

# The FlyPaper

August 2020

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



## Words From the President

Hello fellow members,

I hope this newsletter finds you well. Summer is in full season; HOT, I like it.

We as a chapter are still struggling with any form of gatherings. Glen is setting up zoom, which we may use at some point. Yet at some point in time if you abide by the best known health practices, it might not be that bad.

For me, is time to live again and that's not a reckless statement. I've come to a place inside of myself for living and quality of life. Under a rock or with safety standards and back into society. I'm heading outside.

This reminds me of when I was a small child. We always were taught to survive a nuclear war in a bunker for say next 50 years. Sure kid sure. For each of us its a personal choice. Please make it for you and only you.

With that said we are going to have our August meeting at hangar 20. Lee has issued the safety guide lines on our web page for any attendee. Please abide by them! Its mandatory! I'll be serving pizzas, sodas, water, and coffee.

And telling lots of hangar lies and tall tails about the time I flew a space ship to mars.

Be safe out there!



Doug St Pierre  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

We will have a August meeting on the 8th 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*

Young Eagles:

The bad news is that the Corona-virus continues to expand in the state and therefore plans have not changed as far as waiting until after the first of the year to resume rallies.

The good news (by my observations anyway) is that more people seem to be taking the virus seriously and are wearing masks in public and maintaining better social distancing than earlier in the outbreak.

We have been in touch with EAA to keep up with any guidance from them and to ask for any ways we can keep the program on life support while unable to gather in mass numbers. So far there aren't any ways (such as virtual rallies or the like) that seem viable to shake things up but we are keeping in touch with some youth that are anxious to take advantage of the program and get an introductory flight as soon as possible.

As soon as there are any ways discovered to make gatherings safe and flights also we will get the word out to those who have recruited for us in the past or shown an interest in getting youth together with us for the program.

Until then stay safe.

## **July Meeting Summary**

*Glen Phelps*

This is going to be a short report. As stated in the July newsletter, we had our first meeting in June, after a brief time of canceling due to the Corona-virus concerns. But, when things again appeared to be going in the wrong direction, we canceled the July meeting. That is the bad news. The good news is that we are going to go ahead with an in person meeting for August. That will be on the 8<sup>th</sup> of the month, second Saturday as always.

Since we didn't have a meeting, I have included some interesting reading below, and an article on a Canadian Cozy in a "sightings" report.

## **Safety in the Pattern!**

*Glen Phelps*

Many of you probably have read about the mid-air collision that took the life of seven people in Alaska a few days ago.

I lived in Alaska for a few years when I was in the Air Force. It is a flying community as much today as it was back then. Even though there are a lot more roads, there a lot places you can't get to easily without an airplane. This accident happened with a couple of miles of the Soldotna airfield. A description of the airfield can be found [here](#). It will be some time before an NTSB report is final. However, it appears that this is probably one of the pattern collisions that can happen when pilots loose sight of another in the pattern. We can only assume that both pilots were using the CTAF.

A link to a report from AvWeb on the incident can be found [here](#).

## Sightings Report

Glen Phelps

OK, well that is not quite a sighting..... But it is pretty interesting.

I belong to the “Cozy” group that is hosted by Marc Zeitlin. Marc “took over” duties that the airplane designer, Nat Puffer did for the group. Through this group, builders can share experiences, and get answers to questions when building their own aircraft.

Since the “virus” has been keeping people “locked up”, one of the members decided to purchase a Zoom Pro license. This license will allow the host to have meetings of unlimited time and up to 100 people on line at a time. So....every Friday evening at 7:00 PM central time, he “hosts” one of the builders with innovative or otherwise interesting things done while constructing their planes.

On July 20<sup>th</sup>, Phillip Johnson discussed his *very highly* modified Cozy construction.

It is hard to even begin to identify all of the modifications Phillip made. For just a few:

- Subaru six cylinder engine,
- Infinity retractable gear,
- Wider canopy,
- Tuned individual exhaust pipes on each bank of cylinders culminating in a common collector on each side,
- Carbon fiber intake manifold,
- Forward hinged canopy,
- Lifting door access to the rear seats,
- Hydraulic gears power, and
- Many more.....

I spent many hours hobnobbing with the designer Nat Puffer at Sun-and-Fun and Oshkosh before I started building. His statement was that the plane should be kept as light as possible, made for VFR flying only and ANY modification would add considerably to the length of time to finish the construction. Maybe that is why it took Phillip 25 years to complete his bird!! And, he is a Canadian, so much of his construction was done in a heated building built just for his project.

The pictures will not be the greatest, since I took them with my phone from the tablet screen during the presentation. But, I am sure you will enjoy.



A couple of photos of the completed project



Engine installation photos



Engine testing in the snow to determine the thrust from the combination.



And it FLYS!



## **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**

- **Patter Precision – Essential for Collision Avoidance and Airspeed Control**
- Regular, structured proficiency training is the most effective way to reduce general aviation accidents. Flying in the traffic pattern involves nearly all piloting tasks, and is a logical choice for a proficiency training environment. Commitment to precision and consistency in pattern operations will yield safety benefits in all phases of flight.
- For a more information read the FAASTeam Blog at <https://medium.com/faa/pattern-precision-cdf95fa76d8d>. This is a short 6 minute read.
- A short video *Pattern Precision in 57 Seconds* can be found on the FAA YouTube Channel at

[https://www.youtube.com/watch?v=ioFgxBJvdNc&list=PL5vHkqHi51DQdF\\_PXKQT7uJUPd4UzlxNS&index=2&t=0s](https://www.youtube.com/watch?v=ioFgxBJvdNc&list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzlxNS&index=2&t=0s)

- The FAA General Aviation has some other short 57 Second Training videos covering subjects such as:
  - Supplemental Checklists for Aftermarket Safety Equipment
  - Stabilized Approach and Landing
  - Pilots and Medication
- Just to name a few. They can be found at -
- [https://www.youtube.com/playlist?list=PL5vHkqHi51DT2Y54kjRtmjJ3Dgaj\\_Sv7V](https://www.youtube.com/playlist?list=PL5vHkqHi51DT2Y54kjRtmjJ3Dgaj_Sv7V)
- **New Animation @ Runway Safety Simulator**  
Notice Number: NOTC0193
- The FAA is happy to release the newest animation to the [Runway Safety Pilot Simulator \(www.runwaysafetysimulator.com\)](http://www.runwaysafetysimulator.com). This animation, “The Anatomy of a Wrong Surface Event” is the second in a three part series focusing on causal factors for wrong surface events, such as incorrect runway or taxiway approaches, landings, or departures. Specifically, this episode highlights the importance of guarding against certain environmental factors that contribute to wrong surface events and other runway incursions. Stay tuned for the third and final episode in this series coming later this summer!
- The animations are only about 6 minutes in length and give a lot of food for thought.
- *BONUS TIPS!*
- Use caution when conducting Intersection Takeoffs! Runway behind you is runway you’ll never get back. Carefully evaluate the potential risks versus rewards when departing from an intersection.
- Align heading bugs or course needles (if equipped) with the runway heading before taking the runway.
- Prior to adding takeoff power, double check your alignment with the magnetic compass and heading bug/course needle to ensure you turned onto the correct runway. (Make sure you turned in the correct direction for takeoff!)
- *YOU HAVE THE RIGHT* to use all available runway. If you don’t want to accept an intersection departure from ATC, kindly state “UNABLE” and clearly communicate your request(s).
- Check out AIM [4-3-10](#) and [5-2-5](#) for more information on Intersection Takeoffs.
- **Airshow and Fly-in Schedule**
- 2020 Airshows / Fly-ins
  - All Airshows and Fly-ins through September 2020 to include the Triple Tree Fly-in originally scheduled for 21-27 Sep 2020.
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- **Stay Safe and Fly Safe**

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

***Aimee Pereira***

Beginning Balance July: \$3,679.07

Deposits for July: \$0

Expenses for July: \$0

Ending Balance for July: \$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:

Aimee Pereira  
107 Timberlake Ct  
Summerville, SC 29485

If you have any questions, I can be reached via email at [aaa477.treasurer@gmail.com](mailto:aaa477.treasurer@gmail.com).