



Words From the President

Well, my first meeting of the new year as your chapter president didn't go as planned. I got stuck in Tullahoma, Tennessee due to bad weather and didn't get back to South Carolina until that Saturday evening. This month I should be at the meeting. There is much to discuss about this coming year.

I just want to let everyone that the FAA has recently combined all their weather knowledge into one book, called the Aviation Weather Handbook. It's available free as a download at: bit.ly/Aviationwx.

My biennial was due at the end of December, but I was told the FAA Wings program was an alternative to the Biennial Flight Review (BFR). So I looked into it and found out that if you had enough Wings credits for either online or in person FAA approved seminars, plus certain types of flights with a CFI and completed a large online FAA course called Aeronautical Decision Making for VFR Pilots, the FAA will credit those accomplishments as a Wings Phase and a BFR. So, I'm good for another two years. Plus I just received a Wings wing badge from the FAA, which is donated by AVEMCO Insurance.

Yes, if you remember from last month's Flypaper, I was planning to go out west to pick up the Grumman Cheetah I purchased in Nebraska. As mentioned above, that is the reason for my missing the meeting in January. This provided several opportunities and for some interesting experiences, which will be presented later in this newsletter. Hope you enjoy reading them.

Stay safe, John



John Stoll
President EAA 477



Upcoming Events

EAA477 Chapter meeting

There will be a meeting on Saturday February 11th in the conference room at Walterboro Low Country airport starting at 10AM.

South Carolina Breakfast Club:

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

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

Young Eagles Report

Liz Birch

Young Eagles Coordinator

We are still working on trying to coordinate our next public rally with the Walterboro Airport Management. As soon as I get more information on this event, I will be sure to add it to the website. For now, please continue to keep sending me texts and email about volunteering or interest in participating in young eagle flights. I do apologize in advance, as I have been terrible at communicating and unfortunately that will likely continue this month as we are going on vacation and I am in the process of closing on a house and then busy moving across town. We hope to hold a rally here in the next few months, so standby for more information.

Liz Birch

YE Coordinator

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Aviation Scholarship Program

Dow Sanderson

I would like to thank the Chapter for the affirmative vote at the January meeting to provide a Scholarship of \$500.00 in 2023. The major Flight Schools have all been asked to submit applications. If you know of a young woman or man, 16-19, who has a Third Class Medical and has completed their first solo, they are also encouraged to submit an application.

And finally, I am hopeful we will have a positive response this month to our application for a much larger Scholarship from the Ray Foundation. Fingers crossed!

Blue Skies,

Dow Sanderson,

Scholarship Chair

January Meeting Summary

Glen Phelps

As things turned out, we had only three elected officers that showed up for the meeting: Me, Myself and I. ;-)

Several conflicting last minute circumstances made it impossible for John, Bill and Aimee to attend. Nevertheless, Liz was there just in time to assist me in turning the overhead projector on (duh....) and Dow assisted in showing me which button to push on my laptop, (duh...duh....) so that I could project subjects for the presentation I developed in the last minutes! The content of the presentation for the meeting was literally evolving in my head as I drove to the airport. Nothing like the last minute....

What I wanted to do in my presentation, was to inform the members of many of the resources for gaining good technical information related to the aviation safety. Certainly, EAA does an exceptional job of presenting subjects regarding construction of EAB (Experimental Amateur Built) aircraft.

When it comes to aviation safety and training, there are many other excellent resources too. These include, NAFI (National Association of Flight Instructors <https://www.nafinet.org/>), which has a monthly presentation with information that is good for everybody, not only flight instructors. There is also AOPA (Aircraft Owners and Pilots Association), which provides good coverage with the Aviation Safety Institute. There is also the online AvWeb, (<https://www.avweb.com/register/>) which is a source of information regarding aviation news, accidents and analysis.

Another good source of information are “type” groups for your aircraft. We have one for “Cozy builders” which is open to other canard aircraft. One recent post was from a person that had their Cozy MKIV burn after turning off the runway after landing. He felt it might be from oil that leaked onto the exhaust system. Here is the result:



Maybe yes, maybe no. Nevertheless, it appeared from his discussion to be from something he was “putting off”.

One of our members was talking to me after the meeting regarding an incident he experienced after he made an error in installing the oil filter on his aircraft, and the resulting very close call. Stories shared by people are often a good source of information and can help us in future situations.

I shared a brief story at the meeting of the MANY errors I made as PIC on my last commercial flight, (because I got fired after that error), but we (myself and the spotter) probably survived due to my remembering one thing shared years earlier regarding what NOT to do when low on fuel. The story is worth repeating in detail, but not on this forum.

For the meeting, I presented an article from AOPA's large library of articles regarding pilot learning and training. They alone are worth the membership fees, and I would encourage all to consider joining if you are not already a member. The particular article we looked at was: <https://www.aopa.org/training-and-safety/online-learning/real-pilot-stories/no-go-around>



This, as are most of the presentations, are actual recounts an event told by those that experienced them. There were a number of issues that were presented in this episode. Rather than attempt to explain them here, it would be best for you to access the link and listen to it yourself. The presentation is on the order of 30 minutes long and well worth viewing the video.

Flying in itself is not inherently dangerous, but due to its nature, it requires a lot of attention to detail.

We were also blessed to have six members of EAA chapter 1058 in Hartsville, SC join us. Not sure how all that happened, but I invited them for lunch at the hanger, (sloppy joes, chips and drinks) where all enjoyed great hanger flying in the my hanger. Thanks Stephen, Monica, John, Vickie, Collen and George for coming by. By the time most of you have read this article, some members of our chapter will have taken them up on an their offer to join them at one of their meetings. (Sounds like a trip report for the next newsletter.)

Bringing My Grumman to South Carolina

John Stoll

This is the story of bringing my newly acquired Grumman N9802U from the midwest to the south. It has been quite an experience to remember!

Through the Grumman Owners and Pilots Association I found a flight school just northwest of Atlanta that specializes in Grumman Travelers and Tigers. On Thursday the 5th, I drove over to Villa Rica, GA, spent the night there and got up very early to head over to the Flying Tiger Flight School at the Paulding NW Airport. Nice airport and at their little museum there was a Grumman F-14 Tomcat sitting outside next to the only surviving WW II Douglas BTD “Destroyer”. The Destroyer was a limited built, big US Navy attack plane, with an inverted gull wing, and a big radial engine sitting on top of a nosewheel. Kind of like a giant tricycle gear F4U Corsair.



At the flight school I met my instructor, who wasn't too much older than my grandson. We talked about the Grumman four seaters, their systems and how they flew compared to the Cessnas and Pipers I have been flying. After preflighting the Grumman Traveler we would be flying, we started it up and I taxied it over to the fuel pumps. Definitely taxis different, as it has a free casting nose wheel. Like the Cirrus, you use differential braking to get around on the ground. The Traveler was the first four seater designed after the AA1 Yankee two seater. When Grumman bought the company from American Aviation, they improved the Traveler and came up with the 180 HP Tiger. They then made a 150 HP version which is the Cheetah. So the Cheetah is an improved Traveler.

The ailerons are crisper and have a much more limited range of movement compared to Pipers and Cessnas. It didn't take long to get used to the flight controls. The one big difference is the wing flaps. They are smaller and do not lower the stall speed by that much, maybe 4 MPH. You just have to keep that in mind. The plane is clean, as the skins are bonded, not riveted. So, the plane is fast and will float if too fast when landing. However, they don't climb that fast, especially at heavy weights and hot and humid days. The visibility is great, and the front view takes a little getting used to as the instrument panel sits low, which gives you the ability to see the whole cowl. We did stalls, steep turns, slow flight and landings and a go around. It was a good checkout.

I drove home that day and started looking at the weather out west. On Saturday, I called my son and the owner, telling them the weather looked good to get the plane and bring it back. They were good with me picking up the plane Sunday, as it was the only day the owner was going to be in town. I made airline reservations to fly to Kansas City through Charlotte and my son was going to pick me up that night. When I got to CHS, they said my flight was delayed and I would not make my connection to KC. There were maintenance problems, and I would have to wait it out overnight in Charlotte until a Sunday morning flight. I wasn't going to do that. So, much to the displeasure of my terrific, anti-morning person wife, I caught a 6 AM flight on Sunday and got to KC at noon. My son picked me up and we headed to Tecumseh, Nebraska. I finally got to see the plane in person. The owner put it in a heated hangar for us as it was 28 degrees, and he went over it in detail with me. Speaking of hangars, nice T-hangars go for \$75 a month out there, and there were a few available. We got it outside, fueled up (\$4.80 a gallon) and started the engine. It was now passing 4 PM and the sun set out there at 5. The flight to Midwest International Air Center, my son's airport was 80 NM away. I really didn't want to be flying at night in an unfamiliar airplane.



The plane flew well to his airport, and I landed about 10 minutes after sunset. I put it in my son's hangar and waited an hour and a half for him to get there in his truck. It had a heavy right wing, so the next day we adjusted (bent) the right aileron trim tab a little the next day and went for a test flight. That did the trick and after landing, we got the plane ready for my next leg of the trip on Tuesday. As it doesn't have any Nav radios or GPS system for navigation, I was using my iPad and Foreflight to navigate. The plane has a Garmin 52 to receive ADS-B weather and GPS information on iPads. It worked well.

I left around noon on Tuesday for Tullahoma, TN. On the way, I stopped in Cairo, KY for a break and gas. En route, I used flight following shortly after leaving Cairo, but I could no longer hear Memphis Center after 40 miles and a Beechcraft King Air called me to relay that I should be able to hear Memphis in 20 miles. A dead spot, I guess. Approaching Tullahoma, I saw that once again I was going to land at dusk. I forgot to check which time zone Tullahoma was in. They were still in Central Time. When I got to the FBO, I saw it closed at 5 PM, but it was almost 6 when I finished tying down the plane and collecting my bags. Lucky for me, I found an open door and ran into the airport manager, who had just stepped out of an airport board meeting. He threw me the courtesy car keys and said to bring it back in the morning.

Due to bad weather the next several days, I didn't get out of there until Saturday. Left there around 1:30 PM and flew three hours nonstop to Berkely County Airport in Moncks Corner to be greeted by my happy wife. Again, I landed just after sunset. Good flight. The plane behaved well during the trip. Good tailwinds too, as I was seeing up to 160 MPH ground speed at times. It was just the weather that gave me problems. You can read about my adventures in Tullahoma in the next Trip Report and some safety considerations I made during the wait for weather.

TRIP REPORT –Tullahoma, Tennessee

John Stoll

So, as you have seen above, I had a weather delay in Tullahoma, Tennessee. Luckily, the weather was so bad that the airport wasn't busy. On Tuesday night when I got there, the airport manager let me use the airport courtesy car. That got me to the hotel and the next morning I showed up at the airport. The ceiling was 500 feet, and it was foggy and drizzling at 33 degrees. The FBO people told me to go ahead and keep car and use it to visit the Beechcraft Heritage Museum. One of the local pilots gave me the gate code, so I used the gate code to drive the car on the airport perimeter road to the museum. The museum was very interesting and held 40 airplanes.

The museum is in several hangers and their aircraft are in excellent condition. Almost all of them are airworthy, although they don't fly all of them. While walking around, I met the curator of the museum and he told me that the museum had very humble beginnings and grew as the years went by. Many people have donated their aircraft if they had some historical significance.

The museum was started by a woman pilot, Louise Thaden, who was an early aviation pioneer. She won the 1929 Women's Aviation Derby, beating Amelia Earhart. She also won the 1936 Bendix Trophy, beating all the male racers. She was a pilot for Walter Beech and used his planes in the races. Beech was the founder of Beech Aircraft, aka Beechcraft. Thaden left Beechcraft and later got married and moved to Tullahoma, where eventually she donated some of the land to be used for the museum.

The museum has one of the first Beech Bonanzas ever made, along with the first Beechcraft Staggers. It was interesting that the first Staggerwing did not have retractable landing gear. It had hand made huge wheelpants. So, Mr. Beech said he wanted the designers to make a Staggerwing that was cheaper, simpler to make, and with a smaller engine. They put in retractable landing gear and a smaller engine as requested, and it was faster than the original. Later on, the Staggerwings had longer fuselages and larger tail surfaces, plus more streamlining. Later models had more powerful engines, allowing them to fly over 200 miles an hour. They had many examples of Staggerwing's, from the first one with wheelpants to some of the final ones coming off the assembly line. In 1947, one Beechcraft started selling the Bonanza, they were selling several times cheaper than the 1947 Staggering Beechcraft was selling. As people preferred the modern look at the Bonanza, along with its lower price and lower maintenance and fuel costs, the Staggering production was doomed.



There was a hanger with twin engine Beech 18s, including the very first one made. Some of the Beech 18s in their hanger were true museum pieces, totally spotless, except for the oil dripping on oil pans beneath them. During the Beechcraft reunion each year, these planes are taken out and flown off the grass strip at Tullahoma Airport.



Another hanger had some of the Travel Air biplanes and racing ships that were made before Walter Beech left Travel Air to start his own company. One of them was the Mystery Ship, which was restored in the Youngstown, Ohio area while I was living there. Mike Stamko owned a repair shop that specialized in Beechcraft at Elser Airport in North Lima, OH. Mike's shop restored that Mystery Ship to flying condition in the late 1990s. On its second test flight at Elser Airport, the plane started porpoising and ended up flipping over. In the video of the crash, you could see the poor pilot, putting his arms out to try to prevent the plane from flipping over, and crushing him, which it did. The wreckage was taken to another restoration shop and after they restored it, was sent the Beechcraft Heritage Museum. My old EAA chapter was given a tour of Stamko's facilities and at the time they were restoring a Staggering for billionaire, Michael Bloomberg. They were doing an outstanding job on the restoration and the entire cockpit was all glass, with the latest avionics.



After I finished the museum, I went back to the airport, and they told me to take the car overnight again. On my second day stuck at Tullahoma I went to the FBO in the morning and the weather still had ceilings about 500 feet and strong winds. They said they weren't expecting anyone coming in and suggested I take the courtesy car to go tour the Jack Daniels distillery in Lynchburg, Tennessee, which was about 11 miles away. The distillery

tour was quite interesting, and the guide was very knowledgeable explaining how Jack Daniels was started. They also went into great detail about their distillery process, and what makes actual Tennessee whiskey. They also explained what makes Jack Daniels what it is today and that they use the same charcoal technique for filtering out the impurities of the water. They showed us the spring in a cave where the water comes from and then they showed us the stacks of wood that used to make the charcoal. Every few days they burn about 60 pallets of dried oak and use the charcoal from the wood for the distillery. They use large, towering wood barrels that hold the charcoal as the whiskey goes through it, to filter out the iron and other minerals. They change out the charcoal every few weeks. As you tour the distillery, you go through the process where they mix the mash. You can look into some of the vats, that are big as grain silos, where the mash is stirred and fermenting. We also got to see some of the empty vats which were cleaned and waiting for more mash and saw how a built-in power wash system does the cleaning.

The tour follows the process from building to building. The tour guide opened the top of one of the large 14-foot wooden barrels that contain the charcoal, and you could smell the alcohol. From there, it goes to a keging process where the alcohol is put in the barrels and the barrels are stored in buildings through the area. The buildings like giant warehouses, and after being stored in the buildings for so long, they are taken out for bottling. The barrels are burnt inside, leaving a charcoal texture on the inside the barrel slats. They showed us how the bottling process and then labeled. At the end of the tour there is a sampling room, where a whiskey connoisseur talks about the different types of whiskey they sell. If you did not take the sampling tour, then you just returned to the main building. Because I thought that I might be able to fly out that afternoon, I skipped the sampling tour. Bad mistake. The weather was still lousy and I missed out on the sampling of some good whiskey.

Outside the visitor center, there's a small wooden bridge across a creek that leads to downtown Lynchburg. The town has a small-town square, with a city hall in the center and then a row of stores and restaurants on the four sides surrounding it. Jack Daniels' nephew, who inherited the business from Jack Daniels, built a general store for when times were slow, and that store is still in existence today, selling all kinds of Jack Daniels' souvenirs.

The Tullahoma business district has a main road going down it that has several hotels and several name brand and box stores and chain restaurants. There's plenty of places to stay and plenty of places to eat. The people are friendly, and it wasn't a bad place to be weathered in. And that concludes my tour of the Tullahoma area.

Aviation Safety and Upcoming Events

Ron Malec

FAAST Blast - FAA Safety Briefing News Updates

As a subscriber to the FAA Safety Team and the NASA Aviation Reporting System 'CALLBACK' Newsletters, I will share updates and information that I believe will be beneficial to all members.

General Information

- **Practicing Risk Management** - FAA regulations ([14 CFR section 91.3](#)) clearly state that the PIC is “directly responsible for, and is the final authority as to, the operation” of the aircraft. This rule gives the PIC plenty of power, which comes with plenty of responsibility. The good news is that you also have plenty of resources to help you exercise your PIC power in a safe and responsible way. The key to this is Single Pilot Resource management (SRM). Have a closer look at how you can master this critical skill in the article
- **How Do You Do? - Practical Ways to Practice Risk Management-** From *FAA Safety Briefing* 09-November-2022. By Susan K. Parson, FAA Safety Briefing Magazine Editor

In browsing the web last night, I stumbled upon what looks to be an endlessly fascinating collection of “how to” instructions. In a “How to Do Everything” piece that I quickly bookmarked for more leisurely exploration, New York Times writer Malia Wollan shares seven years of wisdom collected in her work on the paper's tip column. The author covers everything from the whimsical (e.g., “How to Fake a British Accent”) to the practical (“How to Rescue a Cat from a Tree”) to the philosophical (“How to Become Less Angry”). Given the just-passed summer season's scary headlines from several of the nation's popular beaches, those who like splashing in the surf might want to read “How

to Survive a Shark Attack” before your next trip to the ocean. (Note: For the full list of topics, see the Learn More section for a link to the article.)

One topic I didn’t find in Wollan’s grid is “How to Manage Risk in Aviation.” I therefore propose to take a few minutes to offer a short primer on that very subject.

Power + Responsibility

Many of us in the GA community find ourselves operating either as the sole occupant or at least the only pilot aboard the aircraft. Even if your passenger list includes another pilot, someone (you, for purposes of this discussion) has to be the legal pilot-in-command (PIC). FAA regulations (14 CFR section 91.3) clearly state that the PIC is “directly responsible for, and is the final authority as to, the operation” of the aircraft. This rule gives the PIC plenty of power, which comes with plenty of responsibility. The good news is that you also have plenty of resources to help you exercise your PIC power in a safe and responsible way.

The key is to master a skill that the FAA calls “single pilot resource management” (SRM). Let’s start with a definition. The FAA Risk Management Handbook (FAA-H-8083-2) calls SRM the art of managing all the resources, both those onboard and those from outside sources, to ensure a successful flight. SRM is about gathering information, analyzing it, and making decisions. The pilot must be able to competently perform a number of mental tasks in addition to the physical task of basic aircraft control. These include:

- Situational awareness
- Task management
- Automation management
- Risk management
- Aeronautical decision-making (ADM)
- Controlled-flight-into-terrain (CFIT) awareness

The Risk Management Handbook also offers a very useful observation:

Learning how to identify problems, analyze the information, and make informed and timely decisions is not as straightforward as the training involved in learning specific maneuvers. Learning how to judge a situation and “how to think” in the endless variety of situations encountered while flying out in the “real world” is more difficult. There is no one right answer in ADM; rather each pilot is expected to analyze each situation in light of experience level, personal minimums, and current physical and mental readiness level, and make his or her own decision.

Now that is no small challenge, especially for GA pilots whose aeronautical experience may be limited. In many flights I have made in airplanes that lacked automation, solid training provided a firm foundation for task management and situational awareness. Looking back, though, I recognize that I would have been much safer with a structured approach for gathering and analyzing information for both preflight and enroute decision making.

A Structured Approach

To apply the tenets of SRM in a structured way, the Risk Management Handbook suggests regular evaluation of: (1) *Plan*, (2) *Plane*, (3) *Pilot*, (4) *Passengers*, and (5) *Programming*. Let me hasten to assure you that the point of the 5P approach is not to memorize yet another aviation acronym. Instead, you might simply write these words on your kneeboard, or add a 5P reference to your checklist for key decision points during the flight. Items to consider include:

Plan

Basic elements of cross-country planning: weather, route, fuel, current publications, etc. Since any of these factors can change at any time, review and update the plan at regular intervals.

Plane

Onboard equipment constitutes an important resource. Today’s technology offers an incredible range of information to assist with overall situational awareness, navigation, weather information, and much more. The key is to know what information is available and how to access it without diverting your attention from essential aircraft control duties. Be proficient with all installed equipment, and familiar with performance characteristics and limitations. Monitor systems and instruments in order to detect any abnormal indications at the earliest opportunity.

Pilot

The “IMSAFE” checklist is a handy tool for identifying hazards to your fitness for flight. You should also take the time to develop, and then periodically review/revise, a set of personal minimums tailored specifically to your own knowledge, skill, and experience. (See Learn More for a link to tips on developing your own personal minimums.)

Passengers

Passengers can be a great help by performing tasks such reading checklist items, watching for traffic, and listening for ATC radio calls. You might also teach regular passengers to assist with switching radio frequencies and basic programming for moving map and multifunction displays. Internal resources also include checklists and verbal briefings. Be mindful, though, that passenger needs — e.g., physiological discomfort, anxiety, or desire to reach the destination — can create potentially dangerous distractions.

Programming

Electronic displays, moving map navigators, and autopilots can reduce workload and increase situational awareness. However, be mindful that the task of programming or operating this equipment can create a dangerous distraction.

Is there another way? Of course! As the NYT writer’s article implies, there is always more than one way to rescue a cat, build a treehouse, sing in tune, or whatever else you want to attempt. You may already have your own tried-and-true “how to” in this area, or you may be new to the idea with no established risk management method. Either way, please peruse the SRM description in the FAA Risk Management Handbook for potentially useful nuggets. Whatever SRM approach you choose, though, use it consistently and remember that solid SRM skills can significantly enhance the safety of “crew of you” flights.

Susan K. Parson (susan.parson@faa.gov) is editor of FAA Safety Briefing and a Special Assistant in the FAA’s Flight Standards Service. She is a general aviation pilot and flight instructor.

Next month: Risk Management and Mitigation from *CALLBACK*, NASA Aviation Safety Reporting System, November 2022, Issue 514

Airshow and Fly-in Schedule

- **2023 Airshows / Fly-ins**
 - **04-Feb-2023** - Chilly Chili General Aviation-Fly-In, Triple Tree Aerodrome (SC00), Woodruff, SC
 - **24-26 Mar-2023** - 2nd Annual Uncle Johns Fly-In, Triple Tree Aerodrome (SC00), Woodruff, SC
 - **28-Mar – 02-Apr-2023** - SUN 'n FUN Aerospace Expo 2023, Lakeland Linder International Airport (KLAL)
 - **22-23 Apr-2023** – MCAS Beaufort Airshow (KNBC), Beaufort, SC
 - **13-14 May-2023** – Augusta Airshow, Augusta Regional Airport (KAGS), Augusta, GA
 - **18-24 Sep-2023** – 16th Annual Triple Tree Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC

Photos

- No Photos this month

Until next month – Blue Skies - Stay Safe and Fly Safe

Treasurer's Report

Aimee Pereira

Beginning Balance for January:	\$5,176.62
Expenses	\$398.00 #1090 – Glen Phelps – reimbursement for annual EAA renewal fee
Deposits:	\$150.00 1/17 - Funds collected at the January meeting \$ 55.00 1/23 - dues mailed in \$ 70.00 1/30 - dues mailed in
Ending Balance for January:	\$5,051.62

Note: Total Earmarked for Young Eagles = \$200.00

Dues for 2023 will be \$35.00 and payments may be paid in person at a meeting or sent to the following address:

Aimee Pereira
107 Timberlake Ct
Summerville, SC 29485

If you are not sure if your dues are paid for 2022 or have any questions, I can be reached via email at:
caa477.treasurer@gmail.com.