

# FLY PAPER

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

July 2008



## The President's Corner

This month's report is going to be real different! Not too much to report on the Cozy project since my wife Pam and I spent more than two weeks traveling and touring in Alaska, a trip of a lifetime!

I am filing a separate "trip report" (see page 4) since Alaska is a place of great aviation interest. But what I want to include here is how close a group EAA is. I wanted to contact the Chapters in Anchorage and Fairbanks, but because I can be a little disorganized, I didn't get around to emailing them until just before I left. I wasn't expecting a reply before I started on my trip.

I had been stationed at Elmendorf AFB from 1967 to 1969. It was my desire to attempt to find the residence I stayed in back then. Within 20 minutes of emailing Tim Rittal, the President of the Anchorage Chapter, I had my reply! "Sure, by all means I would be willing to help you, just let me know when you get in". Is that not great?!

Tim met me at the hotel, then we drove around town to see how it had changed in 40 years. We even found the trailer park where I used to live, and time had taken its toll (on the trailer park and me!). But to have this opportunity, which would not have been possible without help, was awesome.



This is Tim and I with his Glastar. He has it fitted for floats that will come at a later date. I really like the all-glass panel, although it is much different than "bush" planes of the past, and much better, in my opinion. He keeps his plane at Lake Hood, adjacent to the Anchorage International Airport.

*(continued on page 5)*

## Upcoming Events

**July 12 – EAA Chapter 477 Meeting**  
11:00 am, Summerville Airport  
(DYB) See page 5

**July 13 - SCBC Palmetto Air**  
Plantation (Pvt)

**July 19 - 11:00 AM - 2:00 PM, NC &**  
SC Pilots Lunch Fly-in, Beaufort  
County Airport (73J)

**July 27 - SCBC Anderson (AND)**

**July 28- August 3 - EAA**  
**AirVenture, Oshkosh, WI**



**August 14 – EAA Chapter 477**  
Meeting, 6:30 pm at the CAFB Aero  
Club. Nick Ugolini Will give a  
technical presentation on aircraft  
propellers

**Aug 29 - Sept 1 - The Great**  
Southeast Balloon Fest 2008,  
Anderson Regional Airport (AND)  
[www.greatsoutheastballoonfest.com](http://www.greatsoutheastballoonfest.com)



**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 [  ]

Today's Date \_\_\_\_\_ 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!*

## June Meeting Report

Our June 12 meeting was at the CAFB Aero Club. 16 members and guests attended. Our guest speaker was Genevieve (Gen) Orange, who gave a fascinating talk on her experiences in aviation during the 1940s & 1950s.

Growing up near Richmond Virginia Gen always loved aviation. As a girl she wanted to become a stewardess, but later found out one of the requirements was you had to be a registered nurse. She didn't want to deal with blood and other "unpleasantness" of nursing so she looked into getting a pilots license; a rare thing for a woman in those days.

Gen started taking flying lessons on December 7, 1941 – a date that is easy to remember. After she earned her pilots license, she soon got her instructor rating and joined the Civil Air Patrol. She tried to join the WASPs to ferry war planes across the ocean, but at 19, was told she was too young.



She trained many pilots during the war, who went on to flying assignments that were denied to women at that time. Aircraft that Gen flew included J-3 Cubs, PT-19s and the Pitcairn Mailwing (her personal favorite). Gen married one of her students and gave up flight instructing after she became pregnant, because she didn't want to take chances as a new Mom.

Unfortunately the marriage didn't last but Gen got a job offer from her former flight instructor, Alex Lowery. He was now a corporate pilot for William K. Ryan, an eccentric millionaire who always had a psychiatric nurse by his side and a glass of bourbon in his hand. In the 50's they flew a Lockheed Lodestar all over the country and the Caribbean, including Cuba and Haiti. It was on a trip to Haiti that they lost an engine over water. They safely made it to the airport on the remaining engine, but were stranded in Haiti for a month while a replacement engine was shipped from the U.S. mainland. They also toured Europe (traveling by Pan American, not the Lodestar).

Later as Mr. Ryan's health declined he stopped traveling. His son sold the Lodestar, so Gen was out of a job. Because she had a young daughter Gen thought flight

instructing was too dangerous and flying for the military or airlines was not an option for women back then. So Gen gave up her flying career but later served on the Aviation Board and was the President of the Virginia Aeronautical Historical Society. Gen has very thick photo album to help remember that exciting time of her life; I hope most of you were able to see it. (Gen is 4<sup>th</sup> from left, below)



During her talk I looked around the room and noted the audience was completely enthralled with her wit & charm. After her talk Chapter 477 presented Ms. Orange with a Certificate of Appreciation and flowers.



Gen currently lives at The Palms in Mt. Pleasant and keeps busy by volunteering there and at the East Cooper Regional Medical Center.

If you know of any other aviation or women's groups that might be interested in hearing Gen talk she can be reached at [gorange@comcast.net](mailto:gorange@comcast.net). I posted a few more of Gen's photos at [www.eaa477.org](http://www.eaa477.org).

-Kevin Thorp, Secretary

## A Glance at Aviation in Alaska

I had the fortunate experience to be able to take a short tour of Alaska's interior and then continue on a cruise from Whittier to Vancouver, BC in the last two weeks.

When I was in the Air Force 40 years ago I was stationed at Elmendorf AFB in Anchorage, but was only an aviation wantabee, (I was a fuel truck driver).



During my tour of duty, I had some opportunities to fly into the more remote areas of the state. Those included a sheep hunt into the Wrangle Mountains flown by an industrial arts school teacher who was also a licensed guide, a trip into the Alaska Range via a plane outfitted with skis and a trip to a remote beach in the Prince William Sound flown by a dentist that I had convinced to take up aviation. (yes, even then I was pushing people into aviation!)

Interestingly enough, I found the address for that dentist, Dr. Leonard Yuknis, who stayed in Anchorage after his tour of duty. Yup, he is going to get a letter. Lost track of him over 35 years ago.



My recent trip gave me a chance of a lifetime to get to see Alaska again, forty years later.

I was able to meet with Tim Rittal, President of the Anchorage chapter of EAA, but failed to meet with Pete Haggland, President of the Fairbanks chapter due to scheduling. I had been forewarned that summer in Alaska is a time for people to work and play hard in the long days and moderate temperatures. I can accept that!



One might expect that aviation is big in Alaska. The state is over three times the size of Texas. Aircraft are the only way of getting to many of the smaller settlements that have no roads and might also not be reached by boat. If you don't believe that aviation is big, go to AOPAs airports directory and list the airports for Alaska. It is a long list. And, this is only the "listed airstrips and harbors"! For most of the pilots in Alaska with an appropriately equipped aircraft, any riverbed, beach, lake, mountainside or any flat spot in the snow is a landing strip. Not a place for my Cozy!

I would encourage readers to look at the sectional chart for the Anchorage area and see how the International airport and Lake Hood are situated. This in itself tells the story of how general aviation is accepted in Alaska. Lake Hood is home to float planes in the summer months and ski-equipped planes when it freezes over. It also has dry surfaces for wheeled aircraft to use. I think that they must have more light aircraft at this one location than in the entire state of South Carolina. *(continued on page 5)*



These photos are taken for the most part during demonstrations to the “tourists”. Multiply these scenes over and over again away from the tourists and you have aviation in Alaska. Some of the pictures show varieties of float equipped aircraft. Keep in mind that the Piper Super Cub and the DeHavilland Beaver are not available anymore. If you want to fly one of these, you will keep it running or restore it, which many choose to do. For those flying in Alaska, most of the aircraft are “conventional” gear (tail dragger). Tri-gear is just are not practical in this environment.



When traveling along roads, it was common to see floatplanes on lakes and wheeled planes in yards. Of course, most people were looking for wildlife.

At the tourist stops near Mt McKinley, we saw a lot of aircraft equipped with skis. Even a lot of turboprops. This was also true with floatplanes at the cruise ship stops. Not to mention the rotary wing aircraft.



This trip to Alaska was not intended to be an aviation related experience (I was on a cruise) , but you can't avoid

contact to aviation while in Alaska. Tim Rittal, who was so kind as to spend a couple of hours driving me around Anchorage probably does not realize how much this opportunity meant to me. It was the start of the family trip, and the best way I can think of to start. We talked briefly about our respective chapters, and I must say he is doing a lot of interesting things that we can learn from.

If you ever get a chance to get to Alaska to “look around”, don't pass it up!

*-Glen Phelps, President*

## July Meeting/Cookout!

Our next meeting will begin at 11:00 am Saturday July 12, at the Summerville Airport. Bruce Huffines had again graciously offered to open up his hangar and fire up his grill!

**Please go to [www.eaa477.org](http://www.eaa477.org) and RSVP by signing the Guest Book, so we know how many burgers to buy!**

We'll have some interesting stuff to look at. Pat Wechter has agreed to fly his recently completed Marquart Charger



(pictured above) over from Walterboro. And Roy Carson has tentatively agreed to show his RV-7 project with the very clean Subaru engine installation.

We're also hosting the “Wolf” Dens of Cub Scout Pack 725. We expect about 6 kids and their Dads. They're meeting at 9:30 to construct “AMA Cubs”, simple balsa & tissue model planes donated by Chapter 477.



If you have experience with balsa models and would like to help, please call Kevin at 225-6058 or email [thorp.kevin@gmail.com](mailto:thorp.kevin@gmail.com). Thanks!

# The President's Corner

(Continued from page 1)



Floats for the summer and skis in the winter. The quantity of fixed gear planes is unimaginable! This has changed considerably since I have been there. Wish I had taken pictures of the fields of planes while there, but I took a picture of the most important airplane (right, Tim?).

I also received a reply from Pete Haggland, President of the Fairbanks Chapter, who offered to get together. But due to scheduling conflicts we weren't able to connect.

What a great opportunity I had, but now it is time to get on with my project and the things at hand. I will never forget the friends I met while traveling.

-Glen Phelps, President

# Treasurer's Report

Balance at May 31, 2008:	\$2179.96
Accounts payable:	0.00
Petty cash	60.00
Undeposited funds	63.00
<b>Total available funds on June 30, 2008:</b>	<b>\$2302.96</b>

-Rich Hassell, Treasurer

# Classified Ads

**For Sale:** RV-7 Completed empennage consisting of vertical and horizontal stabilizers, assembled and primed.

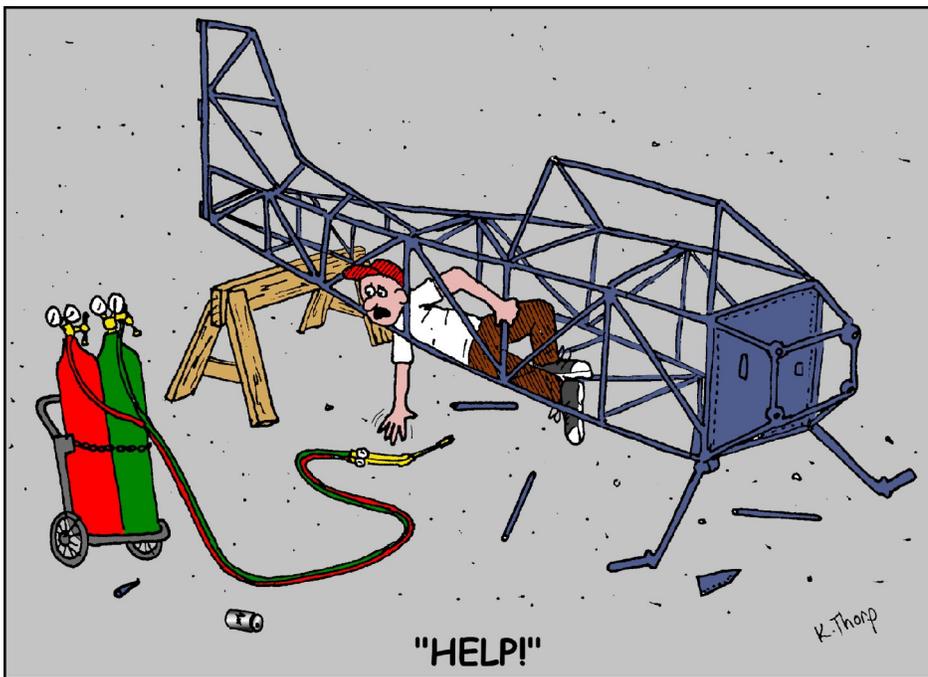
Elevators and rudder components included but not primed or assembled.

Will sell at cost---- \$1,600 Kip Pratt; 843 270-3489

## Aviation on the Brain?

Are you a pilot? Building a project? Thinking about building a project? Or just interested in sport aviation?

Check out our web site and drop in on one of our chapter meetings. See ya there!



**LowCountry Sport Aviation, Inc.**  
P.O. Box 62582  
North Charleston, SC 29419



President: Glen Phelps  
Secretary, Newsletter Editor, &  
Webmaster: Kevin Thorp  
Treasurer: Rich Hassell  
Young Eagles:: Doug Shorter  
Web Site: [www.eaa477.org](http://www.eaa477.org)