

FLYPAPER

September 2010

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



The President's Corner

Where did the Summer go? Now the days are going to be getting shorter, albeit cooler. We had several people at Oshkosh this year. There will be a few short reports in the later pages of this newsletter. Make sure to take a look at what some of us experienced.

Although it has taken me away from the project, I have been able to do some traveling. As I said in my last report, I am going to combine those experiences into an article for the October newsletter titled, "Pleasures and Treasures". In addition to material I mentioned in August's newsletter, this is going included people I met from EAA211 in Grand Haven, MI. They are a great group of aviators with numerous award winning airplanes.

I missed the trip to Aiken due to traveling, but from what you will read later in the newsletter, that was a great experience. Nick took to the weather and flew up with Tony as a passenger. The others took to the roads to get there.

Weather threatened the SCBC (South Carolina Breakfast Club) at MKS. Matter of fact, we were so concerned with the weather, we purchased a reduced amount of food. As it turned out, we had to have one of the guys buy more food on the way up to help us. You will find that report also in this newsletter.

For our September meeting we will be going to Cross, SC to Jim Wilson's private airstrip to see the J-2 project he is restoring. We will also have a cookout at noon. Keep posted via the website.

My Cozy update:

Hard to get anything done traveling all over the country, but it is getting a lot cooler, so working in the "hot box" is not as bad. I am getting more wiring installed, along with Jack Wilhelmson's electric nose lift. Last week, I met with another builder that is moving onto the airfield and had two impromptu visitors to the hanger. Slows work, but it is fun.

-Glen Phelps, President



Upcoming Events

September 5 - SCBC at Jim Hamilton-LB Owens Airport ([KCUB](#))

September 18 - 10:00 am-1:30 pm EAA Chapter 477 Meeting at "Crosswinds" Cross, SC ([Map](#)).

September 19 - SCBC at Laurens County Airport ([KLUX](#))

October 3 - SCBC at Woodward Field Airport, Camden ([KCDN](#))

October 9 - Walterboro Wings-n-Wheels Poker Run

South Carolina Breakfast Club

August 22, 2010, Monks Corner (MKS), SC

The weather around the low country in August was wet and hot! We watched the weather predictions for days and saw the moist unstable air over the state giving rain potentials from 20% to 60% for the day of the event. Of course, it doesn't have to rain to keep people out of the air. Just bad visibility and ceilings will do that, or at least cause many to consider if they really want to attempt venturing out for a few hours.



The day before the event, we decided to purchase a limited quantity of food to prepare, thinking that it would be most likely a "bust". But, Sunday showed possibilities! The cooks, Bruce Huffines, Jim Martin and volunteer, Ed Horne, (I think we have a new cook in our group) went to work by 7:00 AM. The first "drive-ins" arrived by 7:30 AM and the first plane came over from Summerville, (DYB) by 8:00 AM.



We ended up with most guests than expected, and Rich Hassle had to stop by the Pig to buy more food. Good thing he did; we fed approximately 65 people.

Many drove in, but we did have eight planes show up. Two multi-engine and one gyro-copter were among the arrivals. Of course, our own Nick Ugolini just HATES to drive, so he flew his Long-Ez from CHS to help out.



In all, we had ten chapter members turning out to help. We were assisted by Stacy Thomas and her crew from MKS, and without them, I don't think we could have done it.



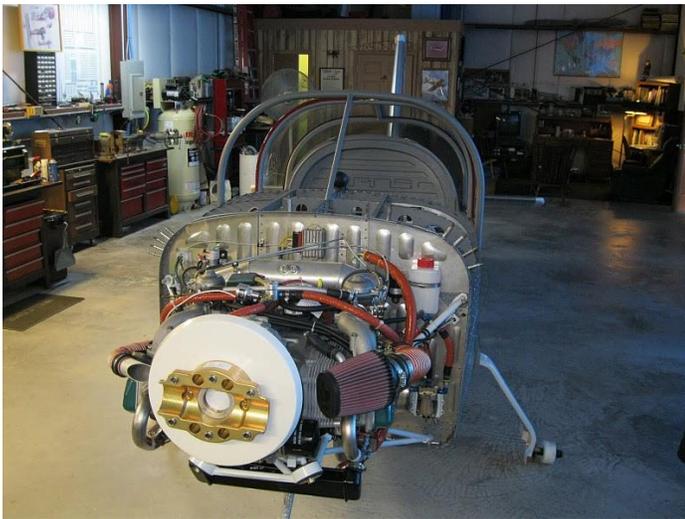
By 11:00 AM we were done, cleaned up and on our way home. Rich Hassell towed the canteen back to RBW. A special thanks to him for not only returning it to its home, but for bringing it up on Friday and cleaning it up. A special thanks to him for not only returning it to its home, but for bringing it up on Friday and helping me clean it up. Fuel burn in his truck towing the canteen is much like a Cessna 310 at full throttle!

-Glen Phelps, President

Twin Lakes Air Park Visit

While poking around the "Rans Clan" forum on the Internet I made friends with Ray Sheffied, who is building a Rans S-19 Venterra up at Twin Lakes Air Park near Aiken SC. Ray has owned and/or built a number of aircraft over the years, and chose the Venterra as his latest project because of its sporty looks, impressive performance with a relatively small engine, and it is LSA compliant.

Ray invited me (and Chapter 477) to come up & take a look at his project, and some others at the air park. So we set up a visit on August 14. Some of us drove, and despite semi-lousy weather Nick & Tony flew up



in Nick's Long-EZ.

First we checked out Ray's S-19, which is about 90% complete and looks awesome. You can see the little touches Ray has done to make his aircraft special. We're looking forward to hearing about his first flight, possibly this winter. Ray has a great shop. Good lighting, lots of room, every tool a man could



want, a "pilot's lounge" on one side and even a aeronautical bathroom!

We also met Bernie Loyer who has two aircraft with similar beautiful aqua & silver paint schemes. He currently flies a Pulsar and is nearing completion on his Velocity. Ray also took us over to meet Jack Bombard, building an RV-8, and Mike Goransky, who is building an amazing Stewart S-51 powered by an Italian V-12.



Then we piled into a couple cars and drove over to the Airport Grill to treat our hosts to a tasty lunch. Many thanks to Ray and the Twin Lakes crew for taking the time to show their projects and make us feel welcome up there. There was some very interesting sharing of information between the Charleston & Twin Lakes guys. That's what the EAA is all about; making friends and sharing knowledge

A few final notes:

- Ray has clean-looking a straight-tail Cessna 172 for sale if any one is interested.
- We watched Nick & Tony take off in the Long-EZ, then started our 3-hour drive home. About 45 minutes in we got a call from Tony saying they already landed. Yup... he had to go!
- For more photos of our trip go to <http://picasaweb.google.com/Thorp.Kevin/TwinLakesAirParkVisit#>

--Kevin Thorp, Vice President

Kevin's Oshkosh Report

I thought I waited too long to make a decision on going to Oshkosh because the airfares had jumped to over double their typical discounted price. But I kept reading exciting AirVenture reports so I tried Priceline.com. You tell them the price you're willing to pay, and through some sort of computer wizardry and/or black magic they tell you if your bid was accepted. Mine was, so I rented an econo-box car and booked a room about an hour away from Wittman field. Of course anything close was booked months ahead of time.

I got there early on Saturday morning, just as the gates opened. There was a low ceiling and the grounds were a little wet, but nothing like the "Sploshkosh" they had earlier in the week. Later the ceiling lifted and we had postcard-perfect weather. Of course there is not enough room to go into all the amazing things I saw but here are a few things that caught my attention:

The Terrafugia Transition is a "roadable aircraft" that has gotten a lot of press recently. They received a special 50kg (110 lb.) allowance from the FAA so the aircraft's 1430 lb. gross weight is still considered LSA compliant. They had their prototype on display as well as a 1/4 scale model of their new design.



There were always crowds around the Icon A5, the beautiful composite LSA amphibian. Everything about it was first-class; the booth, (the booth babes) the multimedia show, the design and finish of the aircraft, the interior, etc. It was refreshing to see so much positive energy from a sport aircraft company. Some of you might not know that the company founder, Kirk Hawkins grew up in Goose Creek.



The Goodyear Blimp is absolutely amazing to see up-close. As is the Lockheed C-5. As I walked through the C-5 it felt more like a large warehouse than an aircraft. I've never seen so many DC-3s/C-47s as I did that day.



"Osa's Ark" is an awesome Sikorsky S-38 amphibious aircraft reproduction that looks like it would be an absolute blast to travel in.



There were a few standouts at the Ultralight end of the field. A couple attractive JDT MiniMaxes looked just like oversized R/C models. The Legal Eagle, powered by a 1/2 VW engine looks like about the least expensive way to get into the air. Aeroworks International had 2 sharp looking "Honeybee G2" gyros on display; a single and a tandem.



On the LSA end there were a number of fine examples of Just Aircraft's Highlander. As some of you know Just Aircraft is located in upstate SC. Sonex had an 85% complete single-seat "Onex" on display. They were wowing the crowds & press with it's ingenious 5-second wing-fold mechanism.



Pipistrel displayed their NASA award-winning "Virus", a very aerodynamic 2-seat 80 HP LSA that burns only 3 gph at 120 kts. That's 46 mpg!



The 60-year old Anderson Greenwood AG-14 looks as modern as any aircraft out there. It's owner (the son of a former AG executive) said a group of investors is interested in making a new LSA version of the AG-14.



The care that went into restoring the many beautiful vintage aircraft (like this de Havilland Dragon Rapide) is humbling.



One of the strangest things I saw was a Glasair Sportsman converted to a "roadable aircraft" by a company called Plane Driven. It has an oversize tricycle-gear with powered rear wheels. After landing you fold the wings, slide the "drive pod" to the back of the aircraft and drive away. Hmmmm...



There were 3 B-17s at AirVenture and of course they

were big crowd pleasers. I heard a fascinating talk about it's ball turret given by one of the restorers. Here's an interesting video interview of a WWII ball turret gunner (Part 1 of 4):
www.youtube.com/watch?v=Wj4YmI7XRhE

Of course there are a million other things to write about but I'm tired of typing! To see a bunch more photos go to:

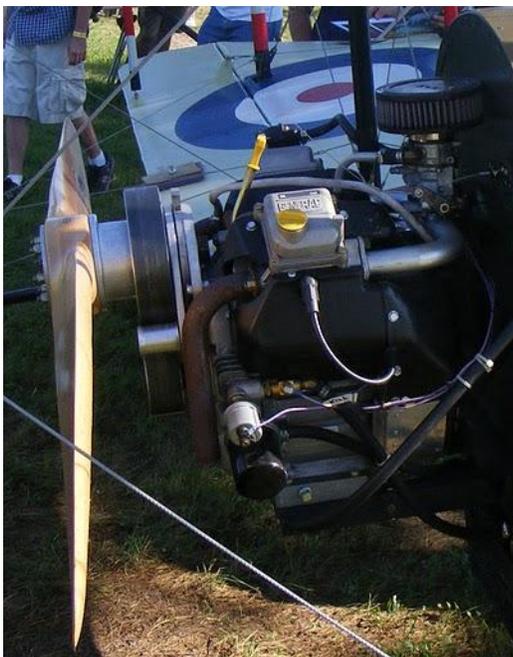
<http://picasaweb.google.com/Thorp.Kevin/Oshkosh2010>

-Kevin Thorp, Vice President

Glen's Oshkosh Report

My twin brother and I again made a two day trip to Oshkosh this year. Due to work schedules, we traveled to Wild Rose, WI where we always stay on Tuesday night, rather than Wednesday. We then visited AirVenture on Wednesday and Thursday. This allowed us to take in the President's Reception on Wednesday evening, something I had always wanted to do. It was an interesting experience and glad we did it.

I have always wanted to go to the ultralight flight line, but never walked that far. This year I did. There were some interesting things to see and I included [this link to some pictures for you](#) to see what was



there. I noted another power system for the very light aircraft which is also used on "replica" model WWI aircraft. There was also a four belt drive for VW engines there. These innovations always intrigue me.



Speaking of engine innovations. On display was the turbo charged AeroVee engine that might be something for getting those little planes to altitude quicker.



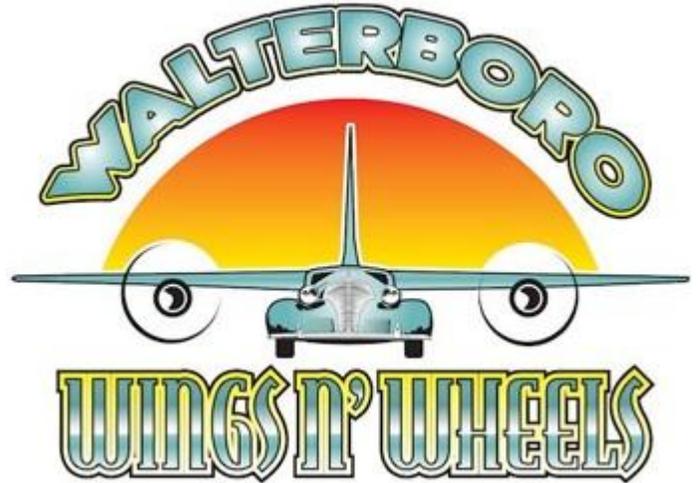
EAA477 Member Nick Ugolini spent the entire week there working with one of the vendors. We met up with him and Bob Beckett for lunch on Thursday. Nick will have to tell you about our discussion regarding how I am going to cool the engine for my Cozy. The discussion resulted in a lot of laughs.

The afternoon air show was good and featured some new performance acts. One that really caused you to look again, was the pilot of the Red Bull helicopter performing mild aerobatics. I didn't think you were supposed to do that with a helicopter!

Still missing from Oshkosh, since the fatal accident a couple of years ago was the mock Reno air race. During this event a P-51 was destroyed in the landing phase. I've included a link to the [complete NTSB report](#).



Poker Run



Walterboro Wings-n-Wheels, on **Saturday, October 9th**, will hold an Aircraft Poker Run. The course includes landing at four card gathering landings over a 120 NM course. Mandatory pilot briefing starts at 9:00am for Walterboro Regional Airport.

[Click Here for the "official" event flyer.](#)

I thought the crowds were as good as I have seen them. The number of aircraft also seemed to be good. Although the official report is that attendance was down. But as always, it was a pleasure to be there.

-Glen Phelps, President

Next Meeting of Chapter 477

Saturday, September 18th, 10:00 am-1:30 pm

We're meeting at Jim Wilson's private airstrip, "Crosswinds" up near Cross, SC ([Map](#)). Jim is restoring a J-2 Cub & will demonstrate some of the tasks required to bring it back to prime condition. About noon we'll fire up the grill & cook some hamburgers & hot dogs. For the Crosswinds meeting, if you want to participate in a car-pool up to Cross, please email kevin at thorp.kevin@gmail.com

Treasurer's Report

August 2010 Beginning Balance	\$ 1556.14
Monthly Receipts	\$395.45
Monthly Expenses	\$265.21
Petty Cash	\$30.00
End of August 2010 Bank Balance	\$1686.38

--Rich Hassell, Treasurer

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EAA Chapter 477
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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!

TRICYCLE GEAR



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Treasurer: Rich Hassell
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Ed Hensel
Young Eagles: Ed Roberts
Web Site: 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

