

# The FlyPaper

August 2014

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



## From the President

We had last minute changes to our July meeting presentation. Our scheduled speaker had a death in his brides family and needed to get to western Tennessee which required him to leave early that Saturday morning. He has, however, agreed to do his presentation at the August 9th meeting.

When we have a cancellation, we always have some "fall back" in mind. For our July meeting we watched the EAA Chapter video magazine, which is prepared for all of the local Chapters to use at meetings if they so choose, and we did. Roger and his band of volunteer pilots flew some Young Eagles before the meeting, and I am sure you will find a report on that later in the newsletter as a summary of the meeting itself.

We held the second drawing for the \$100 gift certificate from Sporty's Pilot Shop. You will see that in the meeting report later too. Also, we have decided to do another Sporty's drawing like the past two, offering a free ticket for members that attend a meeting and a dollar each for additional tickets to improve your odds of winning. That drawing will be held in December.

The executive committee is also working on a December, "end of the year" social. As the next couple of months go by, you will hear more about that

### Now for my Cozy report:

As most of you know by now, I received my airworthiness certificate on July 3rd. That was a milestone goal. But, what I also knew, is that things would sit dormant following that. The reason is that my wife was scheduled for hip replacement surgery,

and I would be doing "other things" for a few weeks. (She is doing absolutely outstanding!) On that end, I had offered to do the surgery myself since if I can build and airplane, I must be able to do that too. Funny, I got turned down. So....what I need to do now is "lock down" insurance. Without all of the detail, will be able to get it in place, but not as easy as I had anticipated. I have done some serious ground testing and will get more done in August. But, I still am needed on the home front for a while.

*-Glen Phelps, President*



# July Meeting Report

About a dozen members showed up on a warm Saturday, July 12th. Four new Young Eagles and one repeat were flown that morning by pilots Roger Medlin, Jeff Griggs and Chris Minatelli.

Our scheduled presenter Louis Blackwell had to cancel due to a death in the family (but as noted on the right, he will return in August). So we switched gears to "Plan B" - watching the excellent July EAA Video magazine, which covered 3 main topics:

- Lark of Duluth - Building an airworthy replica of a 1913 Benoist XIV flying boat, the world's first heavier-than-air airliner.
- The Maker Movement - Envisioning the future of homebuilding through the emergence of personal manufacturing technology
- News from HQ - An overview of the site changes and enhancements coming to EAA AirVenture Oshkosh 2014



Later we discussed possible future presenters, including the a representative from the South Carolina Aviation Association and perhaps a FAA Flight Medical Examiner.

We also had the Sporty's Gift Card raffle drawing. Congratulations to Tony Flint, a Young Eagle! We will have another drawing in December. Remember – all Chapter 477 members will receive 1 free ticket at each meeting they attend, and you can buy as many more as you like.



About noon our resident grillmeister Bruce Huffines cooked up some delicious cheeseburgers and hot dogs for the gang. Not a bad way to wrap up a meeting!

## Next Meeting: Saturday, August 9, 11:00 am Walterboro Airport (RBW)

Lewis Blackwell, a Designated Airworthiness Representative (DAR) will discuss the ins and outs of aircraft certification for both EAB and certified aircraft. What you can and can't do... and why.



Afterward we'll have our cookout, so please bring \$5 if you'd like to indulge in some delicious grilled burgers & hot dogs!

Other notes: Roger Medlin usually organizes a few Young Eagle flights in the mornings before our Chapter meetings.

And don't forget about our \$100 Sporty's Pilot Shop raffle! Lee gives away 1 free ticket (to current 477 members) and sells additional tickets at every meeting.

## Treasurer's Report

We had to pay for the gift card this month so we lost a little off the top but also had good ticket sales and tips for the burgers and dogs so, it could have been worse.

I hope to see everyone at the next meeting. Bring your tips and ticket money (the Executive board has decided to limit ticket sales and giveaways to members and guests only this quarter).



Beginning Bank Balance = \$2,896.30  
Ending Bank Balance = \$2,861.18

Beginning Petty Cash = \$52.00  
Ending Petty Cash = \$4.00

Beginning Balance = \$2,948.30  
Ending Balance = \$2,865.18  
Increase or (decrease) = (\$83.12)

-Lee Miller, Treasurer

## IT'S A WRAP

I completed the building of my RV7 back in '08 after spending 5 years in its construction. I never painted it, other than priming the interior and the fiberglass, thinking that I would do the painting after flying off phase one.

After almost five years of flying, I found it more fun to fly rather than work on the plane and the exterior was starting to look a little rough.

I needed to do something to improve the appearance of the plane and I was at a dilemma as to what to do. Either I had to fly the airplane to an airport that did aircraft painting (which is on the expensive side), or disassemble the plane and trailer it to a local paint shop (not too keen on that idea), or assemble a paint booth in the hangar and paint it myself. Well, none of these options really appealed to me.

In my past travels to Sun 'n Fun and Oshkosh I remembered seeing some planes that had the polished aluminum finished. So, I did a little research on the polishing method and decided to try that. After purchasing the necessary equipment and supplies, the polishing process was started. Many, many (and I mean many) hours later, the polished finish was achieved, which was a definite improvement in its appearance. However, flying the plane on a nice sunny day creates a very bright reflection in the cockpit, making the wearing of dark sunglasses a necessity.

Also, maintaining the polished look was becoming more of a chore, not to mention dealing with the black residue that is created in the polishing process.

So, back to square one... maybe reconsider painting. Then, I heard and read about the use of vehicle vinyl wraps on aircraft and learned of a company in Florida that specialized in wrapping airplanes. I contacted the company and talked with them at lengths to learn more about the vinyl wraps and the cost involved. After several days of corresponding with this company and finalizing a design, they quoted me a price which was less expensive than painting but, still a little on the expensive side.

Giving more thought to the vinyl wraps, I went to YouTube and searched for vinyl wrapping and to my surprise, there are literally tons of videos on how to do vehicle wraps.

After spending several hours watching a number of these videos, I again decided to try this myself.

Doing more research on the different vinyl wraps available, I chose the 3M, 1080 series vinyl for a number of reasons, one being the colors. Since I wanted a military scheme for the airplane, the colors chosen were the gloss white aluminum and matte military green. The scheme that I wanted to create was that of the 22nd Bomber Group, 19th Squadron, which my father was part of during WWII. The 22nd Bomber Group was known as the "Red Raiders" and flew the B-26s, B-25s and later the heavy B24 Bombers in

the Pacific Theater. For those military history buffs who might be interested, there is a book written about the exploits of the 22nd Bomber Group titled "Revenge of the Red Raiders" by Walter Gaylor, et. al.



I started the vinyl wrap in mid-May and finished it in late July. I could have finished earlier but, some of the delay was due to waiting on the decals to be printed. There is a definite learning curve using the vinyl and you gain experience as you go, just like anything else. Although, there are some visible mistakes in the vinyl wrap, I didn't really expect it to be that of a professional job. However, if you stand back 20 feet and look at the job, you won't be able to see the mistakes. I was able to accomplish this project without any help and at a cost far, far below what it would have been to have someone else do it.



A couple of things I did learn using vinyl.... it helps to have a second pair of hands, especially when working with larger pieces and having a lot of patience is an absolute must. Anyone interested in possibly doing their airplane in vinyl, I will be more than happy to share my experiences with you. It has been said that the vinyl wrap is more durable than paint and weights much less.

-Roy Carson

(Note: Additional photo on last page)

## 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.*

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Roy Carson's RV-7 with vinyl wrap graphics (see article in newsletter).