

The FlyPaper

August 2023

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



Words From the President

Well, I just got back from trip to AirVenture, and I have to report we had great weather during the daytime, and it was a very good year for attending. I went with my son, who is the Program Manager for the FAA's Light Sport Aircraft program and was heavily involved in the drafting of the new MOSAIC rule. He had to work Monday through Thursday visiting LSA manufacturers and had to give a presentation to them and the public on Wednesday afternoon of the show. I flew on American Airlines from Charleston to Kansas City and drove with him to Oshkosh on Sunday. I returned to Charleston on Monday. At our meeting, I will explain MOSAIC to the chapter. Right now, they're going through the 90-day Notice of Proposed Rulemaking comment period. It will be a good thing for everybody.

There was a good size crowd during the five days I was at the show and the afternoon airshows were good as usual. One thing that surprised me was the large amount of young adults, both male and female, there are interested in aviation. With the airlines hiring, there were many flight schools and aviation colleges out there recruiting for students. Also, the airlines and repair shops were doing heavy recruiting for aircrew, and mechanics. That's a good sign.

Speaking of young people, I went over to the youth section that covered STEM activities at the Pioneer Airport at Oshkosh and was very impressed with the activities they have for young children. They had air traffic controllers working with children on large computer screens, showing them how to sequence aircraft from multiple tracks and speeds into one track. They also had computer screens with airport diagrams and were showing the children how to sequence and move computer generated airplanes and ground vehicles around the airport. There were adult volunteers working with children taking apart aircraft engines, building electrical circuits, soldering, flying simulators, and making wood propellers.

With the new addition to the EAA Museum, they built an education center, which was full of Redbird simulators. I'm guessing they had to be at least 12 of them, and they were scheduling pilots for an hour of dual instruction in the simulators. On Friday morning I got an hour dual of instruction in a simulator doing instrument work with an instructor from California. They had simulators set up with both round gauges and G1000 glass screen panels. You would show up and they would sign you a time slot later that day based on what type of aircraft you wanted to fly. It was very good training and highly organized.

There was an increase in number of drones and electric VTOL passenger carrying vehicles. Boeing was there with their Wisk autonomous air taxi mockup. They did have an earlier prototype flying a demonstration. There were also demonstrations of the new jet pack flying suit, using four small jet engines attached to the operator's arms.

I also sat in a forum given by a retired EAA lawyer on chapters and 501 (c) (3) issues. This lawyer is also one of the directors for the Ray scholarship program, and after the meeting I sat with her for about a half hour going over things about the scholarships. After talking with her, I was talking to another chapter president whose chapter also did not receive a scholarship. He said that he heard that only 20 or 21 chapters of all the chapters who applied did not get

Upcoming Events

EAA477 Chapter meeting

The August meeting will be held at the Walterboro airport conference room starting at 10:00 AM. John Stoll will give a summary of some of the things learned at Air Venture Oshkosh this year.

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2021-schedule>

any scholarships. I talked to another chapter president who said it took them several years of trying before they were able to get scholarships, but were considering just doing it on their own, as they were doing a pretty good job at fund raising.

Overall, it was a good trip, and it was the first time I spent full five days at AirVenture. Normally I would just go for three days. My pedometer app on my phone said I walked 51 miles in the five days. It was interesting to note that on the Monday, the first day, almost all the parking spaces in the homebuilt and vintage areas were full. By Thursday, about half the planes were gone. By Friday there was maybe 1/3 of the planes that were there Monday. Some of that may have been to the forecasted nightly storms, but I think most people get there a day or two early and go home after about three days of the start. Hope to see y'all at our next meeting.

Stay safe, John



John Stoll
President EAA 477



Young Eagles Report

Liz Birch

Young Eagles Coordinator

Hope everyone is enjoying their summer so far. I just got back from a long trip back to my hometown and then spent the last week at AirVenture. As always, the show was awesome, although tenting during thunderstorms wasn't super fun. Anyway, our next rally is currently scheduled for Saturday, October 21st at the Walterboro airport. This event will be open to the public and we expect a large group of kids to attend. So, if you are available to help that day, please let me know so that I can get a proper head count of volunteers. The more volunteers we have helping, the more kids we can fly. This event has been added to our website calendar, but the registration website has not gone live yet (will likely be available sometime in the coming weeks).

At our chapter meeting this month we will also be discussing how we would like to spend our Young Eagle Credits. We currently have \$530 available to spend before the end of the year. If you have any ideas on what we should spend this money on, please feel free to shoot me an email. This money can be spent on almost anything that we would use for the Young Eagles program. For example, last year we spent some of our money on the new tablecloths and runners. One idea I had for this year was to get new volunteer t-shirts or get custom safety vests we can wear during the rallies. Another option is to obtain Young Eagle Workshop Kits from EAA and host events for the kids.

Lastly, I would like to report that we have our first Young Eagle, that I am aware of since I have taken over, that has completed all the ground school and has asked me to fly with her in one of the CRAFT airplanes using her flight training credit that she has earned from EAA. Let's keep this momentum going! I would like to keep developing ideas on how to keep getting these kids to come back to our chapter for more meetings and try holding other youth events such as workshops, or tours of airport facilities, or more in-depth ground schools, etc.

As always, feel free to reach out to me if you have any ideas of how to keep kids involved in aviation.

Liz Birch
YE Coordinator
217-706-0148
lizbirch2331@gmail.com

Aviation Scholarship Program

Dow Sanderson

Again, things will be quiet until the next Ray Scholarship cycle. Stay tuned for when we get back into the cycle.

Blue Skies,

Dow Sanderson,
Scholarship Chair

July Meeting Summary

Glen Phelps

Our July meeting was held at John Stoll's home. He used the opportunity to have members go to his “workshop” following the meeting to have a look at his RV 8A project.

There were six members in attendance, where we talked about a couple of subjects. One was in regard to the October Young Eagles day, which will be held on October 21st a week after the regular meeting on October 14th. Other subjects included speakers for our meetings, possibility of having meetings at other locations and various field day activities that might be of interest to members and guests. In the end, the Executive Committee will need to spend some time working through these options and bring the results to the membership.

During the “meeting” portion of our day, we were treated to coffee and breakfast treats which were great. Thank you John and Lynn.



Following our discussion of items for the meeting, we headed out to John's “shop”. The shop was a treat in itself. Many builders have to jam themselves into a small space, fight for heat in the winter and cool climate in the summer. I have heard of those building composite aircraft, to have a winter lull, until the temperatures get warm enough to work with the epoxies. John does not have that problem. He has a large car garage with a mini-split heat pump. So he is warm in the winter and cool in the summer.



This would be the envy of any builder, I am sure.

We spent well over an hour going through much of what John has done thus far in his build project. As you will remember in a previous newsletter, he showed us many of the details of his avionics systems and how one can now have much of the “wire cutting and soldering” completed by purchasing kits from manufacturers.

John has his fuselage mounted to the “rotisserie” (that might not be the correct name for the device) which allows him to work on any side of the project and easily access areas to do many tasks. His completed items are hung on the wall, waiting for assembly. All in a very neat fashion.



And NOTHING can be done unless you have the paperwork in hand. There are volumes of folders and binders with work to be done and showing work that HAS been done. Each component is import as shown by the rudder pedal set, and is well organized.



Thank you John for opening your house to share your project with us. And thank you you Lynn for the great photos you took.

After the time in the shop, we adjourned to the house where we enjoyed a great lunch and a chance to discuss our experience. I know if you finish the plane is as good a fashion as your yard, it will be great. (His lawn stands out from all of the neighbor’s yards).

Aviation Safety and Upcoming Events

Ron Malec

Aviation Safety News and Updates

As a subscriber to the FAA Safety Team, Aviation Safety Magazine, and the NASA Aviation Reporting System ‘CALLBACK’ Newsletters, I will share Information and Updates that I believe will be beneficial to all members.

General Information

From the June 2023, *NASA Aviation Reporting System ‘CALLBACK’ Newsletter*

1) **Walk-around Wisdom and Preflight Gems -**

A thorough walkaround inspection and associated activities could mitigate a host of problems that might develop during flight or ground operations. The charge to conduct a good walkaround flows from 14 CFR 91.3(a), which assigns direct responsibility and grants final authority as to the operation of an aircraft to the Pilot in Command (PIC) of that aircraft.

The walkaround inspection and associated activities necessarily cover a large number of items typically described in an Airplane Flight Manual (AFM) or Aircraft Operating Manual (AOM). In the spirit of the CFR and from a practical point of view, most everything that is possible to observe is also covered. Accordingly, the walkaround inspection and preflight activities are important to the safety of any flight.

This issue showcases reported incidents that occurred during walkaround inspections and associated activities. Note the variety of incident types, the reporters' actions, and the pearls of wisdom in each narrative

Lost and Found

An observant DA42 Twin Star student pilot made some interesting discoveries while performing these walkarounds.

- I began preflighting the aircraft...and noticed the right main gear had cord showing, and the left main was missing slip marks. I switched aircraft and began preflighting [again]. Inspecting the left main fuel tank, I discovered a fuel nozzle cover in the tank. [It was] the small rubber cover that goes over the nozzle when fueling. I removed the cover, and [my] instructor delivered it to the [FBO] employee fueling another aircraft. The flight...continued without further incident. Ensure the visual checking of fuel tanks before every flight

Unverified Assumptions

Although all ended well, this Flight Instructor overlooked a detail that quickly placed the aircraft and crew in jeopardy.

- That morning, I met [my student], a private pilot to whom I am providing instrument instruction, at ZZZ1 airport. When I arrived, [the student] had already conducted a preflight inspection of the aircraft.... Unfortunately, I did not verify the fuel quantity in the aircraft and relied on the student to do so. The plan for this flight was to do the RNAV... approach into ZZZ2, go missed [approach], and then fly VFR back to ZZZ1. After the missed approach at ZZZ2 and upon reaching 3,500 feet, the engine quit without warning. I took control of the airplane, requested priority with ZZZZ Approach, and turned toward ZZZ. I was cleared for the runway and landed...without further incident. We could not restart the plane in the air or on the ground.

- There is some background needed at this point. Prior to this flight, I was the last person to fly this plane. As part of our standard practice, after the last flight, I requested fuel service from the FBO and asked that the plane be put away for the night. Assuming the FBO would honor my request, I left for the evening. When I arrived at the airport, my student had completed the preflight and confirmed there was fuel in the aircraft. I've flown with this student many times and found him to be a very competent pilot.... Accordingly, I did not have reason to think there was not enough fuel in the aircraft. When we started the plane, we reset the fuel totalizer for full fuel, so when the engine quit, I expected there to be nearly 40 gallons of fuel in the plane when it was, indeed, empty.

- There are several lessons to learn here. As an instructor, you can never fully trust your student, even if he or she is a certificated pilot, and it's important to verify all information. Another factor was expectation bias. As part of our standard practice, the aircraft is always put away with full fuel, and the FBO has never failed to honor this request. When I arrived at the airport, I expected the aircraft to have full fuel, and I expected my student to verify this for me. Another factor is that it is impossible to view the fuel gauges from the right seat on the Cessna Cardinal as they are on the left of the pilot side yoke, so I was unable to use them to verify the fuel state. In order to prevent a recurrence, I am going to suggest to the club that we standardize a way to measure the fuel and to make it a requirement to measure fuel before every flight. The aircraft's fuel quantity is difficult to check visually since there is a spring-loaded cover over the fuel port. At the end of the day, however, I was the Flight Instructor and should have verified the fuel quantity before departing

Instructor's Chagrin

This Flight Instructor ponders a humbling thought spawned by a discovery made during a student preflight inspection.

- [I was conducting] a local seaplane training flight in a Piper PA-18-150 Supercub on amphibious floats. The student was getting instruction...to add-on a single-engine seaplane rating to his commercial pilot certificate. It was our third training flight. The flight was mostly on water operations with multiple takeoffs and landings. Water conditions were fairly calm but not glassy, with about 5 to 7 knots of wind.... The flight was uneventful, and I...did not have to touch the controls for most of the flight. Takeoffs and landings were smooth, and no anomalies were noted by myself or the student. The flight ended...with no incidents. The preflight inspection of the aircraft by the next student discovered a failure of the furthest outboard section of the right elevator just past the hinge point. That student found this failure approximately 30 minutes after the conclusion of our flight. We cannot be certain that the failure existed or occurred during our training flight, as no abnormal aircraft handling characteristics were noted by me or my student. However, based on the timeline, it is probable that the failure could have existed or occurred during our flight. The cause of the failure is unknown at this time.

Airshow and Fly-in Schedule

2) 2023 Airshows / Fly-ins

- o 18-24 Sep 2023 – 16th Annual Triple Tree Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC
- o 30 Sep 2023 – NC Aviation Museum & Hall of Fame (NCAMHOF) Annual Fly-in, Asheville Regional Airport (KHBI), Asheville, NC
- o 12-15 Oct 2023 – Carolina Virginia Antique Aircraft Foundation (CVAAF) Fall Fly-in, Woodward Field (KCDN), Camden, SC
- o Nov 2023 – Warbirds Over Monroe,

Photos

- 3) **Salute From the Shore** – On 04 July, I had the opportunity to fly Salute From the Shore with Kevin O’Keefe in his FWP-149 along with William and Wade Allen in their Pilatus P3. Here are a couple of photos from the flight.



FWP-149 by Wade Allen



Pilatus P-3

Until next month – Blue Skies - Stay Safe and Fly Safe

Treasurer's Report

Aimee Pereira

Beginning Balance for July :	\$4,662.12
Expenses	\$0.00
Deposits:	\$0.00
Ending Balance for July:	\$4,662.12

Note: Total Earmarked for Young Eagles = \$200.00

Dues for 2023 will be \$35.00 and payments may be paid in person at a 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 2022 or have any questions, I can be reached via email at: ea477.treasurer@gmail.com.