

# The FlyPaper

April 2017

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



## Words From the President

Where would we be without Garmin 530's 430's GPS hand held's, tablets, and all the other electronic equipment we use to aid in our navigation as pilots? I tell you where we would be, where the pilots of WWII where, with none of the twenty first century navigations aids. Those pilots used dead reckoning and NDB's as a means to navigate to their destination. That was our challenge for the 477's Navigation Challenge this past March meeting, navigate with WWII technology.

Six airplanes with at least two aircrew members launched from RBW, to three targets chosen that morning, with no electronic equipment. Only dead reckoning and piloting skills were all that each crew could use. It was challenging but fun. It tested our flight planning abilities with wind corrections, air speed and time at the appointed targets. Congratulations to Jeff and Barbara Grigg who had the best time at each target and returned back to RBW with at the closest estimated time. Good Job!!!!

On to April and our next chapter meeting we have Wally Moran as our speaker. Wally is a FAA flight examiner from the Summerville, SC area. Wally will be discussing the "What to do When I screw up" or maybe a better way of saying it would be, what do I do when I violate the rules and have the FAA hot on my trail. However you look at it Wally will be here to give us some insight and tips on how to deal with certain issues, along with lots of Q & A.

Also during the month we will have parked here at RBW the Douglas C-54 Skymaster for viewing. The C-54 will arrive April 10<sup>th</sup> and remain at RBW till April 28<sup>th</sup>. It then will fly to the MCAS, Beaufort for the Blue Angles air show. The C-54 began service with USAAF in 1942 carrying up 26 passengers, later versions carrying up 50 passengers. The C-54 was one of the commonly used long-range transports by the U.S. armed forces in WWII. During WWII, the C-54 was used by Franklin D Roosevelt, Douglas MacArthur and Winston Churchill. This is an old military transport aircraft you might want to check out.

Next on the agenda is our Spring EAA 477 Fly-In and Young Eagles Rally. May 13<sup>th</sup> here at RBW starting around 9:00 am and going to around 3:00 pm or until all the Young Eagles have flown. Ron Malic has rounded us a few warbirds to grace our skies and set up some cool static displays. Also Boeing will be on hand with a large display (trebuchet) along with the USC Salkehatchie information table, and finally the Civil Air Patrol will be here with an information table as well. There will be food vendors and airplane rides for adults. We need lots of volunteers that will assist with the Young Eagles, ground opts, photo taking, escorting to and fro to airplanes, etc.

Well, I guess that covers it for now. Remember lots of cool things happening in April here at RBW and the EAA 477 chapter. Mark your calendar now, and remember like I always say, "**keep those wings level and fly safe**".



Roger Medlin  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

Young Eagles at 8:30 with meeting at 11:00. Burgers and dogs on the grill after the meeting

### South Carolina Breakfast Club:

**April 2nd** Manning, SC

SC 41

**April 16<sup>th</sup>** Ehrhardt, SC

SC 55

## March Chapter Meeting Report

11 March 2017

0810, and 1110 start times

16 in attendance

Minutes Taken by: Diana Belknap, Secretary

- 0810: Roger started off the morning discussing our Navigational Challenge.
  - He reviewed the rules, and gave a flight brief. And he told us which airports we would be searching for in this scavenger hunt from the sky, Summerville, St. George, and Shiloh airstrip. (Mike was not able to do this since he had other issues come up.)
  - Pilots figured out the times to get to each location (which took 30-40 minutes because they were all using protractors, etc., that they last used when they were students in the 1930's and 40's!! ☺).
  - We came up with an order of aircraft take-offs.
  - 6 aircraft participated with about 11 passengers flying along, as well (a few young eagles and the navigators).
  - The first plane took off at 9:30 and finished up about 45 minutes later.
  - The last plane finished around 10:40.
  - Much fun was had by all, and stories of finding the Shiloh airstrip were numerous.
  - Jeff and Barbara were the lucky winners!, and received gifts from Sporty's.
  
- 1110: Roger started our official EAA meeting.
  - At our 8 April meeting Wally Moran will discuss "Dealing with Incidents".
  - Fly-ins and Airshows.
    - 24-26 March: Brunswick, GA airshow. Blue Angels to perform.
    - 29-30 April: Beaufort Air Station has a show.
    - 6-7 May: McEntire Air Nat Guard Base. Many great performances. Must drive in. No GA aircraft allowed. (Could land at Owens, and rent a car.)
    - 10-13 May: Aviation Camp locally. On the 10<sup>th</sup> and 11<sup>th</sup>, young Eagles will visit Boeing and the Charleston Air Force Base. (One can be a volunteer and see it all!)
    - 13 May is our Young Eagles Rally and monthly meeting date. (The Rally will take place of the meeting.) Other airports will be joining us, and there will be food vendors on the field. It will be organized all out in the big hanger we eat our lunch in. Should be a very Fun day!
  
- Meeting adjourned at 1130. All headed out to the hanger to eat hotdogs and hamburgers and share stories together.

## Young Eagles Report

Jeff Grigg

Young Eagles this month, well the last few months are just the same old stuff, nothing ever changes. Right?  
WRONG!

Each month brings different youngsters, different challenges and different flights. Lets take this last month for instance. We purposely didn't schedule a bunch of kids due to the 477 Navigation Challenge. However each aircraft, where possible did take a Young Eagle along for the flight. Now in a case like Rodger, the flight wasn't a great difference as far as time involved. However for the kid in my plane it was a very long first ride. Can you say slow? Add to the length and different scenery the little bit of light chop as Delta pilots like to say, and it can be a challenge.

In my case it wasn't too bad but I was afraid I may have someone that just wanted to get on the ground. But he stuck it out and we had a wonderful time.

The previous month we had a full house with kids from Stall High School to Boy Scouts. In fact there was a short article with a few pictures in General Aviation News.

[https://generalaviationnews.com/2017/03/29/reaching-the-next-generation-3/?utm\\_source=The+Pulse+Subscribers&utm\\_campaign=43aca981d8-TPOA\\_20170330&utm\\_medium=email&utm\\_term=0\\_62525a9780-43aca981d8-38801](https://generalaviationnews.com/2017/03/29/reaching-the-next-generation-3/?utm_source=The+Pulse+Subscribers&utm_campaign=43aca981d8-TPOA_20170330&utm_medium=email&utm_term=0_62525a9780-43aca981d8-38801)

Thanks to all the pilots that flew more than 10 kids last year. When a pilot flies more than 10 we get credit from EAA. We can use these credits to pay for items related to the Young Eagles. We have bought tables, chairs, a printer, and now a great used laptop computer. I am especially excited about this because I don't have to schlepp mine from home. We have it all set up with the Young Eagle Certificate program as well. Makes life easier for Barbara.

We will be flying YE this coming month and in May we plan a big rally. So if you know of any pilots, please recruit them and let me know.

To those who fly with us a BIG THANKS.

## **Warbird Owners and Operators to support EAA 477's May Super Young Eagle Rally**

Ron Malec

(Updated)

This is in support EAA 477's May Super Young Eagle Rally. So far we've received acceptances from the owners of AT-6G / SNJ-7; FWP-149, PT-17 Stearman, O2-A Skymaster, Nanchang CJ-6, Pilatus P3, and Scottish Aviation Bulldog. We've had two additional firm Warbird commitments and a Vans RV-10 and Apollo Monsoon Trike Ultralight. They'll be coming up from around Richmond Hill, GA.



## **Treasurer's Report**

*Glen Phelps*

Come on guys, I KNOW who you are. It is April already and there are a few that need to get chapter dues into me. And, no, I have not bugged you yet, but that is just because I have been busy.

Major expenditures this past month have been gift certificates and the purchase of a computer for keeping track of our Young Eagles.

Two one hundred dollar gift certificates were purchased as the prizes for last month's "Navigation Challenge". As you read earlier, Jeff and Barbara Grigg were the lucky recipients of those.

The computer was purchased from Benny Dietz for \$125 and will remain at the terminal for the Young Eagle program. Benny is a regular around RBW and one of the things he does is rebuild, repair and sell computers. We have a fine example of what he can do. If you are in need of a computer, I would highly recommend you contact him. I am sure he could help.

Numbers as of this writing are as follows:

Beginning balance = \$2,319.23  
Ending balance = \$2,077.23  
Increase or (decrease) = (\$242.00)

## **March Navigation Challenge**

*Glen Phelps*

There have been some good words about the recent navigation challenge, but I thought a little more "prose" for those that were not there would be helpful.

There was some real scrambling going on, not the least of which was Mike Brown's absence. Unfortunately, there was a real flue bug in his family and there was no way he could make it. Add to that, one team lost a navigator, another had a substitute, and I wound up flying with Roger as a "navigator" at the last minute.

This last minute decision meant that I had no "E6B" for flight planning, so I did it the really "old way", by using a compass rose to get my headings and really "estimating" times given the winds, which were "15 knots" at 050 degrees at 3000 feet. Our "destination" fixes were, DYB Dorchester county, 6J2 St. George, SHILOH a private field and then back to Walterboro. Here are a picture of the teams "cranking out the numbers".



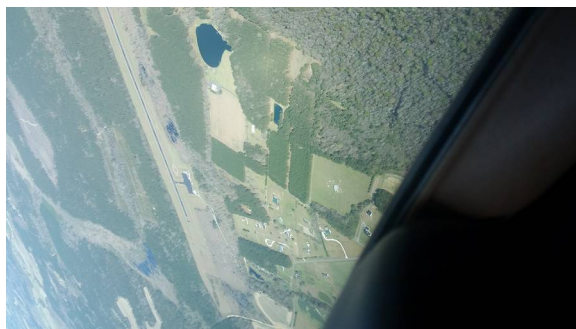
Locating DYB was not a problem for any of the teams. St George might have been a little more “testy”. But finding SHILOH was really more difficult. One team over-flew it and found it when they turned back. One team missed it entirely, evidently mistaking it for EHRHARDT, also a private field very close to SHILOH. As a result, they were eliminated.

Not that I will pat myself on the back, but I gave Roger the heading and we were right on! This being the “longest leg” and the wind effecting the heading more than the previous was a good bit of navigating for me. (Or was it just dumb luck. No comments please.)

As we got over the “target”, the navigator was responsible to take a photo with time and location data to “prove” they really made it. I'll show the photos for DYB, 6J2 and SHILOH that I took, since I didn't have any of the other teams photos.



DYB



6J2



SHILOH

Don't let those photos get you airsick.....

The whole event was a lot of fun. With a little modification, we just might do it again.