

# The FlyPaper

March 2024

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



## Words From the President

Our chapter had a very busy and exciting month for February. Doing our regular monthly meeting, Kris gave us an excellent presentation on the Ekolot light sport aircraft company, which he is a distributor for. The aircraft are made in Poland and are some very nice looking, well-built aircraft. I really liked the look of the high wing, two place, Topaz LSA. I think it is much more modern and streamlined than any current high wing, US made product. What was very interesting, was their single seater motorized glider, the Elf. That would work great for any type of aeroclub, as it is cheap to fly and has detachable wings.

The following weekend we had a Young Eagles rally and our super Young Eagle coordinator, Liz, did an outstanding job again in organizing it, and making sure it ran smoothly. She even got Zach, a friend of hers, to help with his six passenger Bonanza. Liz rented a Diamond D40, which made her a very busy person; both overseeing the whole process and flying Young Eagles. Aimee did another excellent job in assigning pilots and kids, keeping track of completion certificates, and having everyone assigned correctly. Without Aimee's presence, we would've been hurting. The weather at Summerville was not cooperating, so Blaine and his wife had to scrub their plan of flying their RV-7 to Walterboro, and they ended up driving. They were busy helping Glen and Dow wrangling children and adults, and making sure all the activity on the flight line was being conducted safely. Roger, Jeff, and I got two or three flights each flying the kids. The twenty-seven Young Eagles we flew were from a Boy Scout troop and were one of the best-behaved groups I've seen. I sure appreciate everyone's help and making this Young Eagles rally successful. Also, I received notice from EAA Young Eagles program in Oshkosh that we earned \$455 in YE credits. This means we are allotted that money to pay for supplies, equipment, etc. that would assist our Young Eagle program. Liz suggested some thick seat cushions for the smaller kids. I agree, that is a good idea. In the CAP, we use some thick boat cushions for the short cadets when they sit up front. Bring your suggestions and ideas to the table. Again, great job, folks!

We just learned that our chapter has been successful in being selected to award a Ray scholarship for up to \$12,000 of flight training for teenager to earn a private pilot license. This is outstanding! We owe Dow much credit for doing the paperwork, the write up, and research in making this happen. One of the things we must do is show support for the person that gets the scholarship. That means encouraging the teenager that gets the scholarship to stick with it, answer any questions or concerns they might have, and do a lot of mentoring and encouraging. Not many chapters are given this opportunity, so we have to stay on top of this to make sure our chapter succeeds and continues to be able to award this scholarship every year.

For our March meeting, I arranged for Bill Walsh, the chief meteorologist for Live5News in Charleston, to come out and give a presentation to our chapter. Bill started flying at 16 years old and earned his pilot's license at 18. He was a Navy officer, and then switched over to become an Air Force officer, and eventually retired as a lieutenant colonel in the Air Force Reserves. His background in the military included meteorology and public affairs. Besides being a member of the local media, he is an airshow announcer and is involved with some airshow acts. I heard him speak at my Civil Air Patrol meeting this week, and he has many interesting stories and is open to any type of question. He is very personable and like us, is interested and involved in aviation. So come on out and listen to his adventures and interesting experiences. I hope to see you all the next meeting. Stay safe out there.

John



John Stoll  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

The April 9th meeting will be at 10:30 AM at the Walterboro Regional Airport conference room. Bill Walsh will be our speaker.

### 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*

On Saturday, February 17<sup>th</sup> we provided 27 Young Eagle flights with the help of 5 pilots and 5 ground volunteers. A huge thank you to everyone that came out to help at the event. Our next rally is set for April 13<sup>th</sup> with volunteers arriving closer to 8am and the flying will start closer to 9am. As a reminder, this rally is taking place in the morning just prior to the start of our regular monthly chapter meetings (which now start at 10:30am). If you can help volunteer on the ground or in the air, please let me know and I will add you to my volunteer list.

On another note, we did receive an email from the EAA headquarters this week informing us of the total Young Eagle Credits that we earned for last years flying. We have a total of \$455 of credit to spend this year on our program. I am taking suggestions of ideas of how we would like to spend this money.

As always, feel free to reach out to me if you know of any individuals or groups that are interested in our program.

Liz Birch  
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## **Aviation Scholarship Program**

*Dow Sanderson*

### **CHAPTER 477 Awarded Ray Foundation Scholarship!**

Well, indeed, the third time is the charm! I was delighted to find the notification in my inbox Thursday evening that our Chapter has been selected for the Ray Scholarship in 2024. This is such welcome news, and will be, in the words of our Vice President Bill Grimes, life-altering for our recipient. We have received two applications thus far, both are students at CHS Flight School. Applications have been sent to all local Flight Schools, and John Stoll has also sent applications to local Civil Air Patrol Groups. The deadline for applications is Feb 29 (leap year adds a day of grace). I look forward to sharing more about this process at our next meeting. I will be participating in an EAA webinar this Wednesday to assist Scholarship Chairpersons through the process. Such a happy day for our Chapter!

I look forward to seeing you all in Walterboro soon!

Safe flying!

Dow Sanderson,  
Scholarship Chair

# February Meeting Summary

Glen Phelps

As John said in his remarks, we had a great February! First with our meeting, and then with the Young Eagles event the following weekend. All of this was at the Walterboro Regional Airport, and we need to thank the folks there for allowing us to use the conference room for our meetings and Young Eagles events; an outstanding place for our events.

Our meeting presentation was given by Kris Siuba, who resides in Summerville and is the principle distributor for aircraft models Topaz and Ekolot, manufactured in Krakow, Poland. And, yes, he DID fly one of these aircraft into and out of O'Hare International Airport! It was on his "bucket list" of things to do, and everything came together during the pandemic for it to happen. You had to be there to hear how all this happened!



His presentation covered MOSAIC and several aircraft along with pruljecdted uses in different configurations. Like most presentastions like this, it impossible to capture all of the details for the newsletter. So, for those that were not there, I'd suggest that you come to one of our meetings and meet Kris inperson. I did grab a couple of his slides from the Power Point presentation to wet you appetite....

WINGS SPAN 35.3' LENGTH 18.7' HEIGHT 7.5' WING AREA 109.8 sqft WING LOAD 8.4 Lbs/sqft

Stall airspeed flaps retracted 44 knots, flaps extended 37 knots, Climb rate 1575 ft/min, Cruising speed 107 knots power 75%

The JUNIOR is a versatile  
It can be fitted from Air plane, Glider, towing airplane, Airplane with floats

Standard Equipment

- EFIS Kanadria 8.4", Magnetic Compass, Inclometer, ball, Tinted windows, Ventilation cab, Flaps, elevator trimmer, PTT, Two luggage compartment, Wheel fairings, Propeller DUC Swiri-3, Marker Lights and strobescope, Landing light, Color white, Control stick carbon, Aluminium wheels, Brake system Kaspas, Electric trim of the rudder, Blower with heat for windshield, Heating for the cabin.

Optional equipment

- Rotax 912 ULS, iS, iS sport, Coolant thermostat, oil thermostat, Transponder, VHF Radio, Air-speed gage, Altimeter gage, EFIS-2, Carbon monoxide detector, Electronic magnetic compass, Autopilot, ADS-B in and out, Marker lights and strobescopes pro, Parachute rescue system, Exterior painting, Seats heating, Exclusive package cockpit, Stick leather, Beringer brake system, Towing hook, Registration marks, Additional control stick, Cabin cover, Security floor on the right side.

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TOPAZ

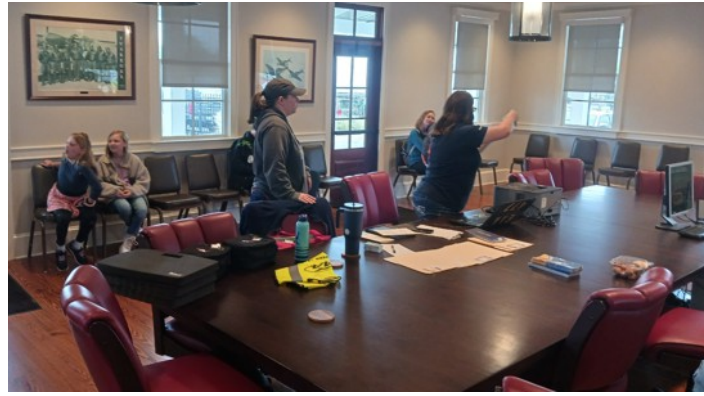
Standard Equipment in Topaz

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Moving on to the Young Eagles event, it was another outstanding success, but not without the principles, pilots and volunteers to get it there! Everything went smoothly, except for the air, which was just a little bumpy. We had John's simulator to keep some of the Young Eagles busy when not in the planes, thanks John.



There were two others planes flying kids, but I couldn't find a photo of them.

## **Aviation Safety and Upcoming Events**

*Ron Malec*

*Aviation Safety News and Updates – March 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) ***New Arrival Alert Notices Published*** – *FAAST Blast* — Week of February 05 - 11, 2024

Last month, the FAA took another proactive step to address wrong surface events by publishing new Arrival Alert Notices (AAN). AANs provide a graphic visually depicting the approach to a particular airport with a history of misalignment risk as well as language describing the misalignment risk area.

Wrong surface events continue to be a focus area for the FAA as they can present a significant safety risk. The FAA has taken several steps to address wrong surface events but there is still a need to provide a more permanent awareness of these events, especially to GA pilots, who comprise 83 percent of wrong surface events. Many wrong surface events occur during the daytime and in visual meteorological conditions, and the majority of the time, the pilot has read back the correct landing clearance. AANs can serve as an additional planning and awareness tool for pilots.

The AAN effort started in 2022 by evaluating the top 40 airports for wrong surface arrival risk. AANs were developed for 12 facilities and released in the May 19, 2022, charting cycle, which were then tested for a one-year period. AANs were determined to be successful in mitigating wrong surface landing risk and the agency recently published 28 new AANs, expanding the total AAN library to 40. Learn more about AANs and view a map of available locations at [Arrival Alert Notices \(AAN\)](#) | [Federal Aviation Administration \(faa.gov\)](#).

## 2) **A Check-up on Checklist Customization** - Notice Number: NOTC3401

Using a checklist is a fundamental part of any safe flight. During preflight, a checklist ensures pilots inspect an aircraft's components and systems for proper operation and structural integrity and allows them to verify airworthiness. On taxi and during flight, they help ensure the airplane and engine are functioning properly and are configured appropriately for each phase of flight. Checklists provide important structure to the things we check often, usually in a prescribed order of priority. Bottom line: checklist usage is a sound and proven way to reduce errors and improve flight safety.

But just like airplanes change with upgrades or modifications, so too should checklists to include those new items and procedures or omit those that are obsolete. Maybe you've added some new avionics equipment or installed a new fire extinguisher. Or perhaps you'd like to reorder your instrument and gauge checks in a more logical manner. Or maybe you'd prefer to use a more specific term to verify a desired state than the sometimes vague "check and set" response. The question for some might be - how exactly do I modify a checklist?

While there is no approval required from the FAA to modify or customize a checklist, pilots and aircraft owners should start by consulting their aircraft's Pilot Operating Handbook (POH) or Airplane Flight Manual (AFM), or panel placards with some older aircraft. These steps should constitute the baseline for your checklist. If there is a manufacturer-prescribed task or procedure you wish to omit -- perhaps due to concerns about mechanical wear and tear on a particular component -- you should consult directly with the manufacturer to ensure safety is not compromised.

The FAA issued a [Safety Alert for Operators](#) (SAFO 17006) in 2017 that addresses safety concerns with using commercial off-the-shelf (COTS) or personally developed checklists. The notice was prompted by an accident involving a landing gear failure in which the pilot used a COTS checklist that lacked key steps regarding manual gear extension. The SAFO urges pilots to ensure any COTS or personal checklist is consistent with what the manufacturer states.

Another important reason for this consistency is apparent during practical exams for a pilot certificate or rating. Designated pilot examiners may require an aircraft manufacturer's procedure is demonstrated when testing applicants. Those who use a checklist that differs from the manufacturer may omit or incorrectly perform an important step, impacting their ability to successfully pass the exam. If you are providing flight instruction it is essential that you show, demonstrate, and explain any omitted items to students to avoid this potential pitfall. The student should be able to demonstrate the procedure and be able to explain why it has been omitted from the modified checklist and is not performed routinely.

Having checklists that are efficient, logical, and that account for changes to an aircraft's systems can greatly improve safety and even increase the likelihood of them being used. Just be sure the information you use for those revised checks is correct, complete, and consistent with the manufacturer's safety standards.

Bonus Tip: Want to take your preflight checklist to the next level? Check out the FAA Safety Team's Advanced Preflight M-Pamphlet [here](#). This pamphlet helps pilots obtain valuable maintenance history on their aircraft like ADs, ACs, and any manufacturer service-related information, and then develop an Additional Items Checklist that can be used in conjunction with your aircraft's preflight checklist.

If you have any questions regarding this notice, please email [9-AFS-800-Correspondence@faa.gov](mailto:9-AFS-800-Correspondence@faa.gov).

**EAA Webinars** - Nothing to Report

### **Airshow and Fly-in Schedule**

#### 3) **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
- **25-26 May 2024** – Augusta Airshow, Augusta Regional Airport (KAGS), Augusta, GA
- **23-29 Sep 2024** - 17th Annual Triple Tree Fly-In, Triple Tree Aerodrome (SC00), Woodruff, SC

### **Photos**

- 4) At the end of January, I had the opportunity to participate in the Inaugural Warbird Roundup at the Leeward Air Ranch (FD04) in Ocala, FL. There were 80 warbirds in attendance to include eight (8) fighters – 6 P-51s and 2 P-40s; 10 AT-6/SNJ's; and numerous Steamans and T-34s just to name a few. Here are a few photos from that event.



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