

The FlyPaper

December 2013



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

From the President

The days have been full preparing for Thanksgiving! Our newsletter editor reminded us to "get the stuff in". Wow, were did November go!!

So, I am writing my contributions as I work to digest all of the great fixings we enjoyed with family. I hope you also enjoyed the day as much as I have. I also hope you really gave thanks as those that endured great hardship years ago to leave "safe" haven to come to a new land to be able to worship as they chose to do. We need to be reminded to give thanks in all circumstances.

Our "second installment" of the fabric workshop was held at the November meeting. Pat is certainly knowledgeable and of course the subject of flying your first flight in the plane you build with your own hands also came up. I could have spent a lot more time listening to him. A report on his presentation appears later in the newsletter, be sure to read it. Also, he intends to offer yet another portion of this "workshop" when we are sure it will remain warm enough to do; painting and the such. Probably March, but we will let you know.

There is no specific topic for the December meeting, but we will be there on the second Saturday, the 14th, to kick tires, take rides, see Young Eagles take flight AND experience a chili cook off! So if you have a recipe you would like to share, bring it on. If we get a few different ones, we will have a judging and maybe a prize.

Also on the calendar for December is the Chapter Social. This will be held on Saturday the 21st, 6:00 PM (5:00-5:30 if you want to socialize) at Gilligan's in Ladson. Information regarding that is on page 4, and of course on the website, www.eaa477.org. Also remember we will start having raffles and drawings at meetings starting with the January meeting.

Now for my Cozy progress report: I had hoped to have my Cozy taxying by the end of November. There was a good chance that the prop would be delivered before Thanksgiving, which would have made that possible. But, Ed Sterba had a chance to make a flight over the holiday, so he was not able to finish it to meet that plan. But, I am hard at work doing the last 10% which seems to be the hardest. I did get the exhaust welded up and on and clean up the cowlings. Maybe there will be a chance to get it inspected before the Christmas holidays, but it is looking a little bleak. But, still having fun.....

-Glen Phelps, President



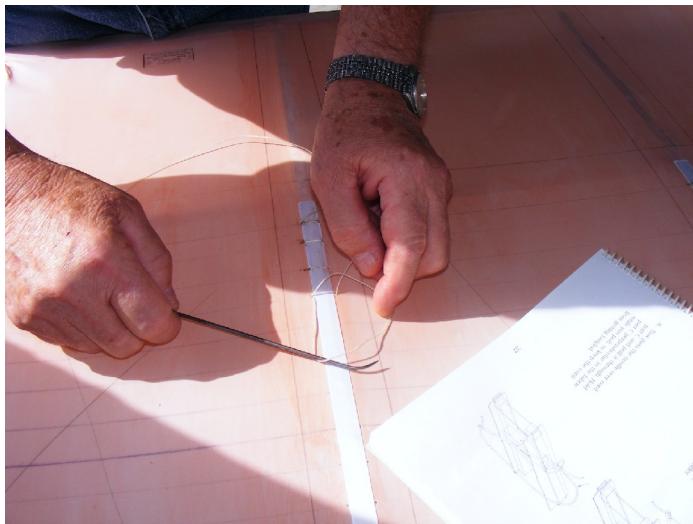
November Meeting Report

On November 9th we had another beautiful day at the Walterboro airport. Pat Wechter hosted "Part II" of his fabric covering workshop. At this meeting he focused mainly on rib stitching, first demonstrating the technique then allowing various members to have a try at it.



The proper knot is a bit confusing at first, but you soon get the hang of it and eventually it becomes second nature.

Pat then showed us how to apply finishing tape & sprayed the entire assembly with Poly-Brush. I think all the attending members really enjoyed Pat's presentation, whether or not they eventually plan to cover a fabric aircraft. It's just neat stuff to know.



As usual, Bruce Huffines volunteered to be our grillmeister, so we had great hamburgers and sausage dogs after Pat's workshop. Thank you Pat & Bruce!



Next Meeting: December 14

Saturday 11:00 am, Walterboro (RBW)

We don't have a formal agenda planned. Instead we'll just relax, drink coffee, tell flying stories, check out the progress of Glen's Cozy, etc.

It might be a bit chilly so we're having a chili cook-off! Think you have the best chili recipe in town? Bring it! We'll take a vote and present a fabulous trophy to the winner (Okay no trophy, but you will have bragging rights).



Sightings

We had a couple of sightings in the past month. The first was when there was a telephone call to the office. The person on the other end of the line asked if anything was going on and if they could fly a couple of Osprey's over around noonish. No problem!! We will be looking for them.



The V22 Osprey is a versatile aircraft that combines the capability of a helicopter and a turbo prop aircraft. It has very long propellers which will not allow it to land any other way other than like a helicopter does. Once airborne, the rotors rotate to the "forward" position and it then can attain much higher speeds than a helicopter. It can carry 24 combat troops, 20,000 pounds of internal or up to 15,000 pounds of external cargo.

Well, noon passed and went. Many of us were still expecting it somewhere near that appointed hour, but as time passed, I for one had given up on it showing up. I didn't have my handheld radio on and missed the call, but the sounds of those rotors were something else! Grabbing the camera, I headed for the ramp.



There was a flight of two. They had made a landing on the 5/23 runway and were "rolling" towards the approach of 5. Got a couple of pictures as they lifted off and transitioned to "airplane" mode. I was hoping that they would stop for a while, but no such luck. The whole event was short and over in short order. But, this is a first for me.....

The second "sighting" was a Czech Sport Aircraft "Sportcruiser". I was headed to the terminal for a break from what I was doing in the hanger when I saw it at the gas pumps. At the time I didn't know what it was, but when I went into the terminal, there was a young lady who said, "That's my plane", when I asked who owned the plane at the pumps.



Seems she had just purchased the plane up north and was headed back to her home. Being a low time pilot, she hired someone to help her get it back, since the weather also was not being very cooperative during her travels. I must say, it was a good looking plane. For more information go to <http://www.czechsportaircraft.com>.



As Roger always says, "Stop by sometime. You never know what you might see at the Walterboro Airport".

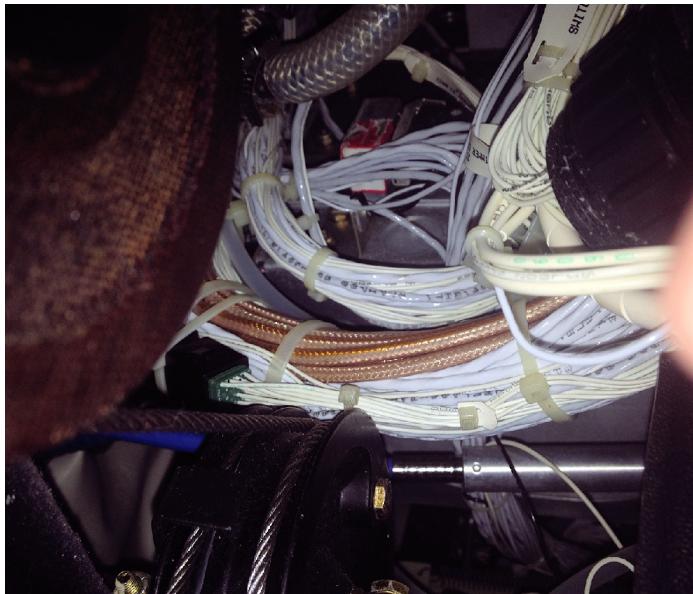
-Glen Phelps, President

Coincidence Incident

On Tuesday December 3rd our Civil Air Patrol plan was proficiency flying. I decided to challenge the crew (and myself) on some emergency procedures etc. One of the items I decided to do was a simulated loss of elevator control in-flight. This would include having my two non-pilot crew members review the amplified procedures section in the Pilot Operating Handbook and talk me through what I should do in that situation while we are flying. I don't think either one had used or looked at a POH before, so would be a good surprise and training for them.

The odd part: I was doing my normal pre-flight (the plane had just been flown on Sunday and it had been sitting untouched in the hanger since). On my walk-around while moving the control surfaces I noted the elevator felt 'different' with just a slight dragging feeling. Further investigation led me to find the cable control pulley rubbing and chaffing on a wire bundle in the cockpit. This not only affected the elevator controls, but could eventually cause an electrical short and inflight fire.

I canceled the flight and had a couple of mechanics repositioning and secure the wire bundle (it's was tight and hard to move, so took some work on their part to get it secured away from the controls).



It's hard to see but at the bottom of the photo you can see how the pulley would rub on the wire bundle (moving back and forth - left to right).

Moral of the story - You can never be too careful. And how weird was it that I picked that specific scenario before I even got to the airport?

-Brett Grooms

Treasurer's Report

In this month's financial news: we came out with a little less than we started, only because we finally caught up with our chef's expenses from last month, as well as this month (sorry Bruce).

Keep those dues coming. Remember, returning members get a \$5 discount on dues through the end of the year. Also don't forget members buying meals at the December social at Gilligan's Seafood Restaurant on the 21st are eligible for a \$5 subsidy for themselves and \$5 for a guest. That's up to \$15 worth of bonus discounts available on your dues paid before the end of the year.

Hope to see you all on the 21st

Beginning Bank Balance =	\$2,357.96
Ending Bank Balance =	\$2,346.20
Beginning Petty Cash =	\$80.00
Ending Petty Cash =	\$80.00
Beginning Balance =	\$2,437.96
Ending Balance =	\$2,426.20
Increase or (decrease) =	-\$11.76

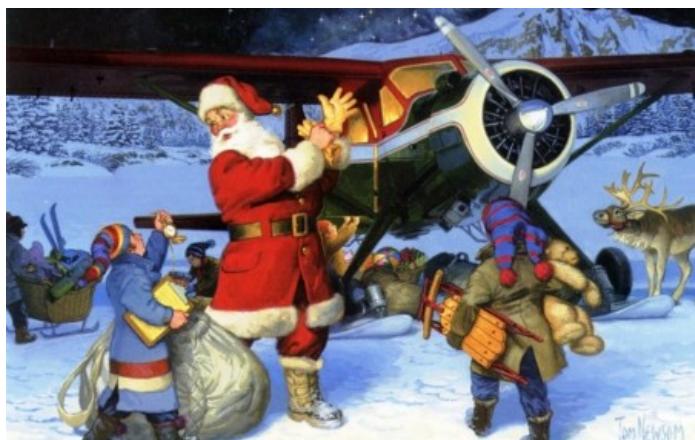
-Lee Miller, Treasurer

Christmas Dinner

Saturday, December 21
Gilligan's Seafood Restaurant, Ladson

We hope you and your "Significant Other" will join us for our annual holiday celebration. We will sit down to eat at 6:00, but plan on getting there about **5:00 or 5:30** for drinks and socializing.

ALL are invited, but if you are a paid-up member of EAA Chapter 477 you will receive a \$5.00 discount (per person) on your dinner. And as Lee wrote above, this is also a great time to pay your Chapter membership dues. For more info and a map, please go to www.eaa477.org.



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).

Or just drop in on one of our meetings & see what we're all about.

LowCountry Sport Aviation

EAA Chapter 477

517 Aviation Way
Walterboro, SC 29488

www.eaa477.org



President: Glen Phelps pres@eaa477.org (843) 571-3332

Vice President: Roger Medlin acpilot.roger@gmail.com

Secretary & Newsletter Editor: Kevin Thorp
sec@eaa477.org

Treasurer: Lee Miller lemiller@eaa477.org

Webmaster: Greg Horne gehorne@jws.com

Young Eagles Coordinator: Brett Grooms
eagles@eaa477.org

Walterboro Wings-n-Wheels Coordinator: Roger Medlin
acpilot.roger@gmail.com



Santa in a Staggerwing - from the "Historic Flight at Kilo-7" Museum in Mukilteo, WA