



## The President's Corner

As I write this, I am in Davenport Iowa with still another two weeks of travel before I get back to South Carolina. So far I have been involved in the attempt to help sell a Stitts variant (model still unknown) and a PA-28-140 with a 160 hp STC converted engine.



Also have had a wild visit to AirVenture '09 in Oshkosh, (trip report later in the newsletter). All this complements of my twin brother Dick. We also made a quick cross country in his 310 to prep it for a trip today (if the weather gets a little better; cold front coming through this morning).

Another thing about travel is the change in weather, since it always different than the hot southeast this time of year. The midwest is usually just a little cooler but not much. Not so this year. For an example, we rose to a temperature of 59 degrees on Friday morning in Wisconsin on our way to AirVenture. I have saved comments made by Burt Rutan at AirVenture on Wednesday night and will share them for those of you that were not able to attend.

### Cozy Project Report

As you can expect, there is not a lot to report. My brother is telling me I had better get busy on the Cozy or someone else is going to be flying the plane. He is correct; I'm not getting any younger. So that is what I plan on doing when I get back to Charleston in a couple of weeks; push it to the front of the priority list where I thought it was. I can report that the plane is out of the garage, on the gear and I do not intend to put it back in. A lot of work will be done before it goes to the hanger, but I consider "out of the garage" a milestone.

*-Glen Phelps, President*

## Upcoming Events

**Aug 9** – SC Breakfast Club  
Aiken Municipal Airport (AIK)

**Aug 23** – SC Breakfast Club  
Moncks Corner (**MKS**)  
Hosted by EAA Chapter 477



*"Now is the time for all good men to come to the aid of their Chapter!"*

We're looking for volunteers to help set up, cook and clean up on the 23rd. We also need to do a little Canteen maintenance beforehand. Please contact one of the officers to volunteer. Thanks!

Glen: 729-9836  
Rich: 696-8118  
Kevin: 640-1146

**NOTE: We're not having a "regular" Chapter 477 meeting in August so we can concentrate on this SCBC event.**

**Sept 12** - Palmetto Aeroplane Classic, Woodward Field, Camden, SC. For more info: <http://www.eaa.org/calendar/eventdetail.aspx?id=5045>

## July Meeting Report

We met the evening of July 9<sup>th</sup> at the CAFB Aero Club. 15 members and guests attended.

My friend Stan catered with some delicious pulled pork barbeque, baked beans and coleslaw. I made banana pudding from a recipe I found online:

[www.foodnetwork.com/recipes/paula-deen/not-yo-mamas-banana-pudding-recipe](http://www.foodnetwork.com/recipes/paula-deen/not-yo-mamas-banana-pudding-recipe)

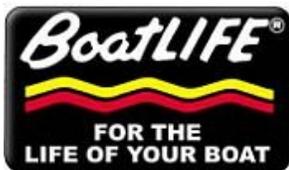
The gang seemed to like that quite a lot as well. In fact some were surprised I could put together something as complicated as banana pudding.



Chapter 477 member, business owner and gyro builder/pilot John Schmidt was our guest speaker. He covered 3 topics:

### 1. AeroLIFE

John's company has been producing BoatLIFE products for many years now and has recently developed AeroLIFE products for aircraft finish cleaning & protecting. John gave everyone small sample packs of AeroLIFE products. That was a pleasant surprise.



### 2. Little Wing Autogyro

John is in the process of building a Little Wing autogyro. It looks a bit like a Piper Cub, with a rotor instead of a wing. The Little Wing holds just about every record (distance, speed, altitude) for autogyros under 500 kg.



The company, Little Wing Autogyros, Inc., sells plans for single, and two-seat version. They're typically powered by Rotax 912 or 914 engines, but at least one builder has put a Rotec radial engine in his. For more information go to [www.littlewingautogyro.com](http://www.littlewingautogyro.com).

### 3. Rotax 912 Maintenance

The Rotax 912 is one of the most respected and most controversial engines in sport aviation. Those who fly behind (or in front of) the 912 love the smoothness & reliability, but many who are used to big bore, slow revving traditional aircraft engines find the Rotax a bit alien.



The major point John emphasized in the meeting was to get proper maintenance & repair training. Even a high-time A&P mechanic is not qualified to work on Rotax engines unless they've been to Rotax-approved training. John strongly recommends Aero Technical Institute in Sebring, Florida ([www.aerotechnicalinstitute.com](http://www.aerotechnicalinstitute.com)). They're part of Lockwood Aviation, a company with 20 years of history selling and maintaining Rotax engines. One of John's suggestions was to attend the training class at the end of January so you're in town for the Sebring U.S. Sport Aviation Expo.

Of course one evening is not nearly enough time to cover any one of these 3 topics, much less all three, but John gave us starting points and suggestions on where we could go for more information. Thank you John, for the entertaining and enlightening presentation!

-Kevin Thorp, Secretary



## AirVenture '09 Report

Many wondered if the current economic conditions would effect AirVenture 09 attendance. As we approached the air field we found the traffic much worse than in the past at the same arrival time. This was a good indicator. Parking and admission prices were up, as it was at Sun-n-Fun this year though. As we were driving in, we noticed that the amount of planes parked in the camping areas appeared to be as in the past; close to capacity. By 10:00 AM the crowd of people on the grounds certainly appeared to be larger.



However, there didn't appear to be nearly as many people at the vendors tables and booths as in the past. It could just have been something I was observing at the time or it just might have been a result of people not spending as much as in the past.

As we walked the flight line it certainly appeared that less aircraft were there than in the past. While I did not check to confirm, it did appear that OSH has some strong weather a day before we were there, and that could well have effected what we were seeing.



I made my obligatory visits to see persons and vendors, walked the flight line and prepared to see the air show. On this day (Friday) we would see White Knight Two fly, the Airbus 380 depart, C5 arrival and an "all woman" air show along with other things. Clearly the crowd had come to see these things too! There were noticeably more people in the viewing areas than we had ever seen in the past. And we too enjoyed the air show.

I made a video of White Knight Two and the Airbus A380 doing their part of the air show. With any bit of luck I might be able to get these uploaded on



YouTube for you to see (but I did say with a little bit of luck). There are more photos is also a bunch of pictures that will be available on our website for you to peruse: [http://picasaweb.google.com/phelpsglena/Oshkosh09?authkey=Gv1sRgCPeg\\_8Gq59uROA](http://picasaweb.google.com/phelpsglena/Oshkosh09?authkey=Gv1sRgCPeg_8Gq59uROA)

A few comments about White Knight Two. The takeoff at 40% power required very little runway and the climb out was quite rapid.

*(Continued on page 4)*

## AirVenture '09 Report (cont. from page 3)

The explanation for this was that it is designed to carry a substantial load; Space Ship Two, which of course was not attached. This aircraft is also designed for substantial positive and negative loads, kind of like an aerobatic aircraft. The reason is that when the payload is released, there is an abrupt load change to the ship. When you think about it, it makes sense. During this unloaded time, the crew compartments on either side of the aircraft can and are used for “zero gravity” training of other crew members preparing for future rides in Space Ship Two.



Of course, one must visit the flight line to see war birds and the vast array of home built aircraft. Just can't miss that. I did notice that the hardware side of things gets better and better every year. There are a lot of bright people and innovative thinking out there.

Please visit the photo section of the website for the pictures I took. I hope you enjoy them.

*-Glen Phelps, President*



## Treasurer's Report

July 09 beginning balance	\$ 1781.75
Receipts	340.00
Expenses	0
Petty cash	30.00
End of July bank balance	\$2121.75

Note: The \$340 represents reimbursement checks from the Walterboro Airport Commission & Ollie's Concessions for our Walterboro Wings n' Wheels expenses. Thank you.

-Rich Hassell, Treasurer

## For Sale

Two lots, totaling 2.30 acres on Twin Lakes Airport (S17), Trenton, South Carolina (approximately 15 miles NE of Augusta, GA). \$90k

Contact John Schmidt  
[adlerflug1@yahoo.com](mailto:adlerflug1@yahoo.com)  
843-559-1013 Home  
843-860-4316 Cell

## Does this get your attention?



*Then you're obviously interested in sport aviation!*

*If you're not already a member of our chapter we'd love to have you join us. Or just drop in on one of our meetings & see what we're all about.*

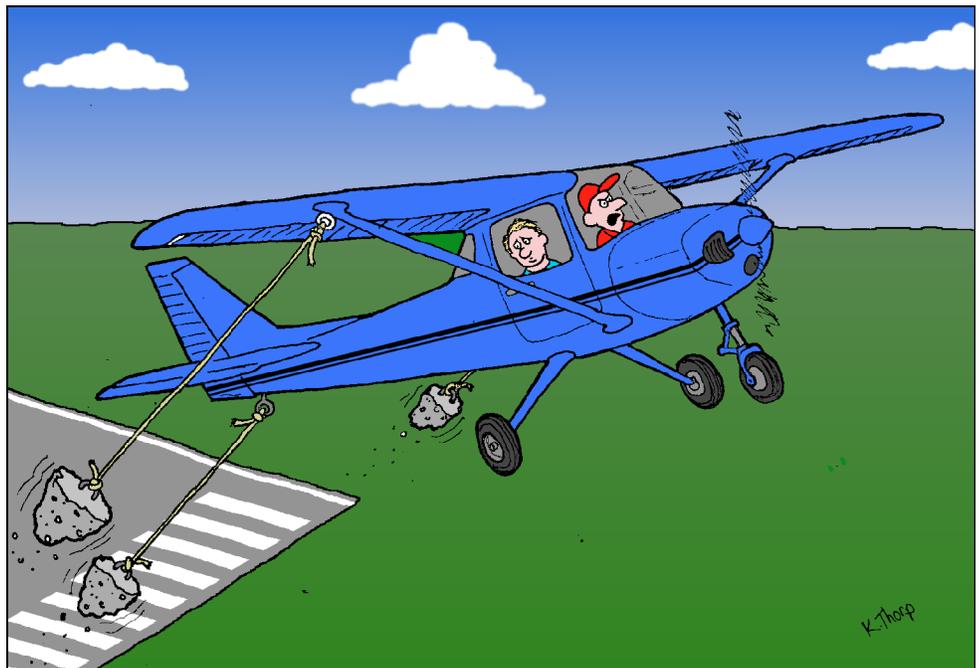
*For more info go to [www.eaa477.org](http://www.eaa477.org)*

### LowCountry Sport Aviation, Inc.

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DARN! THIS THING CANT CLIMB WORTH BEANS!

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**EAA Chapter 477**

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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.

Make checks payable to **"Low Country Sport Aviation, Inc."**

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!*