

The FlyPaper July 2019

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



Words From the President

Its Vacation time in the south land. I headed to new England for a cooler 10 days in June. Yes 58 degrees to me seems cool after a year living here in SC. I wore a jacket the whole time while the locals had on their T shirts what a difference a year makes.

The move is complete for our meeting place from the executive hangar now over to hangar #20. Ron Santos our VP has been kind enough to offer some of his space for club use. We will be able to use the new conference room from time to time, also thanks to Roger for that.

We are working to fly kids from BSA (Boy Scouts of America) troops. One out at the SC coastal chapter and the Walterboro chapter that operates out of our Elks Lodge.

Phase 2 of my airplane updates are completed. I opted to install a GPS 400 instead of the 650 or 430 simply because my nav/cons are new enough that it made no sense to replace them. If any of you want to see the GPS to the auto pilot fly an approach and capture the glide slope to 400 feet your welcome to come on board.

Our corporate sponsor, Swamp Fox Avionics Doug Rupp has done a great job transforming my aircraft to today's technology.

As soon as we get firm confirmation on several speakers for our meetings Glen will send out an email blast. Mr Don Bennett will be giving a show and tell in August of how to properly safety wire and he's willing to have some of you go over to his shop and put an engine together and start it up after you've put it together.

I want to welcome Lee as our Young Eagles Coordinator. We are looking forward to his upcoming events flying kids. Thanks lee for taking the lead at that job.

Well that's all I got for now.... Be safe out there!



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

July 13th meeting:

There are no scheduled Young Eagles to be flown at this time. Our meeting will begin at 10:00 AM Mr. Owen Barker from the SC Dept Natural resources will be our speaker and a BBQ lunch at 11:00 AM featuring our own Bruce Huffines.

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2019-schedule>

March Chapter Meeting Report

8 June 2019

1002 start time

Minutes Taken by: Diana (Secretary)

16 in attendance

Doug shared that our next meeting will be held in the beautiful new building on the airport.

Rick Mercer was our speaker for today. He is retired from the AF, and is currently an FAA Safety Representative on the FAAS Team working on the Airworthiness side of things.

Rick's Presentation Topic: Getting one's Experimental Aircraft to its Airworthy stage.

Becoming Airworthy--Not uncommon to finish a plane, then take a month to get it in the air.

Preparing for that First Flight:

- Have a second set of eyes look the plane over.
- Discuss your aircraft with EAA flight advisors.
- Get education from another pilot who already has the same aircraft.
- Spend time flying with another pilot who has the same aircraft, to get comfortable in it.
- Look at AC 90-89 and AC 90-109.

Do your Homework:

- Develop a comprehensive flight test plan to detect any hazardous characteristics or design features.

Airport Selection:

- Know the runway directions and obstructions.
- Where is the emergency alternative landing going to be?
- What are the field communications in case of engine failure (#2 cause of accidents)?
- What is their emergency response capability?
- How would you create field personnel awareness concerning your situation?

Emergency Plans and Equipment:

- Make sure your Ground Emergency Plan contains your communication availabilities for the emergency personnel.
- Does the airport have available—fire extinguishers, a first aid person, a first aid kit, radio availability, etc.
- In case of fire, does the pilot have a fire extinguisher available in their pilot personal protective equipment.
- Is there a parachute available for the pilot? Is that an option?
- Is fire rescue available?
- What is the nearest Hospital location?
- What is the pilot's medical information of importance?

In Flight Emergency Procedures:

- Your Ground Crew should consist of 2 experienced people who understand their function in supporting you. They should be able to give emergency assistance to the pilot, and ask others for help.

Flight Test Plan Considerations:

- Training—use a CFI, look into manufacturers info., get help from a Club,
- Competency—know everything about your plane if you are your own test pilot.
- Word of Caution—previous habits and reflexes could be bad habits to carry along.

Considerations for all Plans:

- Don't rush anything.
- Analyze elements of risk, severity, likelihood, etc.
- Hazard Identifications—review possible hazards.
- Look at Risk Assessment—Should you fly on this day with this weather?, Is it worth it?
- Look at Risk Mitigation—These are the actions the pilot can control or respond to. What can we do with this risk? Is there a way to still be safe?
- Acceptable Risk: What are your own standards that you are willing to risk?
- It's about the choices one makes. Seriously think about these choices.

Weight and Balance:

- Be sure your information is accurate and current. This is critical to conducting a safe flight test.

Documentation on Board:

- Placards—Airworthiness Certificate, Registration, Limitations, etc.

Taxi Tests:

- High and Low speed tests, How is the Breaking System?
- Word of Caution—Don't accidentally take off!

First Flight—Resist Temptations:

- The first flight is an important event that should be a non-event.
- Be a professional. Take your time. A safe flight begins with its pilot.
- As Chuck Yeager would say, “Always leave yourself a way out.”

First Flight Main Objectives:

- Know possible airworthiness problems that could arise.
- Collect and Record Data.
 - First 10 hours—Go back over check-list, re-affirm and validate, record all data, compare to the flight before, all should be moving toward green.
 - Next 11 hours plus—Continue to build on all the previous data from previous flights, move into slow flight, stalls, climb and decent speeds, check flaps and gears and stability.
 - First 40 hours—Put all the information together and develop your Aircraft Performance Data. (Don't take a passenger until gross weight is proven.)

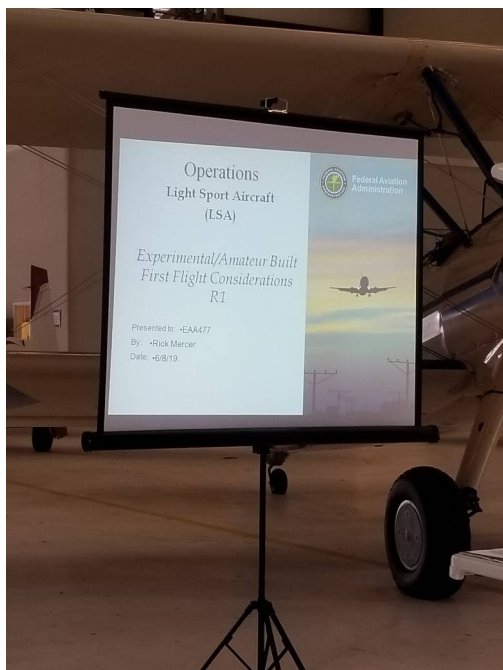
Final Thoughts:

- As Wilbur Wright said—“Carelessness and overconfidence are usually more dangerous than deliberately accepted risk.” This still holds true today.

Resources: FAAafety.gov, GA Awards Program, AMT Awards Program, WINGS Awards Prog.

Thank You to Rick for a very informative presentation!

Thank you to Doug who fixed hotdogs and hamburgers. Great camaraderie was had by all.



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**

Reminder on IFR Clearances

Notice Number: NOTC9541

As part of a continued effort to streamline service delivery, the FAA recently published phone numbers for pilots to obtain or cancel IFR clearances directly from Air Traffic at non-towered airports. The phone numbers to obtain clearance delivery are listed in the communications section of the *Chart Supplement, US*.

Many airports have direct communications outlets to Air Traffic. If a clearance delivery phone number is not listed, use one of the communication outlet options available for your airport.

- Remote Communications Outlet (RCO) frequency for Flight Service or Remote Transmit Receive Outlet (RTR) frequency for Air Traffic
- Ground Communication Outlet (GCO) connection to Air Traffic - If the GCO only connects to Flight Service, contact Air Traffic via the telephone number provided (currently available via NOTAM until published)

Enhanced Runway Safety Pilot Simulator

The FAA is happy to announce the release of an enhanced Runway Safety Pilot Simulator. The program was released last year as an interactive, self-guided resource designed to assist with teaching pilots surface safety best practices. The new and improved version is based directly on valuable feedback from airmen like you.

Based on your recommendations, this site is now compatible with mobile devices and features a new 3-D animation, “*Use The Airport Diagram.*” Check out the Runway Safety Simulator today at www.runwaysafetysimulator.com.

• **ADS-B Information**

No new information this month

Airshow and Fly-in Schedule

- 8 June – North Carolina Aviation Museum and Hall of Fame Annual Fly-in – Asheboro Regional Airport (KHBI) – Unfortunately Mother Nature stepped in and this even had to be cancelled. This is an annual event held the first weekend in June.
- 04 July – Salute From the Shore X – For more information go to <https://salutefromtheshore.org/>
- 06 July – EAA 677 50th Cracker Fly-in - Lee Gilmer Memorial Airport (KGVV) Gainesville, GA
- 03-08 September – 13th Annual Triple Tree Fly-in Week - Triple Tree Aerodrome (SC00), Woodruff, SC
- 05 October - Rick Hill 60th Anniversary Fly-in - Rock Hill - York County Airport (KUZA), Rock Hill,

Treasurer's Report

Glen Phelps

The only transactions this month were the proceeds from the “tip” jar and a check written to cover costs of food for the cookout. There was no activity in the petty cash account.

There were no memberships issued and no outstanding members making dues payments

The financial summary therefore is as follows:

Checking account:

Beginning balance = \$3,116.12

Ending balance = \$3,095.45

Increase or (decrease) = (\$20.67)

Petty Cash

Beginning balance = \$34.11

Ending balance = \$34.11

Increase or (decrease) = \$00.00

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.