

# The FlyPaper

March 2023

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



## Words From the President

So, here we are, the beginning of March, but the weather is more like May. Hopefully, we have a few more cool days, as I have some yardwork that I haven't yet started.

This month's meeting should be a good one, as we're having a chapter outing to the Eighth Air Force Museum, near Savannah in place of an official meeting. I've been there once before, about three or four years ago, and it was interesting the way they set up the exhibits. They made them as if you were there, back in time during World War II. There is even an old English chapel in a garden outside. They also have some modern-day aircraft that were used by follow on units that had Eighth Air Force heritage. If I remember correctly, they even have a Russian MiG-21. It should be a good time.

I would like to thank Dow Sanderson for all his time and effort in running our scholarship committee this year. Although we only had four candidates, the young woman who was selected is in the local area, is already taking flying lessons in the Charleston area, and just graduated high school last year with a 4.0 average. She's held off starting in college this past fall so she can earn her CFI license and later instruct while she is attending college. That's a very gutsy call for a young lady just out of high school. I know if I told my parents I was going to do that instead of going to college, they would've looked at me as if I lost all my common sense. Abigail, good luck in your flying endeavors!

Stay safe, John



John Stoll  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

There will NOT be a formal March meeting, rather we will gather at 9:00 AM at the Walterboro airport March 11th for a field trip to the Mighty 8th Air-force museum in Pooler GA

### 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*

I would like to start out by apologizing for my lack of availability and communication lately, things have been crazy in my life over the last few months.

I am still waiting to hear back from the Waltherboro airport manager about hosting another public rally this spring. As we are running behind schedule with that, this spring's rally will likely be similar to the one we had in the fall where we focused on just getting the kids flying. With this, we will now be looking to this upcoming fall to do a large public rally with vendors and displays; I will keep updating the website and newsletter as information develops.

I'm happy to announce that we have earned \$530 in young eagle credits for all the kids we were able to fly last year. I am open to suggestions from people if they have ideas on how we can spend this money towards improving our young eagle program.

As always, feel free to reach out to me if you are interested in volunteering or wanting to inquire about the program.

Liz Birch  
YE Coordinator  
217-706-0148  
[lizbirch2331@gmail.com](mailto:lizbirch2331@gmail.com)

## **Aviation Scholarship Program**

*Dow Sanderson*

I am very happy to report that Chapter 477 has selected Abigail Weiland as our 2023 \$500 Chapter Scholarship recipient. Abigail is 19 years old. She has completed her solos at Craft and is well on her way to her check ride. She scored a 92 on her FAA written exam and graduated High School with a perfect 4.0 grade average.

Upon completing her PPL, she hopes to major in Aviation at Charleston Southern, with a goal of flying for the airlines. I hope we will all be able to meet her at a chapter meeting soon. I am so pleased that EAA 477 has an ongoing role in assisting young women and men in their aviation pursuits!

Blue Skies,

Dow Sanderson,  
Scholarship Chair

## **January Meeting Summary**

*Glen Phelps*

All members were encouraged to look at articles in their Sport Aviation magazine that contain video content. This is a way they can get some real good additional information. One such example is the story in the last edition regarding "The Wave Rider", a sailplane soaring to the stratosphere. This article was on page 62 of the February edition.

But, if you go to the digital edition, you can see a great YouTube presentation of this aircraft. This is a link to that video: <https://www.youtube.com/watch?v=FSy3GhdtZ68> As it turns out, many of our members at the meeting do occasionally go to the [eaa.org](http://eaa.org) site to access such information. If you haven't, take the time to check it out.

I just happened to bump into a person at the barbershop and he turns out to be a flight instructor with CHS. But, he is not a member of EAA. I used this “carrot” to encourage him to become a member and to check out the various information he can get from the website.

Dow Sanderson gave a short update on candidates for our \$500 dollar chapter scholarship. We have up to four persons that may be considered. That information will begin to solidify over the next few weeks, and hopefully we will be able to identify the recipient.

Discussion continued with future meeting subjects, in a “brainstorming” setting. These will be taken into consideration for the future meetings.

During the meeting, John suggested that we make a field trip to the 8<sup>th</sup> Airforce Museum in Pooler GA, just outside Savannah GA. After some discussion, it was decided to take the trip on March 11<sup>th</sup> in lieu of our regular chapter meeting. Most of you are aware of that by now as we have been actively promoting the trip. We have a pretty good group going and hope more will come along.

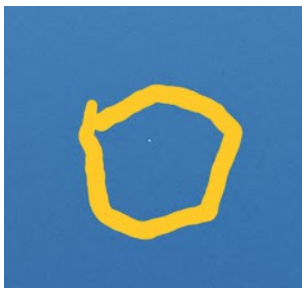
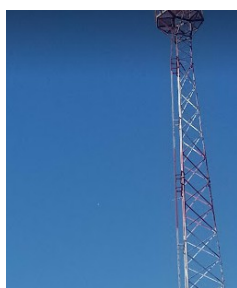
Following the meeting, we adjourned to hanger #25 for our “signature” sloppy joes, chips and drinks. The sloppy joes must have been good, it all disappeared!

## *TRIP REPORT – Florence Air Traffic Control*

*John Stoll*

The first Saturday in February, Glen , John Richards and myself drove up to the Florence airport to meet with the Hartsville chapter for the tour of the air traffic control facilities located there. Our host chapter did a swell job in accommodating us, even though they had a few of their chapter members out sick that day. One of their chapter members was a retired FAA controller, and I believe two of the controllers working that day were Hartsville chapter members.

They gathered us all together in a briefing room and explained what we were going to be seeing that day and then broke us up in the three different groups. One group would be touring the tower, while another would be touring, the radar room, and another would be getting an overall view of daily operations. At the time of our initial brief with them, they were telling us that the Chinese balloon was over Charlotte and heading our way. After we finished our tour, they told us the Chinese blue was outside overhead. So, we all went outside, and sure enough we saw the Chinese balloon heading toward the ocean. Little did we know that a few hours later it would be shot down. Here are two photos of the “Chinese balloon”, and it was MUCH easier to see with the eye.



One thing that some of us noticed during the tour was the lack of dress code for controllers. Things are very lax, and it appears they can wear whatever they want. It’s a laid-back airfield, and it appears that Florence is probably going to lose both of the two daily commercial flights. They said within the next few years, all the federal employees will be transferred to Charleston and the tower will be run by contract controllers. All radar activity for the area around Florence will be controlled out of Charleston.

They also told us that they will be getting a new control tower. The new tower will be in a better location on the field and it will probably be 60 feet taller. It’s amazing work what they do, especially when they get busy. The area they control bumps up to the Shaw Air Force Base airspace and the Myrtle Beach airspace.

Lest we forget, the nature of air traffic control is critical to aviation safety. Consider the recent problem in Austin described in this article: <https://www.avweb.com/multimedia/best-of-the-web-an-engaged-crew-avoided-disaster-at-austin/?MailingID=1221> And there have been a few other incidents following this one.

After the tour, they provided sandwiches for us in the terminal, which was totally empty. It was weird to see an airline terminal in the middle of the day without one person walking around inside it.

Following our lunch, the three of us drove up to Buc--ees, which was the next exit north on I-95. I told my bride I'd bring her back some cinnamon pecans and some of their barbecue. It's a very organized business, and I still can't get over all the gas pumps they had outside.

As we were leaving Buckys, we looked up in the sky again saw the Chinese balloon. The time was about 1:30 and I believe they shot the Chinese balloon down around 2:20 or so. We were probably one of the last people to see the balloon flying. It was amazing that we could still see the balloon from Florence as it was floating near Myrtle Beach. Overall was a good trip and it was nice to meet the other chapter's members.

## **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**

- **Safety is No Accident** – by *Susan K. Parson, FAA Safety Briefing Magazine Editor*

You've probably heard the "safety is no accident" reminder in various parts of your life. Indeed, safety does not happen accidentally. It requires a level of thinking, planning, and acting that we often describe as "aeronautical decision-making" or "risk management." Consider also that safety is not so much a state of being as it is a matter of doing the right things to create — and maintain! — safe operations. In the article "[Safety is No Accident](#)," we learn how integrating a personal safety management system (SMS) can help you better manage risk and be a safer pilot.

- **Risk Management and Mitigation**

In the February issue of *The FlyPaper*; I introduced Risk Management from the article *Practical Ways to Practice Risk Management* by Susan K. Parson, FAA Safety Briefing Magazine Editor. This month I am going to cover Risk Management and Mitigation from reports of four (4) incidents where crewmembers encountered hazards and had opportunity to mitigate associated risks. Note judgments, actions, and suggestions, and assess effectiveness for future prevention as printed in the November 2022 issue of *CALLBACK* from NASA's Aviation Safety Reporting System.

#### **Assessing New Risk**

This proactive small aircraft pilot took action to mitigate risk following an incident during a local evaluation flight.

- I was conducting a right base to a new private airport level at approximately 500 feet AGL in order to evaluate appropriate traffic flow for the landing site. ZZZ is awaiting final activation in the Airport Data and Information Portal (ADIP)...system. While in my right turn, a local property owner was conducting legal drone operations. There was not a collision hazard, but the potential for such an event was identified by the drone operator. After engagement with the operator, I agreed to adjust the pattern corridor to avoid overflight of the area of concern at low altitude. Prior to further low altitude flight...in the immediate vicinity of ZZZ, I will await final FAA activation of the landing site. I will also engage the immediate community to inform them of flight operations and solicit any additional safety concerns. *It was a good learning experience on community engagement and...proactive...risk identification/mitigation.*

#### **A Split-Second Decision**

This Captain received a clearance that was issued during a critical phase of flight. An alternative suggestion and rationale are given as a lesser threat and as mitigation for the risk that the original clearance could have created.

■ It was a busy day at ZZZ, as was expected, with one runway and low ceilings and visibility. We were number one at the hold short [line] for [Runway] XXL on our side, with one GA aircraft on the other side and three aircraft on final. The Tower Controller seemed very hesitant to let aircraft takeoff in between arrivals. The GA aircraft was cleared into position and took off after the first arrival.... After the [third] aircraft landed, we were cleared into position and hold. I taxied into position and noted that the next arrival was at 1,500 feet on the TCAS, signaling to me that we had plenty of time. As the previous arrival cleared the runway, we were cleared for takeoff.... We advanced power and began the takeoff roll expeditiously. At around 100 knots, I heard the aircraft on approach say that they were going around because they were too fast on the approach. We continued our roll, and Tower said, "Aircraft X, cancel takeoff clearance." By this time, we were at 115 knots, with a V1 of 124. Dispatch had planned the flight with a braking action of 3 because of the wet runway. By the time the FO and I confirmed what was said, we were a few knots shy of V1.... I elected to continue the takeoff. We...climbed out, during which time Tower gave the aircraft behind us a climb and turn. When we were passing about 300 feet on the climbout, Tower told an aircraft (I'm not sure if it was us or the aircraft on the go-around) to level at 1,500 feet.... I asked the FO to confirm the call sign, but due to frequency congestion, we could not verify who the call was for, and we continued on the departure. We did not receive any TCAS advisories or warnings...and continued...uneventfully.... Tower did not say anything else to us and switched us to Departure as if nothing unusual had happened. *Tower Controllers need to understand the high threat risk of rejecting a takeoff at high speeds, particularly on a wet runway.* There was no need for us to reject the takeoff with plenty of spacing and a simple turn from the aircraft going around.

### A New Lease on Life

An experienced pilot's guard and discipline were relaxed during a flight. Results could have been much worse.

■ I was flying home from work, low level over pasture, and failed to see power lines. I did not see the lines until I hit them. There was minor damage to the aircraft, damage to the power lines, and a fire was started from the downed lines. I have no injuries of any kind. I fly this route almost daily, and I think that because it was so familiar, I became complacent in my awareness of power lines when flying low. It was a beautiful, clear day, and I was distracted by the scenery. *In the future, maintaining a higher altitude and being more alert of obstacles could eliminate the risk of this happening again.*

### Braking Bad

Routine hazards culminated in a ground conflict that ended worse than this B737 Captain expected. Self-assessment, contributing factors, and mitigating actions are provided.

■ We were cleared to taxi from [gate] 1 to [Runway] XXL via [taxiways] 2, 3 and 4. As we were joining 4, I noticed an aircraft facing the terminal at [gate] 2, which appeared to be just inside of the movement area line. I mistakenly assumed it was an aircraft that had just pushed and that he was waiting to taxi. My expectation bias was that he would not have been pushed deep enough to interfere with Taxiway 4. As we were NE bound on [Taxiway] 4, I steered the aircraft left of the taxiway centerline to give more clearance around the other aircraft. I asked the FO how we looked on wingtip clearance. The FO stated, "We are clear by 5 to 10 feet." As we were passing behind the aircraft, I felt that a main tire hit a pothole. As I asked what that was, I felt another bump. The FO stated, "Stop. Stop." I brought the aircraft to a stop, and the FO told me we struck the other aircraft. I would estimate we were at a speed of 7 to 8 knots when the contact occurred. We had begun our taxi on Number 2 Engine. I believe the second engine start was complete prior to contact. There was a typical level of chatter on Ground frequency, which was busy. After the contact, I stopped the aircraft on Taxiway 4 and set the parking brake. We reported the incident to Ground Control. While I made a PA to the cabin to remain seated, the FO notified Operations to coordinate a gate return and contact Maintenance. We returned to Gate 3 without further incident.

**Task Loading** - I did a poor job of managing task loading. ZZZ is very busy and congested on the ground. With multiple aircraft moving in a densely packed area, I should not have opted for a single engine taxi. This would have reduced the workload on both crew members and perhaps allowed for better situational awareness as we were moving toward the departure runway.

**Risk Management** - I did not properly balance the risk of aircraft contact with continuing on the taxiway. Had I stopped and waited on the other aircraft to move well clear of the taxiway, I would not have assumed that unnecessary risk. This also relates to rushing and trying not to clog up a taxiway. I should have set the brakes and not moved forward until the aircraft in question was well clear.

### • Aviation Weather Handbook Updated

The FAA's updated Aviation Weather Handbook consolidates the weather information from several weather-related advisory circulars (AC) into one source document. These ACs include aviation weather, thunderstorms, clear air turbulence avoidance, aviation weather services, pilot windshear guide, and hazardous mountain winds.

The handbook is designed as a technical reference for all who operate in the national airspace system (NAS). Pilots, dispatchers, and operators will find this handbook a valuable resource for flight planning and decision-making, and a consolidated source of weather information. Download the *Aviation Weather Handbook* at [FAA-H-8083-28, Aviation Weather Handbook | Federal Aviation Administration](#) .

- **Next month: Slowing and Stopping...** planning to come to a stop after landing begins well before touching down

#### Airshow and Fly-in Schedule

- **2023 Airshows / Fly-ins**
  - **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** – 16<sup>th</sup> 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 February:	<b>\$5,051.62</b>
Expenses	\$2.00 1/31 Bank statement fee \$2.00 2/28 Bank statement fee I am researching again why we are being charged the statement fee since I verified just last month that we were enrolled in the e-statments.
Deposits:	\$33.00 2/28 funds collected at the February meeting
Ending Balance for January:	<b>\$5,080.62</b>

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: [ea477.treasurer@gmail.com](mailto:ea477.treasurer@gmail.com).