

The FlyPaper

February 2024

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



Words From the President

This month will be our first Young Eagles rally for 2024, on February 17th. Hopefully, we have a nice day for it. At our last meeting, Liz Birch talked about her experiences going through first officer training in Denver with her airline. It was quite interesting in hearing about what goes on behind-the-scenes for us folk who normally just fly in the back of an airliner. With the major and regional airlines hiring so many pilots, the training can't afford to cut corners and it sounds like they're doing a good job of producing very qualified aircrews.

The chapter has voted to increase the flight training scholarship we offer to \$1,000. If you have any questions, ask Dow Sanderson. The chapter also voted to change the meeting time on Saturdays to 10:30 AM. This will allow the chapter to fly young eagles earlier in the morning before the meeting starts in future months. We will try it and see how it goes, but it should work out well. Liz has updated the chapter's website, and it looks good. I need to add some project photos to it and the same goes to anyone else working on projects. Thanks, Liz.

This month Kris Siuba, a distributor of Ekolot Light Sport Aircraft, will be talking about his company and its aircraft. They have some neat looking aircraft, and it will be interesting to hear about them from Kris. I've been making progress on my RV-8A, and just about have the elevator and rudder throws down to perfect. Back in December, I took it off the rotisserie and put it on some wood stands. Then later in the month, I put the fuselage up on jacks to make a little higher to work on the tail. Now it's off the jacks and back on the wood stands so it'll support my weight when I crawl back in a fuselage to work on the static system, elevator push rod and some avionics shelves. It's getting there.

We hope to see everyone at the meeting and the Young Eagles rally.

Keep the blue side up,

Stay safe, John



John Stoll
President EAA 477



Upcoming Events

EAA477 Chapter meeting

The February meeting will be held at the Walterboro airport conference room at 10:30 AM. Speaker will be Kris Siuba

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

As previously discussed, Young Eagle Rally dates have been selected and added to the chapter website calendar. The schedule is as follows: February 17th, April 13th, June 8th, September 28th, and November 9th. Some of these rally dates coincide with our monthly chapter meetings. On these days, we will plan to fly young eagles in the morning and then commence the regular meeting starting at 10:30am. The rally in September will be a larger rally that we hope to publicize to a wider audience and attract more kids and organizations to attend (more details to come in the coming months). As the registration opens for each event, a link will be provided on each event within the calendar.

Now that we have a better set schedule for rallies this year, we should be able to better prepare for each event by ensuring we have the correct number of volunteers and fun activities for kids to do while they wait for their turn to go up for a flight. In this new year, we plan to partner with the Tuskegee Airmen, and potentially more organizations, for our rallies moving forward. With the support of these other amazing groups, we hope to further inspire future aviators to gain interest in aviation.

Our first rally for the year includes a small group of Boy Scouts. This rally is scheduled for Saturday, February 17th and we currently have 14 kids that have pre-registered for the event. Volunteers, we will begin setup around 9am, pilot briefing will be at 9:30am, and flights will start going closer to 10am.

Liz Birch

YE Coordinator

217-706-0148

lizbirch2331@gmail.com

Aviation Scholarship Program

Dow Sanderson

Scholarship Update

I am so grateful for the Chapter's vote at the January meeting to increase our local scholarship amount to \$1000.00. Those of us of a certain age will remember what hourly rental costs were when we were student pilots and stand amazed that an hour wet in a legacy 172 is now \$185.00! So, our increased giving will certainly be appreciated by whomever is chosen in this year's process. I have received one application from a young man working with an instructor from CHS Flight School. Hopefully others will follow. The deadline for submissions in February 28. And keep your fingers crossed that this is the year the Ray Foundation will say "yes" to Chapter 477!

Dow Sanderson,

Scholarship Chair

January Meeting Summary

Glen Phelps

Please make sure you have read the Presidents report and Young Eagles report. They really summarize the major part of the discussion at the meeting.

Following the meeting, we were allowed to eat pizza in the conference room, since it was very cold outside! That was a real blessing and we thank Roger Medlin for allowing us to do that.

I would like to point out that the speakers for the April meeting will hopefully be two former “Young Eagles” that have worked hard after that “first” ride and are nearing their dream in aviation. While this is not confirmed yet, it looks like a go. Perhaps it can be confirmed before our next meeting.

There will be a Young Eagles event before the meeting in April, and it would be a perfect time for those taking their flights to hear from a couple of men that have worked hard to succeed in their path of flight.

Aviation Safety and Upcoming Events

Ron Malec

Aviation Safety News and Updates – February 2024

As a subscriber to the FAA Safety Team, Aviation Safety Magazine, and the NASA Aviation Reporting System ‘CALLBACK’ Newsletters, I will share Information and Updates that I believe will be beneficial to all members.

General Information

1) **Runway Excursions** – *CALLBACK from NASA’s Aviation Safety Reporting System (ASRS) – Nov 2023*

A Runway Excursion (RE) is a veer off or overrun from the runway surface (ICAO). In layman’s terms, an RE occurs when an aircraft departs the runway in use via the runway end or edge, and it may be intentional or unintentional. RE events typically occur during landings or rejected takeoffs when aircraft are unable to stop by the runway’s end, or when aircraft landing or taking off inappropriately depart a side of the intended runway.

Contributing factors stem from many sources, including weather, airport conditions, flawed techniques, disregard for procedures, mechanical failure, human factors, and more. Consequences range from none to damaged aircraft, other vehicles, or property up through personal injury or death.

From the November 23 issue of CALLBACK, I am sharing two reported incidents of runway excursions that were potentially catastrophic. Contributing factors may appear familiar, but sage wisdom can be gained as valuable lessons are revealed or revisited.

Part 91 – Foot Stomper

This Twin Comanche student was caught in a situation that had potential for injury and disaster. Fortunately, damage was minor, and the student learned some important lessons.

■ *During the ground-roll braking after a successful southeast landing, the student pilot’s foot and shoe became lodged in the right rudder/brake pedal assembly. While attempting to dislodge his right shoe from the rudder/brake pedal via negative back-pressure, the left pedal was either inadvertently pressed or forced forward due to negative back-pressure on the right pedal. This left pedal drive forced the airplane to veer off the left side of the runway...onto the taxiway.... The veer increased and caused the airplane to spin 180 degrees off the south side of the taxiway into the gravel. Upon crossing the taxiway into the gravel, the right propeller struck a taxiway/runway light, destroying the light and minorly damaging the propeller. **Lessons learned:** Identify stuck controls as early as possible. Ensure both sets of rudder pedals have braking capability. Ensure all pilots are familiar with potential control interferences or catches. Never force braking. If a pilot notices something is stuck, maintain runway alignment and roll out as far as needed.*

Part 91 – Communication, Command, and Control

An unsuspecting Cherokee pilot experienced a dangerous control issue during the landing rollout. A classic, but preventable human factor contributed to the circumstances.

■ *I was the pilot flying (sole manipulator of the controls) in the left seat. In the right seat was the acting Pilot in Command (PIC), as I was not current for passengers. I kept a slightly higher airspeed on short final due to wind conditions. Upon landing in winds that, at the surface, were reported as 12 knots, gusting to 17 with a 10-degree right crosswind, I found the aircraft to be difficult to control. It swerved a bit left and right. As I attempted to gain control, I found it nearly impossible to add left rudder when needed. Then, suddenly, the left rudder freed itself, and the plane swerved severely left, entering the grass momentarily before I turned back onto the runway. No damage was done. The acting PIC asked me, “What do you suppose happened there?” I answered that I believed we were both on the rudder pedals. He replied that he did, in fact, have right rudder applied. I suspect when he released right rudder pressure, the left rudder became free, and since I was applying significant pressure on it, this caused the [excursion].*

I had [briefed] with the PIC before the flight, indicating if he said, “My controls,” that I would relinquish them immediately. However, he had not indicated to me that he was planning to use the rudder during our landing, nor did he inform me he was on the rudder. I have learned that if I have an acting PIC with me and I am the pilot flying, I must be more specific about communication and use of the controls.

FAA Announces Chart Data Change for Flights Outside U.S. Airspace

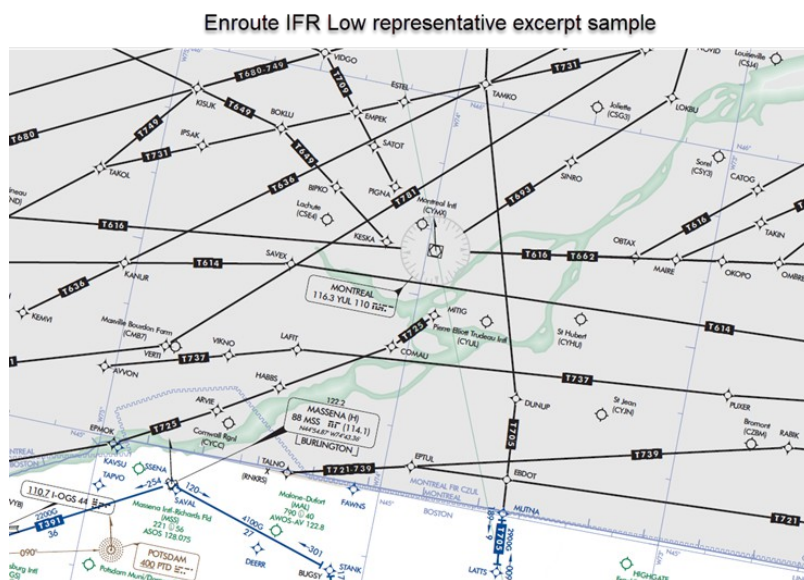
Notice Number: NOTC3038

Beginning June 15 the FAA is changing how foreign aeronautical data is represented on instrument flight rules enroute charts for low and high-altitude flights (see Charting Change Notice [here](#)). Refer to charts from host countries for situational awareness for detailed and accurate non-U.S. data.

U.S. IFR Enroute Charts will join the FAA’s visual charting products by emphasizing the transition point beyond U.S. controlled airspace where aviators will then consult charting products of other nations or third-party providers.

The FAA does not reliably receive foreign data with sufficient lead times to produce the foreign areas of FAA charts with the same robust, for navigation, content as within U.S. airspace. Additionally, foreign aeronautical information is not supported by the U.S. NOTAM System.

The FAA charts will continue to provide aeronautical information for orientation and transition to the appropriate non-U.S. aeronautical information publications. Learn more [here](#). See the sample chart below



For aeronautical data or charting inquiries, visit the [Aeronautical Information Portal](#)

EAA Webinars - Nothing to Report

Airshow and Fly-in Schedule

2) 2024 Airshows / Fly-ins

- 03-Feb-2024 – Chili Chilly Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC
- 05-07 Apr 2024 - Uncle John's Fly-In, Triple Tree Aerodrome (SC00), Woodruff, SC
- 09-14 Apr 2024 – Sun 'n Fun Aerospace Expo, Lakeland Linder Regional Airport (KLAL)
- 20-21 Apr 2024 - JB Charleston Airshow 2024, Joint Base Charleston (KCHS), Charleston, SC
- 23-29 Sep 2024 - 17th Annual Triple Tree Fly-In, Triple Tree Aerodrome (SC00), Woodruff, SC

Photos

- 3) None at this time

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

Treasurer's Report

Aimee Pereira

(Members: Please note there was a typo in the October newsletter that had the ending balance as \$4,791.98 instead of \$4,721.98).

Beginning Balance for November:	\$4,864.98	
Expenses	\$422.00	#1096, to Glen Phelps, Chapter Renewal fee
Deposits:	\$220.00	Members Dues
	\$ 35.00	Tip Jar
Ending Balance for November:	\$5,119.98	

Note: Total Earmarked for Young Eagles = \$200.00

Dues for 2024 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: aaa477.treasurer@gmail.com.