

# The FlyPaper

June 2021

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



## Words From the President

Hello everyone,

Our June meeting is shaping up to be an interesting one. We will meet at Hanger 20 around 9:30 AM for coffee and doughnut holes before heading over to the terminal conference room around 10:00 AM. We have a special speaker who has a rather extensive career in aviation that will entertain us there. Glen will up date with some more details in his report. Lunch of pizza, assorted chips and soda is being served for lunch at hanger 20 following the presentation.

We certainly thank Mr Tommy Row, the airport manager and the airport commission in helping to secure our use of this space on the second Saturday of each month.

It is my understanding that the airport authority is moving forward restoring the damaged structures on the airfield and that is welcome news! It is just my opinion that runway 27/9 should be built out with hangers. They generate income, and are easy to maintain compared to maintaining a runway. Having four runways certainly seems adequate.

On May 22<sup>nd</sup> I flew four young eagles. One from Summerville and three from Columbia. All were excited to have the opportunity. As we leave Covid-19 behind us, there will be more flying soon!

We have been given the OK to do operations out of the terminal-building when it is available. But, my first choice is to fly out of hanger 20 as it's grassroots and the young eagles get to see the life style of the general aviation better from the hanger.

A list of our future YEs wil come from four troops the Boy Scouts of America, ROTC out of Charleston County, Stem Groups, referrals fro a few flight schools and FBOs that have open house events just to name few.

I hear that we have a couple of "builds" going on and planned builds by some of our members. It seems the chaper has become a well rounded "something for everyone" place. Excellent!

And speaking of members, I can't say enough for staying with us during the pandemic! Also, as a FYI, we've brouht on nine new members during the Covid-19 from all walks of life. This helps keep the chapter alive with new energy and diverse ideas!

That's it for me for this one. Be safe out there.



Doug St Pierre  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

We will have our an "in person" chapter meeting June 12th. This will start with coffee and doughnut holes in hanger 20 around 9:30AM., then proceed to the presentation in the airport terminal around 10AM. Following the presentation we will have pizza and trimmings at hanger 20.

### 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*

We are off to a great start this year having flown seven Young Eagles so far. This includes four flown by Doug. We have many more groups on our list including Boy Scouts of America from four troops, ROTC groups out of Charleston County, Stem Cell groups, referrals from a few flight schools and FBOs that have open house events.

Due to pilot and plane shortages, we have decided to push our next YEs rally back to July 17<sup>th</sup>. The first few rallies that we hold will likely be mostly targeted towards groups, including Girl/Boy Scout and ROTC/Cadet group. Once schools have opened back up this Fall, we will be looking to hold a rally open to the public, which should give us enough time to spread the word and spark interest.

If you know of any kids or groups that would be interested in receiving flights, please send them my way and we can get something added to the schedule. Also, if you are a pilot or interested in volunteering at any rallies, please let me know and I can get you added to my roster.

In addition to the return of the Young Eagles Rallies, this fall will likely see the introduction of a new program that I am working on that aims to keep kids involved in aviation after their flight. Stay tuned as we continue to develop this program. If you have any ideas on activities or programs that can help keep these kids active, please do not hesitate to reach out to me.

Following are some pictures of Young Eagles flown by Doug recently.



## **May Meeting Summary**

*Glen Phelps*

We had our first “open to all” chapter meeting on May 8<sup>th</sup>. I was not able to attend due to travel. Well, as a matter of fact, Doug was our only chapter officer that was able to make the meeting, and he really did a great job!

This meeting was done so that we could get back into the grove and hopefully have new members show up. And in fact, that happened! We brought on five new members to the chapter. Actually, three had been with us before but are returning to be active with us. Here is the list:

Marlon Delgadillo  
Blaine Pitkin  
James Southard  
Greg Horne  
Robert Stevens

Thanks guys for joining the chapter!

Looking forward to the meeting in June which will be on June 12<sup>th</sup>. As Doug said in his comments at the start of the newsletter, we will be using the conference room in the airport terminal for the meeting itself. Prior to the meeting we can have coffee and doughnuts at hanger 20 around 9:30AM. The presentation in the terminal conference room will start around 10AM. Following the presentation, we will again go to hanger 20 to have pizza and trimmings for lunch.

The presentation will be given by Captain Eddie Gantner who will speak about his 50+ year aviation career. There is a little more information on our website, [eaa477.org](http://eaa477.org) and I invite you to go there to see it.

There is a trip report from Ron Santos included in this newsletter which I hope you will enjoy reading. Not many of us have the ability to make a journey like this, and we know he will enjoy the cooler weather up east. We will look forward to his return and another trip report.

## **Trip Report**

*Ron Santos*

Glen asked if I might write up something about my trip from Walterboro to Nantucket a couple of weeks ago. He thought it might be interesting to our readers. So, here it is:

I departed KRBW, (Walterboro) at around 6:45 AM for KPGV, (Greenville, NC). I filed IFR for the flight. Level at 5000 feet and a head wind of 25 knot it was smooth. 2.5 hours and 229.4 km later I landed for a rest stop and fuel.

I departed KPGV for KSBY, (Salisbury, MD) again, IFR at 5000 feet and a headwind but smooth air. The weather at KSBY was a wind 340 of 20 knots gusting 25, landing on runway 32. It took 2.6 hours and covered 185.4 km. Got coffee, fuel for the next leg, and clearance for my next leg to KHVN, (New Haven, CT).

Departed KSBY for KHVN, climbing to 5000 feet, flying over Atlantic City then New York with great views. Landed at KHVN with wind 25 gusting to 30 and had to use 02 since the other runway was closed due to the strong cross wind in 2.7 hours and 213.1 km.

Departed KHVN for KACK, (Nantucket, MD) at 4000 feet with a strong tail wind, doing 155 knots ground speed. Landed after 1.4 hours and 127.9 km. Used 240 at KACK with winds 270, 30 knots gusting to 35 knots. It was a long day and the plane ran perfectly. Faster and more fun than driving! Here are a couple of photos from the trip.

JFK from 3500 feet



Nantucket approach



## **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**

- **What Would You Have Done?**

This month I'm giving you a chance to "interact" with the information given in a selected NASA Aviation Safety Reporting System (ASRS) reports. The information is provided in the *CALLBACK* newsletter. In "The First Half of the Story," you will find a report excerpt describing an event up to a point where a specific decision must be made or some immediate action must be taken. You may then exercise your own judgment to make a decision or determine a possible course of action that would best resolve the situation.

The selected ASRS report may not give all the information you want, and you may not be experienced in the type of aircraft involved, but each incident should give you a chance to refine your aviation judgment and decision-making skills. In "The Rest of the Story..." you will find the actions that were taken by reporter in response to the situation. Bear in mind that their decision may not necessarily represent the best course of action, and there may not be a "right" answer. The intent is to stimulate thought, training, and discussion related to the type of incident that was reported.

#### **The First Half of the Story**

*Get out of My Way* (C152 Pilot's Report)

- While cruising at a VFR altitude of 4,500 feet, the engine experienced a sudden, rapid, and unusual 500 RPM drop

in power without input... I made the decision to land at the nearest airport. Center was providing VFR flight following and was notified of my situation. The procedure of verifying...correct engine control positions failed to increase RPM. The remaining engine output was sufficient to maintain altitude, but I judged it to be unreliable and opted to not reduce power for fear it would cause further undesirable operation. I was cleared to switch to CTAF and announced my intentions to land on the active runway. After slipping to lose excess altitude, it became apparent that a helicopter was on the [approach] end of the runway. I requested that he please move, [but I received] no response.

What Would You Have Done? See The Rest of the Story after the Blue Angel Pictures.

### Airshow and Fly-in Schedule

- 2021 Airshows / Fly-ins
  - 20-26 Sep – Triple Tree Fly-in, Triple Tree Aerodrome, Woodruff, SC (SC00)

Blue Angels – 2021 75<sup>th</sup> Anniversary – From “The Great Florida Airshow” Melbourne, FL (KMLB)

- Flying F/A-18 Super Hornets
- New Fat Albert – C-130J Super Hercules (formerly C.Mk5 with RAF)



### The Rest of the Story

*Get out of My Way* (The Reporter's Action)

■ Unsure of the plane's ability to climb during a go-around, I decided to land on the parallel taxiway that was clear of traffic and obstructions. I made an announcement on CTAF that we would land on the taxiway. Unsure of the helicopter's intentions on the runway, I asked that he depart to the right and away from the taxiway. A slightly faster than normal landing was made without aircraft damage.

Contacting CTAF [had been] delayed by a few seconds because we did not have the CTAF frequency... My passenger was another pilot and was trying to tune [CTAF] while I...looked for the airport and possible alternative landing sites. This delay might have caused the near conflict on the runway. The solution of landing at the nearest airport was complicated by lack of time to communicate with traffic in the area, and the only clear landing spot was the taxiway.

### **Airshow and Fly-in Schedule**

20-26 Sep – Triple Tree Fly-in, Triple Tree Aerodrome, Woodruff, SC (SC00)

### **Blue Skies - Stay Safe and Fly Safe**

## ***Treasurer's Report***

***Aimee Pereira***

Beginning Balance for March:	<b>\$3,990.15</b>
Expenses:	(\$43.05) - # 1078 Doug St. Pierre - reimbursement for lunch items lunch
Deposits:	\$175.00 dues, tip jar and \$30 for Young Eagles Coasters
Ending Balance for March:	<b>\$4,122.10</b>

Reminder that dues for 2021 are \$20.00. Dues payments may be paid in person at the next 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 2021 or have any questions, I can be reached via email at [aaa477.treasurer@gmail.com](mailto:aaa477.treasurer@gmail.com).