

# FLYPAPER



*November 2011*

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

## The President's Corner

If you didn't know Fall is coming upon us in September, you sure will in October! Days definitely get shorter and the nights colder. While there is relief from the heat of Summer, it gets harder to get things done due to the shorter days. At least airplane performance is enhanced with the denser air.

Brett Grooms, our Young Eagles Coordinator did an excellent job of getting everything set up for the Young Eagles event at Charleston Executive, JZI. We also had a great turnout of our members to pitch in and help. I personally was really concerned since days before the event not too many people had responded to our call for help. Bob Beckett made it to the event, even though he had driven through the night to get back to Charleston, arriving a little after 5:00 AM. Well, OK, it was not just the event that motivated him to make it back at the time he did, but it was good to see him.

Unfortunately, it was a really windy and gusty day, so we did not fly any of the youngsters. Bruce Huffines did his "magic" again with a great hotdog cookout, which everyone always enjoys. You can read more of the details in this issue of the newsletter.

Our November meeting will include not only officer elections, but a trip report from our own Nick Ugolini. You are not going to want to miss this. Also, we are working on an "end of the year" dinner and presentation that our spouses and friends should really enjoy. So....keep tuned to the website!

## My Cozy update:

I have the rudders, bottom of the fuselage and the bottom of one wing painted. Great learning process. Lee Miller has been indispensable in helping me. The plane is on the wheels again, the wings have been attached to get joint lines just right and some priming should be done next week, with paint to follow a week after that. Boy, the plane really looks a lot bigger with the wings on!

*--Glen Phelps, President*



## Upcoming Events

**November 5** – EAA 1167 Fly-In & BBQ Conway Airport

**November 5** - Tree Top Flyers Fall Fly-In Gaston Airport

**November 5-6**  
EAA SportAir Workshops – Duluth GA

**November 10** – EAA477 Chapter Meeting Aero Club CAFB

## EAA Chapter 477 Officer Elections

If it's November then it must be time for officer elections. We'll be accepting nominations and taking a vote at our next Chapter 477 meeting. Please consider running or nominating a friend (but talk it over with him/her first. We don't want to "ambush" anyone at the meeting!)

Our current officers have done a great job, but it's time to get some new people and new ideas into the mix. When we have a special event like a Breakfast Club fly-in or the recent Young Eagle Rally we always get plenty of volunteers to help. Now is the time to volunteer to be an officer. The officers get together once a month and discuss interesting and/or educational activities we can schedule for the Chapter 477 meetings. We also communicate by email or phone, and try to make sure our special events are well organized. It's not that hard or time consuming.

We have 4 elected positions:

**President:** The leader and spokesperson for the Chapter. The president also presides over the monthly meetings.

**Vice President:** Leads the meetings if the President can't make it. The VP also organizes the topics (speakers, project visits, technical presentations) for our monthly meetings. He/she doesn't have to come up with all the topics; the ideas can come from any member.

**Secretary:** Takes notes at the general membership meetings and officer meetings. Writes a meeting summary for the newsletter each month.

**Treasurer:** Responsible for keeping all the chapters financial records including membership dues, donations, and paying bills.

In addition we have several appointed positions. These change year to year, but for 2012 we are looking for a **Newsletter Editor**, **Webmaster**, **Young Eagles Coordinator** and **Walterboro Wings-n-Wheels Coordinator**.

These positions have specific duties, but the officers help each other. It's just a group of friends working together to try to make this a fun and educational aviation club. We hope you will consider joining us.



## Chapter 477 Wants You!

## 477 Fall Young Eagle Rally

What an amazing Young Eagle Rally Event we had on October 8. I want to begin by thanking all the volunteers who made this event successful. Without your help none of it would have been possible. I'm happy to say we had 100% attendance from the participants. Thirty kids plus parents, brothers, sisters, and friends came out to enjoy the day. Another special thank-you goes to Lt. Reiney and his crew from the United States Coast Guard. They graciously took time out of their duty day to display the Helicopter for all to see.



It was a beautiful sunny day, but extremely windy, so the flights were canceled that day. But that didn't dampen the excitement, and we had plenty of other activities for the kids. I want to thank Kevin Thorp who spent many hours developing the ground school presentation, including 3D animation videos to help the participants understand basic aerodynamics and parts of an airplane.



We scheduled the kids to arrive at staggered times during the morning. As they arrived our registration table provided name tags, free magazines, charts, and other aviation-related materials. The groups were brought to Atlantic's conference room for a ground school presentation by Kevin and Earl Fisher. After the presentation volunteers took them out to meet the pilots, who were waiting to talk about their planes and let the kids climb in to see a 'real' aircraft; many for the first time. The escorts then brought them over to the Coast Guard Helicopter to check out the awesome military hardware.



After everyone's questions were answered by the pilots, escorts and Coast Guard crew, the final stop was out by the grill, where we had a hot dog cookout, served up by our Chapter chef, Bruce Huffines. The excitement from the parents and children was something to behold. During the feast a special FREE drawing for the kids was conducted. Prizes included a book 'How to become a pilot', free magazine subscriptions, and a complete Flight Simulator software package.



It was an amazing day! I received wonderful compliments from the parents and kids, saying how much fun they had. Even though we didn't fly that day I was able to fly nine Young Eagles the following weekend, and everyone will eventually get to fly, as we work out dates and times.

I wish I could thank each individual in this short article but the list of names would probably be longer than the article itself.

Thank you....

*--Brett Grooms, Young Eagle Coordinator*

## Sightings at RBW

Like I said, it sure is interesting to see what comes and goes at RBW. Again, this month I have some sighting to share.

One day I heard a commotion and went out to see what it was. WOW, look at the size of those wheels pants!! Oh....them's not wheel pants, he missed the lake and landed here!



All joking aside, this was a beautiful 1967 Cessna 180 that the owner was taking to Florida for the winter, all the way from Maine. Who wouldn't want to go to a warmer place for the winter. Had a great chat with the owner. Can't imagine how it is to handle those large floats, but he says that it does not

bother performance that much. Hard surface landing must be something different, make sure you “flare” a little high.

Some things to note: It is a long climb to the cabin. Also, the tie-down ropes are left attached so that you can reach them when parked on a hard surface. And please, don't use a ladder like David is, although, I am not sure how he would have gotten the top of the wing to fuel it. Hey, get a taller ladder!



The next sighting was a 1940 Boeing PT17, which the owner has had for over 23 years! He must like it enough to keep it. He was out of New Jersey on his way to Florida for the winter too. We call these people “snow birds”. While talking to him, I found out that he also was at the Antique Aircraft Association gathering in Blankensburg, Iowa. They took another plane there rather than this one, since this is not equipped for the really hard weather which was present at that time. We had a discussion regarding the future of the AAA, but he said this was not the real problem. “Do you see anybody other than old people like us flying these aircraft? Keeping these alive and operating might be a thing of the past if we don't get others motivated”. Hmmmm...Young Eagles? Why not.

When I got down to the airport one day, I went to the terminal to get my cup of coffee and they tell me I should go look at the Lear Jet 45 on the ramp. Seems the pilot's windscreen “shattered” at 9000 feet on the way in. These are not your “standard” windscreens,

they are composed of two heavy pieces of plastic, and have heating included. Although this event has been attributed to a “design” flaw, it at least was designed not to compromise the cabin. Still must be exciting. Oh, replacement parts cost \$55,000, ouch. At least this gave me a chance for a photo opp; when else do you get to sit in the cockpit of a Lear Jet with you arm hanging out the window? Incidentally, It was just about as hard getting into the pilots seat in this as it is in my Cozy.



The last sighting was kinda of interesting for a different reason. This is a 1961 Hiller rotor craft used for agriculture spraying. I have seen helicopters being used for spraying while I was in the Mossel valley of Germany years ago. This is about the only machine that could handle the hills.



What was interesting was that the operators were picking up the helicopter with a truck and trailer. Cheaper to get from one point to another. Yes, they “fly” it onto the trailer. Although a little anticlimactic, [here is a link to a video of that event](#). If you wonder why the camera goes down to the ground at the end of the video clip, it is because Roger has just started up the fuel truck that I was leaning up against.

Hope you enjoy this months sightings as much as I did getting them...

## Pressure

“I will fly you this date and time.” Does this sound familiar? That decision recently hit home particularly hard with me. Every pilot understands the difficulty that comes with the crucial “Go – No Go’ decision. It’s a particularly tough decision to make when you’ve committed, if only to yourself, to fly a certain date and time. Let me share my most recent story about this important decision.



My story started several months ago, when the Pilots N Paws organization scheduled their annual fall animal transport event. I was excited to be one of 40 pilots who would be transporting over 200 dogs to new homes in Washington D.C., Virginia, North Carolina, Georgia, and Florida. Pilots from across the southeastern U.S. were to come together at Florence, South Carolina on Friday to enjoy BBQ and socializing with fellow rescue pilots. On Saturday morning, we were to meet at the airport, share a great breakfast, and then begin loading the animals in our aircraft for a mass departure to our assigned destinations.

My assignment was to fly four homeless dogs to Cochran, Georgia. At the last minute, the organizers asked to add ‘just one more small dog.’ to my flight. It was time to recheck the weight & balance and make sure my wife didn’t try to sneak an extra pair of shoes or a coat in her bag. Everything checked out

fine. The plane, complete with a recent oil change, and me supported by a wonderful breakfast, were ready to fly. Complete the last-minute details, and we would soon be airborne, or so I was thinking.



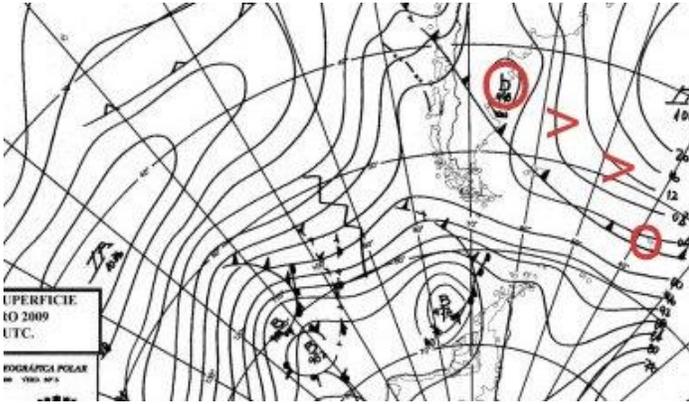
I had been checking the weather all week, and had been watching a rather nasty cold front working its way eastward toward South Carolina. While things seemed fine early in the week, the weather began looking questionable the closer we came to the departure date. I could expect some wind and MVFR conditions out of KFLO on Saturday, but it would improve to VFR as we progressed farther southwest. The flight could be made, but not in the most optimal conditions.

As it always does with these stories, the ‘Pressure’ part comes to play. My wife had taken a day off of work for this trip, and five dogs were counting on me to get them to their rescue homes. The hotel room was already paid for, and ground volunteers had been secured to give us a ride from the airport to the hotel and back. Shelter volunteers had the dogs prepared, and were committed to bringing them to the airport early Saturday morning and loading them on our aircraft. Hundreds of miles away in Cochran, Georgia, many gracious volunteers would be awaiting the dogs’ arrival.

The aircraft was in great condition, my skills and currency are fine, I have XM in-flight weather, I’m familiar with KFLO, and the aircraft is IFR capable. The aircraft is only VFR certified, I’m not IFR certified, and my wife prefers smooth clear weather flying.

Reviewing the weather one more time showed that I could expect a solid overcast ranging from 1400 ft - 1800 ft most of the trip, gusty winds of 17 - 23 kts initially, subsiding to 12 kts - 15 kts in GA, and scattered light rain around KFLO. A forecast, but not a fact.

What should I do?



I carry the following quote with me every time I fly: 'Superior Pilots use Superior Judgment to Avoid those Situations which Require Superior Skill.' This was definitely a time to use it. I reluctantly decided to cancel my plans to fly the event, but I felt horrible about letting down many people and dogs with my decision.

The process I followed to arrive at that decision wasn't as straightforward as it may appear. The pressure to complete the mission was very high, as several dogs' lives were at risk since they may have been euthanized if not moved by that weekend. My own ego, or the fact that I'm a skilled pilot and could handle the conditions, certainly came into play.

This was a good reminder that even though it's easy to advocate good judgment, acting on it yourself isn't as easy as one might think. Everyone is susceptible to the pressures of 'Get-there-itis.' The truly best pilots, however, consider all the facts, including a frank assessment of their skills and ego, when making that crucial decision to 'Go or No Go.'

Let me conclude by taking a bit of literature liberty and changing the saying of an infantryman at Chaeronea in 338 B.C. from "He who fights and runs

away will live to fight another day" to "He who flies and runs away (from bad weather) will live to fly another day."

One final note regarding the five dogs I was scheduled to rescue that weekend, I'm happy to report they were eventually transported to their final destination the following week, much to my relief.

--Brett Grooms, Young Eagle Coordinator

## Next Meeting – Thursday, Nov 10

6:30 pm at the CAFB Aero Club



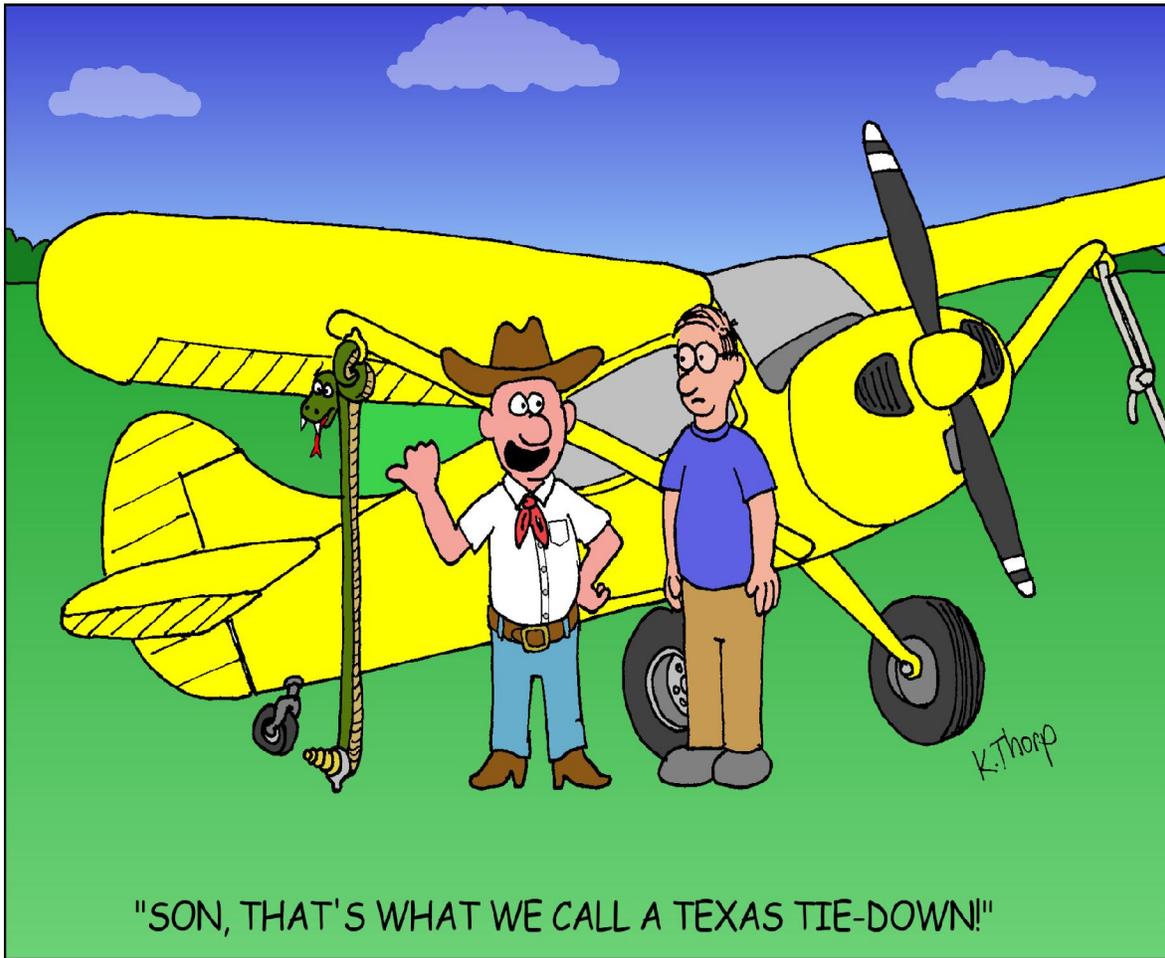
EAA 477 will hold its annual officer elections and Member Nick Ugolini will be giving a presentation to us at the November meeting regarding his experience flying the highly modified Long Ez from here to southern California. This is the plane he showcased to us at a previous meeting. Nick has a lot of great pictures to show of the trip and even has some 'technical' difficulties and solutions along the way. You don't want to miss this great opportunity

As usual, we'll have hot pizza and cold drinks, so bring a few bucks for the "tip jar". Members and drop-ins are welcome!

## Treasurer's Report

September 2011 Beginning Balance	\$2895.90
Monthly Receipt	80.00
Monthly Expenses	110.22
Petty Cash	33.74
End of September 11 Bank Balance	\$2831.94

--Tony Cole, Treasurer



"SON, THAT'S WHAT WE CALL A TEXAS TIE-DOWN!"

**LowCountry  
Sport Aviation, Inc.**

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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](http://eaa477.org)*

