



## Words From the President

One month of 2025 is finished already! As you probably heard, we are going to slide back this month's meeting one week, to Feb 15<sup>th</sup>. It wasn't going to work out flying Young Eagles before the meeting on the 8<sup>th</sup>, we changed the meeting date. Liz won't be there to run the YE flights, but Aimee agreed to step up and run it for us. Let's hope for nice weather.

I have Doug Rupp of Swamp Fox Avionics lined up to give us a short brief on the state of aircraft avionics at the meeting. He'll be arriving towards the last part of our meeting. After we fly the Young Eagles on the meeting on the 15th, I'd like us to talk about the scholarship program before Doug gets there.

Keep in mind we will be conducting Young Eagle flights for the Edisto HS AFJROTC on Feb 27 at Walterboro.

Last month, I gave a presentation about how I botched up my engine mount holes on my project RV-8A. Well, I was able to get a welder to come out and plug up the two holes. It worked out fine. He did an excellent job, first welding the aluminum plugs to the engine side of the firewall and then steel on the cockpit side. I drilled the two holes as per the directions and all is well. Glen will have pictures below. Hope to see you at the meeting.

John



John Stoll  
President EAA 47



## Upcoming Events

### EAA477 Chapter meeting

The next chapter meeting will be held on February 15th in the Lowcountry Regional airport conference room starting at 10:30 AM. Please note that there will be a Young Eagles event at 8:30 AM and that this is the third Saturday of the month.

### 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*

Hope everyone enjoyed their snow days in January, now on to warmer weather! Our next young eagles rally is set for Saturday, February 15<sup>th</sup> in Walterboro. Volunteers, please arrive at 8 as flying will start promptly at 8:30am. Unfortunately, I will be on a work trip so I will be unable to help run this event in person, but Aimee will be there and is in charge. This will be our first rally using EAAs new registration website. As of now, we currently have 9 kids registered and 3 pilots available. Please let me know if you can help volunteer on the ground or in the air. We have moved our monthly meeting to be after this rally, so that will start at 10:30am.

The next rally after that is Thursday, February 27<sup>th</sup> in Walterboro with flying starting at 9am for a group of Edisto High School Air Force JROTC kids. If you are able to help with this mid-week rally, please reach out to our president John as he is in charge of this event.

Liz Birch

YE Coordinator

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## **Aviation Scholarship Program**

*Dow Sanderson*

Dear Friends,

Now that February has arrived, I am eagerly awaiting the arrival of the email from Chris Gaugher. Chris heads the Ray Foundation Scholarship program for EAA. Hopefully, we will again hear the same news that we received last year. Fingers crossed!

We have received a request for an application from a Civil Air Patrol young person, and we also have two "in house" prospective scholars as well. I look forward to our in person meeting in February, and to the opportunity to explore a few options I have in mind. Glad the snow has melted, and we can all get back up in the air.

Blue Skies

Dow

## **January Meeting Summary**

*Glen Phelps*

As John briefly mentioned in his report, he gave a great presentation regarding one of his involved "errors" and the fix it took to rectify the issue.

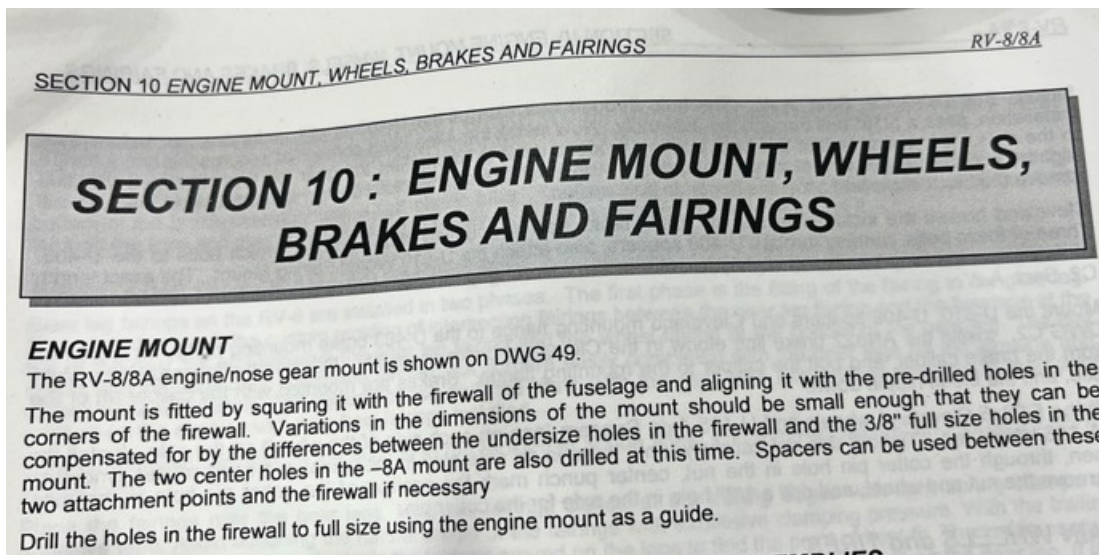
As he progressed in the build of his RV-8A, it was time to get the motor mount installed to the fire wall. This sounds simple enough, but it can be challenging. There are some pictures of the mount on the firewall, so all you have to do is "drill the holes". This shows the mount on the firewall.



With the mount in place, the holes marked, the drilling takes place. So far so good. But, when the mount is again put in place, the lower holes don't line up as this photo shows. Close, but no cigar.....



As many of us that have constructed a EAB aircraft find, sometimes you have to read the directions a few times to ensure you have really



Oh, rats, that line that says, “Drill the holes in the firewall to full size using the engine mount as a guide”, is important! Just don't rely on marking them, even if you do it real carefully!

So, now to backup and figure out how to recover.....

So, as John explained, he decided to fill the holes by welding and then re-drill them. This involved “cleaning up the metal and removing the paint” before welding could proceed as shown below.



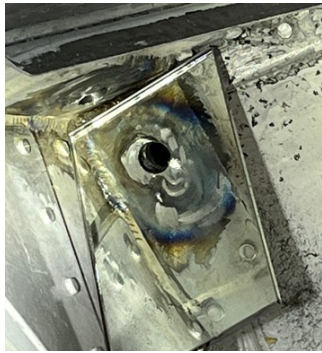
Cleaned up and ready for welding



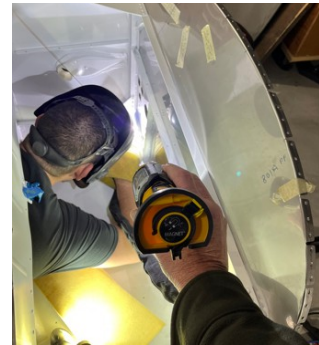
Steel side welded



Aluminum side welded



Hole redrilled



Expert welder

There is one thing I am sure of, he would not have wanted me to weld this for re-drilling!

Thanks John, it was a great presentation. And, as always, I have captured the highlights of this presentation, and encourage all of you that could not make to the meeting to make it to the next one so that you can get all of the details, and have to put up with my brief summaries.....

### ***Special Report: There is a Warbird in our Midst*** ***Glen Phelps***

This is a brief rendition of an article in the January/February 2025 issue of EAA's Warbirds publication. I have received permission to reproduce some of the article for our members to enjoy. I would encourage all to find a copy of the January/February issue of EAA Warbirds to see the article.

The story starts with Donald Duck, (who is now member EAA 43797), whose father took him to Elkhart, Indiana for in the middle 1940s. Like many can relate to, he bitten by the flying bug! By the time he was junior in high-school, he started taking flying lessons. By the mid1950s after saving enough money he got his license and a short time later enlisted in the Air Force's aviation cadet program. During this time he flew the T-34, T-37 and the T-33. Unfortunately, the Air Force didn't need a lot of the pilots at the time, and out of a class of 400, only about 60 or 70 were kept, Donald being eliminated with only a week to go to finish.

When you have the “flying bug”, there is no medication that can cure you of it! So in 1960 he purchased a Piper J-3F-65, serial number 3991, which he flew for 10 or 12 years before it needed to recovered. As he said, he put it the hanger, expecting that it might take a couple of years to get done. I think we know a lot of people that could relate to “I'll get it done in short order”, I know I can.

Well, about a year after he said he was going to get the fabric work done, and with one wing not even ready, some guy comes by with a Piper Vagabond, a PA-17. Donald bought it and put the Cub back into the hanger.

Now, the article used the word, “A flock of ducks”, so I will use it here.

Scott, (EAA member) got a chance to fly in the Cub just before it went into the hanger for the “five year recovering”. He has stayed involved in flying and aviation and became a professional air boss 25 years ago.

Craig, (EAA lifetime/Warbirds member) soloed when he was just 16. He crewed on different warbirds until he enlisted in the Navy, which put his plans to be a pilot on hold. Since that time he has earned his private pilot's license and tailwheel endorsement. He never had the chance to fly his dad's cub since it had been in storage.

The Cub sat in “storage” for 30 years. That is when the “aviation community” recognized a chance to pick up a project. Over the next few years, work began, but slowly. Then the whole family started spending time on the project whenever they could. Then, after decades, the Cub took to the air with Scott at the controls. It was the week before AirVenture 2023.

As for the Cub, the family did a lot of research in the history of this particular bird. With the history of the Cub, they were able to establish it as being the family of Warbirds! Not only that, but it was restored as a Navy heritage. It is now in NE-1 blue camo. It had taken 50 years to complete the work, but was done correctly and something all can be proud of.

The plan going forward is to keep it in the family, and between the two brothers, they will share time/ownership of the Cub and the Vagabond. Matter of fact, I understand it will reside in Walterboro in the not too distant future.

What follows are a few of the many photos that have been shared with me.

The Cub at AirVenture



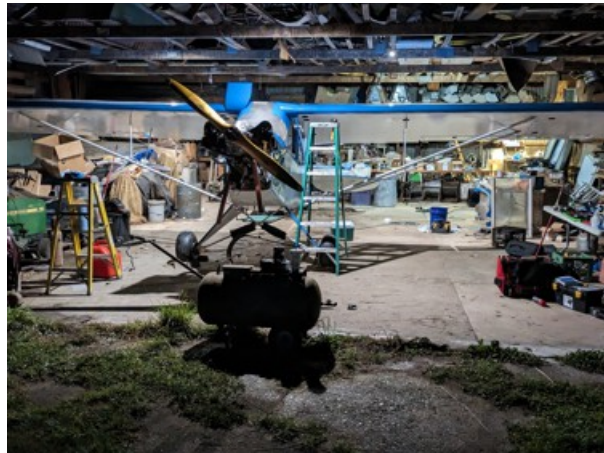
This shows the Cub with a genuine WWII engine cover.



Basking in the evening  
sunlight



Proof that work like this has to  
long into the night.



We could say that  
this is proof that  
the Cub flies.



# Aviation Safety and Upcoming Events

Ron Malec

## Aviation Safety News and Updates – January 2025

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) **Everyday Heroes** – December 2024, NASA Aviation Reporting System 'CALLBACK' Newsletter

Aviation heroes can be found in every aviation working group. Most, however, may seldom experience a situation that taxes their ultimate capability. Whether aviation is a vocation or avocation and you are a professional or enthusiast, excellence, dedication, exceptional performance, and professionalism are often exhibited during flight operations. Heroes are made the instant one reaches deeper into oneself than previously done or thought possible to unleash superior performance and professional grit needed in the moment.

With this issue, ASRS offers a group of reports that extol excellence, exceptional performance, and professionalism. Characters may not appear like supermen or wonder women, and heroes may be unsung, but their actions and accomplishments do stand out. They are the devoted aviation professionals and enthusiasts who continually train for the worst and hope for the best, day in and day out. Recognize the heroes and enjoy their stories as aviation devotees practicing their craft, which sometimes demands six-sigma performance. Then rhetorically ask yourself, "If that caliber of performance is what we all aspire to and train for, what is really average about aviation?" [Notes: ■ Indicates an ASRS report narrative [ ] Indicates clarification made by ASRS]

#### Part 91 – Mechanically Speaking

This FBO repair facility Aviation Maintenance Technician reported a serious safety issue. The investigation and level of concern clearly indicate superior professional dedication to the safety of flight and aviation itself.

*AMENDED: The mission of ASRS is to de-identify and disseminate safety reports to the proper authorities who can investigate and determine if an action is warranted. In this case, after publication of the December 2024 CALLBACK, the fuel producer contacted us stating that they disagreed with the accuracy of the report and believed the fuel used by the reporter was not UL94. They stated that "UL94 has the same hydrocarbon chemistry as 100LL (absent tetraethyllead) and accordingly ASTM results show the fuel does not react to cadmium plated metals. ASTM requires every batch of UL94 to report a (more prone to react) copper strip corrosion test result - confirming there is no adverse reaction of UL94 to metals."*

■ Increased frequency of maintenance [is] required on carburetors and fuel injector systems due to suspected cadmium particulate matter being found in float bowls, fuel injector nozzles, fuel screens, and fuel jets. This impacts fuel flow and metering, impacting engine performance due to restriction of fuel flow. This phenomenon was observed on aircraft during unscheduled maintenance due to complaints of loss of power and also during routine scheduled maintenance. Particulate accumulation [was] also found in check valves, auxiliary fuel pumps and mechanical engine pumps. Clumps and screen obstruction [were] observed. This has been observed over the past four months, since aircraft started using Unleaded 94 Octane (UL94). The exact source of the cadmium is not definitively determined at this time. We suspect the cadmium is held in suspension in the fuel, and in addition to accumulating and clogging the fuel system, some particles are entering the combustion chamber with unknown impacts on cylinders, valves, and exhaust systems. A simple experiment was conducted. Aviation cadmium bolts were placed in (100 Octane Low Lead) 100LL and UL94 for a few hours. The bolts in 100LL remained intact with no change. The bolts in UL94 showed flaking with particles suspended in the fuel, sparkling. Cleaning of all fuel parts in the fuel systems clears the problem, but it reappears. We are concerned since we have limited experience with UL94 and have not seen anything like this in our careers, which total over 50 years together as A&P and IA [Inspection Authority Mechanics].

#### Part 121 – Through the Controller's Eyes

A Nashville (BNA) TRACON Controller relates a few moments in the life of a professional Air Traffic Controller. Ensuring safety and separation, constant vigilance and split-second decision-making likely averted a midair collision.

■ A non-participating, non-ADS-B, 1200 VFR code [aircraft] was observed violating the Class C airspace at 3,500 feet. The aircraft proceeded toward the final approach course for Runway 20L, where six aircraft were being sequenced onto final. The nonparticipating aircraft appeared to remain at 3,500 feet, so I descended all aircraft into BNA to 2,500 feet in order to go underneath the VFR traffic that was heading toward a 12-mile final. Aircraft X was on a 12-mile final when that VFR traffic was overflying, northwest bound, and starting to descend. I called traffic, and

Aircraft X had the traffic in sight. I then called traffic to the preceding Aircraft Y and told them to expedite their descent to 2,500 feet. At that time, the VFR target started descending quickly and turning directly up the final for Runway 20L, head on to Aircraft Y. I then issued a traffic alert, probably the best one you will ever hear in your life, and told Aircraft Y to stop their descent and to turn to heading 110 immediately. I did not cancel their approach clearance because I felt the traffic alert and avoiding a head on collision in 10 seconds was slightly more important. I then told the preceding traffic to Aircraft Y, [which was] Aircraft Z, to turn and stop their descent to avoid the VFR traffic and keep the sequence. No RAs and no deaths were reported.

Expand the Class C and start working on finding the non-ADS-B aircraft that violated the Class C. Although the aircraft violated the Class C, the almost near midair occurred outside the Class C.

### Airshow and Fly-in Schedule

#### 2) **2025 Airshows / Fly-ins** ([Airshow / Fly-in Web Links](#))

- **29 Mar 2025** – Uncle John's Fly-In, Triple Tree Aerodrome (SC00), Woodruff, SC - [Uncle John's Fly-In - Triple Tree Aerodrome](#)
- **01-06 Apr 2025** – Sun-N-Fun Aero Expo, Lakeland-Linder International Airport (KLAL), Lakeland, FL (Blue Angels) - [SUN 'n FUN Aerospace Expo - Lakeland, FL](#)
- **12-13 Apr 2025** – MCAS Beaufort Airshow 2025, MCAS Beaufort (KNBC) Beaufort, SC (Blue Angels) – **NOTE:** FREE General Admission Tickets are **REQUIRED** for entry. Ticket sales open 01 Dec 2024 - [Beaufort Airshow](#)
- **26-27 Apr 2025** – Augusta Airshow, Augusta Regional Airport (KAGS), Augusta, GA (Blue Angels) – [Augusta Air Show - April 26-27, 2025](#)
- **01-04 May 2025** – Carolina Virginia Antique Aircraft Foundation (CVAAF) Spring Fly-in, Woodward Field Airport (KCDN), Camden, SC
- **06-07 Sep 2025** – Sky High Aerospace Expo and Fly-in, Laurinburg-Maxton Airport (KMEB), Maxton, NC – [Sky High Aerospace Expo and Fly-in](#)
- **22-28 Sep 2025** – Triple Tree Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC - [Triple Tree Fly-In - Triple Tree Aerodrome](#)

### Photos

- 3) No Photos this month

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

## ***Newsletter Special Addition***

*Glen Phelps*

I have copied a page from the latest edition of Sport Aviation magazine. The reason for doing so, is because this your person lives “just across the river” from Charleston. To me it exemplifies the love of aviation. I also have to admit that I am jealous that we didn't have things like this when I was growing up.

See the next page:

# Alina Scott, 15, Returns to EAA AirVenture

BY ABIGAIL OLENICZAK, EAA 1157455



**ALINA SCOTT IS A 15-YEAR-OLD** who is chasing her dreams with hopes to inspire other youths. After flying into EAA AirVenture Oshkosh solo in 2023, she returned in 2024 to speak about her experiences at two forums.

Alina, of Mount Pleasant, South Carolina, grew up surrounded by an aviation family and has attended EAA AirVenture Oshkosh her whole life. She currently has more than 110 hours logged and hopes to one day be a fighter pilot.

Alina said her dad, William, was and still is a huge supporter. He encouraged her to learn to fly powered paragliders before fixed-wing flying.

After months of practice in open fields, running with the paraglider engine strapped onto her back, she accomplished the foundation needed to move ahead, she said.

Alina said this strengthened her knowledge of flight and the basics.

In March 2023, her dad helped her purchase the Aerolite 103 ultralight and flight training in a fixed-wing aircraft began. She said learning to fly this ultralight at different altitudes helped her become more comfortable with the aircraft.

Two months and roughly 60 takeoffs and landings later, she was ready to conquer various flying skills. With the help of her father, Alina learned and practiced using different navigation systems, communications, and approaches.

Alina's adventure to AirVenture 2023 took six days and 42 stops at multiple airports along the way. Alina said her dad was her "pit crew" on the ground.

William followed her flight route via roads and was there for her at each airport to refuel her aircraft.

She hopes that her experiences inspire other youths to want to fly. "First you have to actually want to be a pilot," Alina said. "It's not just riding a bicycle where you can fall off and get right back up. You have to make decisions and think for yourself while flying."

The biggest challenge through her flying journey so far was learning to be independent at such a young age.

"Transitioning from being dependent on others to dealing with problems on my own ... was a challenge," she said.

Alina is involved in the Civil Air Patrol and plans to join ROTC soon. She also hopes to earn her private pilot certificate, as well as glider, rotorcraft, and multi-engine ratings.

PHOTOGRAPHY BY ABIGAIL OLENICZAK

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