

The FlyPaper

April 2019

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



Words From the President

The sky's have been kind most of this month to fly. Several from KRBW attended the breakfast club at 6J0 Pelion airport was a fun time.

I want to caution all of you about keeping an eye out in every direction when attending an event like this or any event where lots of airplanes show up at once. Case in point just in front of my airplane a bonanza rushed into the pattern flew a right hand down wind the a right base then a 360 into the landing strip its a left hand pattern and many saw this from the ground.. it was a very unprofessional thing ive seen in a long time the events people should ban that pilot from further events.

We have our rally this coming month on April 13th at KRBW. Please if you can show up, we need your help. Jeff says we could have as many as 100 plus kids to fly. Pizza will be provided to all of our members. Tips are always welcomed. Please let Glen or myself know that you'll be attending so I can order enough food.

Ron Santos and I flew the "17 Pattern" over to Allendale for the flight plan of our Rally there in May. I've done the 35 map already and will have maps for each runway and way points for the YE flights there. Who ever can help with this event please do. I'm told they are all set over there and had over 100 kids sign up. However, we will keep this event to 25 kids. Hopefully we will go back and fly some more later in the year. TV 12 will be covering the event.

The new airport terminal at KRBW is due to open in June, so lets hope that means 2019.

That wraps it up for this month. If any of you have any ideas of something new to do, bring it forward. New ideas bring new life to the chapter.

In a final note, our condolences go out to Vicky and Eric Cullpepper, our Sponsors: Century 21 and Skynard's whose son passed away early this month. I'll send them a card on behalf of the chapter.

Hey Be safe out there!



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

April 13th meeting:

No scheduled meeting, as we are having a Young Eagle Rally at Walterboro. All members are encouraged to help. Catered lunch.

South Carolina Breakfast Club:

Please use the following link to access the latest in scheduling:

<http://southcarolinabreakfastclub.com/2019-schedule>

Young Eagles Cordinator

Jeff Grigg

Young Eagles Co-Coordinator

We flew a total of 14 youngsters in March. Weather was perfect for their first ride! Once again we were assisted by the Tuskegee Airmen. Thanks to the pilots, Doug, Roger and myself.

We are getting ready for a large rally in April, we will need some additional help. Barbara could use some help as well, we start at 8 am with pilot briefing at 7:30. I know it is early but hey guys.....

In May we will be doing a Young Eagle event in Allendale. About a 20 minute flight from Walterboro or 45 by car. Here too we will need EXPERIENCED volunteers. I think we have 3 or 4 pilots signed up, but please let Doug or Roger know if you can fly.

Just a reminder to check your Child Protection cards for expiration. The test takes 10 minutes at most but leave time for the background check, so don't wait until the last minute.

IF you are a volunteer as a pilot or ground crew please see me about a Young Eagle tee shirt. Limited to those that do not already have one. Please wear your shirt to the Allendale event if possible.

Off the subject of Young Eagles, let me get on my soap box for a minute. Two meetings ago we discussed some of the stupid things that we have seen while landing or taking off, acts done by other pilots. Last meeting Todd gave a great presentation of pattern rules and FAA Regulations and rules, there is a difference.

This week a video came to light where a 152 In Compton, Ca. was landing with a student and CFI aboard. Immediately behind them was a T-28 Trojan, warbird. The runway, was aligned into the setting sun. Short story is the E-28 ran over the 152 killing the student and severely injuring and burning the CFI. The T-28 pilot was OK. Someone wasn't talking, or listening! An online discussion ensued and a friend of the warbird pilot said he had a radio failure. In my opinion, no excuse. There were two parallel runways. The T-28 pilot obviously didn't fly the pattern and violated just about every rule for landing.

Just this past Sunday at the SC Breakfast Club at a left traffic airport a pilot came in, called RIGHT base, cut in front of the others in line and landed.

My point is even if we do everything right just keep in the back of your mind someone else isn't paying attention, is violating the rules, just doesn't care. Follow the rules, make your calls, fly defensively.

March Chapter Meeting Report

9 March 2019

1030 start time

Minutes Taken by: Diana (Secretary)

13 in attendance

Glen once again fixed us a very nice breakfast casserole that we ate during our meeting.

Fourteen Young Eagles flew this morning. Thanks to all the pilots who flew them!

Low Country Aviation Day is on 22 March and runs from 10am-1pm. CJ (one of the managers of this program) reminded us that there will be Discovery Flights for children and lots of other events. The Coast Guard and Civil Air Patrol, among others, will be present with demonstrations. This will be at the Johns Island Airport where the old FBO is located. The Low Country Aviation Association is sponsoring this event.

There will be no EAA meeting in April.

A large Young Eagles Rally will be happening then, instead. Any members who want to help out or just come and observe are encouraged to come out, and join us for a catered brunch.

The Beaufort Air Show is on April 27th-28th. It is at the Marine Corps Air Station, it's free, it starts at 9am, and the Blue Angels will be performing at 3pm each day.

If enough people are planning on going, and if folks are interested, perhaps a van or bus can be provided for us.

On May 11th EAA 477 is going mobile and will be creating a Young Eagles rally in Allendale, SC. Depending on the weather, it will either run from 8am-Noon or 10am-2pm. Plan to meet in Walterboro by 0645 and have wheels up by 0700. We should be in Allendale by 0730, have the pre-flight brief for the youth, and be airborne between 8 and 8:15am. Only 25 children are allowed to participate. The local Airport Commission will be part of the ground crew. When all flights are completed there will be lunch prepared for us, hamburgers and hotdogs.

We were informed that Hilton Head has 3 new taxiways (A1, A6, and F3).

Todd Givens was our speaker. He discussed "Flying in Class G Airspace".

Walterboro is an uncontrolled airport and is Class G up to 700', when it shifts into Class E.

In FAR/AIM, 91.103 concerns the responsibilities of a pilots' pre-flight actions.

Be familiar with all info concerning your flight: pattern altitude, left or right hand pattern, etc.

A handy acronym to use is RAWFAT:

R: runway lengths, etc.

A: alternatives, terrain

W: weather and forecast

F: fuel

A: ATC delays

T: takeoff and landing information

Be sure to keep your charts up to date. A new one comes out every 56 days.

Check for NOTAMS. There are several Apps that have this info.

Call Flight Service and get TFR's. Fore Flight is a great App, but should not be used as an official weather brief.

Flight Service is more accurate concerning the weather.

(Incidentally, Boeing owns Fore Flight and Jeppesen.)

Be familiar with:

Airport environment, pattern altitude, left or right hand pattern and direction of pattern entry, radio frequency, and position reports.

Ten miles out, make a position call.

Always question if what you are doing is safe and legal.

Look outside a lot! Don't look inside the cockpit too much. Know what you are flying toward.

If you hear a position call and don't see them, often they are opposite from you.

Head 45 degrees downwind, at pattern altitude, 2 miles out before entering the pattern.

Enter the pattern correctly, and look for other aircraft often.

Assume there are planes in the pattern without a radio.

When in the pattern, one should be within glide range of the runway.

Be aware that corporate aircraft are flying into uncontrolled airports now.

Don't report traffic in your area. You are gumming up the pattern and possibly some don't have a radio anyway.

Don't fly in a straight in approach. It is legal, but when you are 10 miles out you don't know what's happening in the pattern or on the ground.

Walterboro has no active runway. Multiple runways might be used.

You can't have two airplanes on a runway at ANY uncontrolled field. That includes a "position and hold". One needs to wait until the plane is on its way.

After taking off, don't turn out until you are above pattern altitude.

Don't trust AWOS (Automated Weather Observing Station). It can be inaccurate, so look at the wind sock, etc., instead.

Is one able to get a special VFR clearance in Walterboro? No. Walterboro does not carry a TAF, terminal area forecast.

Finally, Practice! Fly Often, and Be Safe.

Finished at 1115.

Upcoming Aviation Events

Ron Malec

FAAST Blast - FAA Safety Briefing News Updates

As a subscriber to the FAA Safety Team Newsletter I will periodically provide updates on information that I believe will be beneficial to all members.

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It has been a couple of months since I last provided FAAST updates so this is going to be a little long. The main information being covered is ADS-B. For those interested in learning more on ADS-B, FAAST is holding a Webinar on Tuesday, 09 April (Information below).

• **General Information**

Ridgeland, SC - Powered Parachute Activity

Notice Number: NOTC8322

Due to the increase in powered parachute activity around the Ridgeland Claude Dean Airport (3J1), Ridgeland, South Carolina, exercise increased vigilance, particularly when operating in the traffic pattern.

Cooper River Bridge Run - Saturday, April 6, 2019

Notice Number: NOTC8323

The Cooper River Bridge Run will be held in Charleston, South Carolina, on Saturday, April 6, 2019. Please exercise vigilance when operating in the area as many other aircraft may also be operating in this congested area during the time of the event – 0700 to 1300 Local. Please review any applicable NOTAMS for the area and ensure all aircraft and UAS operations are in compliance with the applicable Code of Federal Regulations.

• **ADS-B Information**

"ADS-B and Me - NextGen Aviation Webinar"

Topic: Highly Rated NextGen Aviation Learning Event Webinar!

On Tuesday, April 9, 2019 at 19:00 Central Daylight Time (17:00 PDT, 18:00 MDT, 20:00 EDT, 14:00 HST, 16:00 AKDT, 17:00 Arizona, 00:00 GMT)

Select Number:

CE1990920

• ***FAA Issues InFO on Portable Fire Extinguisher Inspection Requirements***

Last December, the FAA issued an Information for Operators (InFO) bulletin that reminds aircraft owners, operators, air agencies, suppliers, distributors, and maintenance technicians that hand-held/portable fire extinguishers have the potential to leak, and should be inspected per the proper prescribing guidance. The FAA also recommends operators be familiar with any record-keeping requirements for hand-held/portable fire extinguishers. For more details, see InFO 18013 at: <https://go.usa.gov/xE8V6>.

• **Do You Know NOTAMs?**

Notice Number: NOTC8267

Have you ever wondered what a NOTAM said? Do you know the difference between the various kinds of NOTAMs? Do you know that Military and Civilian NOTAMS have different formats? In case you need a refresher, FAA has a back to basics course to help you understand what Notices to Airmen (NOTAMs) are and what they are saying. The back to basics course can be found at [For pilots](#)

• **Maneuvering Do's And Don'ts**

By David Jack Kenny as excerpted from *AVWebFlash*, 27 Feb 19

Losing control of a perfectly good airplane remains the leading cause of fatal accidents in general aviation. A lot of them involve maneuvering flight as opposed to cruising or simple turns to join or leave a traffic pattern.

Do:

- Observe the aircraft's operating limitations.
- Except for ground-reference maneuvers, perform them with lots of altitude.
- Perform clearing turns and appropriate checklists before each maneuver.

Don't:

- Avoid focusing on the instrument panel; keep your eyes looking outside.
- Don't rush these maneuvers; they reward smooth control movement.
- Because you'll often be close to stall speed, don't pick a gusty day.

Airshow and Fly-in Schedule

- 02-07 Apr – Sun-n-Fun – Lakeland Linder Regional Airport (KLAL), Lakeland, FL (<https://www.flysnf.org/>)
- 12-13 Apr – Festival d'Avion – Moore County Airport(KSOP), Pinehurst, NC (<https://www.festivaldavion.com/>)
- 13 Apr – Cheraw Fly-in - [Cheraw Municipal Airport/Lynch Bellinger Field](#) (KCQW), Cheraw, SC
- 14 Apr – SC Breakfast Club - [Cheraw Municipal Airport/Lynch Bellinger Field](#) (KCQW), Cheraw, SC
- 27-28 Apr – MCAS Beaufort Airshow – MCAS Beaufort (KNBC), Beaufort, SC (<http://www.beaufortairshow.com/index.shtml>)
- 18 May – EAA 1167 Spring Fly-in and Young Eagles Rally – Conway-Horry County Airport (KHYW)

Treasurer's Report

Glen Phelps

There was a total \$39.00 received for the month. Of that, \$15 was received for “Student” dues and \$27 was received in cash from the “Tip jar”. \$15 was credited to the checking account and the \$27 was credited to the petty cash account, since the breakfast was donated.

Our student member is John Richards, who lives on John's Island. Sure hope we see him around our meetings, and am going to reach out to him to see if he can make the rally this month.

The financial summary is as follows:

Checking account:
Beginning balance = \$3,080.67
Ending balance = \$3,095.67
Increase or (decrease) = \$15.00

Petty Cash
Beginning balance = \$7.11
Ending balance = \$34.11
Increase or (decrease) = \$27.00

There are now a total of 27 members in good standing with our chapter.

There are just a few that have not yet renewed their dues. If you have not yet done so, here is the way you can get caught up!

You can mail them to my local mailbox, Glen Phelps 4348 Cloudmont Dr Hollywood, SC 29449 Make checks payable to EAA 477. I will see that you get a receipt either email, mailed, or at the next meeting. Just let me know how you would like it to be handled.

And of course, you can pay by check or cash at the next meeting.