

The FlyPaper July 2017

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



Words From the President

Let the fireworks begin, it's the fourth of July, 2017 and time to celebrate the freedom we have in this wonderful country we call the United States of American.

July is upon us and we are half way through 2017, which by the way has been a great year thus far for the 477 with lots of young eagle flights and air shows that have passed. We did miss our Spring fly-in and Young eagle rally because of weather, but there's always next spring and Wings and Wheel air and car show to look forward to. Special thanks to AF Major Brian Butler, who was our guest speaker at our last chapter meeting. Major Butler talked to us about MACA, and the routes and training areas the C-17 flies. Check out the June minutes by our secretary Diana Belknap who did an outstanding job in recording his presentation. (Thanks Diana)

Moving on to July's meeting. Our speaker will be, yours truly, discussing the Decision making process, the go-no-go decision when planning a flight and knowing your limitations and your aircraft's limitation will be the topic's we will be discussing I trust this will be an informative time with lots of discussion and feedback. Mark your calendar, July 8th, here at the Lowcountry Regional Airport. Young Eagle flights will begin at 08:00, pilot briefing at 07:30. We have a lot of YE's to fly with the May YE rally that was cancelled. (Calling all pilots who are qualified and ready to fly.) Lunch will follow as always with our favorite chef Bruce, cooking Hotdogs and Hamburgers on the grill.

Looking at upcoming events, I had the pleasure of meeting the President of the 242 chapter at the downtown Columbia airport, Jim Herpst during a business transaction. Jim and the 242 chapter meet the 3rd Saturday of each month and serve breakfast in their hangar there at the downtown Columbia airport. The meeting is open to other chapters and EAA members. So if you're looking for a place to fly on a beautiful Saturday morning then head to Columbia downtown. I think they start serving around 09:00. Check their web-site for details. Second, the Shaw Air force base will be hosting its second annual GA fly-in 28 July. Go to the Shaw Air Force base web-site for details. I was able to attend last year's GA fly-in which was an awesome experience. The F16's will be doing some flight demonstrations during the event.

Well that should cover what's happening with the 477. Oh yes I almost forgot, Oshkosh Air Venture which is coming up July 24-30. Not sure if any of our members are planning to attend. If so and you have an extra seat either flying or driving let us know. Time to close, hope to see you at our next meeting and like I always say keep those wings level and fly safe.



Roger Medlin
President EAA 477



Upcoming Events

EAA477 Chapter meeting

July 8th Young Eagles at 8:00 with meeting at 11:00. Burgers and dogs on the grill after the meeting

South Carolina Breakfast Club:

July 9th Woodruff, SC

SC00 Triple Tree Airdrome

July 23^{23rd} Cheraw, SC

KCOW

Young Eagles

Jeff Grigg

Things are hitting the “summer slows” on the Young Eagle front. We had a good rally planned in May but weather took us out. In June we had about 20+ kids scheduled but only 10 new Young Eagles. Some of the parents did get a chance and I took a Major from Joint Base Charleston up in my 172. Gave him the controls, he is an instructor in the C-17 and let him fly a bit. He naturally did real good but has a style totally different from mine and a few others I have flown with. It sure was fun though. Now since he flew in my bird, I want to fly in one of his C-17's. Think it will happen? Hey at least the simulator!

We will be flying next weekend. Pilot briefing 7:30 AM sharp, have your aircraft out on the ramp by 7:00 AM. As of right now we are not planning a formal Young Eagle event for August, we need a month off and it will be awfully hot! I am getting calls from the general public, not affiliated with any group so if anyone wants to fly in August let me know and we'll do it.

Thanks to ALL the pilots, and volunteers!

Airshows and Fly-ins

Ron Malec

June was a slow month for Airshows and Fly-ins. But there were two events of significance during the month.

North Carolina Aviation Museum and Hall of Fame (NCAMHOF) annual fly-in: The NCAMHOF annual fly-in was held at the Asheboro Regional Airport (KHBI) on Saturday, 10 June. In addition to normal array of General Aviation aircraft there were eight warbirds in attendance to include PT-17 Stearman, BT-13 Valiant, SNJ-6 Texan, two P-51D Mustangs, AT-11 Kansan, two L-Birds, and a Pilatus P3. Rides were offered in the PT-19, P3, and a Beech 18. What made this more than just a normal fly-in was the attendance by 2nd Lt Anthony H “Tony” Goebel, USAAF. Lt Goebel who will be 100 years old on 07 July 2017 was a P-51 pilot flying with the 487th FS (Meyers Marauders) / 352nd FG (The Blue Nose Bastards of Bodney) from mid-1944 until late-1945. Lt Goebel is credited with three confirmed kills (two Bf 109s and one Me 262). During 1944 Lt Goebel was the wingman for Maj George Preddy the highest scoring P-51 Ace in WW II. Mr. Jeff Michael had Lt Goebel sitting in his P-51D “Obsession” in which he also got a free ride so to speak as the plane was towed to and from the flight line to the fuel pits. As a tribute to Lt Goebel, Dr Alex Newsome in P-51D “Angel’s Playmate” and Mr. Jeff Michael in P-51d “Obsession” did a two plane fly-by.



CAF Airpower History Tour: The CAF B-29/B-24 Squadron Airpower History Tour made a stop in Charleston from Monday, 19 June through Monday, 26 June. The aircraft in the tour were B-29A Super Fortress “FiFi” one of two B-29s flying in the world, and an SNJ-6 Texan. “FiFi” was open for tours on Wednesday through Friday and offered rides on Sat – Mon. On Saturday and Sunday “FiFi” was also open for tours after the two morning flights. On Monday afternoon “FiFi” flew on to the Knoxville, TN, the next stop on the tour.



July is another slow month in the Southeast for Airshows and Fly-ins as everyone tries to stay out of the heat and prepare for EAA AirVenture Oshkosh (24-30 July).

EAA 611 48th Annual Cracker Fly-in: EAA 611 will be holding their annual fly-in at Lee Gilmer Field (KGVF), Gainesville, GA, on Saturday, 08 July. Fly-in aircraft are parked on the grass between Rwy 29 and the parallel taxiway. Rides will be offered in the CAF Dixie Wing LT-6 and PT-19, and Army Aviation Heritage UH-1 Huey and AH-1 Cobra.

Beaufort Water Festival: On Saturday, 22 July, Beaufort will be hosting its annual Water Festival airshow from 1300-1600 on the Beaufort River in front of Water Front Park.

EAA AirVenture Oshkosh: Some highlights for 2017 AirVenture, “The Year of the Bomber” are – B-52 Stratofortress and B-1B Lancer will be on static display in addition to flying with B-2 Spirit followed by two B-29s, two B-17s, several B-25s and an A-20 Havok. There will be a 75th Anniversary commemoration of the Doolittle Raid with more than a dozen B-25s participating. There will also be a 50th Anniversary celebration of Gemini 1.

June Chapter Meeting Report

10 June 2017

1100 start time

10 in attendance

Minutes Taken by: Diana Belknap, Secretary

- Roger begins:
 - Had 11 young eagles, plus 7 adults.
 - Glen, the treasurer, is away for the day so no report.
 - Major Brian Butler is our guest speaker and he works in the safety office. He investigates military aviation incidents and runs the Mid-Air Collision Avoidance Program (MACA) for General Aviation.
 - He will discuss primarily C-17 flights, their training routes and where it is generally safest for us to fly.
 - An 11x16 inch aviation chart and a small booklet were passed out to each of us.
- Major Brian Butler:
 - The C-17's usually fly from 4000' to 300'. They often fly low and at speeds of 200-400 mph, so most important to always keep an eye out for them.
 - Avoid MOA's (military operating areas) which are clearly shown on your chart.
 - On VR days, the C-17's often use 1040 and 1041, so GA pilots can listen for them in this way.

Sometimes they train for IR, however, so you can't rely on them to use those channels.

- Between the towns of Lexington and Orangeburg is a place called North field (XNO) where there is heavy C-17 traffic.
- Lots of flight training goes on there. Major Butler strongly suggested that we stay away from that area.
- It is class D airspace, however, so if you must go through there
 - C-17's are generally at 2500' MSL, so fly at higher altitudes and use 124.75 on your VHF.
- Charleston ATC has flight following, so your transponder is key so they can see you.
- Once again though, in general we should avoid that area.
 - C-17's are traveling fast and low, and they weigh 6000lbs.
 - They often fly in formation. Usually 3 in formation, but could also be many more, like 20 or more on rare occasions. (If you see one C-17 always look around for more.)
 - Only the first of 3 planes in formation has a transponder. If 6 or more planes in formation, then the first and last planes have a transponder.
 - The C-17's have a Traffic Alert and Collision Advance System (TCAS), so if our transponder is on, they can see us. And ATC monitors the C-17's primarily through VHF.
 - Avoid MOA's, in general. Planes could be flying at 500' plus.
 - C-17's file a flight plan always, and always have flight following.
 - The F-16's we see operate out of Shaw AFB and McEntire Joint National Guard Base.
 - They often travel 350k's in a day.
 - Almost always in a formation of 2-4 planes. If you see one plane, always look for another.
 - The F-16's can't see us even if we are squawking. They can only see us with their eyes.
 - The Beauford folks south of us (Navy and Marines) use NOTAM's and has warning areas all over.
 - Questions about following distance:
 - For all GA, Stay above a C-17 to avoid wake turbulence.
 - If you can see it, don't be behind it at all.
 - When in formation, the C-17's stay 1000' behind each other.
 - A couple miles behind would probably be OK, but best to just stay on top.
 - Take-Aways:
 - It is often hard to decipher fast and slow, so...
 - Talk to ATC often. The C-17's do, as well.
 - Keep your transponder on at all times. Squawk 1200.
 - See and avoid. Use scanning techniques (up/down, left/right).
 - Stay away from the North Field area.
 - Flight following is encouraged.
 - If one needs to contact the Flight Safety Office:
 - Phone number: (843) 963-5600
 - Charleston Command Post: (843) 963-8400
 - Email: 437AW.FlightSafety@us.af.mil
 - www.seeandavoid.org
 - www.charleston.af.mil/library/maca/index.asp
 - Big thanks to Major Butler 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 wonderful socializing.

Aviation Camp

Diana Belknap

I had the pleasure of participating in the Aviation Camp which hosted 42 students for five days. My experience was only for one day, but I had the opportunity to see their excitement, spent the day at the Charleston Air Force base, go all over a C-17 and spend some time with perhaps the oldest surviving Tuskegee airman and hear his moving speech. Hope you enjoy the photos that follow.



Summary of two interesting and informative aviation articles

Glen Phelps

I am an avid reader of aviation articles regarding safety, near misses and accidents. I don't think it is sadistic. Hopefully, what I gain is additional stuff in my brain that will help me from making critical errors in the future.

Since I have trashed the original articles, I am summarizing them. At least I can't be accused of plagiarizing.....

“Listen to your inner voice that is trying to say something”

Yup, we have all heard this old saying. It never is said enough for us to listen to. In this instance, a well qualified pilot having current rating of CFII was asked to help ferry a plane, a Cessna 182, to another location. The plane had not been flown much at all, and certainly not recently. But, an annual had been performed. Of course the problem was, there was a lot of weather.

The owner of the plane, who was only a private pilot was really pushing the CFII to get it to the other location. The plane was well equipped and current, as well as the CFII. It was VERY difficult for this individual to “push back” on the desire of the plane's owner to make the flight, but in the end he prevailed.

Only a day later, they started off on the flight in picture perfect weather. Fuel was full, and the flight should make the destination without having to stop to top off with plenty to spare. Problem was, just over halfway there, the tanks gauges were saying they were near empty. What the heck is going on?

They stopped just to be safe, and found the tanks unbelievably low! The CFII checked both caps, and they appeared to be sealing properly, although there was some indication of fuel leak at the trailing edge of the wing. After filling the tanks, they pushed on.

When they go to the destination, the tanks again appeared to be much lower than they should have been.

Weeks later the CFII was told that in fact the tank cap were not sealing properly.

How would the flight have been had they left in solid IFR and had the fuel experience? Might have been pretty tough.....

“Proper flight planning a preparation”

I am sure MOST of us flight plan for destinations not too far from home. Not too many of make the type of trips that require mid-plan fueling, and certainly not a plan that would push a second fuel stop en-route.

In this case, the pilot was leaving the southwest Chicago area and headed to Florida with his high school daughter and her friend for Spring break. He had owned the PA-28-200R (Piper Arrow) for over seven years, and had near 700 hours in his logbook. So, he should have known the plane well and was experienced more than the average person might have been to make this flight.

To “maximize” their time in Florida, he planned to fly at night so that they would enjoy the fullness of the day after the flight. The flight started after 8:00 PM and would require one fuel stop IF proper engine management techniques were employed. The article pointed out that to do this, the MINIMUM leg of the flight would have to be 420 NM.

The investigators found that the first stop made was at the 320 NM distance. Thus, prudent flight planning would have said that a second fuel stop would have been REQUIRED.

The plane ran out of fuel (evidently) not too far short of the intended destination at 4:00AM. The dead stick landing on a road almost was successful on the moonlit night, had it not been for power lines crossing the road. The pilot and his daughter perished in the accident, and the friend survived serious injuries.

Investigators were amazed that the plane made it that far, suggesting that a lot of aggressive engine/power management was employed on this second leg. Nonetheless, it appeared that the outcome was sealed when the first stop was not made further down the road, and a second fuel stop was not made.

But, that is not the end of the story.

Toxicology reports indicated the present of Cocaine in the pilot's blood. The discussion further pointed out that the pilot (from the toxicology work) was apparently not a onetime user of the stuff. It suggested that he was in fact a causal user. In the discussion that followed, it was pointed out how the decision making process most probably was greatly effected by the Cocaine.

I tried to find the report in the FAA data base but could not locate it. I wanted to suggest it for your reading “pleasure”.

Treasurer's Report

Glen Phelps

This was another “slow” month. We had one disbursement for food needed for the cookout and one deposit of cash received at the cookout.

The financial summary is as follows:

Beginning balance =	\$2,152.11
Ending balance =	\$2,145.22
Increase or (decrease) =	\$6.89