

The FlyPaper

May 2023

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



Words From the President

These current days of high winds have really curtailed many people in getting some flying in, including me. Hopefully they subside soon, but I don't mind the lower humidity. For those of you who didn't attend last month's meeting, our chapter had the opportunity to host the EAA Ford Tri-motor through the weekend of May 19-21. However, as the Tri-motor is 94 years old, EAA requires that it have an available hangar should inclement weather affect the weekend. The Tri-motor has to have a hangar large enough to accommodate the Tri-motor at a moment's notice, especially considering spring thunderstorms. That ruled out Walterboro, Summerville, Monck's Corner, and Mount Pleasant. That left the only two possibilities of finding a hangar large enough were the Charleston and Johns Island airports. Dave Taylor talked with the folks at JZI, but that didn't work out and I talked with the folks at both the Atlantic and Signature FBOs at Charleston. Although they wished they could help, their hangars were full of tenants' aircraft and they couldn't take a customer's aircraft out of a hangar in bad weather, just to put the Tri-motor in their hangar. So, I notified EAA that our chapter wouldn't be able to support them, and recommended they contact Chapter 1058 in Hartsville, South Carolina. I told EAA that although the chapter is in Hartsville, they have connections at the Florence Airport, and it worked out that Chapter 1058 will be hosting it in Florence. They will be hosting it that weekend, the chapter in Columbia will be hosting it the weekend before, and over Memorial Day weekend, another chapter will host it at the Oak Island airport near Wilmington, North Carolina. So, if anybody wants to go flying in a Tri-motor, you can make a trip to one of those airports during one of those weekends.

My old chapter in Ohio sponsored it at the Youngstown – Warren Regional Airport a few years ago and our chapter was able to raise about \$3,500. Luckily, we were friendly with the FBO and they had enough hangar space. We did have to put it in one of the big hangars during a torrential rainstorm, which washed out all our flying on the last day of the tour. The manager of the Signature FBO at the Charleston Airport told me that they've been trying to convince the airport board in Charleston they really need to build more hangars for them, but it appears their pleas were falling on deaf ears. Even the Aircraft Tours program manager for EAA said finding airports with hangar space is one of the biggest problems that they're facing. He said there's a shortage of hangars nationwide.

Our chapter Young Eagles coordinator, Liz Birch, is arranging for a Young Eagles event at Walterboro Airport on June 10, which is also EAA's national Young Eagles Day. At this month's meeting we will talk about this event.

Also at the meeting, I plan on discussing and showing the preparation work in cutting out my instrument panel and how the new Dynon avionics system works. Hope to see you all there.

Stay safe, John



John Stoll
President EAA 477



Upcoming Events

EAA477 Chapter meeting

The May meeting, will be held at 10:00 AM at the Walterboro airport conference room May 13th. Lunch will be served after the meeting around 12:00 noon.

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2021-schedule>

Young Eagles Report

Liz Birch

Young Eagles Coordinator

Our next Young Eagles rally will take place on June 10th in Walterboro and will be open to the public. To register for the event please go to <https://youngeaglesday.org/?6863> and pre-register for the event as space will be limited. June 10th is the 30th annual International Young Eagles Day.

If you would like to help volunteer for this event, please reach out to me so that I have a good count of how many pilots and ground volunteers that are able to attend. The more volunteers we have, the more kids that we can fly. If you have a kid interested in a young eagle flight but can't attend this date, please feel free to reach out to me and we will get a one-on-one flight with a volunteer pilot scheduled.

Liz Birch
YE Coordinator
217-706-0148
lizbirch2331@gmail.com

Aviation Scholarship Program

Dow Sanderson

No report for this month.

Blue Skies,

Dow Sanderson,
Scholarship Chair

March Meeting Summary

Glen Phelps

I am going to have to admit that I was pretty “scattered” when I got to the meeting due to a tree falling cross the road in front of me on the way down. Covered both lanes. About fifty feet in front of me as I was doing about fifty miles an hour. I caught it in the corner of my eye, and did some evasive maneuvers, but still caught the big chunks. Thirty minutes later I was back on the road, thanks to having my tools in the car for working my plane after the meeting and being able to remove the crushed stuff from underneath the car....

Both John's and Liz's reports tell you about much of the discussion at the meeting. We did talk about future field trips, and am sure we will have more discussion on that at the next meeting. Some of the ideas presented were, the Yorktown, Trident Tech Aerospace program and the FAA tower at CHS.

Other topics covered potential guest speakers at our meetings. Of the ideas, an F-35 instructor, Boeing test pilots and perhaps the director of the Yorktown Museum.

At the conclusion, we adjourned to hanger 22 for some of John's great sloppy joes.

Aviation Safety and Upcoming Events

Ron Malec

FAAST Blast - FAA Safety Briefing News Updates

As a subscriber to the FAA Safety Team and the NASA Aviation Reporting System 'CALLBACK' Newsletters, I will share updates and information that I believe will be beneficial to all members.

General Information

- **Fly Like a PRO** - By Everette Rochon, FAA Training and Certification Group Manager within the FAA's General Aviation and Commercial Division. He is a former S-3B Naval Air Training and Operating Procedures Standardization (NATOPS) instructor, and a current ATP and flight instructor. In *FAAST Blast* — Week of Feb 06 – Feb 12, 2023

Ever wonder how so many aircraft and people can safely operate in such close proximity on an aircraft carrier? Learn how a bit of military professionalism can inform your own flight operations in the article "[Fly Like a PRO](#)"

- **New FAA Safety Briefing: Possible Assistance Needed: Preventing Pan-Pan Problems** - Notice Number: NOTC2918 - March/April 2023 issue of *FAA Safety Briefing* magazine
 - **When Pan-Pan Becomes Mayday** - Search and Rescue in the 21st Century - By Paul Cianciolo, *FAA Safety Briefing Magazine Associate Editor* –

The general aviation accident rate is continuing to decline, but that does not mean search and rescue service workers are out of a job. We still saw 242 accidents in fiscal year 2022. There were 42 people rescued from 28 aircraft incidents that the Air Force Rescue Coordination Center managed in 2022. Many crashes are survivable if rescuers can get to you in time. Here's how to make their job easier.

Simplest Solution

File a flight plan when flying under visual flight rules (VFR). The FAA will initiate a search if you are more than 30 minutes overdue. Asking for VFR flight following always helps, especially if you fly long distances or over remote terrain.

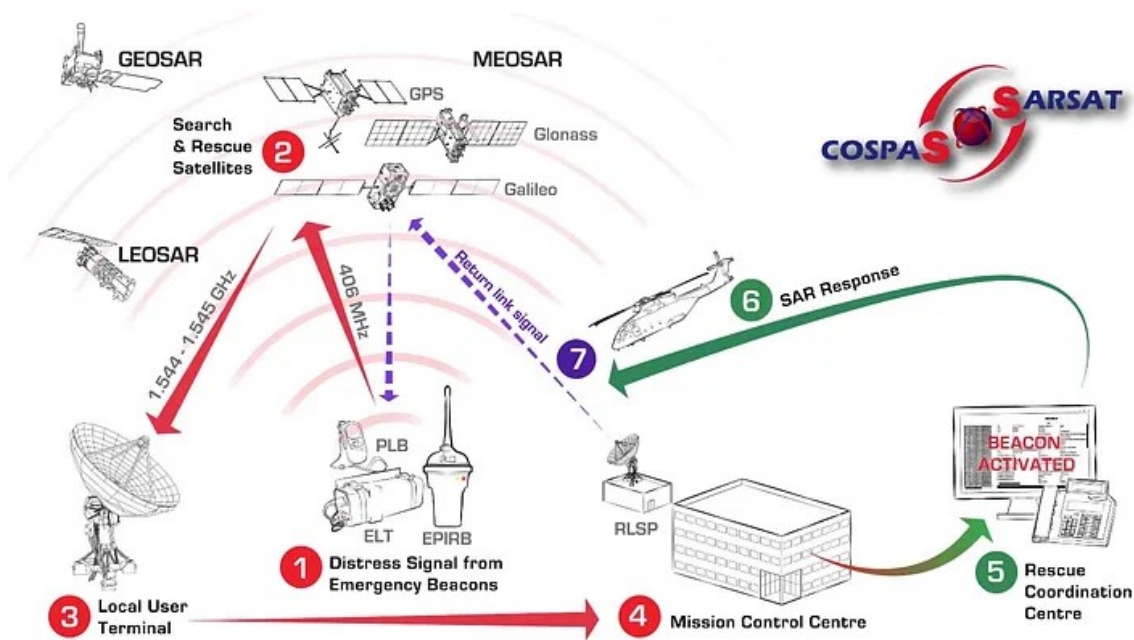
Timing is everything. On Nov. 14, 2021, a 53-year-old pilot and his 13-year-old daughter disappeared over heavily wooded state game lands in Pennsylvania. The FAA issued an alert just after 7:30 p.m. about the overdue aircraft.

In coordination with the FAA, Civil Air Patrol's National Radar Analysis Team used radar data to determine that a crash was likely and appeared to be survivable. The Air Force Rescue Coordination Center then activated a search mission, knowing that the sun had just set, there was freezing rain, and the probable crash location would be hard to reach. More data would increase the chance of finding the potential crash.

What wasn't clear was whether any cell phones or other electronic devices were onboard. Since these can be very helpful to those searching for you, here's a tip. If your Spidey-senses are tingling and you think an emergency could be brewing, you might want to turn your cell phone on and/or turn airplane mode off to help provide critical location data. Many cell phones and smartwatches also have crash-detection modes and can provide easy ways to contact emergency personnel once activated. More data makes it easier for searchers to find you.

Signaling Satellites

Another way to increase your chances of being found is to install an emergency locator transmitter (ELT) that is also GPS-enabled using 406 megahertz (MHz). The accuracy of a standard 406 MHz beacon is 2–3 nautical miles, but if the beacon is equipped with a GPS receiver, activation coordinates could be within 100 yards.



This diagram shows the sequence of events from the time a 406 beacon is activated (1) anywhere in the world, to the launch of search and rescue (6) assets to the location of the distress. (Illustration courtesy of Cospas-Sarsat)

A quick note: the FAA does not require the 406 MHz ELT, but if you are relying on the 121.5 MHz ELT, you might consider upgrading — especially if you intend to fly over less populated areas. Here’s why: In 2009, satellites stopped monitoring 121.5 MHz ELT signals. An FAA study also indicated that 134 extra lives and millions of dollars in search and rescue resources could be saved every year if everyone upgraded to a 406 beacon. If you decide not to install the newer 406 MHz version, or if your aircraft is not required to have an ELT under 14 CFR section 91.207, you might consider carrying a 406 MHz personal locator beacon (PLB) secured by a clip or in a pocket.

If you do install a 406 ELT, the key to success is registration. With a 98% false alarm rate, accurate registration information means that most inadvertent activations can be resolved with a phone call. Go to beaconregistration.noaa.gov to register and update your ELT information, including when you deactivate an old beacon. Make sure to recycle the batteries and dispose of them properly to avoid searchers having to dig through a landfill — been there, done that, not fun. Moreover, an inadvertent beacon activation could interfere with an actual distress situation.

Make sure to include the phone number of the cell phone you fly with in your ELT registration. Also, include your cell phone number in any flight plan to give searchers extra data to aid your survival.

Beyond Beacons

An ELT may not always work correctly after a crash. In the case of our missing airplane in the middle of Pennsylvania, nobody knew if there was a cell phone on board. It was not until a 911 call from the spouse came in at 10 p.m. — two hours into the search — that searchers obtained this valuable piece of data. The local sheriff’s office made the connection to the 911 call and the search for the missing airplane. The pilot’s phone number and bonus data about an onboard iPad became integral to the mission.

Civil Air Patrol’s National Cell Phone Forensics Team was activated to fine-tune the search areas by combining cellphone tower and distance information, the last known radar hit, and GPS information from the iPad. The data from the tablet made all the difference, providing local search and rescue teams with a location accurate to within 11 yards.

Just after 2 a.m., search teams found the survivors. The dad was cuddling with his daughter for warmth because they were exposed to the elements and began suffering from hypothermia. Rescuers carried them nearly a half-mile in the freezing rain to waiting ambulances.

It’s All in the Data

Using 21st-century technology and the tools to analyze location data makes search and rescue operations more efficient. If you are not already using Automatic Dependent Surveillance-Broadcast (ADS-B), consider installing it. File a VFR flight plan and ask for flight following. Make sure people on the ground have information about any personal electronic devices onboard. Upgrade your ELT. The speed of finding you when needed depends on how much data is available for the search.

Rescue Coordination Centers
Air Force: 1-800-851-3051
Alaska: 1-800-420-7230
Coast Guard: 1-855-406-8724

Paul Cianciolo is an associate editor and the social media lead for FAA Safety Briefing. He is a U.S. Air Force veteran and an auxiliary airman with Civil Air Patrol.

Airshow and Fly-in Schedule

- **2023 Airshows / Fly-ins**
 - **11-14 May 2023** – EAA Ford Tri-Motor, Eagle Aviation, Columbia Metropolitan Airport (KCAE), SC
 - **13 May** – 18th Annual Wings & Wheels Air Festival, Fairfield County Airport (KFDW), Winnsboro, SC
 - **13-14 May-2023** – Augusta Airshow, Augusta Regional Airport (KAGS), Augusta, GA
 - **18-24 Sep-2023** – 16th Annual Triple Tree Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC

Photos

- **MCAS Beaufort** – Next month

Until next month – Blue Skies - Stay Safe and Fly Safe

Treasurer's Report

Aimee Pereira

Beginning Balance for April:	\$4,562.12
Expenses	\$0.00
Deposits:	\$25.00 4-11 – funds collected at the April meeting.
Ending Balance for March:	\$4,587.12

Note: Total Earmarked for Young Eagles = \$200.00

**Dues for 2023 will be \$35.00 and payments
may be paid in person at a meeting or sent
to the following address:**

Aimee Pereira
107 Timberlake Ct
Summerville, SC 29485

If you are not sure if your dues are paid for 2022 or have any questions, I can be reached via email at:
ea477.treasurer@gmail.com.