

# FLYPAPER



July 2011

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

## The President's Corner

It seems like only a few days ago I was complaining about the cold. Don't have to do that now. While I need the heat for some of the work I am doing on my project, it is really hot. But, I understand the Midwest is experiencing some pretty nice weather. Hope it holds for Oshkosh. I know the folks up there are hoping for the same thing.

Speaking of Osh, we asked at the last meeting for a show of hands of who is intending to go. There is a handful of those of us planning to attend. Personally, my plans might preclude my going, but I'll know in a few weeks.

Along with a few chapter business notes, we had an excellent presentation by Brett Grooms on the Apple iPad and what you can do with some of the applications for aviators. If you missed that meeting, read more about it later in the newsletter. The report tries to give you an idea of what was presented, but being there, as with all of our presentations, is the best way to get that information.

One of the advantages of hanging around RBW is the chance to see some interesting aircraft. In a recurring article, "Sightings", one of these is presented. Also, there is an article on a couple of "first flights". Be sure to read them too.

I certainly hope you don't rely on just reading the newsletter, although we hope you continue to do so. Our website contains all of the latest news and upcoming activities. Do visit the site regularly to see what is on the latest schedule. We are working really hard to ensure that we have inspiring subjects and activities for our members.

## My Cozy update:

I reported in a previous newsletter that the project is now located in a larger hanger with a much higher roof. That makes it "cooler", but on a 95 degree day, it can get to 108 or higher. Other than drinking a lot of water, it does make the epoxy finishing process move more rapidly! The airframe now sits on a nice green carpet, which makes "rolling around under it" a lot more pleasurable. One wing is about ready for the primer and the other is now started. While a coat of micro is setting up, I do a little more on the engine installation. Progress, progress.....progress.

--Glen Phelps, President



## Upcoming Events

**July 3-7** – Flying Physicians Annual Meeting, Amelia Island FL.

**July 10** - SCBC at Salisbury, NC ([KRUQ](#))

**July 14** – EAA477 Chapter Meeting Aero Club CAFB

**July 24** - SCBC at Anderson Regional Airport ([KAND](#))

## June Meeting Report

The meeting started after a half hour of social time and eating pizza. We noted that there didn't seem to be any hungry souls by the time we started business.

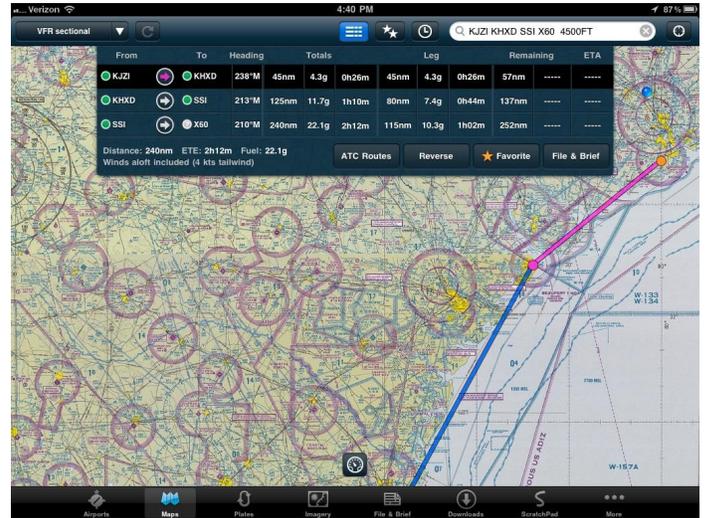
Here are the highlights of the business portion of our meeting:

1. It was noted that a total of \$675 was given to the MUSC Children's Hospital Fund from our activities with the third annual Walterboro Wings-n-Wheels event held in April.
2. We had a short report from members that were invited to the East Cooper Pilots Association's cookout at the beach last month.
3. We discussed number of possible ideas for our July meeting. Decided Kevin will give a presentation on the many neat features of the EAA website. Most of us only use a small portion of the opportunities available.
4. Please note that the "EAA 477" polo and t-shirts are going fast! Only a limited quantity are left, so if you think you want one, let Earl Fisher know or contact one of the officers.
5. Don't forget we will be hosting the SC Breakfast Club at MKS on the third Sunday of August.
6. A question was posed regarding a "social" activity for the whole family sometime in the Summer. Two really interesting ideas were discussed. One was a dinner cruise in Charleston harbor and the other was a social and pool party at the Phelps'. More to follow....

Following the brief "business" part of our meeting, we got on to the really interesting stuff; the technical presentation.



Brett Grooms gave a VERY informative presentation: 'The iPad for the General Aviation Pilot'. I believe I'm correct in saying Brett has only used the iPad for a few weeks prior to his presentation. Even in this short period he seemed to have mastered the intricacies of the device quite well. (I wonder if his family missed him during the time he spent learning how to use it?) Not only did he clearly present what it can do, he actually used the device to create and show the presentation via an LCD projector, allowing everyone to see the unit in actual operation.

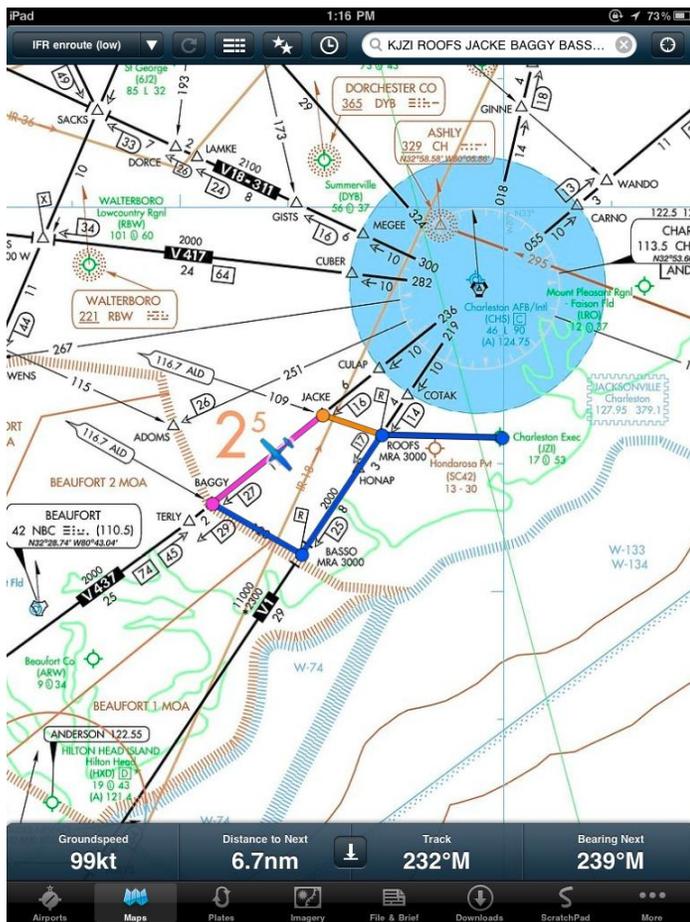


Brett began by telling us about the differences between the iPad 1 and iPad 2 models. The first generation iPad 1 is a bit heavier and larger but will run all the aviation apps without problems. The second generation iPad 2 has a slightly smaller footprint and a faster processor, which allows quicker rendering of charts along with an overall better performance. Both models can be obtained with either 16, 32 or 64 GB of memory. There are two versions, a 3G model and a WiFi version. The 3G models have an internal GPS receiver. The WiFi models do not include a built in GPS thus requiring an external GPS unit for position fixes.

His recommendation was to purchase the 3G model with the built in GPS. There is no requirement to ever activate the 3G data plan (at a monthly cost) if you chose not too, but it allows the option at a later date. The additional cost for a 3G model is approximately \$100 which is the same price of adding an external GPS unit to the iPad. Having a 3G data plan allows access to live weather, filing of flight plans, checking

e-mail, surfing the web, etc...when you are not in range of a WiFi signal.

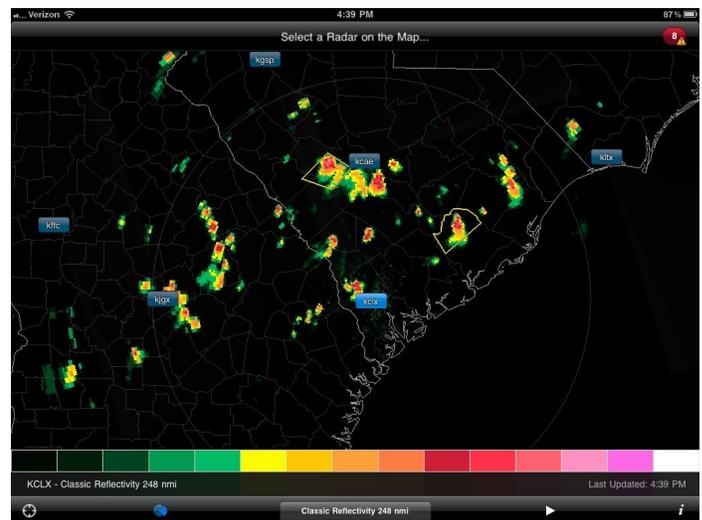
Brett's iPad was the second generation device (iPad 2) with the 64 GB memory capacity, but he pointed out that all the current aviation apps work well with the iPad 1 and the minimum 16GB memory. One of several recommendations was a Moshi screen cover that not only protects the screen, but also reduces glare. From Brett's experience using it in the cockpit of his C172 the readability in sunlight is acceptable but not perfect. The battery life is exceptional at 10 hours so additional power cables aren't necessary.



Various applications were demonstrated including Weather, E6B, AIM/FAR, Checklists, Logbook, Weight and Balance and Training Videos. But the most impressive was the full featured program called Foreflight ([foreflight.com/ipad](http://foreflight.com/ipad)). This is one of the premier aviation applications used today. It includes every VFR, IFR (high and low) charts, Approach procedure diagrams, Weather imagery, Flight

Planning, A/FD, etc. The entire package sells for only \$75.00 per year (or \$150 which includes geo referenced taxi diagrams and approach charts). The yearly subscription includes every chart update for the entire U.S. The information contained in this 1.5 lb device is incredible and is much easier to use in-flight than a paper chart, especially during night flying. It's a matter of a quick download to update every chart and approach plate so no more thumbing through inserting and removing pages from your 'book'.

With the 3G capability, you can also get current weather overlays to assist you in making critical flight decisions.



The presentation also included demonstrations of the "as supplied" software that the iPad comes with.

This was an excellent, excellent presentation, and there is no way that a quick write-up can do it justice. Another reason not to miss a meeting! I know that Brett was not "selling" iPads, but if he had a handful and we had the money, there would be several of us walking out with one!

Thanks Brett, for a great presentation and the time it took to put it together! I'm sure he will be happy to answer any questions you have about the iPad, just give him a call or e-mail ([eagles@eaa477.org](mailto:eagles@eaa477.org))

--Glen Phelps, President

## First Flights in June

I was very privileged to see a couple of first flights this past month. This is always very special. As I looked at the airmen, you could just see the tension in their spirit. There was an instructor/coach present and they were giving a lot of verbal instruction and support. Nonetheless, if you are going to “do it”, you just have to jump in and “sink or swim”. Wished I had video recorded the events, but all I got was some still pictures. Not much room here, so those pictures are at the end of the newsletter (page 8).

--Glen Phelps, President

## Next Meeting – Thursday, July 14

6:30 pm at the CAFB Aero Club

Our VP, Kevin Thorp, will demonstrate many neat features of the EAA web site, including the following:

- Chapter Locator
- EAA Calendar
- Homebuilding videos
- 50 Years of Sport Aviation, online & searchable
- The "Oshkosh 365" Community
- Young Eagles

Some of you might remember this was planned last year but the EAA national web site was down the day of our meeting!

As usual, we'll have hot pizza and cold drinks, so bring a few bucks for the "tip jar". Members and drop-ins are welcome!

## Sightings in June at RBW

It is not just because I have my project there, or that they are such good people, (they really are too) or that they support 477 so much in so many ways, but really, there are some interesting aircraft that come and go. Just a few days ago, we had another. You could first hear the difference as it came into the field. It just “plops down” in the tie-down area right next to the terminal. That's certainly unusual, but it's not breaking any regulations. I could tell it was some kind of helicopter, but the rotor blades had a much slower sounding speed.

Rounding the corner of the hanger, this is what I saw. Very narrow fuselage and very long rotor blades. I got a card from the pilot and the story in part is as follows:



“N699RH is the K-MAX K-1200 Aerial Lift Truck owned and operated by Rainier Heli-Lift Inc., Of Kirkland, WA. Built by Kaman Aerospace of Bloomfield, Connecticut, the K-MAX has been designed for the type of repetitive heavy lifting operations commonly found in fire fighting, construction, and logging. Weighing in at approximately 5200 lbs., its powerful Lycoming turbine engine delivers 1500 HP to its inter-meshing dual rotor system and provides the K-MAX with an external lifting capacity of 6,000 lbs. Each rotor system has a span of over 48 feet and matching blades with main spars that are cut from spruce trees. Because the rotors turn in opposite directions, there is no need for a tail rotor, which can rob a conventional helicopter of up to 30% of its lifting power. The airframe was FAA certified in 1994 and only 38 of these aircraft have been built. N699RH is production number 19 and was built in 1996. Rainier Heli-Lift Inc., operates the only K-MAX equipped with a fire fighting water tank. The 700 gallon tank was a joint effort of Rainier Heli-Lift and Isolair Helicopter Systems. Equipped with a 5 inch diameter snorkel, and a powerful hydraulic pump, the tank fills in less than a minute. After several years in research and development, this tank was FAA approved in the spring of 2007.”

The pilot was one interesting guy. Had more than 10,000 hours of rotor craft operation. When leaving, he brings the rotors to speed, then goes vertically to pattern altitude! Love it.....! [Click here for the video.](#)

--Glen Phelps, President

## Identified Flying Object Spotted

On May the 26th, the Goodyear Blimp graced the skies of Walterboro Airport, Walterboro, SC. The Goodyear Blimp and its crew of sixteen members, plus pilots found a resting place at the Lowcountry Regional Airport. The blimp, in route to the Sprint Nascar race in Charlotte, NC, was parked for a two day stay at RBW.

Since 1925 Goodyear Blimps have adorned the skies as very visible corporate icons of the world's largest tire and rubber company that began operations in 1898. Today, the Goodyear Tire & Rubber operates four well-recognized blimps in the United States and China.



The staff at Lowcountry Regional Airport had the pleasure of hosting and serving both pilots and crew of this graceful giant, which is know as the Aerial Ambassador.

The blimp drew adults and children from Walterboro and nearby areas to catch a closer glimpse. Standing awed and excited, parents where seen lifting their small children onto their shoulders to a better look at one of the most romantic visions in flight.

Again it was my pleasure as Operations Manager to host and serve our guests. The crew and pilots presented themselves in a very friendly and professional manner. The blimp and its crew toke its

leave Tuesday morning headed south to the NBA finals in South Florida. We hope to have the blimp visit us again this fall in route to another sporting event. Listed below are some Goodyear Blimp Milestones;

- Goodyear launched its first airship in Pilgrim, in 1925.
- Goodyear was the first to operate blimps in the U.S.A.
- Goodyear built the first blimp that flew over the 1932 Olympic games in Los Angeles.
- Goodyear was the first to cover a sporting event with a TV camera in a blimp. (Orange Bowl-1960)

*--Roger Medlin, Secretary*



## Treasurer's Report

<i>June 2011 Beginning Balance</i>	<i>\$2575.39</i>
<i>Monthly Receipt</i>	<i>56.21</i>
<i>Monthly Expenses</i>	<i>38.20</i>
<i>Petty Cash</i>	<i>24.21</i>
<i>End of June 11 Bank Balance</i>	<i>\$2569.19</i>

*--Tony Cole, Treasurer*

Low Country Sport Aviation, Inc.  
**EAA Chapter 477**  
P.O. Box 62582  
North Charleston, SC 29419  
[EAA477.org](http://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!*



"HOW AM I DOING SO FAR?"

**LowCountry  
Sport Aviation, Inc.**

P.O. Box 62582  
North Charleston, SC 29419



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Secretary: Roger Medlin  
Newsletter Editor, & Webmaster:  
Greg Horne  
Treasurer: Tony Cole  
Young Eagles: Brett Grooms  
Web Site: [eaa477.org](http://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](http://eaa477.org)*



## First Flight Photos



Glen documenting another first flight of a few young airmen beginning what I am sure is one of many adventures in aviation. Just a quick editorial note, I think they are natural born fliers.