

The FlyPaper

May 2017

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



Words From the President

Well I think summer has arrived early, mainly because it has been warm in the Lowcountry, RBW that is. April has been a very busy month with lots of airplane filling the skies over the Walterboro Airport.

We had the pleasure of having a Sky master C-54 (DC4) park at the airport this past month. The Spirit of Freedom foundation needed a place to put their bird after being at the Sun-n-fun air show until the Beaufort air show. It was an honor to be able to serve these wonderful folks that flew and maintained this remarkable aircraft.

Special thanks to Wally Moran who was our April speaker. Wally a FAA designated pilot examiner and a NAFI Master Flight Instructor did an outstanding job on giving instructions to our pilots on what to do when you screw up or in other words when you violate the rules when flying like busting a TFR, or altitude when on an IFR flight plan. Good stuff Wally, thanks again.

Also April was a good month for air shows such as the MCAS air show in Beaufort, SC. Glen Phelps and I, along with a few of our chapter members did enjoy the aerobatic sights and witness some amazing flying by some very skilled pilots at the air show. But as always, at least with me, it was the Blue Angles that stole the show with tight formation and critical moves. Wow, what an awesome group of Navy and Marines pilot that put on an amazing show. It gave me a feeling of, **"I proud to be American"**.

Moving on to May and the events coming up for the EAA 477 chapter; mark your calendar for 13 May starting at 09:00 for the Spring fly-in and Young Eagle Rally here at the Lowcountry Regional Airport (RBW). Lots of flying with Young Eagles, along with lots of old war birds showing up, formation flights, booths, food vendors and more. This should be a great time for all who will come and participate. Pilot briefing starts at 08:00, with YE flights to begin around 09:00. We can use all the volunteers we can get such as grounds opts, photos, escorting YE's to the airplanes and back. Please think about coming out and giving your time. Thanks in advance.

Also if you missed the Beaufort Air show, there is a air show at Mc-Entire JNGB on May 6th. I don't have the details but I am sure if you go online you can get times and scheduled performers.

Well that should cover it for now. We have lots of good stuff planned for this summer, with some special projects in the works. Also thanks to all who have given to make the 477 chapter a great success. Until we meet again, Keep those wings level and fly safe.



Roger Medlin
President EAA 477



Upcoming Events

EAA477 Chapter meeting
Saturday May 13th

Young Eagles Rally, starting by 8:30 AM
and we can use help! No regular
meeting, food vendor on the field for
the rally

**South Carolina Breakfast
Club:**

April 2nd Gilbert, SC

SC99

April 16th Hollyhill, SC

5J5

April Chapter Meeting Report

8 April 2017

1110 start time

16 in attendance

Minutes Taken by: Diana Belknap, Secretary

- Roger started off the morning reading a letter concerning our Young Eagles Program. Very nice! The letter Thanked the pilots for all they do for the children, and said because of this program, some of the students want to pursue flying as a career!
 - Had 17 young eagles today.
 - Air Shows:
 - Beaufort Air Show, 28-30 April at Marine Air Station. Blue Angles performing.
 - This weekend is Fun and Sun
 - 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.)
 - 20 May is Falcon Field (FFC). Aircraft Spruce will be there with a 10% discount for EAA members.
 - Young Eagle Rally here on 13 May. Construction should be done and gone by then. When flying on that day, be aware there is lots going on in the air. Be safe!! We'll have 9 Warbirds here, Stearman, food vendors and trucks, Tuskegee airmen booth, etc.
 - Welcome to 2 new members, Ron and Doug!
- Glen, treasurers report: We have just under \$2000. 23 have paid dues. 3 have not. Meal donations need to happen. Don't forget!
- Wally Moran (20 years experience) discusses Dealing with Incidents / Mishaps and what to do.
 - FAA: not out to get us. Be honest and up front with them. They are there to see that we follow the laws of aviation, that we are not breaking the rules.
Examples:
 - Biden TFR—CFI flew through it. Used to get a ticket, but they are getting better. FAA safety program made a deal with him, and he did 2-3 hours of ground training with no suspension.
 - One pilot lost his medical and kept flying with no updates. Eventually his certificate was revoked, he had to wait a year, then had to retake everything in order to fly!!
 - No "rules" as to when to call FAA. Death, injury, damage are the criteria (hospital stay for over 24 hours, a broken bone).
Often, the NTSB, Police, ATT will call FAA.
 - Tell the truth, and call AOPA if you have legal questions. Don't try to stall, and don't tell your life story. Just tell them the facts.
 - The FAA will call you if they are aware of an incident, then send a letter to you. You have 10 days to explain your story in writing.
 - You can file an appeal.
 - One can ask for a conference and meet them with or without a lawyer.
 - You can appeal to the NTSB, as well.
 - Form 277B is part of the Aviation Safety Reporting System. It is not used to report accidents or criminal activity. It is used to report safety concerns witnessed or not, concerns that could possibly make something at an airport or with a specific pilot safer. One can file about almost anything.
 - ASRS forms are watched and studied, so if a pattern is seen, they'll check to see if there is a problem at an airport or with a specific pilot.
 - The ASRS form shows positive safety awareness, and therefore helps give you immunity from suspension at a future date.
 - If the FAA feels that whatever has occurred has happened because a pilot is not up to par (it's a proficiency problem), they can:
 - Require a check-ride once in a while. They'll send a letter first.
 - Require one to fly with a CFI for an amount of time.
 - Give you a student pilot certificate!
 - Have you train for a while and then demo everything again.
 - Get ahead of the game. Help keep yourself away from creating an incident.

- Practice!
- Take some refresher classes.
- Fly with a CFI once in a while.
- Todd Givens is the regional Safety Program Manager.
 - He is the one who generally would talk to a pilot about a safety concern.
 - Or, a Safety Representative of an airport might discuss a safety concern with someone. That would be Roger here at Walterboro.
- Big thanks to Wally for a very informative presentation! We all learned a lot!!
- Finished up around noon, and all headed out to “the hanger” for hotdogs and hamburgers along with some good ole’ fashioned socializing.

Young Eagles Report

All of us who fly Young eagles do it for the kids. We are opening their eyes to the world of aviation. The 20minute ride is just the beginning for many of them. We are used to the handshakes, the big grins and the excitement in their eyes and big grins. After all it's all we expect in return.

Last month Fish from the Tuskegee Airmen and I were presented with a letter of thanks, printed elsewhere in this newsletter, from the Stall High School ROTC. It is a heartwarming letter to us who fly and briefly tells the results on two students. I look on things like this as a big bonus. To our friends at Stall, thank you! We get a lot out of the flights too.

May 13th is a date for your calendars. Not only will we have Young Eagle flights, but a fly in too. Rodger has arranged vendors, food and some displays, notably Boeing and the University Of SC, Salkahatchee Campus. We may fly in excess of 100 youngsters that day.

So what I am asking is all pilots please come out and help with some rides, we need the help. Due to some war birds coming in and the large number of students we need a lot of ground support personnel. Not only on the ramp but with registration and certificates as well. Barbara most likely won't be here to run the computer. Hey I can teach anyone in 10 minutes.

So please grab your buddies and give us a hand.

Thanks

Jeff, YE Coordinator

Treasurer's Report

Glen Phelps

The past month has been rather slow. We did pick up one new member, Ronald (Ron) Johnson from North Charleston. Look forward to seeing him at more of our meetings. Make sure you get with and welcome him at our next meeting.

We still have some stragglers in getting past members to get dues in. If you are one of those, we know who you are...;-)

Numbers for this month are:

Beginning balance =	\$2,077.23	
Ending balance =	\$2,070.85	
Increase or (decrease) =		(\$6.38)

The following is a copy of the letter from Stall High School

31 March 2017



R B. Stall High School

Gerrita Postlewait, Ed.D.
Superintendent of Schools

Terri Nichols
Associate Superintendent of Schools

Mr. Jeremy Carrick
Principal

On behalf of R.B. Stall AFJROTC we would like to sincerely thank you for our opportunity to participate in the Young Eagles Program. Within a four year time period, over two hundred and fifty cadets have experienced the life of a pilot. During our time with these individuals, our students acquire communication skills, leadership skills, and an everlasting memories. It has encouraged cadets to pursue careers in aviation such as Ms. Ford, a junior who flew for the first time. Her comments include “when I went flying it helped me find a love for the sky. It was such an empowering experience and has compelled me to make a career out of it in my future.” It has also allowed students to overcome their acrophobia. For example, Ms. D’Amico, a sophomore at the time, reluctantly waited a year to fly because of her fears. When stepping off the plane after flying for the first time, she described a wonderful experience. With this program many have had the privilege of learning more about aviation as well as themselves. We would love to continue our involvement in this program in efforts to inspire our future leaders and we thank you greatly for the opportunities.

Jacob J. Mohler, Cadet Col SC-031
Cadet Commander

Lonnie D. Ford Lt Col USAF (Ret)
Senior Aerospace Instructor

Inspire•Innovate•Learn

R. B. Stall will be an innovative learning community that inspires all to build a better future. It's a Great Day to be a Warrior!

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

Ron Malec

(Updated)

In support EAA 477's May Super Young Eagle Rally we have received 10 confirmed and 2 tentative acceptances from the owners of AT-6G / SNJ-7; FWP-149, PT-17 Stearman, O2-A Skymaster, Nanchang CJ-6, Pilatus P3, Scottish Aviation Bulldog and Beech AT-11 Kanasan. One of the tentative attendees will be a BAC Jet Provost. We've also had commitments from Warbird a Vans RV-10 and Apollo Monsoon Trike Ultralight coming up from around Richmond Hill, GA. There is also possibility that the RedStar Pilots Association SE Region will be holding an informal formation clinic at RBW that weekend. That event would bring another 7-8 Warbirds (Nanchang CJ-6 / Yak 52) in for the event.

On the airshow side just a reminder of the McEntire Joint National Guard Base airshow on 06-07 May. Schedule performers include F-22 Raptor, Canadian Forces CF-18, Navy F/A-18 Demo, Aeroshell, Twin Tigers, Gary Ward, and Black Daggers Parachute Team among others. There will also be a Combined Arms Demo, and on Saturday a concert. Go to <http://www.scguard.com/expo/> for more information on the schedule.



Douglas C-54 Skymaster ***Roger Medlin***

The Douglas C-54 Skymaster was a four-engine transport aircraft used by the United States Army Air Forces in World War II and the Korean War. Like the Douglas C-47 Skytrain, the C-54 Skymaster was derived from a civilian airliner, the Douglas DC-4. Besides being a transport of cargo, the C-54 also carried presidents, prime ministers and military staff. Dozens of variants of the C-54 were employed in a wide variety of non-combat roles, such as air-sea rescue, scientific and military research, and missile tracking and recovery. During the Berlin Airlift it hauled coal and food supplies to West Berlin. After the Korean War it continued to be used for military and civilian uses by more than 30 countries. This was the first aircraft to carry the President of the United States.

The C-54's first flight was 14 February 1942, later introduced into military April of 1942. The C-54 was upgraded with a stronger floor, cargo door with a hoist and winch. The first C-54-A was delivered in February of 1943. The aircraft was retired in 1975. Primary used by Army Air-Core, later the United States Air-force, and by the United States Navy. There were eleven hundred and seventy built. At this present time there is only one still flying by the Spirit of Freedom Foundation.

The Low Country Regional Airport was honored to give ramp space for this remarkable aircraft. I had the privilege of meeting the captain and flight crew during its stay. We were able to assist in the startup procedures through the services at Low Country Regional Airport. We wish the captain and crew the very best as they continue to show and preserve the great history of the aircraft.

Roger Medlin
Ops Manager LCRAP



MCAS Airshow Beaufort, SC

Glen Phelps

Roger Medlin and I got up very early to get to the airshow before all of the crowds showed up. Yup, we even had to wait at the entrance for THEM to wake up. That turned out to be a good idea. We got a really good parking spot, which at the end of the day, made a big difference, AND “front row” seating.

The prime event was the Blue Angels. Of course that was the last event of the day, but was well worth it, as you can see by some of these pictures.



Neither of us had been to the airshow in Beaufort before, and really didn't know what to expect. What an event! Roger heard over the PA system that there were more than 100,000 in attendance. When I looked behind us, and at the parking area, there was not doubt.

It was a continuous airshow from about 10:00 AM until well after 4:00 PM.



There were even some really decent aircraft static displays as some very cool cars



There was more food and drink on the field that anyone could eat. And many varieties! One of the ones that stood out for me was the “Cheesy Pig”. Actually, I kind of like the stuff, you know, mac and pork. But like many of the others, I wouldn't call it “health food”. I even went to this vendor, but not for the mac and cheese, but for water!

There was also a wide variety of tents with shirts, hats, canes and other mementos if you were so inclined. About the standard prices, so they were not taking advantage of the patrons.

I did have a real exception with the “announcer” at some points. This guy needs to go back to his physics class. Clearly was making an incorrect statement about how the vapor trails from the wingtip vortex was formed. Beyond that, EVERYTHING had to do with combat readiness. To the point of being ridiculous. I thought the RV aerobatics team, which was excellent, would have to have SOME supposed purpose as such, but he at least stayed away from that.

I actually had a great time. Think I will go again. We did bring (thanks to Roger) folding chairs. THAT is a must. Get there VERY early, that is a must. I don't remember if we could bring water in, but you will need a lot of that! Also, you will need a hat and sun screen.

We had to go through “security” and I didn't hear that we couldn't have pocket knives. I always carry one. Roger heard it and knowing I always “have a blade”, asked me if I had one. Had to take it back to the car before THEY took it. I guess that is a sign of the times.