

The FlyPaper

August 2016

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



Words From the President

As I look out across the tarmac here at Low country Regional Airport I can see the heat waves rising from the runway just as the temperature rises to 99 degrees, just one short of the 100 degree mark, you might say it's very **HOT** outside. Very hot has been the conversation for these past few weeks; well it is July and we are in South Carolina so what can you expect. The GA flying has been very slow, mainly because of the heat and partly because of Air Adventure, which is taking place in Oshkosh, WI., where a few of our 477 chapter pilots have gone. But be of good cheer, only about four more weeks left and hopefully it will begin to cool down and the good flying weather will soon be upon us.

On a cooler note I am sure many of you have heard and or read concerning the **Third Class Medical Reform** just recently signed into law. Though this is a huge victory for general aviation and pilots there are a few things you will want to look into. First, being the FAA will have up to one year to promulgate rules under the provisions. Second, you will need to find who will benefit from this reform, and what you will have to do in order to take advantage of the new reforms. Finally, know the operating limitations that will apply to pilots flying under the new reforms.

AOPA has a very good twelve page breakdown on their Web-site that explains the new law and answers a lot of frequently asked questions. So, as I said it's a huge victory but make sure you get all the facts.

Special thanks to AOPA and the EAA for a lot of hard work and efforts to see this reform come to pass.

Moving along to what's coming, I want to invite everyone to our next EAA 477 meeting this August 13th at 11:00 am here at the Low country Regional Airport. (RBW) Lewis Blackwell who, is a FAA DAR and FAST team Representative, will be our speaker, and as always lunch to follow with hamburgers and hotdogs hot off the grill. Our Young Eagles flights have been cancelled for August due to the heat and high temperatures, but we will be back in full swing come September. Well that should cover it for now. Remember, like I always say "keep those wings level and fly safe."



Roger Medlin
President EAA 477



Upcoming Events

EAA477 Chapter meeting

August 13th, Young Eagles at 8:00 with meeting at 11:00. Burgers and dogs on the grill after the meeting

South Carolina Breakfast Club:

August 7th Anderson, SC

[KAND](#)

August 21st Moncks Corner, SC

[KMKS](#)

July Chapter Meeting Report

July 09, 2016

Recorded by: Roger Medlin for Dianna Belknap

EAA 477 Monthly Meeting

- I: Meeting opened by President Roger Medlin, greetings and welcome:
10 members in attendance:
- II: Young Eagles flown for that Saturday's meeting, 9 YE's, 3 Eagles total 12:
- III Financial report given by Treasure Roy Carson:
- IV Discussion on Newsletter and upcoming meetings:
- A: August meeting speaker was mentioned and noted in previous minutes
Lewis Blackwell.
- B: September meeting speaker was mentioned and also noted in previous minutes,
Patrick Shields ATC from CHS International Airport.
- V: There was discussing on the upcoming fly-in at Tipple Tree on Sept 11th
And the switching of the regular meeting to the 18th, so as not to have conflict with regular scheduled
chapter meeting.
- VI: Glen Phelps advised to get the word out via, Newsletter, Web-site, and email mailings for the date
change for regular meeting.
- VII Jeff Grigg was the key note speaker. First discussing the changes in the Ewing and the air show
Young Eagles program and then speaking on the memorial fly-in for Hal
at Greenwood, SC.
- VIII Meeting was adjourned and lunch was served at the Worth Hangar.

Treasurer's Report

Roy Carson

Chapter 477 Department of Treasury Report

July Beginning Balance -----	\$ 2,534.26
July Deposits -----	\$ 30.00
July Ending Balance -----	\$ 2,564.26

This concludes the Department of Treasury Report.

See ya at the airport,

Young Eagles Report

Jeff Grigg

The Young eagle program is chugging along. With the full heat of summer on us we won't be flying Young Eagles in August. However that doesn't mean you can't recruit kids and pilots. Just let them know about the program and have them get in touch with me. I can be reached at [843 217-1396](tel:8432171396). Next program will be in September.

I'm still looking for a few ground volunteers. So if you want to give back to aviation, our chapter and kids, please step up and help us. Anyone who volunteers can get a ride with Roger or myself and a few other incentives will be coming! All you need to do is let Roger or myself know you want to volunteer, take the online course and background check, heck if I can pass it anyone can! and show up, you don't even have to be a EAA member! For guidance in taking the course please let me know. It takes about 15 minutes, start to finish.

The future of aviation IS our children and grandchildren.

Speaking of the heat, we're all talking about the heat this summer, I learned something new about the weather and flying the other day.

My wife and I decided to fly to Cheraw for the South Carolina Breakfast Club, about a 130 sm flight. We left about 7:15 climbed to 3500 feet and enjoyed a smooth flight there. As we ate and socialized the heat came on and was in the 90's by the time we were ready to leave. High pressure over the state and real hazy conditions. We took off and slowly climbed out at 300 fpm. A real slow ascent. I didn't want to push the engine too hard in the heat either. We bumped a bit until 1700 when it smoothed right out. Actually I was surprised. We continued to climb to 4500 where the OAT was 69* and flew home almost hands off.

Once near Walterboro when we descended to about 1800 feel it was like the heater was turned on and we could feel the thermals, although not too bad, this was about noon.

I had expected a rough ride home due to the heat and thermals. Just a few weeks ago coming home from Greenwood Air Show in the same temperature, we bumped all the way even at 6500 feet. Some of the thermals that day pushed us up at 1200 fpm!

The difference was the high pressure. Now some of you guys with a lot more experience than I have please correct me, but it seems like the high pressure held some of the thermals down to under 1800 feet, despite the ground temperature. Obviously there was an inversion which the thermal didn't punch through. Another indication of a softer ride was the haze which is moisture in the air. Previously I would not have thought we could get such a smooth ride with the temps in the mid to upper 90's. So a lesson learned. High pressure may give us heat at the ground, and hazy conditions, but can help keep the thermals down as well.

I learn something new each time I fly.

MIDAIR MIDAIR MIDAIR

Reported by
Glen Phelps

This past week there was a midair collision recorded at the Lowcountry Regional Airport, RBW. One was able to depart after a short time, the wing of the other was damaged and will need some repair!

OK, it was a midair accident involving two Mississippi Kites. The story unfolds when David Wilson, who is employed at the airport, was mowing in the fields around the runways. (The fields look better than what I am used to seeing at Oshkosh!) When he does this, the grasshoppers loose a lot of their cover, and the birds start coming in to feast.

David has remarked that he is always amazed that they don't run into each other as they dart around the freshly cut grass. Well, I guess there is always a chance for a collision, and last week it happened.

He noticed one bird flew off after several minutes “recuperating” from the impact. The other couldn't get off the ground. So he went over and picked it up. It appeared to have a broken wing.

Now the folks at RBW are always taking care of “flying” machines. So, Tommy Rowe our airport manager, started making some phone calls. This resulted in getting in touch with the Avian Conservation Center in Mt Pleasant/Awendaw, SC. These folks drove from that location all the way to the airport to pick up the bird so that they could care for it. My hats off to them and the effort Tommy put into finding them.

As of this writing, we don't know how the “doctoring” is going, but look for an update in next month's newsletter.

I wonder what would have happened if these birds were ADSB quipped?

