

The FlyPaper

August 2024

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



Words From the President

We had a very interesting presentation by chapter member Roger Medlin last month, where he talked about flying with the South Carolina Forestry Commission. I didn't even know they had any aircraft, or that there were that many forest fires in South Carolina. Most of what you hear about is what goes on our West. Those pilots do a great job, working with some very old aircraft. The Cessna 172 (ex- Air Force T-4) that Roger flies has 10,000 hours on it. It really sounds like a good opportunity for any pilot looking to work part time and build up hours. The flying sounds interesting, but it has many hazards, including smoke, heat, flying close to the ground, and fatigue. Thanks, Roger, for the presentation and stay safe out there.

Our original speaker for the month of August had to back out at the last minute due to unexpected circumstances. However, I was able to get Mike Eausch for our speaker. He will talk with us about flying cargo in the southeast United States in the old DC-3. He has a lot of experience with the DC-3 and many interesting stories.

Talking about the weather, it has been very hard to get some good flying in. The heat indexes most days are over 100 and with the showers and thunderstorms we get every day, it's hard to figure out just when is the right time to go flying. I even tried an evening last week, but the haze at dusk made the visibility almost IMC conditions. Flying out to the coast there was no horizon, and when we turned around to go back to Walterboro, we faced the same condition with the low overcast, oncoming darkness, and haze.

Last week was AirVenture, but unfortunately, I didn't get the chance to go. Maybe next year. It looks like they had a great crowd on Saturday when most of the people in the surrounding area and states attend. They didn't appear to be too many new breakthrough ideas or products as in years past, but they had good weather and a lot of people in attendance. My wife found a way to use her cell phone to get the airshow played on our smart TV. I think she doesn't have a clue how she did it, but she managed to do it each time. I had no idea that was even possible.

You may have heard about the experienced EAA member who was intercepted en route to Oshkosh because of the TFR near Milwaukee for the Republican National Convention. Although he should've checked the NOTAMS, he forgot to select the "TFR" button on his ForeFlight application on his iPad and it did not show the TFR boundaries on the screen. He was intercepted by F-35s and forced to land at Oshkosh, where he was thoroughly investigated by the Secret Service (talk about bad timing). He said they even contacted his ex-wife as part of their investigation of him. Hopefully it was an amicable divorce. I've done something similar before when I forgot to check the "Traffic" button and was wondering why there were no other aircraft showing up on the iPad. When I rechecked the app, I found out I never clicked on the Traffic button.

One of things we will have to talk about at the meeting is the scholarship program. Dow will have some news about it, and we need to discuss some ideas.

Upcoming Events

EAA477 Chapter meeting

The August 10th meeting will be held in the Walterboro Airport conference room at 10:30 AM. The speaker and subject is presented in the President's report of the newsletter.

South Carolina Breakfast Club:

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

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

I hope to see you all at the meeting Saturday.



John Stoll
President EAA 477



Young Eagles Report

Liz Birch

Young Eagles Coordinator

Well folks, we are in the heat of summer so still no rallies planned until our big public rally on Saturday, September 28th in Walterboro. I am still looking for volunteers for this event to ensure that we are properly staffed for the number of kids that we are expecting. I plan to open up registration for this event approximately a month out. Following our September rally, our next scheduled event is set in November at our monthly meeting. We are currently in discussions of possibly doing an additional closed group rally this fall, but those details have yet to be solidified so I will share those once they become available. Until then, feel free to reach out to me if you have and questions, comments, or concerns about the young eagle program.

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

Aviation Scholarship Program

Dow Sanderson

There is not much to report this month. Our scholarship recipient, Jake Kramer, has been at Summer camp for the month of June. His solo is “expected” in July, so I will have pictures next month. As of this writing, we hope to see him at our August meeting. I will bring the chapter up to date at other events at the August meeting.

Blue Skies!

Dow Sanderson,
Scholarship Chair

July Meeting Summary

Glen Phelps

We opened the meeting with the presentation of awards to chapter officers for last year. Those in attendance received those rewards. Thanks to all that give of their time to the chapter.

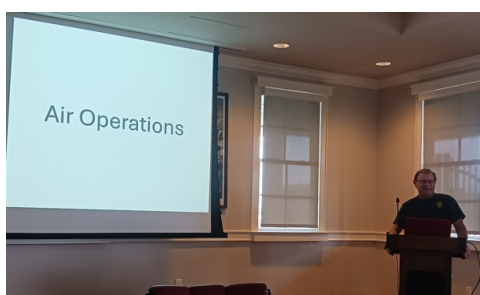
The chapter was also awarded a “Bronze Award” for the work that they do. Below is a banner that we received from EAA. Roger Medlin is working on having it displayed somewhere in the terminal.



There is work underway to provide chapter members with “Business cards” that can be used to hand to other outside the chapter so that we can spread the work of the work we do and what we are about.

I also have come across an article in Avweb, an online aviation news group that had a somewhat disturbing article. A link to that article is in the email from which you received this newsletter. I encourage all to take time to read it.

Our meeting presentation was provided by our own Roger Medlin. Roger has been an avid aviation for many years, and most recently was the Operations Manager for the Lowcountry airport. He took the opportunity to “move on” to other endeavors, and is now flying for the South Carolina Forestry. It too difficult to grab all of the details of the presentation into this email. I have proved a pdf file of the slides from his presentation in the letter which brought this newsletter to you. I encourage all to take a look at the slides, as it is the best summary of a great presentation. Thank you Roger.



Aviation Safety and Upcoming Events

Ron Malec

Aviation Safety News and Updates – August 2024

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

- 1) [The Dog Days of Summer](#) – NASA Aviation Reporting System 'CALLBACK' Newsletter, Issue 534, July 2024

■ Indicates an ASRS report narrative

Flying during the summer months can be breathtaking, but it can also present dangerous challenges. High temperatures, water vapor, and Coriolis produce weather phenomena that demand respect. Together or separately, that weather and the high temperatures permeate most flight operations and affect equipment and humans in various detrimental ways.

Rising temperatures and humidity reduce air density, thereby decreasing almost every measure of aircraft performance. Thunderstorms and associated rain, turbulence, strong and gusty winds, hail, windshear, and microburst activity can all be deadly. Human factors may be similarly affected, tending toward decreased acumen and lower efficacy. Moreover, threats can cascade with increasing synergy, as one may impede corrective action for another. In short, the dog days of summer demand keen vigilance and flight deck discipline.

This month, CALLBACK features reported incidents that provide insight into a few facets of hot weather operations. Note the threats and their synergy; contemplate crew actions, other possible mitigations, and any system weaknesses.

Part 91 – The Great Escape

This corporate, small aircraft pilot got more than he or she bargained for while navigating a line of thunderstorms

- While flying to Knoxville, Jacksonville Center rerouted me to NRAVN intersection, then to CABLO to navigate through a line of thunderstorms. This was the suggested route by one of the Center Controllers. Other aircraft higher than us were making it through, despite [the] hole we were trying to go through closing up north of TERES intersection. We were at FL280, and once entering IMC, we encountered an updraft that climbed us to 28,125 MSL, then instantly a downdraft descended us to 26,975 MSL over approximately one minute. We also encountered severe turbulence, and I immediately made a 180 [degree] turn southbound to heading 180 while trying to maintain FL270. The Controller at Jacksonville Center was extremely busy, and controlling the airplane was my number one priority. Once established on a 180 heading and level at FL270, I was waiting for an opportunity to let the Controller know what I encountered. However, before I could do that, the Controller asked me what I was doing and what I had encountered. I explained that I had experienced an updraft, downdraft, severe turbulence, and severe precipitation, and needed to get out of the situation. He told me to fly heading 180 and gave me a block altitude from FL270 to FL280 upon my request. I climbed back up to FL280 on a 180 heading and quickly exited the IMC. Once stable again in VMC, the Controller asked if we had any aircraft damage or injuries I responded, "Negative" to both. He then asked our intentions, and I said I would like to fly [routing] north to Knoxville. He granted this permission and did a great job assisting us. The rest of the flight was uneventful. The next time, I will be much more cautious flying in the vicinity of thunderstorms and definitively find a better course than in the vicinity of thunderstorms, despite other aircraft ahead of me making it through

While you don't normally fly when thunderstorms are in the area, you never know when unforeseen/ forecasted weather conditions may crop up. Therefore, you need to have a plan of action in mind on how you will handle the changes in weather to prevent yourself from getting into an extremis situation.

Part 121 – Air Traffic Control Issues

A seasoned Controller shares ATC distractions, workload, time pressure, and safety concerns frequently precipitated by some of summer's most dangerous atmospheric hazards.

- I was working ZZZ and North Arrival. I had been on position for about 20 minutes, and there was weather on the scope when I sat down. I was briefed that there had been some deviations, but just light chop. An area of heavy precipitation, which had been west of ZZZ1, eventually moved onto the final, but aircraft were still taking the approach and landing. Eventually we got some Low-Level Wind Shear (LLWS) alerts, which I issued. In a short time, [the alerts] were followed by several go-arounds and a microburst alert, which I also issued to describe precipitation along the final. Aircraft X said he needed to discontinue the approach, so I issued a 220 heading and 5,000 feet, since Departure was getting a go-around in front of him, and I could not turn him left or right due to airspace constraints. I yelled to Departure and shipped him [to Departure]. In the meantime, every aircraft on final clogged up the frequency

saying they also would not take the approach. At some point, Aircraft X said that he encountered almost unrecoverable conditions and had climbed to nearly 8,000 feet.

We need to have a much better plan of action when there is weather in the area. Our current method of giving the approach until aircraft refuse to take it while informing them of the weather will only result in this kind of situation in the future, which I find unacceptable. There was already a ground delay program in place when this happened, but there had been no miles in trail [issued], and I was oversaturated with aircraft. In the future, I will make a bigger point to not run aircraft through a final [that presents] heavy precipitation even if they are below the [cloud] layer and willing to take [the approach]. Also, I think pilots need to be more vocal about saying what they see outside. Often times, we have no way of knowing what the weather is really like outside.

In this situation the ATC Controller is right is alluding to the point that PIREPS are as helpful to the controllers as they are to other pilots.

Airshow and Fly-in Schedule

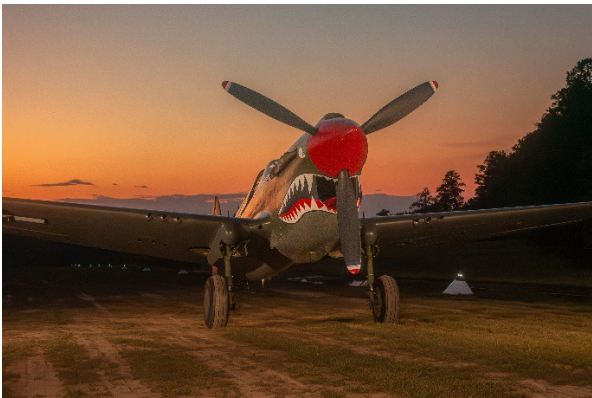
2) 2024 Airshows / Fly-ins

- o 23-29 Sep 2024 – 17th Annual Triple Tree Fly-In, Triple Tree Aerodrome (SC00), Woodruff, SC
- o 09-10 Nov 2024 – Warbirds Over Monroe, Charlotte-Monroe Executive Airport (KEQY), Monroe, NC

Photo

3) SkyRanch Shootout and Aerobatic Camp

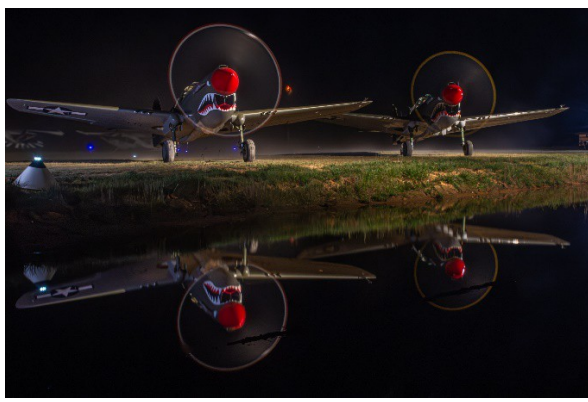
- o On 14-16 June I had the opportunity to attend another American Dream SkyRanch [Photographer] Shootout hosted by Thom Richard with Mike Killian and Ricardo Von Putkammer on hand to provide photographic instruction and assistance as needed. In addition to shooting Thom's P-40 and the SNJs onsite we also had the opportunity to do some Golden Hour photography on Friday and Night photography on Saturday.



Golden Hour Photography



Thom Playing 'Peek-a-Boo'



Night Shoot

4) Salute From the Shore XV

○ On 04 July I had the privilege of participating in *Salute From the Shore XV*. I flew with Greg Canterbury, president of EAA 1465, out of Holy Hill (5J5) in his PT-26A Cornell. In addition to the SCANG F-16s out of McEntire JNG Base, we had nine warbirds participate – T-28 Trojan, T-34 Mentor (x2), Pilatus P3, SNJ Texan (x2), FWP-149, Navion (flown as L-17), and the PT-26 Cornell. As we were the slowest aircraft participating, we were ‘Tailend Charlie’ and were about 10-15 minutes behind all the other aircraft which preclude any air-to-air photography. So, the only photos taken were ground shots taken at Georgetown (KGGE) where we departed from. We departed KGGE and flew north over KMYR and KCRE, then fell in behind the F-16s as we turned south at Little River Inlet. The flight was along the coast ending at Beaufort / Hilton Head. Here are a couple of the plays that participated, a photo of a flag on the beach and the Morris Island Lighthouse.



PT-26A Cornell



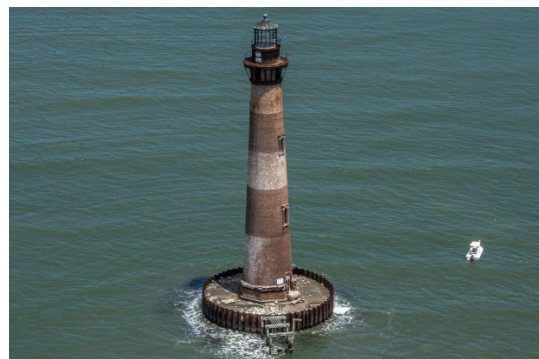
SNJ-7 Texan



FWP-149



T-28C Trojan



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