

# The FlyPaper

August 2021

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



## Words From the President

Hi everyone,  
Hoping you're all well and having a great summer.

The executive staff has decided to not hold the August meeting for several reasons, primary reason the Delta Covid virus spiking. We hope to see all of you at the next meeting September.

We had a group on 17 July as a Young Eagle rally Girls scouts from the greater Hampton County area. Things went well. Thank you Zach from Summerville who brought his Pitts over he and I were the flight line. However we were very short handed on our side 477.

Ron Santos our VP, should be back full time mid September and Don Bennett should have a flyable airplane by then. Glen is renting from craft flight school. Tommy Newland should be ready to go and I'm set to go.

So I'm thinking perhaps a next rally on or about the October regulator meeting date. October 9th. And or something in September. Staff is working on them logistics.

We gained a new member at the July 10th meeting: Mr Timothy Shelley.

There are still plenty of coasters available for sale to help the Young Eagles funding, Liz made them. I have them available at the meeting's and I can get them to you any other time also. \$3 each or 4 for \$10.

I was reading an article in AOPA and thought this might interest you. The article was written by, Jennifer Non. AOPA communications senior manager titled, "Is general aviation economically viable?"

G A is a \$247 billion dollar industry that directly employs 273,500 workers and indirectly supports 1.2 million jobs. Keeping 211,000 aircraft flying for business and individual operators. And contributed \$393 per person in the US GDP in 2018. The study is based on 2018 info. There's more to the article, yet this makes the point: yes we help the economy.

Well that's it for me in this one,  
Be safe out there,

Doug.



Doug St Pierre  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

We will not have a meeting in August.

Please see comments in our President's report

### 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**

In August we held our first Young Eagles Rally since covid began, flying a total of 9 Boy and Girl Scouts from Hampton County. Huge shout out to the volunteers that worked this rally. We had Doug flying his Piper Warrior and Summerville pilot Zachary Braddock flying his Pitts S2B. On the ground, we had help from Wendy Eaton for all ground duties. Seeing as we are so short on volunteers at this time, we have decided to postpone any further rallies until COVID is a little more under control and we can get more volunteers to commit to a date. As always, if you know of any individual kids or groups of kids, send them my way and I can get them added to my list.

## **July Meeting Summary**

**Glen Phelps**

There were about 14 people that showed up for the meeting, which was only intended to be a “social” gathering. Among those attending were five visitors, one of which joined our group, Mr Timothy Shelley. Welcome aboard!

It was an interesting day, which started off with some pretty low clouds, somewhat broken. Alex was taking off in his plane to get a little time in before the meeting began, but showed up late! Turns out, he got weathered out on top and wound up at Hampton and had to stay on the ground until things cleared.

The same was true for my “hanger mate”, (not a member, yet...) who was just trying to get over to DYB and had to file an IFR plan for that short hop.

But, as I said, it didn't last too long...

Our master chef, Bruce Huffines was our cook for the day. I had to grab my lunch and get in the car back to Hollywood to help get family to our weeks beach retreat. But I can attest to the fact that lunch was great.

Sorry, not a lot pictures to include. Strange, since everyone has a “camera” tied to their belt these days. I did get this one of a “fly-by” during the meeting:



## **Trip Report**

**Liz Birch**

### **Oshkosh 2021**

Despite only having three days off between my work trips, I managed to decide last minute to go up to AirVenture for a few days instead of going home. Due to the generosity and connections that my young eagle pilot, Mike, has up in Oshkosh, he picked me up from the Appleton airport after my long day of work, had an extra tent that he allowed me to sleep in, and was able to get me passes into the show on Tuesday and Wednesday. That first night we got some smaller storms that blew through and got a lot of us tent folks a little wet.

On Tuesday, I spent most of my day hanging out at the IAC pavilion near the show line. It was nice to interact with people I haven't seen since before covid and answer peoples' questions about aerobatics. On Tuesday night, we attended a UPS dinner at a local pilots' house in town, where I got to meet and connect with some awesome people.

On Wednesday, I spent most of the morning back at the IAC pavilion, as well as meeting up with some other cool airshow and aerobatic pilots. During the airshow, I got pulled away to meet more aerobatic pilots across the airport and ended up helping stack hangers ahead of the storm that was to blow through in a few hours. I then got a ride to my university alumni event nearby, where I was able to see some old college professors and friends. I then went back to a college friends' house and stayed there that night to weather the storms (as it turns out, the worst of it just managed to miss the Oshkosh grounds).

On Thursday, I spent most of the day with the family I had met up with the night before, they took me grocery shopping to prep for my next work trip, we went and bought fireworks for the night airshow after party. We then went to play a round of golf just to the south of the airport while the afternoon airshow occurred. We then went back to the house and had dinner, hung out in the pool, and watched the night airshow from the house. Once all was over, I was returned to the campgrounds where I attended a bonfire, and eventually returned to the tent life for one last night.

On Friday, I got a ride back up to Appleton. We arrived at the airport a little early, so Mike gave me my first lesson on how to drive a manual car. Now I'm on my way back to work and will have a four-day trip before I am finally able to go home next week

## Trip Report

Ron Santos

Editor's note:

*As you all know, Ron supplied a trip report a couple of months ago on his trip to Nantucket for the summer. (Guess he didn't want to stay for the hot summer here....) Since he is in a place with some great opportunities, I asked him if he had any input for the August Newsletter, and he gave me the following:*

This is a flight in July from Nantucket to the main land was great. The return trip back to was hectic. Flying in this area you have to be very aware for the controllers instructions. I was # 11 cleared to turn final 12miles out over the Atlantic ocean , and instructed to maintain 110 miles per hr until the VOR. This airport is crazy busy this time of year. I can't wait to get back to Waltherboro to do some relaxed flying . The photo only shows some of the traffic.



## Photo Quiz

*Glen Phelps*

Doug sent me a picture a week ago. He like's to do this, and I'll bet he had no idea it might make the newsletter. Simply made, and I am sure at the spur of the moment.

As you can see, it really is a great photo and elicits a lot of thought. Like,

- What time of day must this be. If you look closely to the information in the picture, you probably can figure it out. Maybe you could let us know what you think.
- What the heck is that drink cup doing on the panel? Is it for a “turn coordinator” just in case the real one quits?
- Maybe he was taking a photo for an advertisement for Dunkin, can't ever tell.
- Or...is he “testing” his flying skills to see if he can keep from spilling it?
- Or....is he going to demonstrate the skills once done by Bob Hoover, where he showed that you can pour liquid from one container to another without spilling it if you do a loop or roll? To view the roll maneuver, [click here](#). I couldn't find the loop maneuver in a short search.
- Or....will he wind up looking like this guy that tried it and failed, [click here](#) to see that one. To view that one, [click here](#).

Needless to say, there COULD be more to the picture that meets the eye.....



## Sightings Report

*Doug StPierre*

This “toy” was sitting on the ramp at Walterboro the other day. We are blessed to have visiting aircraft that other “local” airports just don't get.



## 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**

“Ground Operations involves all aspects of aircraft handling at airports as well as aircraft movement around the aerodrome, except on active runways.” [ [https://www.skybrary.aero/index.php/Ground\\_Operations](https://www.skybrary.aero/index.php/Ground_Operations)] The Ground Operations environment is broad and dynamic. It is also complex, often challenging those involved with some of the busiest, most unpredictable, and most hazardous conditions in aviation. Constant change is the norm, whether taxiing or parked at a gate, remote spot, or FBO.

For a pilot or crew, duties can be numerous, detailed, and frequently hurried. Attention to detail is paramount, yet a pilot’s attention is often divided among many tasks. Hazards and threats may not be perceived, but they can exist most anywhere. Airport construction, high density ground traffic, complicated clearances, close proximity, simultaneous operations, multitasking, fast changing weather, time pressure, and different levels of qualification are but a few.

This month, I reaching back into the *CALLBACK* archives to March 2020 to share reports of Ground Operations incidents that suggest some techniques to employ and others to avoid. These reports also herald the sage advice that pilots “place a strong emphasis on ground operations as this is where safe flight begins and ends.”

([https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/airplane\\_handbook/media/04\\_afh\\_ch2.pdf](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/airplane_handbook/media/04_afh_ch2.pdf))

#### ○ **The Best Teacher**

A C172 pilot attempted to thread the needle while taxiing to the runway. Failure was forged into wisdom, and judgment was honed to resolve when experience taught a tough lesson.

■ While taxiing from the ramp, I chose a route that led me to a confined area between an FBO building and several hangars.... Several...tenants had parked their vehicles near one side of the taxiway.... An airplane had been parked on the other side of the taxiway such that its vertical tail was...intruding into the taxi area. I slowed...and attempted to weave between the two obstructions. Unfortunately, the area was too narrow, and my left wingtip contacted the rudder of the parked aircraft. I immediately shut down and secured my airplane. The FBO, having observed the incident, helped me separate the two airplanes, took pictures, and had an on-site A&P Mechanic visually inspect both airplanes.

Following the incident, per FBO procedure, I taxied the aircraft back to parking and secured it for the day. During discussions with the Chief Instructor of the FBO, I learned that the FBO taxi procedures had recently

been revised to avoid this area of the ramp due to the narrow confines.

I made several poor decisions that led up to the incident. I selected a route of taxi with a known choke point even though a less constrained route was available, simply because I was in the habit of using that particular route. Once a possible conflict was identified, I elected to continue instead of turning around, because I thought there might still be sufficient room. Finally, after realizing how little room there was, I chose to... squeeze through the area instead of shutting down, because back-taxiing by hand would have been a hassle.

In the future, I will...avoid all taxi choke points.... If I must taxi through a confined area, I will shut down and make sure there is adequate clearance before proceeding. If there appears to be less than a foot of clearance on both sides, I will either have the obstacle removed or...find someone to help direct me through the confined area.

Barring all those options, I will simply back-taxi by hand to a turn-around point and either identify a better route of taxi or wait for the obstacles to be cleared.

#### ○ **First Responder**

This GA pilot observed a situation that was deemed to require immediate action. A quick decision resulted in being first to aid a fellow airman who appeared to be in distress.

■ I had my aircraft parked at the self-service pumps and was about to begin fueling when I caught a landing aircraft in the corner of my eye in the midst of a bad porpoise. The aircraft came down hard on its nosewheel, which separated from the aircraft as it skidded to a stop on its nose a few hundred feet from where I stood. The occupant was not exiting the aircraft, and the master switch was still engaged, as evidenced by the rotating beacon.

Judging that I was the closest person available to render immediate assistance, I ran toward the aircraft along with my flying partner, who has been certified in wilderness first aid. I was aware that I was entering the movement area and did use extreme caution, carefully supervising my partner as well. We arrived on scene first, almost a minute before the emergency vehicles. As soon as it was clear that the occupant was unharmed and there was no risk of fire, we immediately left the scene.

Another person, who followed us out to the aircraft with a handheld radio, was admonished by the Controller for entering the area without permission, and it was suggested that we may have violated a regulation. I believe that under the circumstances, we acted upon the correct instinct to render immediate assistance. As a pilot, I understand the hazards that exist in the movement area and did my best to mitigate any risks as I entered with my partner. We retreated to the non-movement area immediately when it was apparent that we were not needed to help.

The decision to enter the safety area was not taken lightly, but I felt it was correct at the time. I am sensitive to the Controller's needs to control access to the area, and I do regret adding to his workload.

#### **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&notif\\_id=1624714196542226&notif\\_t=group\\_highlights&ref=notif](https://www.facebook.com/groups/143434390912822/?multi_permalinks=268415651748028&notif_id=1624714196542226&notif_t=group_highlights&ref=notif)

#### **Airshow and Fly-in Schedule**

2021 Airshows / Fly-ins

- 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)

#### **Photos from July Airshows / Fly-ins**

Freedom Fest, Flagler Executive Airport (KFIN) – 03 July 2021 – While not the best of weather, ceilings ~1,500' there was some good flying to be had.



Beaufort, SC, Water Fest – 24 July 2021 – Clement Klug “Chef Pitts” and Scott Francis



**Blue Skies - Stay Safe and Fly Safe 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.

### o 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 overflowed 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.

### o 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&notif\\_id=1624714196542226&notif\\_t=group\\_highlights&ref=notif](https://www.facebook.com/groups/143434390912822/?multi_permaLinks=268415651748028&notif_id=1624714196542226&notif_t=group_highlights&ref=notif)

### Airshow and Fly-in Schedule

2021 Airshows / Fly-ins

- o 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.
- o 31 Jul – CANFO - @ New Bern (KEWN) – 11:00 a.m. to 2:00 p.m.
- o 14 Aug – CANFO - @ Triple Tree Special "CAN ONLY" Fly-In to Triple Tree (SC00)
- o 20-26 Sep – Triple Tree Fly-in, Triple Tree Aerodrome, Woodruff, SC (SC00)

### Blue Skies - Stay Safe and Fly Safe

# Zack Pereira's Air Academy

Aimee Pereira

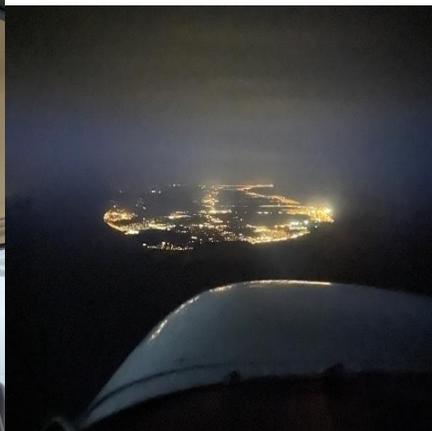
Editor's note:

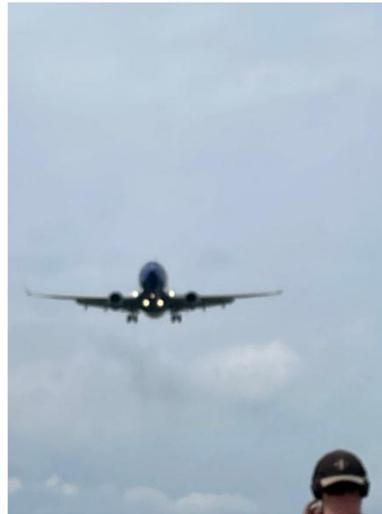
I asked for input for this month's newsletter and got this from Aimee. This is outstanding and would make any parent proud of their kid!

## Zach Pereira's Flight Academy Experience:

Some of you may know or have met Zach at one of our meetings. In 2019, he was awarded an Air Force JROTC Flight Academy scholarship for Summer 2020, which due to COVID was postponed to Summer 2021. He graduated from Ashley Ridge High School on June 18<sup>th</sup>. The program is through the Air Force JROTC program, but ran by flight programs throughout the USA. Zach report to University of Maryland – Eastern Shores on June 19<sup>th</sup>. The flight academy is set to accomplish your private pilot's license in 8 weeks. This is a very aggressive time frame, but as of today his class has risen to the task. As of Friday August 23<sup>rd</sup>, all 19 cadets passed their written FAA Knowledge test and are now working on oral and check-rides with their graduation set for August 13, 2021. Below are some pictures from Zach's experience over the last month. The cadets fly out of Salisbury, MD (SBY) and have to navigate around all of the restricted air space, since they are close to Dover Air Force Base, Washington DC, Norfolk, and NASA. It hasn't all been work as they got a tour at Dover Air Force Base and visited Washington, DC even seeing Marine One land at the White House. It has been a great experience for all involved.

Zach next to trainer plane – C 172      The Fleet – Wheels up at 0630      He got his shirt cut.





### **Treasurer's Report**

**Aimee Pereira**

|                             |  |
|-----------------------------|--|
| Beginning Balance for July: | <b>\$4,383.15</b>  |
| Expenses:                   | (\$38.12) - # 1080 Doug St. Pierre - reimbursement for lunch items |
| Deposits:                   | \$65.00 dues \$20, tip jar \$45                                    |
| Ending Balance for July:    | <b>\$4,410.03</b>  |

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 [ea477.treasurer@gmail.com](mailto:ea477.treasurer@gmail.com).

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