

The FlyPaper July 2021

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



Words From the President

Hi everyone,

Hoping you're all well and enjoying the start of summer 2021.

We need one of you to step up and join the Young Eagles scholarship committee. Please help, duties include staff meeting in person and or zoom, reading essays from applicants, in person interviewing applicants, voting to award scholarship funds VIA 477... some young eagle will thank you.

Mr Warren Willits contacted 477, we've been invited to attend Hilton Head Aero Expo November 5-6 2021. Liz is going to have a Young Eagles info booth set up, I'm planning to attend. If any of you want to enter your Very cool airplane for the event let us know and I'll get you the entry forms. There are some great perks if your plane wins a spot by their judges. let's have a good representation of 477...

I'm just returning from a road trip back to New England. I can report the roads are back to normal full of cars, everyone is on the move. A lot of staff are still off in all corners of the country as this is being published, thankfully remote workplace technology helps keep 477 on course.

July's meeting is set to be informal, at hangar 20, and we are hoping it to be a joint meeting with one of the scout packs we flew a couple of years ago their pack leaders asked to attend. Coffee & donuts, burgers and dogs for lunch. If any kids show and weather is good they will be taken up for a Y E flight depending on availability of aircraft and pilots.

We are also asking for pilots and airplanes to fly young eagles as Liz is starting to Ramp up Young Eagles flights. See Y E report later in this newsletter.

All airplanes must have full insurance by the operator and or its owner of any aircraft that fly for 477, owned, rented, or borrowed. If borrowed, a permission letter from the owner of the aircraft stating that borrowed aircraft can be flown in Y E events by the person who they gave permission to use their aircraft. A EAA corporate waiver of covid 19 form to be signed by parent or legal guardian along with all other forms required before any flight takes flight. All pilots Must be FAA current and have the EAA background check current.

It will be good to see all of you on July 10th @ Hangar #20

As Always Be safe out there!



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

We will have our an "in person" chapter meeting July 10th. This will start with coffee and doughnut holes in hanger 20 around 9:30AM. There is no "subject" for the month, but we will enjoy a good social gathering, with dogs and burgers from the grill to top it off.

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

Happy 4th of July everyone!

As stated last month, we will be conducting a small Young Eagles Rally for some girl scouts from Hampton County on July 17th out of the Walterboro airport. If you would like to volunteer for this event, either as a pilot or just helping on the ground, please reach out to me. As always, if you know of any kids interested in going up for a flight, please share my contact information with them.

June Meeting Summary

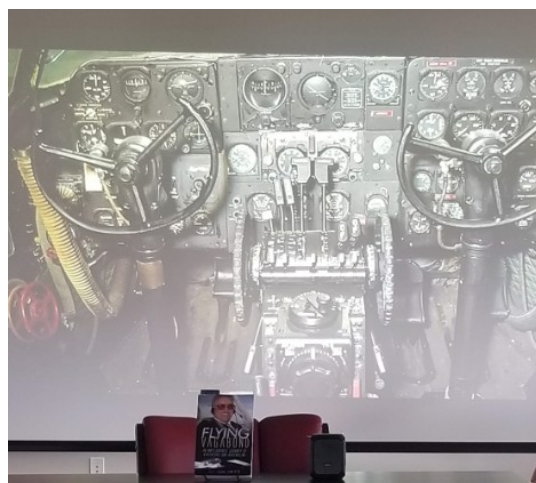
Glen Phelps

We not only had a spectacular speaker for the meeting, but we met in the LowCountry Regional Airport conference room. We thank Tommy Roe for making this opportunity available to us, since it allowed us to have good overheads and voice amplification for our speaker.

The presentation was preceded with coffee and doughnut holes at hanger 20.

Our speaker was Captain Eddie Gantner, who presented his “life experience” regarding his many very interesting challenges. It was a very interesting presentation, and had most of us on the edge of your chairs. Experiences like this would be much harder to have due to “regulations” we have today. Capt. Gantner has a website, flyingvagabond.com which you might find interesting. He also has published a book, which several of us purchased, “Flying Vagabond”, “an implausible journey of adventure and adrenaline” which I have almost finished. If you can get a copy of the book, I am sure you would enjoy it.

Here are a couple of pictures taken during the presentation.



Trip Report

Glen Phelps

I just couldn't help doing this. I'm going to really embarrass my niece, Betsy Johnson. But I was on my way to Davenport, Iowa to see my twin brother and made my "normal" stop in Louisville, Kentucky to stay with her family to split up my trip to two legs. Years ago I used to do this trip in one shot, but find it too challenging now and what the heck, with the hospitality being offered, why not stop.

Betsy has been a licensed pilot for many years, but due to "family" responsibilities, had to take a few years off for family. I know, I have experienced that and know of a lot of others that have had to do the same.

Well, as things sometimes go, Betsy has found her way back! Even her husband, Mike, appears to be ready to join the ranks of being a "wing-nut" and is looking at getting his license.

When you have been out of the flying business for a while, why not make a big step up from the "typical" airplane, a 172, to get real exposure! So, they have purchased a Cirrus SR-22! We stopped by the airport on my way north after the evening of hospitality. I have to say that my feet really got pretty wet while I was there. Should have had a towel so the "drool" would not wet them.

Really happy that she is making this step, and they are getting some real quality training as they do so. Here are a couple of pictures of Betsy and the airplane.



Oh, and the refreshment cabinet in the terminal-building is stocked just for pilots. Well it is Kentucky.....



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

- **From NASA ARS *CALLBACK* Newsletter**
- Fly-ins and airshows are great fun and camaraderie for everyone, whether you are a fly-in participant, airshow performer, or spectator who comes for the thrills. Much is available to experience, learn, and enjoy. Beautiful aircraft of all vintages and types are exhibited on the ground and many are demonstrated in flight, while their pilots are only too happy to talk shop. Seminars, presentations, and educational materials are offered, and vendors promote the very latest in aviation art and technology. In short, airshows and fly-ins are exciting, super-charged aviation experiences.
- Hazards to flight operations, however, can be multiplied and magnified during these events. High density traffic and separation, communication, complicated publications, unfamiliar procedures, and weather are challenges. Others also exist, but stakeholders and sponsors take extra precautions to promote and maximize every aspect of flight safety. With some simple web searches, safety information regarding fly-ins and airshows is easily obtained. FAA issues specialized NOTAMs that prescribe unique flight procedures for events such as the Oshkosh EAA AirVenture or the Lakeland Sun 'n Fun Aerospace Expo. NTSB Safety Alert SA-053 highlights flight safety issues that a pilot may experience at these and similar events. EAA offers a webinar for Oshkosh, and AOPA provides safety information as well.
- This month, *CALLBACK* reviews reported fly-in incidents and problems. Consider these candid, thought provoking narratives, and recognize the important lessons they reveal.
 - **Conflict, Distraction, Deviation, and Discipline**
- This homebuilt aircraft pilot experienced distraction and confusion after an airborne conflict during the arrival. The pilot's rationale for the resulting deviation is shared.
- I was flying the Fisk approach into the Oshkosh airshow and established at 85 to 90 knots indicated airspeed and 1,800 feet MSL. A PA-28 passed me closely to my right, overtaking me and cutting in front of me. In the confusion that ensued in avoiding a collision, I overflew the controllers at Fisk, and my passenger said he believed the "wing rock" [radio transmission] was for us. I was already too far from Fisk for them to see my wing rock. I proceeded to Runway 36L, and upon reaching short final and committed to land, I did not get a clearance specifically for a [colored] dot. Going around was deemed far more dangerous than just landing and vacating the runway due to the incredible traffic density and my good traffic separation at the time. The discipline by pilots during the arrival was poor at best.
 - **It's Not Over Until It's Over**
- After departing the fly-in, this pilot encountered a surprise on the return flight home. The incident was complicated by a relaxation of concentration and discipline after the show.
- I was flying eastbound to Maryland returning from Oshkosh at 11,000 feet on an IFR flight plan. My autopilot disconnected and revealed an out-of-trim condition, which caused the aircraft to yaw to the left. I had stretched my right leg to the right of the cockpit for comfort. When the aircraft yawed, I

instinctively pressed my right foot on the rudder pedal. This caused the aircraft to yaw even more to the left, requiring full right aileron to keep from rolling inverted. I turned the autopilot off and released the rudder trim with no effect. I also reduced power and lowered the nose to get better control, advising ATC that I was turning and descending with a flight control problem. ATC advised me that Cambridge Airport was ahead about ten miles (I had turned about 120 degrees to the left, so I was heading northwest instead of east. As I continued to troubleshoot, I noted that my right foot was pressing on the copilot's left rudder pedal instead of the pilot's right rudder pedal. As soon as I got my foot on the correct rudder pedal, I was able to control the aircraft and advised ATC. I continued the flight to Maryland.... I am just glad that I was able to keep flying the aircraft until I found what the problem was - Me!!

- Next month I will share a report on Oshkosh fly-in hazards.
- **Carolina Aviation Network (CAN)**
- Did you know there is a Facebook Page for Aviation enthusiasts of North and South Carolina? The Carolina Aviators Network (CAN) is a family safe meeting place to connect with GA pilots of the Carolinas. Members are encouraged to create / arrange flying events. Admins host a "CANFO" (Carolina Aviators Network Fly Out) at various destinations in the Carolinas on the last Saturday of each month. The page can be found at: https://www.facebook.com/groups/143434390912822/?multi_permaLinks=268415651748028¬if_id=1624714196542226¬if_t=group_highlights&ref=notif
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- **Airshow and Fly-in Schedule**
- 2021 Airshows / Fly-ins
 - 04 Jul – Salute from the Shore - Military Aircraft, Warbirds, and Vintage aircraft fly along the coast from Cherry Point Inlet to Hilton Head. Depart Cherry Point Inlet about 1:00 p.m. Check <https://salutefromtheshore.org/salute-news/> for schedule updates.
 - 31 Jul – CANFO - @ New Bern (KEWN) – 11:00 a.m. to 2:00 p.m.
 - 14 Aug – CANFO - @ Triple Tree Special "CAN ONLY" Fly-In to Triple Tree (SC00)
 - 20-26 Sep – Triple Tree Fly-in, Triple Tree Aerodrome, Woodruff, SC (SC00)
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- **Blue Skies - Stay Safe and Fly Safe**

Treasurer's Report

Aimee Pereira

This month's Treasurer's Report will reflect the first half of 2021 transactions. There were a couple questions from past newsletters, so I wanted to make sure that we cleared up any missing items with this report.

Below is the transaction list with running balance for Jan. 1, 2021 through to June 28, 2021.

Account Transactions All Accounts Fiscal Year 2021						
Number	Date	Payee	Memo	Cleared	Amount	Running Balance
South State Bank Checking						\$ 3,710.09
	01/13/21	Deposit	EAA Young Eagles points	*	\$ 260.00	\$ 3,970.09
1076	01/14/21	Lee Miller	Reimbursement from EAA YE	*	\$ (312.08)	\$ 3,658.01
	02/02/21	Deposit	Membership - Ashley	*	\$ 20.00	\$ 3,678.01
	02/02/21	Deposit	Sponsorships- Swamp Fox, DonB Aircraft	*	\$ 500.00	\$ 4,178.01
	02/11/21	Deposit	Donation - Pam Schmidt	*	\$ 50.00	\$ 4,228.01
	02/12/21	Deposit	Dues - John & Lynn Stoll	*	\$ 40.00	\$ 4,268.01
	03/29/21			*	\$ -	\$ 4,268.01
1077	04/17/21	Doug St Pierre	Reimbursement for member appreciation lunch	*	\$ (302.86)	\$ 3,965.15
	04/20/21	Deposit	Dues - Daniel Dziadaszek	*	\$ 25.00	\$ 3,990.15
	04/30/21	Deposit	Sponsorship - Victoria Culpepper	*	\$ 200.00	\$ 4,190.15
1078	05/07/21	Doug St Pierre	Reimbursement for 5/8 meeting food	*	\$ (43.05)	\$ 4,147.10
	05/18/21	Deposit	Horne, Stevens checks-dues, 3 sets of coasters, dues, tips	*	\$ 175.00	\$ 4,322.10
	06/04/21	Deposit	Martin dues	*	\$ 20.00	\$ 4,342.10
1079	06/12/21	Doug St Pierre	pizza reimbursement 6/12 meeting	*	\$ (43.95)	\$ 4,298.15
	06/15/21	Deposit	Tips / donations 6/12 meeting	*	\$ 85.00	\$ 4,383.15

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.