

# The FlyPaper

September 2014



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

## From the President

I don't know about the rest of you, but I personally have had too many distractions from "aviation" in the last month. Although, there was a pretty "high" point, but more on that later. Can any of you identify with that?

Roger and his "band of volunteer pilots" continue to provide Young Eagle experience to interested youths. By year end, those guys are going to have a lot of feathers in their hats!

We have been working on getting Dr Hargrave, who is a local AME to come and talk to us. At present, we don't have a confirmation. We hoped he could talk at our September meeting, but it is not looking too promising at this time.

The winner of the second Sporty's Pilot Shop \$100 gift certificate has declined the prize, so we will have a drawing for that certificate at the September meeting. So you all have another chance to win! The third certificate will be drawn at the end of the year. As usual, members in good standing that attend the monthly meeting will have a free ticket put in the pot. And you can increase your chances by purchasing additional tickets – at only \$1 each!

Your executive committee had a real "hash it out" meeting a couple of weeks ago. In the process, we are looking at some changes, (which of course will have to be approved by you) that we hope will keep all of you interested. As we work out some details, we will look forward to presenting these to you in the next month, and hearing *your* suggestions.

For the meeting on September 13th we are looking forward to having a mixture of "GoPro" camera technology and aircraft "wrap" finishing. I think you will all like this. Please keep up to date on our website, [www.eaa477.org](http://www.eaa477.org).



*Ken Ashton*

## UPCOMING EVENTS

**Sept 3-7** - Triple Tree Aerodrome Fly-In, Woodruff, SC

<http://www.tripletreeaerodrome.com/triple-tree-fly-in.php>

**Sept 13** – EAA Chapter 477 meeting & cookout, Walterboro (RBW)

**Sept 14** - SC Breakfast Club, Moncks Corner (MKS)

**Sept 28** - SC Breakfast Club, Laurens (LUX)

**Oct 4-5** – Sportair Workshops, Peachtree City, GA ([link](#))

### Now for my Cozy report:

As most of you know, I have had a lot of side family things that needed to be dealt with. All is good on that front, but it has not provided a lot of time on the plane. Working toward the first flight continues. To this end, Kent Ashton from Concord NC came to RBW with his immaculate Cozy MKIV, N13AM to offer me some flight transition time. Rather than continue here with that story, I have added a report of that experience later in the newsletter.

*-Glen Phelps, President*



## August Meeting Report

On August 9, 2014 about 13 people attended our Chapter 477 meeting, including 2 new faces. Because of the warm weather we held the meeting in the FBO conference room (thank you, Lowcountry Regional Airport).

Earlier that morning seven Young Eagles were flown by Roger Medlin, Roy Carson, Jeff Grigg and Mike Brown. We are really running up the tally in 2014!

Chapter business & discussion included:

- Reviewed drawing for Sporty's gift certificate. (See below)
- Dr. Hargrave will be sought as speaker for future meeting.
- We discussed holding our September meeting at Summerville due to Young Eagle flights there. (note: Sept. meeting will be at RBW, as usual)
- September 14th is SC Breakfast Club fly-in at Moncks Corner.
- September 3-7 is Triple Tree fly-in.

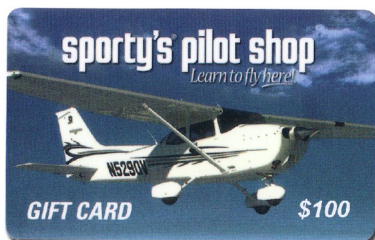
Then our guest speaker, Lewis Blackwell, FAA DAR, gave a very interesting presentation on his adventures working with builders and pilots in the area, and investigating aircraft accidents. It was quite interesting and his speaking time passed too quickly.

Later we moved our "operations" to Glen's hangar and had some delicious burgers & hot dogs grilled by our resident chef, Bruce Huffines.

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## Breaking News

The winner of our July \$100 Sportys Pilot Shop gift card raffle did not claim the prize, so we're going to draw again, at our September 13 meeting, from tickets handed out and/or purchased in May, June & July. **YOU might be the new winner!**



Note: This does not affect our current raffle. Any tickets sold in September, October or November will be entered in our December raffle.

## Next Meeting:

**Saturday, September 13, 11:00 am  
Walterboro Airport (RBW)**

We're going to have a 5-part agenda at our September meeting:

1. We will have a 2<sup>nd</sup> drawing for the \$100 Sportys Pilot Shop gift. (See notice on the bottom left of this page).
2. We're going to discuss Chapter business, and solicit ideas for future meetings. This is your chapter; we hope to to get good suggestions from all members.
3. Roy Carson will give a very short presentation on using vinyl for aircraft graphics. His RV-7 looks awesome!
4. Glen Phelps and Kevin Thorp will give a short demonstration on Sport Cameras in aircraft, including more affordable alternatives than the GoPro.



5. About noonish we'll have a cookout, so please bring \$5 if you'd like to indulge in some delicious grilled burgers & hot dogs.

There's lots to see & do, so we hope you can make it!

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## Treasurer's Report

No big financial news this month. Hope to see more of you at the September meeting.

Please bring money for extra tickets for the gift card drawing and for the "tip jar" to cover cookout costs.

*Lee Miller, Treasurer*

Beginning Bank Balance = \$2,861.18

Ending Bank Balance = \$2,795.48

Beginning Petty Cash = \$4.00

Ending Petty Cash = \$38.00

Beginning Balance = \$2,865.18

Ending Balance = \$2,833.48

Increase or (decrease) = -\$31.70

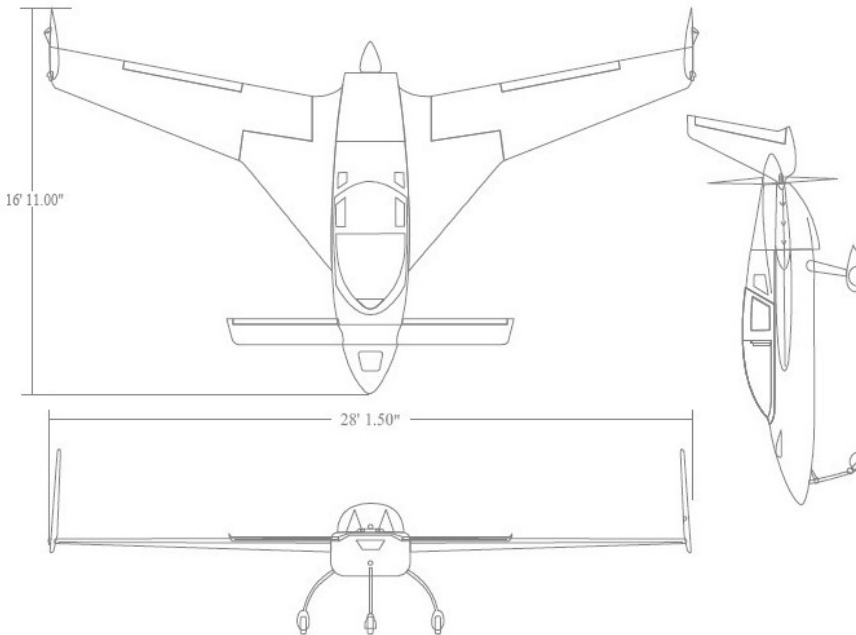


## More Time in Type

The story goes like this: I am working towards the first flight in my Cozy, but the insurance company wants to see more time in type. Fair enough. How do I get that? Go to the type group moderator and ask him. Marc suggests that I contact some "close to home" persons, and this puts me in contact with Kent Ashton, from Concord, NC.

Seriously, in very short order, Kent is at RBW with his beautiful Cozy MKIV, N13AM. I have been around a few MKIVs and it is my opinion that his is at the top of the list in terms of overall aircraft. Has the mechanical nose lift, Nat Puffer master brakes, but larger disks at the wheels. Powered by a 180hp Lycoming engine with dual electronic ignition, throttle body injection rather than carb and a three blade prop that has been slightly modified. He also made his own wheel pants, something most fellows don't want to attempt. I don't know who did the paint job, but it makes mine look sick..... (of course, I planned to go back and do cleanup and striping later).

You will note from the photos, his canopy is hinged on the left, rather than the plans right side. This puts the stick in the right hand and the engine management in the left. I don't recall why he said he did that, but from my limited experience, this seems more intuitive. However, for me, it put me in the position I will be flying N165CK from.



First order of business is to discuss the nuances of his plane. One thing for sure is that it has a lot less drag in the roll control than mine. I will really discover what that means when we fly the plane. Second order of business is cockpit familiarization. The third is air speeds and control as we prepare for flight.

Kent then turned the plane over to me. We did discuss how we would turn control over to him, and back to me, so that we both would positively know who had control of the airplane; good idea.

Accelerating to takeoff/rotation was not a problem. But, once airborne, I was seriously very over controlling the plane! It was a cool day with a moderate wind with a slight

right cross wind component. Too much "ham fisting" the controls! Took some discussion to get me to lighten up. We head for 3000 feet west of I-95 for some air-work. Minimum airspeed, shallow turns, steep turns, nose bobs, over and over again. I'm starting to get used to the light controls....

Back to the pattern for some touch and goes. This is where it gets interesting. Kent's approach is to always have the plane in a position that a landing can be made if "the fan quits". This is also what Nat discusses in his manual. Downwind is flown at 95 knots. Abeam the numbers, power is reduced to idle and the plane is allowed to pitch down and airspeed target is 85 knots. As you turn final, the airspeed is targeted at 75 knots. By this point, you have an "aim point", or "crash point" which you hold in canopy.

We've all been trained to to add power to gain altitude, and increase pitch to slow the plane, (primary inputs of course). In this case, if you add power, all that will happen is that you will go faster; not conducive to putting it "on the

numbers". If you do like I did; start you flare before the "fence", you are just going to land further down the runway. OK, a couple of times, I almost got it right. I'm sure glad we have a 6000 foot runway at RBW! Kent was great at instructing, and the drill needs to be done over and over again, until you get it right. As I told him, I am "replaying" the tapes continuously in my mind. If you find yourself a little high on final, he said "slip the plane", which really worked out fine, and felt just like slipping any other plane.

We flew two sessions, broken with lunch in between. It was an amazing experience and I'll have to say that I was getting pretty tired out at the end. Lots of concentration.

Kent is also a Technical Counselor for EAA. We have discussed a couple of changes he really would like to see in my plane before it flies, which I am working on. Good suggestions, and I appreciate his candid critique.

Thank you Kent. Hope we can do some flying in the future.

*-Glen Phelps, President*



## 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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Your Executive Committee, hard at work!

Each month the Chapter 477 officers meet to discuss & plan Chapter business. Usually the main topic of discussion is trying to line up interesting speakers and activities for our general membership meetings.

We're ALWAYS looking for good ideas. If you have a suggestion please contact any Chapter officer.

Thanks!