



Words From the President

I hope you're all well and safe; my thoughts are with you.

Winter is half way done and them cool days make for some great flying. I am a Piper Warrior II owner have been dealing with some factory mandatory service bulletins for wing spar issues. Coming in February an FAA, AD will address the same issues.

Fortunately my aircraft is going though annual as this is being written and seems to pass those items. It's been a pretty interesting experience dealing with factory mandatory service bulletins. Come to find out, I've been told I don't have to do them? Unless it's at a Piper authorized service center. That surprised me and thought if the manufacture deems it necessary, why wouldn't you want to comply.? That money saved, will be wished you spent it if you plane fails in flight.

I got all sorts of answers. I also learned if the factory says "mandatory", most likely the FAA will produce an AD regarding it, or an "Airworthy Directive", for some of you that didn't know what an AD is.

Bottom line, I did the service bulletin, and OK there, and am OK with the upcoming AD.

We have gotten a few signed up for the VMC club. Please sign up and you'll get an e mail with the VFR question of the month. I need a few of you to start up an IMC club. Please.

We are still in a holding pattern for in person meeting's. If things settle down below 1000, I'd suggest we start in person meetings. At that time we'll fire up the grill for our meeting lunch, It's on the house for members only.

Please make note of our sponsors discussed later in the newsletter.

Be safe out there.....



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting
Unfortunately due to the current Covid cases climbing the Executive Board has decided to cancel "in person" meetings for the current time. We will keep the membership updated on a monthly basis.

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2021-schedule>

Young Eagles Report

Lee Miller

Young Eagles Coordinator

As COVID continues to top the news, YE activities are still on hold for now. Some exciting news however as we will be transitioning to a new YE Coordinator in the near future. We will keep everyone posted as the transition progresses and develop a "welcome" article in a future newsletter to introduce our new leader. Until that time any questions regarding the program can still be addressed to lemiller@eaa477.org or by calling Lee at 843-518-0669. More information is also available at www.EAA.org under the Youth tab. Information about becoming a YE volunteer can also be found under the Chapters tab.

Keep yourself and others safe while moving back closer to a "normal"/or "new normal" life. We'll see you when we can.

January Meeting Summary

Glen Phelps

As Doug said in his report, looks like we are in a holding pattern for in-person meetings. So, no meeting was held "in-person" for January, (and we will not have a meeting for February, which would have been on the 14th of the month). But we know that there is light at the end of the tunnel.

All that being said, there is not much to report. In the previous newsletters, I have provided links to take you to places for information and entertainment. I hope those have been interesting and informative. I don't have much in that category for this month's newsletter, but there have been some interesting sightings at RBW.

Doug spends a fair amount of time there since he just a short drive away, living almost next to the field. He passed the pictures to me that he took a week ago or so. A couple of real classic planes next to each other. If you don't recognize those planes, one is a Cessna 170B and the other is the C54 owned by the Spirit of Freedom Foundation. It is the one that was damaged in the Spring tornado and is going to be replaced. The group is currently salvaging as much as they can, including the engines. I am not sure of the schedule, but one can expect that the pandemic is interfering with good progress.



I think those were great, Doug. But, in my more that infrequent than I would like visits to RBW, I did get a chance to see the bird in the picture below.



This is a Cirrus Vision jet. I rather doubt that many of you have had a chance to actually put your eyes on a Vision jet. My daughter and I had made a trip to RBW together and when we were leaving the terminal, happened to see this outside on the ramp. As we were leaving to take a look at it, I saw what had to be the pilot sitting at a table in the terminal, and asked, “Is that your toy outside?”. He answers “no, but I sure wish it were”, but I get to fly it. Hey, what a great idea! Fly something like that and not have to worry about the cost! I could go for something like that.

If any of you have some good sightings in your travels, let me know and maybe we can share them in the monthly newsletter.

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.

General Information

With COVID-19 guidelines preventing many from keeping up their aviation skills, here’s an article from the FAA Safety Briefing that you might find interesting.

From the *FAA Safety Briefing*

On Recovering from Rustiness –

Making Resilient Resolutions to Restore Proficiency
by Susan K. Parson, FAA Safety Briefing Editor

For those who live in places plagued by snow, ice, and/or bitterly cold temperatures, winter is typically the time for both pilots and planes to huddle inside and await a more clement climate. Before I moved west, I did my share of shivering through preflights, engine preheats, and hoping the airplane’s rudimentary heating system would keep my teeth from chattering. I vividly remember a night when, having ferried a new Civil Air Patrol airplane back to Virginia, my co-pilot and I emerged into a gusty, icy wind. As we struggled to secure the bird, my co-pilot was grimly muttering something like “I love aviation . . . I love aviation . . . I love aviation.” But no matter how much you really do love aviation, those of us who fly for pleasure often conclude that it would be far more pleasant to save our flying money and time until spring.

As we move into a new calendar year and look forward to the brighter days of spring, many may find that the rustiness from the usual winter hiatus is compounded by the persistent impacts of the COVID-19 public health emergency. While that particular challenge hasn’t abated at the time of this writing, it’s still important to plan for the time when both weather

and health conditions permit us to emerge from hibernation.

Earning a new certificate or rating is the most obvious opportunity to add to your base of aviation knowledge, skill, and experience, so you might productively use the winter to decide on your next aeronautical challenge and make a plan to achieve that goal. Interested in drones, more formally known as Unmanned Aircraft Systems (UAS)? Check the FAA's UAS portal for information on getting a remote pilot certificate. To get started, select which type of drone user you are and click to get information on the rules and regulations that apply to your specific situation. You can then begin researching where it is safe to fly and when you need approval to fly.

Looking to upgrade your current pilot certificate or rating? Start by researching the requirements in the appropriate part of Title 14 Code of Federal Regulations (14 CFR), available in numerous apps and online sites like e-CFR (electronic Code of Federal Regulations). To get acquainted with the certification testing standards, go to the FAA's Airman Testing page to review the applicable Airman Certification Standards (ACS) or Practical Test Standards (PTS) documents. Winter is a great time to complete any requirements for ground school and aeronautical knowledge testing (commonly called the "written" exam). You might also consider putting any money that you would have spent on flying now aside to help you respond financially to the new challenge.

Another option — usually somewhat less demanding in terms of time and money — is to pursue a new endorsement on your existing pilot certificate(s). An endorsement attests to the completion of ground and/or flight training required for specific operating privileges, for airman certification testing, or for recurrent training such as the flight review or instrument proficiency check. The range of possible endorsements is as wide as the world of aviation. Just a few that you might consider adding include spins, high performance, high altitude, complex, and tailwheel. Of these, I had the most fun — and learned the most about basic flying — from earning my tailwheel endorsement in a Citabria several years back. The tailwheel endorsement training also provided my first opportunity to operate on grass. Even if you can't take aeronautical action just yet, you can determine what you need, start the mental preparation, research possible training providers, and save at least some of the money you'll need when you do start flying.

Not every opportunity to add experience requires a certificate, rating, or endorsement. A new aviation challenge could be just the ticket to making you a more polished aviator. The opportunities in this category are nearly boundless, but one that allows for a productive winter response is glass cockpit familiarization training. Though many pilots now start and finish their training in glass cockpit aircraft, this technology may still be unfamiliar to others. Even if you plan to fly your favorite round dial airplane forever, you might find it both interesting and useful to sample from the glass cockpit menu. There is a lot you can — and should — do to learn the basics of the system you want to master long before you approach the actual airplane. There's an app for almost every system nowadays, and you can learn a great deal from working through menus and programming planned trips without pressure from passengers or the pricey progression of the Hobbs meter.

Two final ideas: First is to use the "down" time to take up work on a new phase in the WINGS pilot proficiency program, and/or take advantage of the growing number of online seminars that aviation organizations like AOPA and EAA are developing in response to the challenges COVID-19 poses to currency and proficiency.

A second is to improve your aviation communication skills. You can use an aviation band radio — the kind you might have in your flight bag as a back-up communications option — or any of the many apps or programs that let you listen in on ATC communications. While most general aviation (GA) pilots will not be operating into some of the nation's busiest airports, it is nevertheless instructional (and sometimes very entertaining) to tune into the ATC frequencies around New York and Chicago.

These are truly challenging times — but aviators always rise to the occasion. Make it so!

Airshow and Fly-in Schedule

- 2021 Airshows / Fly-ins
 - 10-11 April – NAS Jax Airshow, NAS Jacksonville, Jacksonville, FL, (KNIP)
 - 13-18 April – Sun-n-Fun Aerospace Expo, Lakeland Linder Regional Airport, Lakeland, FL (KLAL)
 - 24-25 April – MCAS Beaufort Airshow, MCAS Beaufort, Beaufort, SC (KNBC)

[Blue Skies - Stay Safe and Fly Safe – Happy Holidays](#)

Treasurer's Report

Aimee Pereira

As noted below, we have received two very generous sponsor donations. We are grateful for both as this will do much for us as we come out from under our current restrictions.

Beginning Balance December: **\$3710.09**

Deposits: \$780.00 (\$260 - EAA Young Eagle Credits,
\$20 membership
\$250 Swamp Fox Avionics Sponsor
\$250 DONB Aircraft International Sponsor)

Expenses: \$312.08 (#1076 - Lee Miller - reimbursement for YE items &
EAA banners)

Ending Balance for December: **\$4,178.01**

The Executive Committee has decided to keep the dues at the \$20 level for the remainder of 2021. This decision was made since most members had already taken the opportunity offered in the “special”, and that “normal” meetings might be more limited in 2021 due to concerns with the pandemic. We also hope that non-members might be encouraged to join at the reduced rate.

Dues payments may be paid in person at the next meeting or sent to the following address:

Aimee Pereira
107 Timberlake Ct Summerville, SC 29485

If you have any questions, I can be reached via email at aaa477.treasurer@gmail.com