

# The FlyPaper July 2020

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



## Words From the President

We had a pretty good meeting last month. It was solely based on just getting out to see each other and enjoy the airport setting.

If things work out, we will meet again on July 11th at hangar 20. The Executive Committee should have some info for you the week of the meeting. We ask that you be mindful of how we set up the tables and chairs for social distancing and not move any of them while you attend our meeting.

Just be reminded; stay vigilant. This virus, it seems, is far from over. At any time we, if necessary, we will cancel any planned meetings.

Which brings to mind Young Eagles flights. After a virtual (Zoom) Executive Committee meeting, it's been decided Young Eagles will be postponed for the year 2020 to resume 2021 subject to change. However, any pilot who wants to take a child up one on one can make his or her own choice to do so. Is there anyone who wants to work a Young Eagles table for the chapter at the Beaufort County airport on the 15th of August? Let Lee Miller know. It will be just giving out Young Eagles brochures and sharing information. I've chosen not to go due to the crowds.

Ron Santos, our VP, got his airplane back from the paint shop in Plantation, GA. It looks great!

My airplane is running great and will get its autopilot the 1st of August. Swamp Fox Avionics. As luck would have it, it's a PA-28-161 and has been removed from that wing spar AD list so I'm hoping it will stay that way. My old PA-28-181 that was destroyed in the twister is still on the AD list... Fate I guess..

I know there is a lot of wondering why the hangars, fencing, and other damaged items are not getting fixed yet at our airport. From what I've been told, the insurance has yet to settle. So if any of you want to grip, you should go to the Columbia state house and ask them to look into the insurance company.

We, as tenants and airplane owners, have all settled our claims and provided insurance to protect the airport and it's seeming like that's not being reciprocated at this point in time due to the insurance carrier. Making for unreasonable friction between landlord and tenants.

I have been hanging out at my old airport KCON and Glen has a few pictures from there that he will be sharing in an article later in the newsletter. Glen will be posting some pretty cool pics of airplanes that have come through KRBW also.

I am on a road trip to my home base New England New Hampshire. As I'm writing this, I'm in Maine having some seafood and cooler weather. I'll be meeting up with my friend, a CFI and CFII at KPSM. He has a Cessna 310 and I'll be working on my BFR and high performance log book. Traveling on the highways to here was a treat. Very light traffic all 1100 miles.

I've got to get back to my lobsters and seafood before it gets cold.

Be safe out there!



Doug St Pierre  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

We will have a July meeting on the 11th of the month! Brief time to get together and share stories. Time is 10:30 at RBW. A pizza lunch will be provided, but we ask that you indicate your intention to attend for lunch requirement.

### South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2020-schedule>

## Young Eagles Report

*Lee Miller*

*Young Eagles Coordinator*

It appears we made the right decision to postpone any Young Eagles (YE) Rallies until after the first of the year. With Covid-19 case numbers soaring once again and particularly in younger folks we do not need to subject them or ourselves to added exposure for something that can wait for a safer time.

The local pilots are slowly recovering from the stormy weather that targeted the airport in April and are adjusting to their new (to them at least) aircraft. There are still major hangar issues at the airport so protecting those new aircraft is a challenge as well.

The executive board is compiling a list of pilot minimums for YE pilots above and beyond those required by EAA to ensure that we keep the safety of those youth that eventually do get to fly top on our agenda. Pilots will have to meet those minimum requirements in order to fly youth as a part of our chapter rallies.

We look forward to a time when we can ensure we won't have a chance of spreading the virus by gathering in groups but for now, be safe, stay home if you don't have to go out and practice social distancing and wear face coverings if you do have to go out. If everyone would do this, the virus would die out.

Be Well,

## June Meeting Summary

*Glen Phelps*

After a couple of months of virtually no activity, we had our first meeting, albeit with some restrictions. The decision to have a meeting came with the start of lifting some of the restrictions imposed by Covid-19. However, we were reminded that social distancing would be primary along with not meeting in a “confined” location.

We met in Ron Santos' hanger #20 with the doors wide open. Ron and Doug arrived VERY early to get things set up. Only two chairs were at each table and the tables were spaced. Doug would provide pizzas from a local shop and he would serve the lunch, with mask and gloves, so that it would limit potential spread of the virus. It all worked well.

We had a total of 18 show up for the for the meeting. It was great to get together after what seemed like years! Nick Ugolini said when he got the meeting invitation, “Yea, now I have someplace to fly!”



## Members New Airplanes

*Glen Phelps*

A few of our members lost airplanes to the recent tornado damage. In each of these cases, the owners had the appropriate insurance to cover the loss. Here are three of our members that have been able to replace the aircraft:

**Doug StPierre** has found and purchased a PA-28-161 to replace the PA-28-181. Actually, it is now the third plane he has owned. He mentioned it in the opening remarks.



**Alex Yaitsky** replaced his plane with somewhat of an upgrade. Alex did a great job of researching this purchase. Since he had no time in the model, he elected to have it “delivered” to KRBW. What was really interesting was that his first flight was on the morning of the meeting!



**Tom Newland** was able to find a fabulous Cessna 182 to replace his lost bird.



## ***Some Entertaining Reading***

*Glen Phelps*

A couple of month ago, I included some articles for entertaining reading. The source of these is endless. I must admit that a majority of them come from AVWeb, an online publication that I highly recommend. Many of you are already subscribers to this service. I am going to add a couple of articles I found recently that might be of interest.

I like to read the NTSB reports regarding aviation accidents. My purpose is to learn from others mistakes so I might not fall victim to the same situation. Too often I find ridiculous statements in these articles. Like, “The aircraft was substantially damaged when it broke up in flight.” Really, you think? Somewhat like this, the following article is written by someone that is great writer and brings some stupid things pilots do to the attention of readers. To read his article, click [here](#).

And, speaking of stupid things pilots do, consider the recent crash of a Pakistani commercial plane. You may have read about it in the news, but when you read AVWeb's collection of information, you will probably break out in a sweat. I wonder what the passengers thought when they looked out the windows at the engines? To read this article, click [here](#).

## ***Some Interesting Things Doug St Pierre is Doing***

*Glen Phelps*

Doug sends me photos on a rather regular basis. These can pretty much speak for themselves. It wasn't too long ago when I would find myself finding some interesting things hanging around airports.

So, the following picture says when Doug gets going. I thought it was a sunset, when I realized it was actually the sunrise looking at the damaged hanger where his new airplane is sitting,



Then, just wandering around the ramp, he sees this “puddle jumper”. Wow, the Marines have some cool stuff to fly.....



Then, as Doug mentioned in his opening remarks, he is traveling to “his roots” up north. He sent me these pictures and I am guessing it is “where it all started”. He had told me about his involvement regarding the EAA chapter that he was instrumental in starting there.



## ***Reconnecting with a Former EAA 477 Member***

***Glen Phelps***

Some years ago, Emile Fournet was involved with EAA477 and did a lot of work with our Young Eagles. He was a regular at our meetings for some time. As it was, he was in training with the Navy in Goose Creek and later served in Georgia, returning upon his discharge to the Charleston area where he had met his soon to be wife. He later married and when other opportunities came about, moved to Louisiana, near LSU. In fact, he works for the University now.

Emile has kept in contact over the years with me via email. A few weeks ago, he emailed me that he would be in the local area for a couple of personal things, and wondered if it might be possible to get together. A couple of things happened on both sides to make that opportunity come to fruition. I'm glad it did.

Sometimes with the “crowd” you don't always get “to know” everybody that is part of our chapter. As it turns out, he and I have a few things in common, one not being age. I have trouble thinking back that far.

Nevertheless, we also took the opportunity to get the Cozy out of the hanger, (he was quick to understand how to get the wheel lifts working) and start it. Whereupon, I suggest that maybe we could take it for a little taxing around the ramp area. For several reasons, that might not have been the best idea, but we had fun, even though it was hot inside the cockpit! I'd do it again in a heartbeat.....

It was good to spend some quality time with you Emile.....



# 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

- **Surface Safety & Pilot-Controller Communications**

Notice Number: NOTC0153

Several recent Runway Incursions have been attributed to communications. The most important concept in pilot-controller communications is understanding. Pilots must acknowledge each radio communication with Air Traffic Control (ATC) by using the appropriate aircraft call sign and confirming all hold short instructions. Brevity is important, and transmissions should be as concise as possible while still ensuring that the controller understands what you want to do. Also, you must understand exactly what ATC wants you to do. The Aeronautical Information Manual's Pilot/Controller Glossary can help you learn what certain words or phrases mean. Good phraseology enhances safety, and is the mark of a professional pilot. Jargon, chatter, and "CB" slang have no place in ATC communications.

Here are some general tips for good aviation radio technique:

- Listen before you transmit. Except for a few situations where some frequency overlap occurs, if you hear someone else talking, attempting to transmit will be futile. You will probably jam ("step on") someone else's attempt to transmit, causing a need to repeat the call. If you have just changed frequencies, first pause and listen to make sure the frequency is clear.
- Think before keying your transmitter. Know what you want to say and, if it is lengthy, (e.g., a flight plan or IFR position report), jot it down so you do not waste transmission time trying to remember what you need to say.
- Position the microphone very close to your lips. After pressing the mike button, a slight pause may be necessary to be sure that the first word is transmitted. Speak in a normal conversational tone.
- Be patient. When you release the transmit button, wait a few seconds before calling again. The controller may be jotting down your number, looking for your flight plan, transmitting on a different frequency, or selecting the transmitter to your frequency.
- Be alert to the sounds, or lack of sounds, in your receiver. Check your volume, recheck your frequency, and make sure your microphone is not stuck in the transmit position. Frequency blockage can occur for extended periods of time due to unintentional transmitter operation. This type of interference is commonly referred to as "stuck mike," and controllers may refer to it in this manner when attempting to assign an alternate frequency.

- **Aviation Medical Examiner (AME) Availability for Medical Certification examinations**

Notice Number: NOTC0172

The Federal Aviation Administration (FAA) Office of Aerospace Medicine (AAM) has been monitoring Aviation Medical Examiner (AME) availability to see airmen for medical certification examinations. A majority of our AMEs are available and adhering to all state and local mandates on best clinical practices with regard to current pandemic guidelines to ensure your safety. If your AME is not yet seeing patients, go to <https://designee.faa.gov/#/designeeLocator> and search your local geographic area for another AME. Your Regional Flight Surgeon's office can also assist you or if you have questions. The URL noted in this advisory will permit you to access the Regional Flight Surgeon's office(s) in a specific geographic location. [https://www.faa.gov/licenses\\_certificates/medical\\_certification/rfs/](https://www.faa.gov/licenses_certificates/medical_certification/rfs/)

- **FAA Updates COVID-19 Relief SFAR**

The FAA has issued an amendment expanding a special federal aviation regulation (SFAR) designed to

provide regulatory relief for individuals unable to meet some training, experience, testing and checking requirements due to the coronavirus (COVID-19) pandemic. The original SFAR, which was [published on April 30](#), extended the validity of medical certificates expiring from March 31, 2020, through May 31, 2020, until June 30, 2020. The amendment extends medicals expiring between March and September 2020 by three calendar months from their expiration date.

“The amendment recognizes that even as stay-at-home advisories are lifted, airmen continue to experience difficulty complying with certain training, recency, checking, testing and duration requirements,” the FAA said. “Those who may be affected by this amendment should carefully review the eligibility, conditions and duration of each section of relief to ensure compliance.”

Under the amendment, provisions granting eligible individuals with expiring FAA knowledge tests, flight reviews and instrument currency an additional three months to complete requirements will also be extended through September 2020. It does not extend the grace period for flight instructor certificate renewals past June 30. The amendment is [scheduled to be published](#) on June 29 and is valid through March 31, 2021.

- **Who you call – FAA or NTSB?**

A friend of mine – Jon ‘Saber’ Blake, Vice President of the RedStar Pilot’s Association (RPA) – sent the following information / quiz out to members of the RPA SE region. I felt this information / quiz would be useful to all. I am quoting it in full:

*Most of you are using this time to do annual inspections, upgrading avionics, or possibly working on some basic training maneuvers. I’ve been doing some reading lately reeducating myself on some of the basics like airspace. A little acronym I use to help remember Special Use Airspace is “MC-WARP.” Can you name the airspace and rules that goes with each letter in the acronym? If not, maybe look at the FARs or AIM for a refresher. The last thing you want to hear is “N12345, this is Atlanta Approach on Guard. Turn 90 degrees right immediately to vacate Restricted Area R234. When on the ground call 334-URBUSTED.” BTW - how would ATC be able to tell your tail number if you aren't flight following with them? Hint...until 1 January this year they probably couldn't.*

*A valuable resource readily available is the AOPA ... tons of valuable information on their website. For example,[here's(link listed below)] ... a short pod cast on accidents and incident. ... So, let's have a little fun. Don't answer back to me; rather jot down the answers to yourself and at the bottom, we'll go through the correct responses.*

- *What is the difference in an accident and an incident, according to the FAA and NTSB?*
- *How does the FAA / NTSB define a serious injury?*
- *You have a gear-up landing and your airplane sustained substantial damage.*
  - *Is this an accident or incident?*
  - *Are you required to report this event to the FAA / NTSB?*
  - *Assuming you decide that you should call someone in the government, who would you call - FAA or NTSB?*
- *You are repositioning your airplane from your t-hangar on the east side of the airport to a maintenance facility on the west side. While taxiing, your drop your phone and when you bend down to pick it up you inadvertently go off the taxiway and your wing hits a light pole. Is this a reportable accident or incident to the FAA / NTSB? Is so why? If not, why not?*
- *T/F. The FAR prohibits reports filed with NASA from being used for FAA enforcement purposes.*

*There it is... your quiz for the day. To check your answers, listen to this short pod cast talking about accidents and incidents. My bet is that you too will be surprised at how much you didn't know. Cheers.*  
[http://pilotprotectionservices.libsyn.com/03-accident-or-incident?gl=1\\*fakupu\\*\\_gcl\\_aw\\*R0NMLjE1ODkyMDk4ODkuRUFJYUIRb2JDaE1Jckx6UGIZeXM2UUIWV0kxcENoMGICZ3VJRUFFWUFTQUFFZ0wxVFBEX0J3RQ](http://pilotprotectionservices.libsyn.com/03-accident-or-incident?gl=1*fakupu*_gcl_aw*R0NMLjE1ODkyMDk4ODkuRUFJYUIRb2JDaE1Jckx6UGIZeXM2UUIWV0kxcENoMGICZ3VJRUFFWUFTQUFFZ0wxVFBEX0J3RQ)

## Airshow and Fly-in Schedule

- 2020 Airshows / Fly-ins
  - All Airshows and Fly-ins through August 2020, including Air Venture, have been cancelled due to Covid-19

## Deep South COVID Free Aviation Gathering

On 12 June 2020 the RedStar Pilots Association (RPA) SE Region Swamp Thunder Squadron (STS) flew in to Ocala, FL, for its first formal Aviation Gathering in three months. The gathering was hosted by the Leeward Air Ranch Humble Squadron made up of RPA SE Region members. With several Instructor and Check Pilots in attendance the STS conducted formal formation training for the newer members of the SE Region. On return from a fly out lunch to the *Pyper Kub* café at the Williston Municipal Airport the STS conducted a seven aircraft mass Balbo Fly Over upon return to the Leeward Air Ranch. Here are a couple of photos from the weekend.



Executing the Option



Over Lake Weir



Mass Balbo Fly Over



Navion at Golden Hour

**Stay Safe.**

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

***Aimee Pereira***

Beginning Balance June: \$3,659.07

Deposits for June: \$20.00

Expenses for June: None

Ending Balance for June: \$3,679.07

Just a reminder, Dues are now \$30 for individuals and \$40 for couples.

If you have not sent in your dues, please forward dues payments to:

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If you have any questions, I can be reached via email at [ea477.treasurer@gmail.com](mailto:ea477.treasurer@gmail.com).