

FLY PAPER

The Official Newsletter for EAA Chapter 477, Charleston, South Carolina December 2007



The President's Corner

Happy Holidays everyone!!! A new year and a new era for the chapter are about to begin. I am excited to say that you will be lead well by your new president, Glen. He is full of the EAA spirit that will take the chapter to new levels. Good luck Glen.



Just like the chapter, I too am beginning a new chapter in my life.

As some of may have heard, after 8 1/4 great years serving Berkeley County as Director of the Airport, I have moved on to a new job. I have enjoyed the airport immensely and am thankful of what has been accomplished. I am blessed to remain in aviation as my career; and if you can believe it, I have been gainfully employed in aviation for over 16 years. I find it hard to believe because I still feel so new to it at times.

I think that is important to aviation safety that we feel like beginners, no matter how experienced we get. They say that flying (and airport management for that matter) is hours and hours of boredom punctuated by moments of sheer terror. I guess that is kind of true. Just because we may know how to fly does not mean we can sit back and be sloppy behind the yoke. Stay on your toes, sit up in that seat, maintain a zero tolerance in deviations from altitude and heading, be vigilant in all that is around you. Always remember, you are the commander of your craft; act like one.

Happy New Year; fly safe.

Your friend,
Kip Pratt, Chapter President

For the latest information go
to www.eaa477.org

Chapter 477 Phone Number:
(843) 863-6804
(please leave a message)



Upcoming Events

Dec 8 – Free* BBQ Lunch and Fly-in, Georgetown Airport (GGE)

* Free if you fly in an Ultralight or LSA;
\$6.00 for others (all you can eat!)

http://carolinaus.com/gge_flyin/2007

Dec 13 - Chapter 477 Christmas Party!

At Ed Roberts house in Hanahan.
Please go to www.eaa477.org to RSVP and get directions.

Dec 16 - SCBC, Rudy Branham Fld. (S6J)

Dec 30 - SCBC, Twin Lakes (S17)

Jan 10 - Chapter 477 Meeting

Jan 17-20
U.S. Sport Aviation
Exposition
Sebring, Florida
[\(Link\)](#)



Message from the Editor

If you have any suggestions, articles, photos, etc. please send them to me at kevin@medamation.com

Many thanks to Kip, Earl, Ed & Roy for helping me put together the December newsletter!

-Kevin Thorp, Editor

November Meeting Report

We had the second highest turn out at our Chapter meeting on November 14th (besides the Summerville meeting) with twenty two members and guests. This gave us an opportunity to see the photos and hear Mel's review of the Oshkosh activities that he attends every year. Mel Smith brought back several poster, photos and other memorabilia that he gave out to members as door prizes. He had several VHS videos that were also of Oshkosh 2007 that had some spectacular scenes and we had a drawing for those as door prizes also.

Editor's Note:

Mel has produced many Timeless Voices videos for the EAA and has a small studio set up in his "Diesel-Powered RV"

Mel displayed his culinary arts by bringing several different preparations of his closely guarded Bar-B-Q recipes along with some side dishes to compliment the main course. There was not a scrap left when the melee' was over and was apparent that it was enjoyed by one and all. I tasted samples of all three seasonings and they were outstanding.

It was decided that our annual Christmas dinner would be held on December 13th and our host for last years dinner prevailed upon all present to hold it at his place again. Since Ed Roberts proved himself an outstanding chef with the steaks how could we possibly refuse! Several members have volunteered once again to contribute a side dish so be sure to bring a healthy appetite at 6:30pm Thursday December 13th. However be SURE you go to our website, www.eaa477.org and under "Guestbook" type in how many guests you are bringing so we can be sure to have enough steaks. Also check the map link for directions.

Election of officers was conducted and Glen Phelps accepted presidency, yours truly vice president, Kevin Thorp secretary/webmaster and Ed Roberts our treasurer once again. They will assume their duties January 1st.

-Earl Fisher, Chapter Secretary



Mel's "Traveling Studio"



Mustangs over Oshkosh (EAA photo)



B-25s at Oshkosh (EAA photo)

Treasurer's Report

Our new balance is \$2152.72. We took in \$480.00 from the Breakfast fly in and after expenses noted a \$213.37 profit for our club.

Membership dues for next year of \$25.00 are due. Please include your EAA membership number and expiration date on the renewal. Note: EAA aircraft insurance also gives an additional discount for chapter membership.

We need a YOUNG EAGLE contact for our chapter. Please contact me.

-Ed Roberts, Chapter Treasurer

MERRY CHRISTMAS!



From the President Elect

Most of the time, we can avoid being elected if we attend the meetings. That way we can graciously decline. Wow, I was even there and I didn't duck the bullet!

Seriously, I am honored and somewhat amazed that those in attendance at the last meeting would entrust me with this responsibility. But as I said at that meeting, it is everyone that belongs to EAA477 that makes it an outstanding organization. If there is anything that I can do, it is to be a focal point and encourager so that we can enjoy the best that our membership can give us.

That being said, I am going to ask the Executive Committee to meet with me frequently in the beginning of the year so that we can develop opportunities that will be meaningful and of value to our membership. And, rather than this be a "one man" (or executive committee) show, I would ask that all of you would feel free to comment and critique this chapter. In other words, what do our members want?

We need to have interesting activities (project visits, speakers, or technical demonstrations) planned for our monthly meetings. If you have suggestions please let me or Earl know.

I wish you the best of the Christmas season, and look forward to a great new year,

-Glen Phelps, President Elect

Request from a Georgia EAA Member:

I am helping a fellow (Jerry Yagen) <http://www.fighterfactory.com/> locate World-War-One era engines/airframes or replicas. Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhone, Gnome, other rotaries, etc. If you know of anything for sale or trade I'd appreciate any information.



I also do aircraft construction/restoration (tube-and-fabric, wood, aluminum etc.) if I can be of service to anyone.

Russ Lassetter
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706-348-7514

Birth of an RV-7

Well....the time has finally come, to move the airplane project to the hangar. With the wings finished and the fuselage approximately 90% completed, I felt it best to move everything to the airport and install the wings. Then I can finish the wiring through the wings before closing the front top fuselage skin. This way, I can check all the electrical connections and circuits while there is still good access to everything.

As I have aged, I have found that my fingers and joints are not quite as flexible as they were years ago and it is definitely harder to contort one's body into those unusual attitudes necessary to gain access to the various recesses and confines of the aircraft.

For the first time, I turned the power on to the panel to check to see if everything would work and fortunately it did – no smoke or fire!

After four long years of pounding and squeezing rivets, drilling and deburring holes, staring dumbfounded at construction blueprints, occasionally shouting single word expletives, mumbling incessantly to myself and scratching my head over thoughts of "what do I do now?!"; I looked down the proverbial tunnel and I thought I saw a flicker of light??

However, there is still a lot to do before the "really big" day arrives. Other builders have said that the last 10% usually takes 90% of the time – and I can certainly believe that. It seems the more I do, the more that needs to be done.

One big advantage I will have moving the airplane to the hangar, located at the Dorchester County Airport, is plenty of help (I hope?). There is always a need for a third hand and sometimes 4 and 5 hands are needed. Building an airplane in your garage located in a rural area in Walterboro (a nice way to say "in the sticks") has its advantages and disadvantages – you can make all the noise you want and not disturb anyone but, the help is few and far between.

Many times I had to stop and wait until I could get that third and forth hand needed to continue on. A big disadvantage to having the plane moved to the hangar is the commute that I will have to do. It is a one hour drive each way but, that's the price you have to pay for peace and serenity.



I Sunday was the "big move day" and I have to admit, the stress level was a little above normal. After spending what seemed to be hours on the phone Friday and Saturday trying to find a suitable mover and agreeing on the cost, arrangements were finalized for Sunday morning.

got up early Sunday morning to begin the preparation and rolled it out of the garage for the first time. It was almost like experiencing a birth of an RV 7 – delivered out of a nice, warm protective garage where it was made, into the harsh, cruel world.

As you can see, I used plenty of masking tape and stretch wrap to make sure everything would stay attached to the plane and hopefully not fly off during the transport. The windshield is not yet attached to the roll bar and I definitely did not want to see it airborne yet!

I made sure to check the weather far in advance before deciding to make the move on this day and as it turned out, you couldn't ask for a better day. It was one of those perfect flying days – wind calm, temperature in the mid-60s, and not a cloud in the sky. Just an ideal day to fly or in my case, to move an airplane.

The transport truck finally arrived about mid-morning and the loading process commenced. The loading took about an hour to complete and with a little ingenuity, the plane was strapped down and ready for the trip to the hangar.



The trip to the Dorchester County Airport normally takes just about an hour but, since this was precious cargo, I made sure the driver was going to take extra care with this load and not drive too fast. We made a few stops along the way just to make sure all the tie-downs were tight and the plane was making the trip without any problems.



Here you can see I followed close behind to insure the plane was making the trip okay.

After what seemed like an eternity, we finally arrived at the airport without any incident (thank goodness!!). I parked my vehicle and directed the transport driver to the hangar. We removed all the tie downs and straps that held the plane securely during the almost 2 hour transport time. The driver tilted and rolled the bed of the truck back and slowly winched the airplane to the ramp. Offloading was a breeze compared to the loading earlier that morning.

The newly birthed RV 7 is nestled securely and safely in its new home where it will be nurtured, developed and eventually sprout wings.

Now that the move has been accomplished, this completes another step in the process of eventually getting this airplane in the air. The road to building the airplane has been long and costly and there is still more to travel but, the end is closer and will be well worth it once this project is finally completed.

Roy Carson
RV 7 (N147CM reserved)
Eggenfellner H6 Subaru Engine



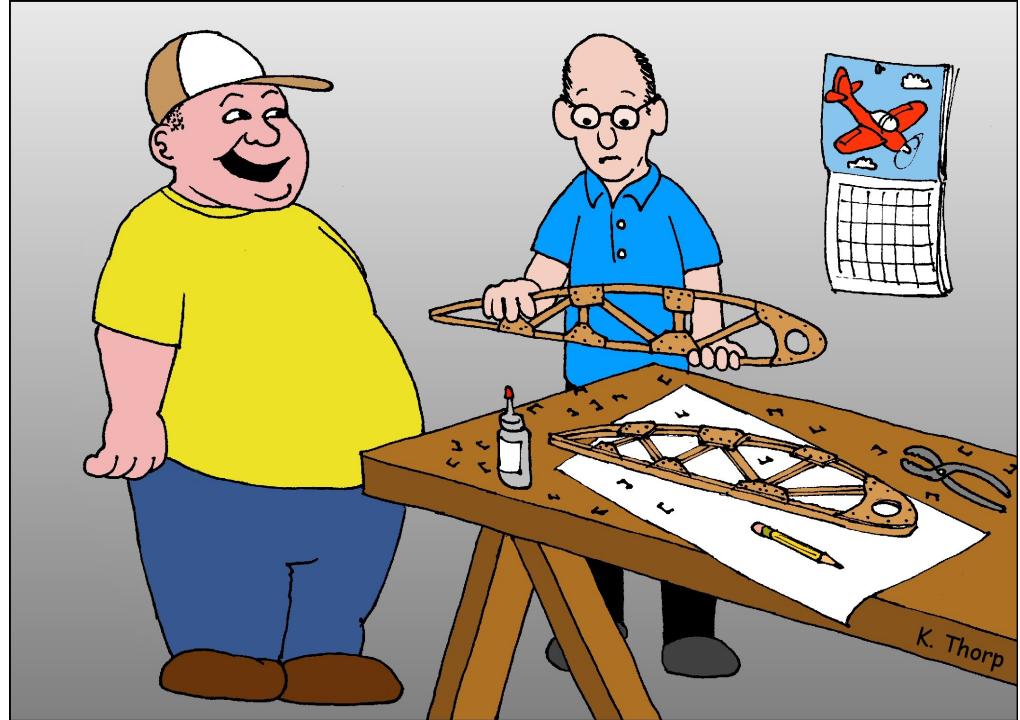
ARE YOU JUST PLANE NUTS?



Building or restoring a project? Thinking about starting a project?

Are you a member of the EAA? Or just interested in aviation? Please feel free to drop in on one of our meetings & see what we're all about. Check www.eaa477.org for the location & dates.

See ya there!



"YUP... WHEN I REMOVED THE STAPLES FROM ALL THE RIBS I SAVED OVER 9 OUNCES!"

Chapter 477 Officers

President: Kip Pratt
Vice President: Bruce Huffines
Secretary: Earl Fisher

Treasurer: Ed Roberts
Newsletter & Webmaster:
Kevin Thorp

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