave a message on our Chapter 477 hotline at 863-6804.

Low Country Sport Aviation, Inc.

EAA Chapter 477

P.O. Box 62582
North Charleston, SC 29419
www.EAA477.org



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!



Vans RV-14 Prototype Maiden Flight!

On April 1, 2008 Van's Aircraft successfully flew their innovative RV-14 twin-engine aircraft. Reminiscent of the famed F-82 Twin Mustang, this new design is powered by two Lycoming IO-360 engines and with the optional drop tanks, has a 1400-mile range.

The RV-14 shares 85% of its parts with the popular RV-7 and a retrofit kit will be available from the factory, for those already working on the single-fuselage aircraft.

Its quad controls allow an instructor to train 3 student pilots at a time. The twin fuselage design has plenty of room on one side for the pilot & friend or spouse while the opposite fuselage can carry whiny kids or perhaps the mother in law.

And finally, for those of you who actually believe this report, remember this newsletter was published on April 1.



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)

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

Treasurer: Ed Roberts

Secretary, Newsletter Editor, & Webmaster: Kevin Thorp

Young Eagles Chair: Doug Shorter



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