

The FlyPaper

January 2019

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



Words From the President

Welcome to 2019! Let's hope for more flyable days this year.

We have a pretty good line up for the first quarter of the new year. It includes a full Young Eagles rally in April. We hope to get students from our local county high school and the ROTC cadets.

We have speakers lined up for the next few months. In January there will be Owen Barker, Chief pilot, for Law enforcement from SC Dept of Natural Resources. You should find that interesting

This month, if you can make it twice to the airport, there is the meeting on the 12th and maybe help with the SC fly in breakfast on the 20th.

And please be reminded of our new format for meetings, Chef Glen will spell it out in the meeting reminder to be out shortly. I've also signed off for Glen to be our tech rep for 477. He has proven to me he meets the requirements.

It's been agreed by the executive committee that we will not undertake a build airplane for several reasons, lack of volunteers being one. However, for any building to take place, a flying club should be established. On the other hand, if any of you are building or repairing your airplane, some of us would like to see the processes. As an example, Jeff just re-did some things in his airplane. Contact Jeff if you'd like to look at his handy work.

As a reminder your youth protection policy card may be coming up for renewal. EAA says they will send notice to each member for renewal, but it is up to each member to keep compliant.

Roger and staff will work with Allendale county airport to cover and operate a young eagles rally for them some time this spring or summer. Pilots and ground support eat lunch free for working the event.

Hey Be safe out there!



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

December 12th meeting:

No scheduled Young Eagle flights.

Meeting will start at 10:00, with announcements, business and guest speaker. Brunch will be served with the meeting.

South Carolina Breakfast Club:

Please use the following link to access the latest in scheduling:

<http://southcarolinabreakfastclub.com/2018-schedule>

Young Eagles Coordinator

Roger Medlin

Young Eagles Coordinator

Our new Young Eagles format was addressed in both the minutes and comments by our President. We most likely will fly some Young Eagles when we have the new meeting format, it will be restricted to number and time. Please note those in the last meeting minutes. Also, in the December newsletter, our new “rules” for flying these youngsters has become more “formal”. This was done to get a little control over the large crowds and for better planing on how to handle them.

So, please note the change as outlined in the last meeting minutes, and make plans to help with our April Young Eagles Rally. It should be a great event and day!

March Chapter Meeting Report

10 November 2018

1111 start time Minutes Taken by: Diana (Secretary) 12 in attendance

Doug began:

- by awarding all officers 2018 end of the year Thank You certificates and EAA officer pins.
Certificates went out to:
 - Bill Grimes for his half year as President.
 - Jeff Grigg for Vice-President.
 - Glen Phelps for Treasurer and for Newsletter Editor.
 - Diana Belknap for Secretary.
 - Lee Miller for Web Manager.
 - Roger Medlin for Eagle Flight Leader, Eagle Flight Coordinator, Flight Advisor, and Membership Coordinator.
 - The MVP award this year went to Barbara Grigg! She has been a HUGE help being the Young Eagles Flight Organizer on all those days the YE’s are up flying.
 - A BIG Thank You to all those who dedicated some of their time in 2018 in support of EAA 477 and its members!!!
- Ron Santos is our new Vice President.
 - A motion was presented to close the nominations process. All voted in favor of.
- Our meeting format is changing.
 - On 12 January, the Young Eagles Pilot Brief will begin at 7:30.
 - YE will start flying at 8am, and will finish by 10am.
 - Our EAA 477 monthly meeting will begin at 10am, with a brunch. We will eat while our meeting is going on.
 - On 9 February and 9 March the schedule will be the same as January’s.
 - On 13 April, there will be a large Young Eagles rally.
 - There will **not** be a monthly meeting in April.
 - However, there will be a YE’s rally, and all EAA members are encouraged to help out if you can.
 - Food will be catered in for lunch, and **all** EAA 477 members (whether you are helping YE’s or not) are invited to join for lunch.
 - There will be a YE Rally each quarter.
 - During these Rally’s there will not be a monthly meeting.
 - During these Rally’s all EAA 477 members are encouraged to join all for a catered lunch.
- EAA 477 currently has 3 Corporate Sponsors.

- Century 21 has donated \$250 to our EAA fund.
- Swamp Fox Avionics has donated \$250 to our EAA fund.
- Skynard's Grill and Sports Bar has donated 4 catered lunches (one each quarter), totaling \$500, to support our Young Eagles.
- The Sunday Breakfast Club will have its 1st monthly meal in Waltherboro on the 3rd Sunday of January, the 20th. The airport will be hosting this catered breakfast.
 - Volunteers will be needed to support the planes, people, and food coming in.
 - All 477 members are encouraged to join us all for a very fine breakfast!
- Membership for 2018 is at 22 people.
- Our Bylaws will be reviewed and printed out for all to see at our next meeting.
- Adjourned at 1140.

We decorated our tables a bit and ate some wonderful food from Duke's B-B Q. It was a very nice Christmas lunch we all shared together.

Upcoming Aviation Events

Ron Malec

FAAST Blast - FAA Safety Briefing News Updates

As a subscriber to the FAA Safety Team Newsletter I will periodically provide updates on information that I believe will be beneficial to all members.

For those that might have missed this piece in the December *Fly Paper* here is an article on the FAASTeam establishing a Facebook Page. From the FAASTeam Newsletter of 27 Nov 2018:

Join Our New Facebook Group!

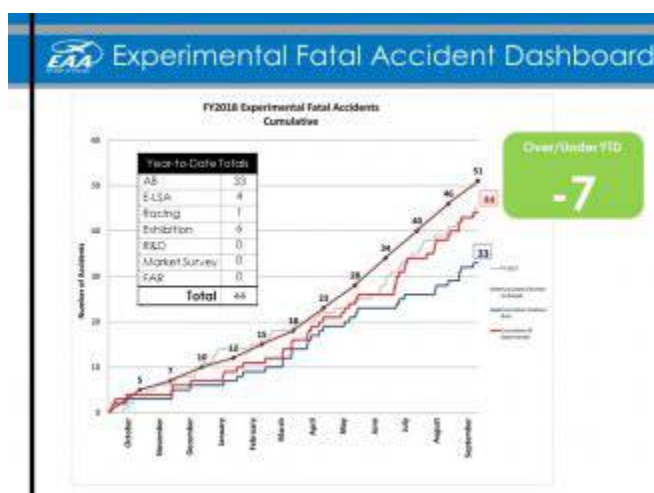
Notice Number: NOTC8217

Our goal is to reduce the nation's general aviation (GA) accident rate by building a community on Facebook where safety principles and practices can be shared through positive public engagement between the FAA Safety Team (FAASTeam) and GA community. This is a safe place to talk about aviation safety. This group is open to all FAA certificated pilots and aviation mechanics along with select GA stakeholders (i.e., academia, HF experts, etc.) in the United States. All members are encouraged to join in on the discussions and post relevant GA content that makes the National Airspace System (NAS) safer. FAASTeam Managers, Volunteers, and Industry Partners moderate this group.

[Click to Join Facebook Group](#)

Along those lines here's an interesting article for the AVwebFlash Newsletter of 28 December on the decline in the Experimental Aircraft Accident Rate for the fourth year in a row.

Experimental Aircraft Accident Rate Falls by Kate O'Connor



The number of fatal accidents in experimental aircraft has declined for the fourth year running, according to the Experimental Aircraft Association (EAA). Just 44 fatal accidents were recorded for the period between

Oct. 1, 2017, to Sept. 30, 2018, for experimental category aircraft including amateur-built, racing, exhibit-only, research and development and some types of light-sport aircraft.

“These are historic lows for fatal accident in amateur-built and experimental category aircraft,” said EAA Vice President of Advocacy and Safety Sean Elliott. “In addition, the FAA in 2010 challenged the aviation community to reduce the accident rate by 10 percent over the next decade. We are proud to say through a focus on safety, that goal was reached in just eight years, two years earlier than anticipated.”

The “not-to-exceed” goal set for the experimental category by the FAA for its 2018 fiscal year was 51 accidents. The “not-to-exceed” goal has been lowered—and successfully met—each year since 2015, when it was set at 64 accidents in the category. EAA says it has worked closely with the FAA and NTSB on recommendations to reduce fatal accidents.

From the Biweekly FAAST Blast Newsletter (Week of 10 – 16 Dec)

PIREP Process Enhancements

While Pilot Reports (PIREPs) are an important component of safe and efficient flight, their numbers have declined in recent years as part of the trend of fewer inflight contacts. An NTSB study has also concluded that to encourage more PIREPs, the process needs to be simpler and less time-consuming. To help address these concerns, Flight Service improvements have been developed to make it easier for pilots to submit a PIREP. For example, flight service specialists now only use read-back for accuracy when there is uncertainty about information a pilot provides. In addition, specialists are now encouraged to request specific details pertinent to the current or forecast weather, shortening the time required to obtain a PIREP from pilots eager to return to ATC frequencies.

Another simple way to prepare and send PIREPs from the cockpit is with inflight electronic PIREP submissions. It works with an easy-to-use, menu-based interface either on a mobile device or cockpit avionics, which allows word selection to describe the level of the weather experienced. As suggested by the NTSB, vendors have modified platforms to accept PIREP submissions up to five hours after occurrence, providing additional valuable data to fill in observation gaps for forecast models and advisory products. [Click here](#) for more on electronic PIREP submission. You can also learn more about PIREPs in the article “[How to Be a Weather Wingman](#)” in the March/April 2018 issue of *FAA Safety Briefing*.

The FAA has an electronic PIREP submission tool at the National Weather Service’s Aviation Weather Center Digital Data Service (ADDS) website. Registered users can electronically submit turbulence and icing PIREPs on the site, which are instantly displayed in graphical form and distributed nationwide. Visit www.aviationweather.gov/user/register to register and see [FAA InFO 14011 – Electronic Submission of Pilot Weather Reports](#) (PDF Download) for more information.

ADS-B information / Q&A provided by FAAST:

There are only 12 months remaining before the January 1, 2020 ADS-B Out equipage deadline. Here is some additional information from the FAASTeam Notice Number: NOTC8188 on the new ADS-B Out rebate for general aviation operators.

Question: *Who is eligible?*

Answer: U.S.-registered, fixed-wing, single-engine piston aircraft first registered before January 1, 2016. ADS-B equipment installations completed before the October 12th rebate re-launch will not qualify for the program. The rebate is limited to one per owner/entity and only FAA certified ADS-B equipment will qualify for the rebate. Please visit our website for the full rebate eligibility requirements. (<https://www.faa.gov/nextgen/equipadsb/rebate/>)

Question: *How do I get a rebate?*

Answer: There are five steps aircraft owners should follow to meet the mandate and receive the \$500 rebate:

- Purchase the equipment and schedule installation.
- Obtain a Rebate Reservation Code by reserving a position online.
- Install the equipment.
- Conduct the required equipment performance validation and get an Incentive Code.
- Claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

As with the earlier rebate program, the rebate program is available only to those who have not yet equipped their aircraft and previously have not received a rebate. Please refer to the [ADS-B Rebate Program](#) web page for all the rules (<https://www.faa.gov/nextgen/equipadsb/rebate/>).

Question: *How do I know what equipment to install?*

Answer: There are two great resources to figure out what equipment you need:

the [FAA’s equipage database](#) searchable by aircraft type and model
(https://www.faa.gov/nextgen/equipadsb/installation/equipment/adsb_ready/)

and the [AOPA ADS-B Selection Tool](#)

(<https://www.aopa.org/go-fly/aircraft-and-ownership/ads-b/ads-b-selector>).

Question: *What if my aircraft is located a long distance from ADS-B rule airspace?*

Answer: If you are located too far from “rule” airspace, your next option is to climb above 10,000 feet MSL to conduct your validation flight, if your aircraft performance permits.

Question: *Can the controller provide me the information I need to validate my flight?*

Answer: No. The controller station does not provide the detailed information needed. You can only validate your system’s performance by requesting a Public ADS-B Performance Report (<https://adsbrebate.faa.gov/PAPRRequest.aspx>) as described on the FAA website. Additionally, we do not want to encourage unnecessary radio communication. Unless the controller asks, there is no need to explain that you are conducting a validation flight. Please note that you do not have to make special flights for the rebate. You can request flight validation after your next routine flight.

Question: *I have heard from the previous rebate that pilots had been denied the rebate even though they had flown for more than the required 30 minutes. Why is that?*

Answer: The minimum requirement includes a flight in ADS-B rule airspace for at least 30 minutes. In the past we have found that pilots did not completely understand when they were in rule airspace. In other instances, pilots flew near the limits of rule airspace and were not detected as being in rule airspace for the entire 30 minutes. Be sure to determine where “rule” airspace is before your validation flight. You can download a Google Maps plug-in to help you visualize this here: <https://www.faa.gov/nextgen/equipadsb/research/airspace/>.

Don’t Get Left in the Hangar. Equip Now!

Airshow and Fly-in Schedule

- 23-26 Jan - US Sport Aviation Expo – Sebring Regional Airport (KSEF), Sebring, FL (<http://www.sportaviationexpo.com/>)
- 02-07 Apr – Sun-n-Fun – Lakeland Linder Regional Airport (KLAL), Lakeland, FL (<https://www.flysnf.org/>)
- 12-13 Apr – Festival d’Avion – Moore County Airport(KSOP), Pinehurst, NC (<https://www.festivaldavion.com/>)
- 27-28 Apr – MCAS Beaufort Airshow – MCAS Beaufort (KNBC), Beaufort, SC (<http://www.beaufortairshow.com/index.shtml>)

Treasurer's Report

Glen Phelps

At this time of the year, you can imagine that the finance department was rather active. We had deposits totaling \$565.94 to the checking account. This is from 12 members getting their dues in, a Sponsorship amounting to \$250 from Swamp Fox Avionics LLC and a transfer of \$15.94 from petty cash for a reimbursement of monies spent for merchandise for the chapter. The balance will be received from the member for the total of \$25 dues payment.

We also had disbursements totaling \$504.20, representing \$145.20 for the cost of the BBQ lunch from Dukes and \$359.00 for Chapter renewal. The net change was positive in the amount of \$61.74.

The only activity for petty cash was the in the amount of \$15.94 representation reimbursement applied to membership dues.

The financial summary is as follows:

Beginning balance =	\$2,821.93
Ending balance =	\$2,883.67
Increase or (decrease) =	\$61.74

Petty Cash
Beginning balance = \$59.22
Ending balance = \$43.28
Increase or (decrease) = (\$15.94)

We are doing remarkably well in members getting their dues in, Thank You! For those that have not yet done so, you can read the paragraph below:

For the purpose of getting your dues up to date, you can mail them to my local mailbox, Glen Phelps 4348 Cloudmont Dr Hollywood, SC 29449 Make checks payable to EAA 477. I will see that you get a receipt either email, mailed, or at the next meeting. Just let me know how you would like it to be handled.

And of course, you can pay by check or cash at the next meeting.