

The FlyPaper

April 2020

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



Words From the President

I'll say what a difference a year makes.

I hope all of you in our chapter and your family are doing as well as can be expected. This will be a short letter this month as we are staying in the stand down mode until the all clear has been given to us.

The staff is working on projects and events for our future meetings.

This past Monday I shuttled Don Benette over to Greenwood airport so he could pick up a 210 Cessna. By the way which is for sale. It's a nice flight to there and back about 110NM as the crow flies. Gets you out of the house for a couple hrs.

I did want to alert all of you that the manager there told us their airport was burglarized a couple weeks ago. Airplanes and hangers had avionics equipment stolen. So be on guard at our airport.

I've got 3 confirmed people for our VMC club Tod Givens has agreed to be our flight CFI. As soon as I complete the course I'll apply for our #.

Keep in touch with each other to check on each other as we all face these challenges. Try some of the sites on EAA or AOPA lots of good info and learning videos.

On a personal note, if any of you need assistance at anything, give me a call. If I'm able to help I will.

I always say this at the end of my letter. This time I couldn't be more intent in saying....

Be safe out there!

Upcoming Events

EAA477 Chapter meeting

Due to the issues with the Caronavirus, all scheduled meetings and rallies are on hold until we get an "all clear".

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2020-schedule>



Doug St Pierre
President EAA 477



March Meeting Summary

Glen Phelps

The Secretary gets some slack when there is a Young Eagles rally. Not necessarily for the Newsletter Editor, oh that is me.....

As you will note from Lee Miller's report on the rally was good, and a lot kids got a great opportunity.

Not much for me to add for input. Enjoy the pictures below.



Young Eagles Report

Lee Miller

Young Eagles Coordinator

Volunteer pilots were Doug St.Pierre and Ron Santos, who gave of their time, aircraft, and fuel to provide the first experience most of these young folks had ever had with aviation, a very positive first impression.

March 14 we held a Young Eagles Rally for youth sponsored by the Jack an Jills of America. This group is a highly educated and motivated group of youth who are required to qualify for inclusion in the sponsorship. Numbers were a little disappointing as only 12 of the 20 that were suppose to attend showed up but everyone that flew was appreciative and had a good flight. Than you Doug an Ron providing your flying skills. Thank you Jennette, Glen an Connor for providing excellent ground crew duties, an attributing to another successful event.

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.

• General Information

- **Insulin-Controlled Diabetics Can Obtain Second-, First-Class Medicals**

The FAA released a new protocol to allow individuals with insulin-controlled diabetes to apply for and obtain second- and first-class medical certificates. Previously, these airmen were limited to third-class medicals.

The protocol makes use of continuous glucose monitoring (CGM) technology, which has seen widespread adoption among patients with insulin-controlled diabetes in recent years. The blood glucose history these devices provide allows the FAA to make more informed decisions on issuance, and simplifies the procedure for pilots to monitor blood glucose before and during flight. The FAA will also make this CGM-based protocol available to holders of third-class medicals as well.

For diabetics not dependent on insulin, the FAA has a relatively straightforward process for special issuance certification that has been in place for many years, and [many medication-based treatments are acceptable](#). The FAA has a [worksheet](#) to assist medication-controlled diabetic pilots in certification. Diet-controlled diabetes with documentation of successful treatment is eligible for certification without a special issuance.

- **Wrong Surfaces, and You**

Notice Number: NOTC0006

A wrong surface event occurs when an aircraft lands or departs, or tries to land or depart, on the wrong runway or on a taxiway. It also occurs when an aircraft lands or tries to land at the wrong airport. In 2019, there were 480 wrong surface events. Over 80 percent of those involved general aviation pilots.

Reducing this risk is one of the FAA's top priorities. *We need your help!*

Please consider these best practices when interacting with your students, applicants, peers, and mentors:

- Familiarize pilots with Chart Supplements, Airport Diagrams, NOTAMs, and other preflight resources.
 - Use the FAA's ***From the Flight Deck*** videos!
www.faa.gov/airports/runway_safety/videos/
- Work the videos into Airman Certification Standards tasks, such as Private Pilot ACS Task D, *Cross-Country Flight Planning*.
- Share techniques to verify correct runway alignment, like magnetic compass orientation, referencing underlying instrument approach courses, mnemonic devices, etc.
- Discourage overreliance on technology. Electronic Flight Bags and moving map displays are intended to increase pilot situational awareness and safety. Take appropriate action when technology is compensating for skill or is a distraction.
- Encourage runway safety checks on short final, including verification of the correct runway, and ensuring that no vehicles or aircraft are present.
- Strictly enforce a go-around policy when there is any doubt of making a safe landing on the correct surface.

For more information or resources, check out [SAFO 17010](#).

- **NTSB Issues Two New Safety Alerts**

The National Transportation Safety Board recently issued two new Aviation Safety Alerts (SA).

SA-080 (<https://www.nts.gov/safety/safety-alerts/Documents/SA-080.pdf>) alerts pilots and mechanics to “stay in the groove” and check the integrity of aircraft ignition switches. The SA warns that over time, key-type ignition switches and associated keys can become worn such that it is possible to remove the key from a switch position other than the OFF position. This can result in switch positioning errors and an unintended engine start. An accompanying video is available here: <https://youtu.be/JDnnXjNb2vc>.

SA-081 (<https://www.nts.gov/safety/safety-alerts/Documents/SA-081.pdf>) reminds pilots of how critical it is to properly maintain engine failures in multi-engine aircraft, especially at low altitudes. The SA urges pilots to be thoroughly familiar with the recommended procedures and checklists for one engine inoperative operations — particularly the memory checklist items — in the airplane flight manual and pilot operating handbook. Be sure to also check out the FAA’s FlySafe fact sheet on Vmc (minimum control airspeed with critical engine inoperative) here: http://www.faa.gov/news/safety_briefing/2017/media/SE_Topic_17_05.pdf.

- **Airshow and Fly-in Schedule**

- 2020 Airshows / Fly-ins
 - ~~31 Mar – 05 Apr~~ **04-10 May (Subject to change)** Sun-n-Fun Aerospace Expo - Lakeland Linder International Airport (KLAL) – USAF Thunderbirds
 - ~~18 – 19 Apr~~ JB Charleston Air and Space Expo – JB Charleston AFB (KCHS) – USN Blue Angels **CNX’d**
 - 16 May – EAA 1167 Spring Fly-in - Conway-Horry County Airport (KHWY) – **Status TBD**
 - 16 – 17 May: Shaw Air Expo 2020 – Shaw AFB (KSSC) – USAF Thunderbirds – **Status TBD**
 - ~~30 – 31 May: Anderson Regional Airshow – Anderson Regional Airport (KAND) CNX’d~~

Treasurer's Report

Aimee Pereira

Below are the numbers for the end of March:

Beginning Balance March: \$3442.49

Deposits for March:

March 16 (Dues & tips) \$74.00

March 23 (dues) \$25.00

Expenses for March:

#1069 Doug St.Pierre (\$21.62)

Ending balance for March: \$3519.87

Just a reminder, Dues are now \$30 for individuals and \$40 for couples.

If you have not sent in your dues, please forward dues payments to:

Aimee Pereira
107 Timberlake Ct
Summerville, SC 29485

If you have any questions, I can be reached via email at ea477.treasurer@gmail.com.

Other News and Sightings Report

Glen Phelps

Just to perhaps provide some additional reading, I am including information as following.

Seems we had a visitor to RBW. Doug was able to catch this bird sitting on the ramp. As we understand it, it was there waiting for some maintenance. That is the nice thing about RBW, they get some real interesting visitors.



I also found an interesting email when cleaning out my old entries. With this “lock down” we all seem to find the time to do things that we didn't have time to do a week ago or so. This information was in an email back from 2013 and was sent to me by a friend of a sailor on the ship. A clipped portion of his explanation is included below the picture.



If you think you had a tough day at work, take a look at the photo above. This was taken the other day aboard the Guided Missile Destroyer USS Shoup (DDG-86) in the Pacific ocean. This ship is 509.5 feet in length, has a 66ft beam, 31 foot draft and displaces 9,200 tons, it takes some big seas to move this ship around like this.

This is one of the helos getting ready for air operations. The helo is actually attached to a sled (under the helo) via a clamp and cable, which secures the helo to the ship until it is ready to lift off (I think you can see why). The cable is used to recover the helo in rough seas. They actually fly over the ship and drop a small cable from the helo. A sailor goes out and attaches the small cable from the helo to the larger cable on the sled. They pull the larger cable up to the helo, attach it and then winch the helo down with the larger cable while the helo pulls against the cable to keep it tight. This makes sure that as the ship rises and falls with the seas, the helo matches that action and doesn't hit the ship (crash). This can't be practiced in a simulator, so when the seas are bad they have to practice in real time. It is a required qualification.

The sled rides in the track that runs from the hanger to the flight deck (under the sailor in red) to move the helo to and from the hanger. They fold up the rotors on the helo before they move it with the sled.

Maybe the office isn't so bad....

I actually could get a little sea-sick just looking at this picture, so I have included pictures of the same ship in a little calmer setting below:

