

# The FlyPaper

March 2025

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



## Words From the President

The chapter had a very informative presentation about avionics at our last meeting from Doug Rupp of Swamp Fox Avionics. Just when you thought you know enough about avionics, along comes an expert and makes you aware of more new products, techniques and improvements to make your life easier and how to avoid mistakes. I recently had some avionics work done by Swamp Fox Avionics and it came out great. For me, it will make my flying more safe and easier.

Although we did not get to fly Young Eagle as planned before the meeting on Saturday, the 15th, we did get to fly Young Eagles on Thursday, the 27th. Bill and I each did three flights of two young eagles each, for a total of 12. They were 23 Air Force Junior ROTC cadets from the Edisto high school. The cadets were very inspiring, enthusiastic, and well behaved. Because of their school bus situation, we didn't get to fly as many cadets as we had hoped, but it was still a good number. Thank you, Bill, Glen and Aimee, for helping that day and to Liz for keeping me straight on what had to be done.

Speaking of numbers for the Young Eagles program, our chapter flew 88 Young Eagles last year, and I'll let Liz talk about the Young Eagles program below. We do have a Young Eagle Rally on March 22, a Saturday morning.

For this month's meeting, I have a friend, Joe Caruso, a former Marine Corps helicopter pilot. Joe will talk to us about flying Marine Helicopters off a helicopter carrier off the coast of Vietnam during the Easter offensive in 1972. At that time, there were no longer any Marine Corps Ground or air units stationed in Vietnam. The North Vietnamese army came storming across the border, putting the South Vietnamese troops in peril. The United States assembled a naval task force of amphibious ships, including a helicopter carrier with marine helicopters back up the South Vietnamese forces. Joe and his fellow Marines, operating off the carrier, flew daily support missions into Vietnam and flew South Vietnamese marines into the combat zones. He has interesting stories to tell.

Hope to see you at the meeting on Saturday.

John



John Stoll  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

The next chapter meeting will be held on March 8th in the Lowcountry Regional airport conference room starting at 10:30 AM.

### 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*

Well folks, it's finally starting to warm up! In February we were supposed to fly two different rallies. Unfortunately the weather has not been super cooperative. Our rally on the 15th got canceled due to lowering clouds throughout the day. On the 27th, our closed rally with a group of Edisto High School JROTC students was unfortunately cut short due to some scheduling issues, increasing winds, and some other factors. We did manage to fly a total of 12 kids before having to call it a day. Huge shout out to Glen and Aimee for helping on the ground and for our pilots John and Bill. Our next rally is scheduled for Saturday, March 22nd in Walterboro and will be open to the public. I plan to have the registration opening up here in the next few days.

On another note, I received notification that we have earned a total of \$440 of young eagle credits that we will be able to spend this year. Please start brainstorm ideas of how we would like to spend this money.

As always, please feel free to reach out to me with any questions you have, if you are interested in helping volunteer, or if you have any kids interested in our program.

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*Editor's Note:* Here are some pictures from the JROTC group from Edisto



Teaching Preflight



Load'em Up



Col Davs does some navigation training



Of course, you can't have a successful event without the paperwork

## **Aviation Scholarship Program**

*Dow Sanderson*

Dear Friends,

I learned late last night the our chapter was not among those chosen for the Ray Scholarship this year. All of the "points" and chapter accomplishments that were deemed "excellent" in last year's application were included again this year, but sadly, with a different result. I can only conjecture that the sudden withdrawal of our chosen candidate last year must have been the deciding factor. I have begun that conversation with EAA in the hopes of some strategic improvement. In the meanwhile, we can now focus on our chapter scholarship, and continue our quest to bring the joy of flight to more and more young people.

Blue Skies

Dow

## **February Meeting Summary**

*Glen Phelps*

We had moved this meeting to the 15<sup>th</sup> of the month to incorporate a Young Eagles event, which as John pointed out we were not able to do. When we change normal meeting times and dates, we sometimes miss people that are used to the normal meeting times and dates. However, we had good turnout, with fifteen people showing up including three guests and two others that joined our chapter! We welcome our two new members, James Comfort and Kenny Lowe.

Doug Rupp of Swamp Fox Avionics gave a great preparation to the group. Like always, there is no way I can catch all of the words from our guests that do these presentations, but I will attempt a quick summary.

A lot of the presentation centered around the current ADSB mandate and why it is important. In, our crowded skies it is a great safety feature. Most of the "glass" panels today also have the capability of doing ADSB in, which allows pilots to see others. History of flight is also available, which can be used by the pilot or instructor to evaluate a flight. As we know, it can also be used to determine what went wrong in accident investigations.

Doug also pointed out that some of the local airports are in such a location as to require the use of ADSB, Mt Pleasant being one of them.

The basic "six-pack" is just about totally relegated to the annals of history. And, with the market and manufactures providing new equipment almost everyday, the cost is becoming very reasonable. These displays can be trusted since they are well beyond the learning curve of design and manufacture. But, one is advised to keep the airspeed, altitude and turn coordinator in place.

John pointed out that he recently installed a fuel display. This is great since it really almost ensures that fuel starvation will not be an issue if properly used.

Many thanks, Doug, for your great presentation.

# Aviation Safety and Upcoming Events

Ron Malec

Aviation Safety News and Updates – March 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) **AOPA's Pleasance Fires Off Protest Letter on ADS-B Privacy Concerns** – Mark Phelps, *AVweb Flash*, Volume 32, Number 8c, February 19, 2025

Aircraft Owners and Pilots Association (AOPA) President and CEO Darren Pleasance announced today he has sent a letter to Acting FAA Administrator Chris Rocheleau protesting use of ADS-B data in “ways that go beyond its original intent.” Pleasance pointed out that AOPA supported the ADS-B mandate when it was implemented back in 2020, “as we were assured ADS-B would only be used to improve air traffic safety and airspace efficiencies.”

But the pilots' group reports it receives weekly feedback from members who are frustrated with instances of ADS-B data being used for non-safety-related purposes. They include: “questionable” FAA enforcement actions; evidence in lawsuits filed against pilots for “nuisance, trespass, and causing emotional distress;” and third-party companies using ADS-B data to facilitate collecting airport fees.

In [the letter](#), Pleasance wrote: “Aircraft owners invested over half a billion dollars of their own money to comply with the ADS-B mandate, believing it would only be used to make flying safer and more efficient. Instead, they are increasingly being targeted with enforcement actions, legal harassment, and bills from third parties to collect airport fees—things that are far from the equipage mandate's original purpose. We will advocate to protect pilots' privacy and ensure ADS-B remains a tool used solely for its intended purpose, safety and airspace efficiency.”

- 2) **Controller Assistance and Kudos for...** – February 2025, *NASA Aviation Reporting System 'CALLBACK'* Newsletter

Air Traffic Controllers are central pillars to flight safety as well as to efficient aircraft movement. To these ends, Controllers and pilots work hand-in-hand, as they must. The list of services that Controllers provide and tasks they perform is impressive and vast, and just as varied. Excellent communication skills, concentration, and decision making, stability, quick thinking, focus, and analytical processing might describe some typical character traits. Adaptability, creativity, and innovation are others that can be important in situations where book answers may be incomplete.

From a pilot's point of view, a Controller controls, advises, and assists. He or she is a great asset and another independent mind and set of senses to help guarantee smooth flow and mitigate the threat of collisions with persons, other creatures, vessels, vehicles, structures, earth, or bad weather.

This month, CALLBACK shares incidents that reveal the professionalism, competence, creativity, vision for improvement, and the dedication to safety that Controllers extol. Enjoy the stories; contemplate the lessons; and if you are a pilot, think of a time when you required or received the expert assistance that Controllers routinely provide.

[Notes: ■ Indicates an ASRS report narrative [ ] Indicates clarification made by ASRS]

## Part 91 – Expertise and Teamwork

A Controller encountered a situation where a pilot was flying a small, twin-engine aircraft and experiencing icing. The team that was assembled and the expert assistance they provided likely prevented an accident and saved this pilot's life.

■ [I was] training on Sector X when the Controller-In-Charge (CIC) told me there was an emergency at [Sector Y], and my pilot skills might be needed. I immediately terminated training and proceeded to Sector Y, where I plugged in with the Radar Controller and offered to assist....it was quickly apparent that we had a small aircraft that was icing up at Minimum IFR Altitude (MIA) and could not hold altitude. Over the next 45 minutes, the Radar Controller, CIC, Operations Manager (OM), Radar Associate, Center Weather Service Unit (CWSU) meteorologist, and myself worked the aircraft north and west toward lower MIAs and better weather. On several occasions the aircraft entered turns and descents without instruction to do so, and each time the Radar Controller provided simple, pertinent instructions that helped the pilot regain/maintain control of the aircraft. Another Controller team came back and took the airspace and other frequencies, so our team could concentrate solely on assisting the emergency aircraft. The aircraft was below MIA the entire time, and with no obstructions depicted, I obtained a sectional chart and spent most of the emergency tracking the aircraft on the chart and calling out obstructions to the Radar Controller, who relayed that information to the pilot. Eventually the aircraft dropped out of communication and radar coverage, so we placed another aircraft on the frequency to act as a relay. Wheeler-Sack Airbase also called

several times with position updates, as their radar could see him, while ours could not. Eventually we were able to get confirmation that the aircraft had safely landed. We only then discovered that the aircraft was a small aircraft [type X], not a small aircraft [type Y] as the flight plan indicated. This incident happened because the aircraft flew into icing conditions. Our job was made significantly more difficult by the lack of depicted obstructions on our video maps. An Emergency Obstruction Video Map (EOVM) needs to be created for the facility.

## Part 91 – Mitigating CFIT and CFTT

An Approach Controller and Challenger 350 pilot describe an altitude deviation. The pilot provides much detail and excellent analysis, but the Controller's simple action may have prevented an accident and saved lives.

From the Controller's report:

■ I was vectoring Aircraft X for [the] ILS approach to Runway X. I issued [descend] to 3000 feet and fly heading 320. Near ZZZ1 airport the low altitude alert sounded and I told Aircraft X low altitude alert, climb and maintain 4000. The pilot thought I had issued a [descent] to 2000. I told him I did not issue 2000. There was heavy volume and complexity at the time due to weather and two different center sectors were off-loading ZZZ2 arrivals on to me. ... Also he never gave a read back saying 2000 feet at any time. So there was a miss communication somewhere.

From the First Officer's report:

■ I was second-in-command, and the non-flying pilot (pilot monitoring), of a Challenger 350...[under] IFR... while being vectored to final for the ILS, we were advised by ZZZ Approach...“Check altitude,” and immediately, “Climb to 4,000 feet.” We complied, and ZZZ [Approach] continued vectoring us to the final approach course without incident. Upon landing...[we were] given a number to call...which we did. The Tower Control Supervisor...advised there may have been a pilot deviation.... In a two-hour TEMPO period just prior to our arrival, [the] weather forecast was 2SM TSRA BR OVC010. Prior to initial descent we were given new routing by Center to avoid easterly moving weather build-ups, and then during descent, we requested and were granted further deviations until being handed over to...Approach.... I attempted to contact the Approach Controller two times with aircraft ID, altitude, ATIS code, and type of approach requested.... I did not receive a reply until a third attempt, in which I queried the Controller as to how he was receiving our transmissions. He replied that he heard us and cleared us down to an altitude of 10,000 feet.... We were then given further clearance to 8,000 feet and direct ZZZZZ (intermediate point along the localizer course), followed...one minute later by a clearance to 3,000 feet. We complied. At approximately XA:43, [we] were given a heading of 320 degrees and an altitude for vectors to final.... previously cleared to 3,000 [feet], we believed we heard a clearance to...2,000 feet and continued to descend while turning to 320. At approximately XA:45, ZZZ ATC advised our immediate climb. We received no TCAS alerts. At the completion of the flight, the Captain...and I conducted a debrief of the events and our...interactions.... While the Captain is responsible for the overall safety and compliance of the aircraft and its crew, as pilot monitoring, I am responsible for, among other tasks, communicating with ATC, obtaining and reading back clearances accurately and timely, cross-monitoring systems, and setting altitudes in the flight guidance system. Upon review, it appears I either missed hearing or did not properly read back altitude assignments within the terminal area. This likely contributed to our misunderstanding of the last altitude given. In the future, I will endeavor to be more proactive in fully reading back clearances. The Controller did not prompt me after omissions of altitude in two read-backs to ensure we heard him correctly. A more thorough review and brief of the approach plate...would've revealed a Minimum Sector Altitude (MSA) of 2,500 [feet], so a descent to 2,000 feet while [being] vectored to the final course would not make sense. Even if we thought we heard a clearance to below the MSA, it would be essential to query the Controller under the circumstances. We failed to do so. In the future, we will ensure all pertinent aspects of the approach are thoroughly briefed.... As professional pilots, we take seriously any event...and seek ways to prevent future occurrences within our crew but [also] to share lessons learned to possibly prevent something similar in other crews. While these were “honest” mistakes, the associated threats could have been better mitigated in this situation.

## Airshow and Fly-in Schedule

### 3) **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**

4) No Photos this month

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