

The FlyPaper

May 2019

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



Words From the President

April was a pretty good month. Jeff will fill you in on how many Young Eagles we flew.

I myself got in about 10 hrs of flying this month. A couple of us have been invited to join a Young Eagle rally up in North Carolina, KSOP, on the 4th of May. After the rally, we will fly over to BQ1, a BBQ place and have a good lunch before heading back to KRBW.

We had an Executive meeting in April and there are some exciting things in the future for the chapter, soon to be released. Just a note, if any of you have airplane stuff for "show and tell", feel free to bring it to one of our meetings.

The Chapter is doing remote Young Eagle rally MAY 11th. My airplane is full as I am planning to take Glen and Diana with me. Let me know if you want a seat in a plane and I'll ask the pilots that are going to see if they can share a seat. Lee plans to bring his 9 passenger van, so contact Lee if you want to car pool.

The Long Easy, Roy's RV and I'm hoping to get Chris' biplane to come over the Allendale too. The airport manager, Betty, informs me that the school has picked 25 students, 14 Girls and 11 Boys who will be looking to fly. Lets hope for good weather....

If you don't have a EAA 477 shirt, contact Jeff and we will get you one (if we have your size) for the event. They are going to feed all of us, so free food alone is reason to be there not to mention we can shine our chapter a little while making some kids dreams come true.

Them kids are counting on all of us and so am I. See you on the 11th. Those flying will meet at the hangar and be airborne by 0730. All ground transportation should head out sooner as its about 45 minute drive

Hey Be safe out there!



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

May 11th meeting:

No scheduled meeting, as we are having a Young Eagle Rally at Allendale, SC. All members are encouraged to help. Lunch Provided for pilots and helpers. See note in Newsletter.

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

The April rally went off well. We had 20 kids and 4 pilots. Ron, Pete, Doug and Tommy all stepped up to the plate. Unfortunately I couldn't fly, due to a leg infection. Barbara handled the paperwork, and certificates.

After the flying was over the pilots and ground crew sat down for a great lunch of pizza.

We need more ground crew to take the EAA Child Protection Policy check. If you are going to help with the Young Eagles you must do the background check and test. Takes about 15 minutes and you can do it online on the EAA.org web site.

Hopefully I'll see most of you at the MCAS Beaufort Air Show or for the Young Eagle flights in Allendale.

March Chapter Meeting Report

13 April 2019

(Comments by Glen Phelps)

I felt I needed to make the comment that without the "formal" meeting, we have no notes/minutes. The same will be true at the Allendale Young Eagles rally this month. So, Diana is alive and well, just no input for this month or next....

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

FAA Completes Clearance Relay Initiative

Flight Service will complete the Clearance Relay initiative on June 20 when it publishes the remaining phone numbers for pilots to obtain IFR clearances at public- and private-use airports, from either the overlying Air Route Traffic Control Center (ARTCC) Flight Data Units, or an approach control facility. As part of modernization efforts to streamline service delivery and increase efficiency, pilots now call directly to obtain or cancel an IFR clearance, reducing the risk of potential errors.

Last year, Flight Service formalized a process already in place by publishing phone numbers for 30 approach controls covering 667 public use airports, providing pilots direct contact with the controlling facility. Last fall, another 26 approach control facilities covering 226 public-use and 3,000 private-use airports had numbers published in the *Chart Supplement*, *US* and subscriber files.

Leidos Flight Service will provide pilots with the name of the facility to contact or the correct phone number to obtain or cancel an IFR clearance. Pilots may continue to request clearances via radio from air traffic control or Flight Service.

You can find the phone numbers for clearance delivery in the remarks section of the entry for each airport in the *Chart Supplement, US*. This initiative does not affect pilots requesting clearances from Flight Service over Remote Communications Outlets (RCO), Ground Communication Outlets (GCO), or from locations in Alaska. For more information, visit <https://go.usa.gov/x5wsR>.

• **ADS-B Information**

Show Me the Money!

The FAA is offering \$500 rebates to owners of fixed-wing, single-engine piston aircraft with the purchase of avionics that have received an ADS-B Technical Standard Order authorization and meet ADS-B Out requirements. The program ends 10/11/19 or when all rebates have been claimed. For step-by-step instructions on how to reserve, validate, and claim your ADS-B rebate, read the *FAA Safety Briefing* article “Show Me the \$” at: <http://bit.ly/adsbrebate>. You can read this and more ADS-B related articles in our Jan/Feb 2019 issue at [1.usa.gov/FAA_ASB](http://www.faa.gov/FAA_ASB).

Your ADS-B Questions Answered:

How do I obtain initial approval for my ADS-B Out system?

Initial ADS-B Out system pairings (transmitter/GPS) must be approved for installation using the Type Certificate (TC), Amended TC (ATC), or Supplemental Type Certificate (STC) process. Aircraft and equipment manufacturers, and others seeking initial pairing approval should consult their Aircraft Certification Office to determine the appropriate approval process for these initial installations. Once the performance of the initial pairing has been established, the FAA considers follow-on installations of the same pairing to be approved. Organization Designation Authorization (ODA) holders can issue an ATC and an STC when authorized by their FAA Organization Management Team (OMT).

Equipment manufacturers are the best source for previously approved pairing information. The FAA also maintains a list of approved pairings at the following link:

https://www.faa.gov/nextgen/equipadsb/installation/equipment/adsb_ready/

After initial approval, can applicable ADS-B Out systems be installed on aircraft not covered by that approval?

Yes, ADS-B Out systems that have previously received FAA approval and meet all of the conditions listed in the FAA’s policy memo on Installation Approval for ADS-B OUT Systems

([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgPolicy.nsf/0/1fdea629cd029a7c86257f7900601653/\\$FILE/AFS-360_2016-03-02.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgPolicy.nsf/0/1fdea629cd029a7c86257f7900601653/$FILE/AFS-360_2016-03-02.pdf)), may be installed and returned to service on other aircraft without further data approval.

Please note that if an Approved Model List (AML) STC is available that provides for the installation of specific ADS-B transmitter and GPS pairings on listed aircraft, consider using the data from that AML STC for the ADS-B Out system installation.

What is the single most common ADS-B Out installation problem?

The single most common ADS-B Out installation problem is incorrect configuration of the flight identification code. Currently, more than 600 ADS-B Out equipped aircraft are operating with a misconfigured flight identification code with no other equipment issues. For general aviation, the flight identification code is configured in ADS-B equipment to transmit the aircraft’s assigned N-number (e.g., N1234). However, many misconfigured aircraft are transmitting flight identification codes with missing alphanumeric characters (1234 vs N1234, N123 vs N1234), no flight identification code (no data entered during installation), improper characters (??????), all zeros (000000), and others simply have a single character transposed (N1235 vs N1234).

You can verify that your aircraft is transmitting the correct flight identification code by requesting a Public ADS-B Performance Report at the following web address: <https://adsbperformance.faa.gov/PAPRRequest.aspx>. Ensure the Tail Number and Last Flight ID on the cover page of the report match.

For more information on what to consider before and after installation of your ADS-B Out system, go to: <https://www.faa.gov/nextgen/equipadsb/installation>.

The Installation Approval for ADS-B Out Systems

(http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgPolicy.nsf/0/1FDEA629CD029A7C86257F7900601653?OpenDocument) memo explains the FAA's policy regarding installation of ADS-B Out systems into civil aircraft.

Is My ADS-B Broadcasting Me?

Do you know if your ADS-B Out system is broadcasting the truth about your aircraft's position in the air or on the ground? It may appear to be working just fine, but in reality, air traffic control or other aircraft could be receiving traffic information from your system that just is not accurate. In the article, "Is My ADS-B Broadcasting Me," editor Jennifer Caron provides important information on how you can run a free, online test of your ADS-B system to make sure that it's transmitting correctly. You can read the full article at <http://bit.ly/adsbemitter>. You can read the entire issue at 1.usa.gov/FAA_ASB.

Airshow and Fly-in Schedule

- EAA 477 was well represented at the MCAS Beaufort Airshow (27-28 Apr). In addition to Don Bennett with his O-2A, I saw Jeff Grigg and Roy Carson. When I visited the EAA Display I heard that several EAA 477 members had stopped by. Here are a couple of pictures for the Airshow.



- 18 May – EAA 1167 Spring Fly-in and Young Eagles Rally – Conway-Horry County Airport (KHYW) --- Let's support our sister Chapter
- 8 June – North Carolina Aviation Museum and Hall of Fame Annual Fly-in – Asheboro Regional Airport (KHBI)

MCAS Air Show Report

Provided by Lee Miller

EAA477 Volunteers Help Build 200 Composite Cunard Aircraft at Beaufort MCAS Air Show

Dateline April 27, 2019 Walterboro, SC. Experimental Aircraft Association (EAA) Chapter 477, currently based out of the Lowcountry Regional Airport provided two volunteers for this fantastic accomplishment of manufacturing wizardry.

Ok, total picture, they were just foam and paper backing gliders (see picture below) and the kids did a lot of the building, but the headline is true nonetheless. Aren't words wonderful.



Dow Sanderson and Lee Miller at the Beaufort Air Show

Dow Sanderson and Lee Miller volunteered for the EAA Mobile Marketing Unit (MMU), a semi-trailer size unit that travels around the country to different venues such as air shows, fly ins, etc. Chris Cassinelli, the EAA staffer that honchos the unit was a great host and helped the two volunteers from Chapter 477, as well as other volunteers that came, feel welcome and appreciated (there was one other full timer, Aimee Pereira from Summerville, and a couple from Mt. Pleasant who arrived late so made up for it by leaving early (you just can't trust those folks from North (East) of the Cooper) and I hope they have a sense of humor if they read this (we love our neighbors)). If there were other volunteers that I neglected to recognize I apologize but didn't get to meet any others on the other side of the sea of kids that came to build the gliders.



EAA MMU at Sun and Fun (same one was at Beaufort)

The offerings at the unit were, the gliders, a set of three Air Traffic Control (ATC) simulators (manned by two air traffic controllers from North Carolina), two Redbird flight simulators, for those 13 and up, set up to fly the approach into Oshkosh, two screens set up for EAA Virtual Flight Academy (which is also available to chapters) with the challenge of flying through a chicane of loops to test turning and climbing/descending coordination, and lots of brochures, magazines, and Avion Comic books promoting EAA and Young Eagles. As a bonus, parents who signed up at the entrance to the unit got a FREE six months membership to EAA along with information on Young Eagles. And the Marines made noise with their jets.

Treasurer's Report

Glen Phelps

There was a total \$71.00 received for the month, and deposited to the checking account. This was from one new membership for \$25.00 and \$46.00 in the "tip jar" to help defray the cost of the lunch.

Please welcome Ted Austin, our new member. Ted resides in Hanahan, SC and found us through our webpage. He and I had a short email exchange and the rest is history.

Disbursements were \$50.55 for reimbursing the cost of pizzas we had following the Young Eagle flights.

The financial summary is as follows:

Checking account:

Beginning balance = \$3,095.67

Ending balance = \$3,116.12

Increase or (decrease) = \$20.45

Petty Cash

Beginning balance = \$7.11

Ending balance = \$34.11

Increase or (decrease) = \$27.00

There are now a total of 28 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.