

FLYPAPER



April 2011

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

The President's Corner

Oh sacrilege! I will not be going to Sun n' Fun this year. We had attempted a fly down, but that was just not going to work. A dashing drive down and back would cost the better part of two days to get only one day on the site. There were just a few things I intended to do, and it was just not worth the effort. Maybe we can get a report from somebody who did make it to Sun n' Fun.

EAA 477 is hosting two events this month. The first is the SC Breakfast Club on the 17th. The second event is our Third Annual Wings-n-Wheels on the 23rd. Preparations for both are proceeding nicely. I hope we can count on all of our members to help with the Wings-n-Wheels event. If you can bring your airplane, or know somebody with a plane, please encourage him to bring it. That is the one thing that we are uncertain about at this point: having lots of airplanes on the field.

For those of you that didn't make it to our Summerville Airport meeting, you missed some really great aircraft. Not only were the Cub Scouts excited with what they saw, but the adult chaperons seemed to enjoy the day very much too. And to making it even better was the great cookout at Bruce Huffines provided!

My Cozy update:

Things are progressing nicely. The belly tank should be complete and installed the first week of April. The engine control and monitoring wires are almost complete. Just a little bit more to do on the cooling system. Then I should be able to a sustained engine run in the next week or two.

--Glen Phelps, President



Upcoming Events

April 9 – Charleston Air Expo gates open at 8:00 am at the CAFB for more information visit:
<http://charlestonairexpo.com>

April 9-10 – EAA Chapter 1467 Spring Fly-In, Gaston Airport, Gaston SC
<http://www.eaa1467.org>

April 17th – SCBC at Walterboro Lowcountry Regional Airport ([KRBW](http://www.krbw.com))

April 23rd – Saturday 10:00 am Walterboro Wings-n-Wheels at Walterboro Lowcountry Regional Airport ([KRBW](http://www.krbw.com)) <http://wings-n-wheels.org>

March Meeting Report

Instead of our typical Thursday evening meeting we hosted Cub Scout Pack 825 at the Summerville Airport on Saturday, March 12. About 28 youngsters, den leaders and parents showed up on this beautiful spring day. This was a great turnout, so we split them into two groups for the day's activities: First Glen gave a talk about aviation & airports, then we took them on a tour of open hangars, and finished up with a cookout!

The discussion about aviation centered around the difference between "uncontrolled" airports like DYB and "controlled" airports like CHS. As one would expect, most did not know the difference between a tower controlled field and a non-towered field. We also explained the "rules of the air" that allowed safe flying to non-towered airports. As it turned out, none of the adults in the group had any previous aviation experience. So this was a great opportunity for scouts and parents. There certainly were a lot of questions.

Then each group had the opportunity to look at the aircraft on the field and in the hangars. Some of the hosts encouraged youngsters to sit in the cockpit of their airplanes. From my own perspective this is huge! Many pilots are hesitant to allow youngsters in their airplanes, but these folks were great, and I know the kids really appreciated it. The kids and adults got a good lesson about the different parts of the airplane and how they worked: control surfaces, propellers, landing gear and instruments. Here again, lots of questions and great hosts with their airplanes ready to explain anything.



We had the opportunity to see Paul Johnson's Kitfox that is outfitted with the Rotec radial engine. These Australian engines are relatively new and were developed to fill the void of available radial engines. This is truly a beautiful airplane.



Another hanger house a Cub-Crafter and a Vans RV-8 aircraft owned by Tom Valenzia. These also were beautiful airplanes. Many of the kids got to sit in the Vans aircraft.



Dick Fisher opened his hanger with two Sonex aircraft; a completed one powered by a Jabiru 3300 engine and an almost complete project with a Corvair engine installation. The engine was sitting on a bench in the hanger. As it turns out, this airframe originally belonged to Ed Hensel, one of our chapter members who is currently living on his motor yacht.

The last aircraft we got to see was Roy Carson's Subaru powered Vans RV-7. Roy has been great in

supporting our EAA 477 activities. I know some of the adults really liked his airplane.



While everybody was busy looking at airplanes and learning about airspace, Bruce Huffines was busy cooking up a storm. We had hot dogs & hamburgers with all the fixin's. This is a guy we can always count on when it comes to feeding our stomachs!

All totaled we had 47 people turnout for the event. Thanks to all who came to share a great day with us!

--Glen Phelps, President

William's First Flight

Another Young Eagle Gets his Wings

I'd like to tell you about my most recent Young Eagle flight, which actually began almost four months ago. A friend of mine called to tell me about his neighbor's 12 year old son, who was interested in flying. He passed my contact information along to the boy's parents and shortly I received an e-mail from the mother. She explained that her son Will was really interested in aviation and heard I might be able to help him learn more. I explained the EAA's Young Eagle program, sent her the website link (www.youngeagles.org) and said I'd be glad to take him on a flight.

We began working on a date to do the flight, but it quickly became apparent our two busy schedules,

along with having the correct weather might take a while. It actually ended up taking almost four months before everything fell in place for Will's flight. The plan was to meet at Charleston Executive Airport at 0900 for his adventure. I spent the evening before checking the forecasted weather, NOTAMS, and preparing all the necessary documents for the flight. Early the next morning I washed the plane, did a final weather check, and completed a thorough preflight.

Will arrived promptly at 0900, with his parents and sister in tow. I could see the anticipation in his eyes but he was quiet and reserved as introductions were made. After his parent's completed the necessary paperwork, I explained a little more about the Young Eagles program and all the free things Will would get (i.e complete access to the Sporty's Private Pilot Ground School Course). Pulling out a chart I described where we would be flying, along with some chart terminology. Will intently listened to every word and asked several appropriate questions.



We proceeded to the aircraft, preflighting the plane with Will's help. I took time to explain each step and why it's important to use a written checklist. It was now time to load up and go FLY! Headsets on, engine running, and ready to taxi, as I glanced over his smile was growing! During the engine checks/run up a King Air who was getting ready to depart called us on the radio to wish Will a 'Good Flight' and tell him "Flying is the Greatest Job in the World" (the pilot had overheard us talking in the FBO). That brought

an even bigger smile from Will.

The flight was wonderful, flying along the coast over Kiawah, Edisto, the Sanctuary (where his father works), and north to the Morris Island Lighthouse. As we reached 3000 ft I asked Will if he'd like to fly, "Really?" he replied and didn't hesitate to take the controls. With a little coaching he was holding heading and altitude pretty well. Will took to flying very quickly, listening to my instructions intensely. He kept saying, 'This is so COOL!'. I couldn't have agreed more.

As we returned for landing at Charleston Executive he said, 'Can I do one more turn'. That was his favorite part of flying. As we were taxiing to the FBO I made a call on the radio saying I had one very happy Young Eagle Pilot. Several pilots responded congratulating Will on his first flight.



For me this is one of the most rewarding ways to spend time in the air. Will he become a pilot someday? I sure hope so, but even if he doesn't, it was a memory that both of us will always cherish. "Flying is a great way of life for men who want to feel like boys, but not for those who still are."

--Brett Grooms, Young Eagles Coordinator

Walterboro Wing-n-Wheels

Aircraft and Car Show

Saturday April 23, 2011 from 10:00 am to 3:00 pm



Come out to the Lowcountry Regional Airport in beautiful Walterboro, SC to see many different types of aircraft and show cars on display. Warbirds, home-builts, antiques, classics, hot rods and muscle cars. Meet the pilots and car owners. We'll have music, food vendors, Italian Ice, face painting for the kids, sky diving, balsa airplanes and more! Admission is free, but donations are accepted for the M.U.S.C. Children's Hospital Fund



Sorry – no pets or coolers. Children must be accompanied by an adult at all times

Please look and ask questions, but do not touch the cars or aircraft. Thank you!



Note: Please check the [Wings-n-Wheels web site](#) on Friday evening, April 22nd for the latest weather info, and an announcement about the event date. Great weather means lots of cars, planes, and fun!



Treasurer's Report

Feb. 11 Beginning Balance	\$2152.71
Monthly Receipt	121.00
Monthly Expenses	36.01
Petty Cash	49.68
End of Feb. 11 Bank Balance	\$2222.71

--Tony Cole, Treasurer

Random Glossary

ELT - Emergency Locator Transmitter, a type of distress beacon used in aircraft

EMPENNAGE - An aircraft's tail group, includes rudder and fin, and stabilizer and elevator. Old French: empenner, to feather an arrow, from Latin penna, feather.

EQUIVALENT AIRSPEED (EAS) is calibrated airspeed (CAS) corrected for compression of air in the pitot tube (same as CAS in standard atmosphere at sea level; less than CAS at higher altitudes and faster airspeeds). EAS is an airspeed that is not normally used in general aviation.

ETD - Estimated Time of Departure.

EXHAUST AUGMENTER - A tube or pipe, sometimes one of several, through which the exhaust gases from an aircraft reciprocating engine are directed to provide additional thrust or to assist the removal of engine cooling air as it exits the rear of the engine compartment.

LIFT WIRES - Interplane bracing wires that help support wing loads when the plane is in flight. Direction of travel is upward from the bottom of the fuselage to the top of the interplane struts. Also known as **FLYING WIRES**, the opposite of **LANDING WIRES**.

LIGHT SPORT AIRCRAFT - Special FAA certification class (LSA) for an aircraft other than a helicopter or powered-lift—single-engine aircraft, airship, balloon, **GLIDER**, **GYROCOPTER**, **ROTORCRAFT**, weight-shift-control aircraft. While limiting the types of aircraft that could be flown by a **SPORT PILOT**, it simplified requirements for a obtaining a pilot license and did not require a medical examination.

LOFTING - Design or fabrication of a complex aircraft component, as with sheet metal, using actual-size patterns or plans, generally laid out on a floor. The term was borrowed from boat builders.

LONGERON - A principal longitudinal member of a fuselage's framing, usually continuous across a number of supporting points.

LTA - Lighter-than-air craft, generally referring to powered blimps and dirigibles, but often also includes free balloons.

Source: <http://www.eaa.org/experimenter/glossary.asp>

Low Country Sport Aviation, Inc.
EAA Chapter 477
P.O. Box 62582
North Charleston, SC 29419
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 []

Today's Date _____ Adult Membership [] Student Membership []

Annual dues: Adults \$25.00 (if paid by Dec. 31 only \$20.00). Students \$12.

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

Make checks payable to "EAA Carolina Lowcountry Ch. 477"

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

Pilot Ratings (if applicable) _____ Types _____

Total Hrs. PIC _____ Experimental _____ Last Flight Review ___ / ___ / ___ Hrs. since last _____

Aircraft you have owned or own now _____

Aircraft you have built or building now _____

Aircraft you would seriously consider building/restoring _____

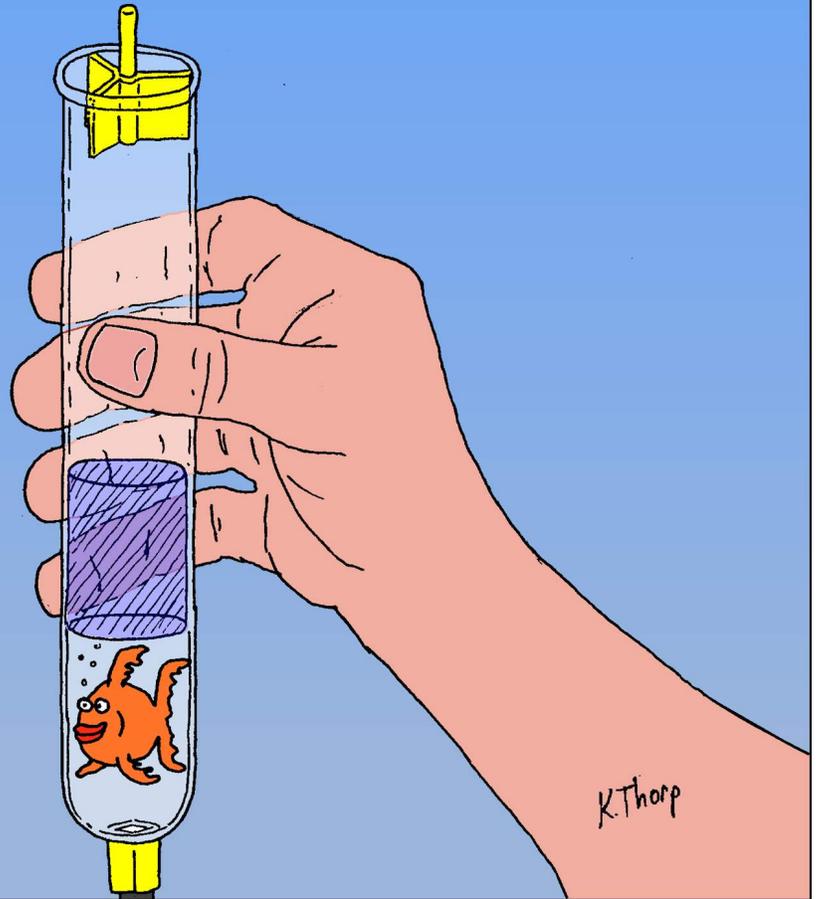
Skills you would be willing to share/help other members in their homebuilt project _____

Other skills/talents that can help our chapter _____

Comments/suggestions, including membership in other EAA Chapters _____

Thanks, and welcome to Chapter 477!

ONE REASON YOU ALWAYS CHECK YOUR FUEL...



**LowCountry
Sport Aviation, Inc.**

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North Charleston, SC 29419



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Vice President: Kevin Thorp
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Newsletter Editor, & Webmaster:
Greg Horne
Treasurer: Tony Cole
Young Eagles: Brett Grooms
Web Site: eaa477.org

*You're Welcome to Join or Visit
EAA477!*

*If you're not already a member of EAA Chapter 477 we'd love
to have you join us!*

*Fill out the application included in this newsletter, or just drop
in on one of our meetings & see what we're all about.*

For more info go to eaa477.org

