

# The FlyPaper June 2014

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



## From the President

Family issues called me away from South Carolina for over two weeks this past month. I missed the final fabric covering workshop that Pat put on. We had good attendance and everything went quite well in my absence. Matter of fact, very well. I wonder if I need to schedule more trips? It seems like every time I leave, things do even better. OK, I won't do that. But a big thanks for the guys in our group that can take care of things in my absence. Read more about that meeting later in the newsletter.

The only thing I discovered regarding aviation on my travels was that my parents flew their Monoprep to a Phelps family reunion in Algona, Iowa in July of 1935. I don't recall seeing that entry in Dad's logbook, but I was presented a picture that newly discovered relatives in Algona showed me on my trip out there. I am going to take another look at that logbook. If you missed the presentation of my parents aviation history, you can read about it in the April 1012 newsletter on [www.eaa477.org](http://www.eaa477.org) or to go direct to the download click [this link](#).

There are a couple of "Sightings" this month. Take a little time to read about them on Page 3. I am forewarned that there are going to be even more great sightings for the July Newsletter. If any of you have one, please send photos and a short description to our newsletter editor, Kevin Thorp.

Some of you may know by this time that the Chapter has divested ourselves of the trusty canteen. This food service trailer has served us well for many years. However with our giving up doing the SCBC in September at MKS, there were few opportunities to use it. In addition, storage of the unit had become an issue over the past years and it was deteriorating. So, we sold it to someone that will give it a good home. Roy Carson was our "point man" in meeting with prospective purchasers and he did an outstanding job. Thanks Roy!

Our June 14th meeting will be a Young Eagles rally. You will find a information on page 3, but always get the latest from our webs site. All members that can make it to support this are encouraged to do so. A request for help will be sent out to our local members so that you can respond and sign up. Really, please help us with this.

### Now for my Cozy report.

There is light at the end of the tunnel and I don't think it is train coming my way! I hope the July report will be that I have successfully received my temporary airworthiness certificate. Lee made it down to the airport to help me figure out where I left off when I got back. Thanks Lee. Kurk got back from California and stopped by to see what was going on. I put him to work breaking down work tables not needed anymore. As I told him, "grunt work". Thanks Kurk.

*-Glen Phelps,  
President*



## UPCOMING EVENTS

**June 1** – SC Breakfast Club, Holly Hills [5J5](#)

**June 8** – SC Breakfast Club, Rock Hill Air [UZA](#)

**June 14** – EAA Chapter 477 Meeting & Young Eagles Rally, Walterboro RBW. See Page 3

**June 21** - Greenwood County Aviation Expo Greenwood County Airport [www.aviationexpo.net](http://www.aviationexpo.net)

**June 22** – SC Breakfast Club, Cheraw [CQW](#)

## May Meeting Report

It was a pleasant day on May 10; sunny warm and VERY breezy. We had at least 11 members and guests in attendance, including a few new faces. Welcome Riley, Tripp & Jamie! Glen was out of town, so we invaded his hangar and our honorable vice president Roy Carson got things started. Roy first went over a little chapter business, then let Roger talk about the upcoming Young Eagles rally. Roy then introduced Pat Wechter, who gave a great hands-on presentation on fabric covering..



This was the 3rd and last part of Pat's presentations and they all have been fascinating. One interesting thing he pointed out was if you leave the fabric out in the sun for only 8 hours it loses 30% of its strength, even if it's been coated with Poly-Brush sealant. On the other hand, with the silver & top coats a modern Poly aircraft finish can last over 30 years.

Pat stressed the importance of a clean work area, explaining most people use a paint booth, even if it's a temporary structure built out of 2x4s or PVC pipe and plastic sheeting. He said commercial "shop rags" have a little silicone in them to make them soft, but the silicone is not compatible with aircraft coatings. Fresh cotton diapers make great silicone-free rags, if you can find them.



We moved to east side of the hangars to block the wind then Pat set up a compressor, sprayer and his 4' long "sample wing". First he showed us how to spray the "silver" coats. The paint actually has fine aluminum particles to block the UV radiation. It didn't take much time to spray three coats and soon he had the gang wet-sanding the finish, in preparation for the finish coats.



Pat then mixed and sprayed 3 coats a pretty yellow single part Poly-Tone finish. He noted the sealer coats, silver coats and finish coats all use the same solvent, so the new coats chemically bond to the previous ones. He said there are a number of great aircraft finish systems on the market, but one should always stay with the same system, start to finish.



Pat also covered other topics – access ports, color combinations, 1-part vs. 2-part polyurethanes, vinyl decals and aircraft "wraps", etc. It was a fun and enlightening presentation. Thank you Pat, for taking the time to share your knowledge (and mistakes) with us.

Since our Treasurer Lee couldn't be there I passed out free raffle tickets and asked if anyone wanted to buy more (the best odds in town!). At noon Bruce Huffiness fired up the Chapter 477 grill and we all dined on delicious burgers and hot dogs. Not a bad way to wrap up a great morning.

*-Kevin Thorp, Editor*

## Next Meeting: Young Eagles Rally

Saturday, June 14, 8:00 am - 1:00 pm

We hope you all can come out and help us us fly a large group of Young Eagles, as a great finale to their Aviation Day Camp. We expect 25 to 30 kids will participate. Roger Medlin is coordinating and he will need a lot of help, on the ground and in the air.

Here are some of the jobs we need to do that day:

**Welcome & Processing** – Helping the parents fill out the appropriate paperwork.

**Ground School** – We have a neat aviation PowerPoint to show the kids.

**Walk-Around/Preflight** – While the pilots are flying we'll have an airplane on static display. A volunteer will show the kids how we do a pre-flight.

**Pilots** – We need pilots that are current and members of the EAA.



So no matter what your experience or rating is, we need your help. Let's make this our most successful Young Eagles rally ever!

One final note: Roger has arranged to have a food truck on-site, so there will be hot tasty food available to the kids, parents and volunteer, at a nominal cost.

## RBW Sightings

**The Marines Have Landed.** It was a warm Friday afternoon at the Lowcountry Regional Airport, when the biggest helicopter I had ever seen began its final approach on runway 23. As this big bird begin taxing on the ramp all eyes were on it. This was a Sikorsky CH-53E Super Stallion. The Super Stallion is the largest and heaviest helicopter in the United States military and it just landed at RBW. The CH-53E was out of MCAS, Cherry Point, NC. The crew informed us they were on training mission.



I had the pleasure of filling the Chopper with nearly 1600 gals of Jet-A. A little background on the CH-53E. The Sikorsky S-80 was developed from the CH-53 Sea Stallion, mainly by adding a third engine, adding a seventh blade to the main rotor and canting the tail rotor 20 degrees. It was built by Sikorsky Aircraft for the US Marine Corps. The CH-53E filled the US Navy's need for long range mine sweeping or Airborne Mine Countermeasures missions, and performed heavy-lift duties for the Navy. You might say it's, one big work horse for the United States Marines.



After I filled the big bird, we all stood back in amazement, took pictures, thanked the Marines for the service and watched them fly off. Well there you have it, another sighting for Lowcountry Regional Airport. And like I always say, keep those wings level and your eyes to sky. You never know what you might see.

*-Roger Medlin, Young Eagles Coordinator*

## Sun 'n Fun Report

*Editor's note: Last month we had a Sun 'n Fun report from our grizzled veteran – Glen Phelps. This month we have a "S'nF first timer" report from Michael Brown:*

You have heard the saying, "Been there, done that, got the T-shirt." Well, now I can say that about Sun N Fun. I did my flight review on April Fool's Day this year and the next day I flew with four of my buds from the EAA 477 chapter down to Lakeland, Florida. We left early in Roger Medlin's Seneca PA 34 for a one day adventure.

Everyone's eyes were scanning for other planes as we got near Lakeland and we did follow a pilot who obviously had not read the entry procedures. We taxied in, got parked and soon realized we needed to purchase tie-downs. These were the kind of tie-downs that are like big metal screws that you turn to insert in the ground. So we bought the tie-downs and everyone went to work screwing them into the ground. After the aircraft was secured to the tie-downs, we tugged on them to ensure the aircraft was secure and the tie-downs pulled out of the ground. Ground was too soft, so word to the wise...if you fly there, take your own tie-downs and save yourself \$25.00 for what seems to be a gimmick.

Next we caught a shuttle to the main entrance and paid our entry fee. It was \$32.00 for the day with a discount for EAA members. Not bad for a day's worth of entertainment. My first impression..."I didn't know this many people had airplanes." As we rode the shuttle and walked around there were sections where families were camping beside their planes, sections for home-builts, sections for war-birds, you name it, it was there and in its designated section.

It was pretty easy to maneuver your way around the with the maps that were provided when you paid your entry fee. One thing that particular stood out to me was the sections where aircraft sales and representatives were located. I remember walking through a Piper area, and a Cessna area, all kinds of aircraft brands. People were sitting in the planes as salesmen were describing and demonstrating the features of that particular aircraft. It reminded me of visiting an auto dealership lot on a busy day and seeing the salesmen doing the same thing for their cars. Although that was fascinating, I must confess it was frustrating for a low-time, VFR pilot who can only afford to rent aircraft to fly. Oh yes, I dream of being an aircraft owner someday, but I have to wait until it becomes more practical or I have so much money that being practical doesn't matter.



For the aircraft owner, I can see how appealing this event is...Sun N Fun literally a one-stop shopping mall for pilot supplies, avionics, parts for builders, simulators, and the list goes on. There are plenty of places to dream about how you would like to equip the aircraft you may get someday.

There were plenty of place to eat, but buying food is kind of like paying prices you would at Disney World, but what the heck, you fly to get \$100.00 hamburgers don't you? After we ate lunch, we settled back under the shade of a DC3 wing and watched the airshow. I was glad I

remembered to bring a folding chair and sun screen. Around 5:30 pm we took the shuttle back to the plane and waited there for the air show to end and the airport to open. Of course, they were delayed and we did not get to depart until 6:45 pm. For me, half the fun was they flying to and from the event with friends. Aviation is always more enjoyable when you share it with others.

So, going to Sun N Fun was a once-in-a lifetime event for me and I have my T-Shirt. Even for someone who just likes to look up in the sky when an airplane flies over, it should be on your bucket list. It's an adventure you can do in a car also. Then you too can say, "Been there, Done that, Got the T-Shirt."

*- Michael A Brown, Secretary*

---

## Treasurer's Report

We said goodbye to the kitchen trailer this month. Thanks to Roger for letting us store it on airport property for so long. Thanks to Roy Carson for attending to interested parties and handling the sale.

Due to the sale we had a good month in general. We need everyone to remember to buy some tickets for the Sporty's \$100 gift card, especially if you are unable to attend the regular meeting. If you can attend you get one ticket free each meeting and can increase your odds by buying more. Tickets are only a buck.

Beginning Bank Balance =	\$2,346.30
Ending Bank Balance =	\$2,896.30
Beginning Petty Cash =	\$1.00
Ending Petty Cash =	\$1.00
Beginning Balance =	\$2,347.30
Ending Balance =	\$2,897.30
Increase or (decrease) =	\$550.00

*-Lee Miller, Treasurer*

## Do Airplanes Make You Smile?



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

*Fill out the application on our home page ([www.eaa477.org](http://www.eaa477.org)).*

*Or just drop in on one of our meetings & see what we're all about.*

**LowCountry Sport Aviation  
EAA Chapter 477**  
517 Aviation Way  
Walterboro, SC 29488  
[www.eaa477.org](http://www.eaa477.org)



President: Glen Phelps [pres@eaa477.org](mailto:pres@eaa477.org) (843) 571-3332

Vice President: Roy Carson [carsonrr@lowcountry.com](mailto:carsonrr@lowcountry.com)

Secretary: Michael Brown [sec@eaa477.org](mailto:sec@eaa477.org)

Treasurer: Lee Miller [lemiller@eaa477.org](mailto:lemiller@eaa477.org)

Newsletter Editor: Kevin Thorp [thorp.kevin@gmail.com](mailto:thorp.kevin@gmail.com)

Webmaster: Greg Horne [gehorne@jws.com](mailto:gehorne@jws.com)

Young Eagles Coordinator: Roger Medlin  
[acpilot.roger@gmail.com](mailto:acpilot.roger@gmail.com)

Walterboro Wings-n-Wheels Coordinator: Roger Medlin  
[acpilot.roger@gmail.com](mailto:acpilot.roger@gmail.com)

## Lt. Col. Hiram Mann 1922-2014

On May 17 America lost one of the last Tuskegee Airmen. Col. Mann passed away in hospice care in his adopted hometown of Titusville Florida.

This hero flew 48 missions with the 332nd Fighter Group (the "Red Tails") in a P-51D fighter he nicknamed "The Iron Lady" in honor of his wife Kitty. He later went on to a distinguished career in the Air Force and business.

Col. Mann often spoke to audiences about his experiences, inspiring young and old alike. Chapter 477 had the honor of hosting this proud veteran at our March 2014 meeting.

