

FLYPAPER



November 2010

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

The President's Corner

We will elect chapter officers for the coming year at the November meeting. In our group there a lot of talented people and it would be great if some of you were to step forward and help with the leadership of the chapter. Nominations will be requested at the meeting, but please don't nominate anyone that you have not discussed that with before the meeting. It puts one on the spot, and that is always uncomfortable. There is more on this subject on page 2 of the newsletter.

We really had some good flying weather in the month of October. The only problem was the one day that really dense fog showed up and lasted much longer than normally was the day we were going to have the Wings-n-Wheels Poker Run. Not sure how many participants we would have had, but it was rescheduled for the last Saturday of the month. In other words, as of this writing, we don't know how it is going to turn out. You will have to read the December newsletter to find out.

We did have a nice turnout for the Flight Design CTLS demonstration. That was done in conjunction with the Air Force Base Aero Club Open House. They provided the food for all of us and we certainly appreciated that. Read more about that event later in the newsletter on page 5.

In December we will have a presentation by Butch Hills about super carrier operations. Butch is a former Navy pilot and his presentation should be quite interesting. He will have a lot of good slides to go along with his presentation. As last year, we will have this at the North Towne restaurant. More detail on this later in the newsletter and on the website.

My Cozy update:

A big milestone has been reached; the engine was test run. Well, the ignition system was tested with only a small amount of gas sprayed into the intake manifold. The radiator is mounted, a test fuel pump is being installed and the injectors are being wired. Next month I hope to have complete engine run!

-Glen Phelps, President



Upcoming Events

November 11 - Thur 6:30 pm

EAA 477 Chapter Meeting
CAFB Aero Club

November 12 - 14

[Do-little Fall Fly-In](#)
St. Matthews, SC

**November 14 - SCBC at East
Cooper ([KLRO](#))**

**November 28 - SCBC at
Fairfield County Airport
([KFDW](#))**

Election Time

Well.. it's that time of year. It's election time (and no, I don't mean the national mid-term elections). The EAA Chapter 477 officers terms are up at the end of December, so elections will be held at the November meeting. Please consider offering your talents, or if you know of a good person, asking him or her step up. This is an opportunity to become more engaged in the direction and future of Chapter activities. People have various reasons for not helping, which I'd like to address:

"I Don't Have Time" That's a valid point. We're all busy, so we have to make time for what's important. Being an officer is not a major investment in time. We typically meet once a month at a restaurant or one of our homes to plan events. If one of us can't make it to a particular meeting or event the others fill in.

"I'm Not Qualified" It isn't rocket science. We're just a group guys (and gals) who enjoy aviation. We try to line up interesting and/or educational activities each month. If you can use a phone and email, you're qualified.

"I'm Too New" Maybe you've only been to a couple meetings (or perhaps have never been to a Chapter 477 meeting). This doesn't mean you shouldn't volunteer. This is an excellent way to make friends and bring new energy and fresh ideas to the Chapter.

"I'm Too Old" Old is another word for experienced. You've seen a lot and know what works and what doesn't. Share that experience with the Chapter.

"Someone Else Will Do It" You're right. If you don't help someone else probably will. But if the same few people keep having to do most of the work they could get burned out.

Yes, there are a lot of reasons to sit on your hands and avoid helping. But without your participation the club can not grow. The Chapter is for everyone, which means a little participation is needed by everyone. Consider becoming a Chapter 477 officer or assistant. There are plenty of opportunities, so please talk to

one of the current officers about what types of activities you might be interested in. *Now is the time for all good men (and women) to come to the aid of their club!*

-Kevin Thorp, Vice President

October Meeting Report

We couldn't have asked for a prettier day for Charleston Aero Clubs Open House, extreme clear was the prevailing weather all day. Thank you to Darrell Brooks for providing food for everyone who attended the event. Chapter 477's contribution was the baked beans. Many Chapter members came out to enjoy the days events. The Aero Club kept very busy flying folks around the local area; many who have never flown in a small aircraft before. I saw a lot of smiles and inspired people leave that day, vowing to one day learn to fly.

A special thank to Alex Park and Jeremy Moore from [Mint Air](#) for flying their Flight Design CTLS aircraft down from Greenville SC. Alex gave an informative presentation on the CTLS design. After the presentation they offered demo flights with several club members jumping on the opportunity to get their hands on a CTLS in-flight.



My flight impression - The CTLS cockpit accommodated two full sized people nicely with plenty of headroom (always a problem for me), and good legroom. Instrumentation included two DYNON EFIS units, Garmin 696 with XM

weather/music, Garmin VHF, Garmin transponder, autopilot, and standby analog gauges. Very nicely equipped, but in my opinion seemed a bit overkill for a light sport aircraft (note - newer models now include synthetic vision).



Start up was normal but taxi was a bit different as there is no differential braking and only a hand brake. Even though the engine seemed very quiet standing outside the aircraft the noise level inside the cockpit seemed loud (even with active noise reduction headsets). The engine turns twice the number of RPMs as compared to more common certified aircraft. The CTLS was stable and easy to control during my flight on a typical bumpy afternoon SC day with excellent visibility. Controls were solid and responsive but not as light as I had expected. Landing was straightforward with approach and landing airspeeds similar to a C172, just double the RPM settings normally used in a 172 would be about right for the CTLS. The sight picture at landing is quite a bit different though. Compared to other aircraft, in a normal landing alignment the sight picture from the left's pilot's seat looks like the plane's nose is cocked to the right about 15 to 20 degrees. The aircraft performance was excellent with a true cruise of 120 kts, a fuel burn of 4.5 gal/hr, and comfortable seating for a long cross-country adventure.

-Brett Grooms, Young Eagles Coordinator

October Meeting – Take 2

EAA 477 invited [Mint Air](#) out of Greenville, SC, to fly in a new airplane to show off and offer demo rides. After talking to the flight instructor, Jeremy Moore, and his general manager, Jong Chul “Alex” Park, and getting all the information that I could, I was more than ready to take a flight.



The Flight Design CTLS, is made in Germany and is offered for sale world-wide. I am 77 years old and I love to be around airplanes and pilots. You might think with that many hours, that I would have trouble getting into this type aircraft. *No problem!*



Once in, the first thing you notice is the room in this cockpit, and the all-glass display. Great stuff, and I felt right at home sitting in the left seat. I was given a briefing of what to expect...very good information. I asked if I could take control after we became airborne, and “yes” was a good answer for me.

The tower gave us directions to runway 33. Mr. Moore was as excited as I was. It was his first time in

Charleston and he wanted to see Fort Sumter and Charleston from the air. I was his first passenger and he asked me to take some pictures with the camera I brought along.

The run up on this plane is fast, the display is great and after hearing an explanation, it is easy to understand. We were cleared for take off and the plane was fast down the runway. I even felt the sensation of being pushed back as we took off..

I am following through on the rudders and stick for a steep bank. Very little rudder work, only a slight pull back on the stick and we are climbing for 2500 ft at 600 ft per minute. Cleared by ATC, we had a nice tour of Charleston from the air. I must say, *the bridge and the harbor are very beautiful.*



After the initial turn, I was given the aircraft. You need to think only about your controls. The flight is very smooth; some breeze, some rocking. I give myself credit for the corrections; they were easy and smooth.

The visibility is totally all around the best I have experienced. There is lots of glass, even a skylight, which might be problem for bald-headed people like me. Sunburn could come fast, no cover for this. I guess you could have it tinted.

The noise level was quieter that I expected. Of course, the Bose headsets didn't hurt. We flew past Fort Sumter, and past Mt. Pleasant and the beach. By now I was ready to write a bad check for the plane and go up to Georgetown and further. I hate it when they tell you it's time to return to the airport.



The glass display is great for locating the airport. The landing seems fast, but is actually slow. The stall beeper is going off at the speed of 45. Still a long ways before touch down...which comes too soon for me. "Great flight, great plane, perfect day!"



Just look at the lines of this plane! You can understand why the cruise is 120 knots, range is over 800 miles. You can *GO* some where in this plane.... and have fun on the trip.

In closing I want to thank EAA477 and the Aero Club for hosting a great event. I talked to a man who was taking applications for rides and possibly new members. There was plenty of good food and something for everyone to see. The turnout was great, lots of interest, and money raised for a good cause, cancer research.

-Ed Horne

November Meeting

6:30 pm Thursday, Nov. 11 at the CAFB Aero Club

After a brief formality for elections of officers, we will have a technical overview of composite aircraft construction (foam, fiberglass cloth and epoxy). This will include:

1. First and foremost, safety. Types of epoxies and hazards associated with them.
2. The process of "hot wiring", or cutting out airfoil shapes. We will have a couple of volunteers cut a small canard airfoil.
3. Mixing epoxy resin will be demonstrated, including the use of filler (micro balloons) and thickener (flox) with a small section of foam covered. Proper orientation of the two major glass structures will be discussed.
4. A short explanation of finishing will conclude the demonstration.

Obviously, we have time to touch a small part of the entire process, but it should at least wet your appetite for composite construction!

And speaking of appetites we're going to serve delicious catered barbecue, so bring a few bucks for the "tip jar".

December Meeting

Thursday, Dec 9, 6:30 pm at the North Towne Restaurant in North Charleston. This is our annual Christmas Dinner. We are having the Chicken/Gyro Buffet that was so popular last year. Includes slow roasted chicken, beef and lamb gyro, tossed salad or Greek salad, pita bread, chopped vegetables, tzatziki sauce, oven roasted potatoes, and soft drink or tea. The cost is \$18.00 per person. This covers the dinner including an 18% gratuity and helps pay for dinner and a gift for our guest speaker.

Retired naval flight officer Waring "Butch" Hills will be our guest speaker. He will give a presentation on on supercarrier flight operations. That should be fascinating! Seating is limited so please RSVP to Kevin Thorp (thorp.kevin@gmail.com or call 225-6058).

Recent sightings at RBW

I was fortunate enough to be able to spend some work time at Walterboro one week this past month. The weather was perfect, as it had been for most of the month. It seemed as soon as I got there, Brett Grooms showed up in his 172, (now how did he know when I was going to get there?).

He had stopped by to look at my project which I am glad to show off, although it is not "show class". (Kinda like me.) We had barely opened the hanger door when my "next door neighbor" shows up. He is



Paul Burrows who lives in Summerville and keeps his Fly Baby 1A in the hanger next to mine. I guess the weather was just too good, so he had to play hooky for just a little while.

He has pulled the plane out at both of our Walterboro Wings and Wheels events. Thanks Paul.

Brett had left by the time Paul got back, but I had a chance to talk to him about his plane. Like most anybody that builds their first (and second and third) plane, it took him a little longer than he had anticipated. He was full of apologies about how the plane looked, "I painted it myself, and it could probably have looked better". I think he is one of those "perfectionists"; looks REAL GOOD to me, and anybody that has seen it as far as I can tell.

Brett and I both had noted that there was not much "spring" to the gear. This was done by Paul

intentionally and he then selected tires that could be run at a lower inflation to provide the “cushion” when landing. This also allowed him to use different brakes, something that was an advantage to him. Ain't it just wonderful when you are the “manufacturer” and can make changes like this? Gotta love Experimental Aviation.



On another day, there a noise overhead and in comes two aerial spray applicator planes. Can't seem to find out exactly what they were, and the pilots were just picking up fuel as they proceeded north to deliver the planes in North Carolina. Wow, were these planes big! With gas turbine engines and five bladed props.



I made a comment about the fact that these didn't seem to be very good “cross country” machines.

Quite the contrary, said one of the pilots, we can cruise at about 175 knots! Although, the fuel burn at that rate is almost 70 gallons per hour. OK, at least one can cover some real estate before having to stop for fuel, and it probably will not be a bladder problem.

These were really big machines. One of the things that is difficult to share here is the fly-by that they did for us. Normal stuff for aerial applicators, but impressive to us.



Treasurer's Report

October 2010 Beginning Balance	\$1635.85
Monthly Receipts	\$0.00
Monthly Expenses	\$0.00
Petty Cash	\$30.00
End of October 2010 Bank Balance	\$1635.85

--Rich Hassell, Treasurer

Low Country Sport Aviation, Inc.
EAA Chapter 477
P.O. Box 62582
North Charleston, SC 29419
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!

AirBus



K.Thorp

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Ed Hensel
Young Eagles: Ed Roberts
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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

