

# The FlyPaper

September 2016

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



## Words From the President

Well it's finally September with summer winding down and it sure was a hot one! I did have the pleasure of cooler weather just a couple weeks ago while visiting my son in Silverdale, Washington. Temperatures were in the mid 70's and low 50's, which was a nice change of pace from the mid 90's here in the Low country. The trip also allowed me to visit the Bremerton, National Airport, in Bremerton, WA for the Northwest AOPA fly-In, which was awesome! Lots of old war birds including a B25 Bomber, which was the main aircraft at the Walterboro Army Air Core Base during WWII. Also lots of experimental aircraft on display. It was great to see and meet pilots from the Great Northwest.

Well back to the Low country and what's happening here. We had a great meeting in August with Lewis Blackwell who did an outstanding job on instructing on what kind of maintenance aircraft owners are allowed to do without being an A&P mechanic. (Good stuff) It's always good to check with a good A&P or IA if you have any questions or are unsure about any type of maintenance. Remember safety is and should always be your number one priority when working on your airplane.

As we look to September do keep in mind our regular meeting date has been changed. Normally the second Saturday of the month is our regular scheduled day, but with the triple tree fly-in and so many of our members attending we decided to change our regular meeting to the third Saturday, which is the seventeenth. Mark your calendar so you won't miss the meeting. The topic will be the new medical reform which has been recently signed into law. Along with our meeting will be early morning Young Eagle flights, starting at 08:00 and pilot briefing at 07:30, and as always lunch will be served by our top chief Bruce. Hot dogs and hamburgers hot off the grill.

As I had mentioned in our last Newsletter of the South Carolina Breakfast club will be coming to the Low Country Regional Airport. (RBW) I want to confirm the date which will be January 22, 2017. Mark your calendar and plan to fly-In, drive in or ride a donkey in just get here. Breakfast will be catered in.

Well that should cover it for now, I might add as cooler weather begins to move in take advantage of the fly-Ins, breakfast fly-Ins, and air shows. Aviation is here to enjoy and be a part of, don't miss out. Contact any one of our members who have airplanes and see who's fly where. I have a plane full going to Triple Tree so I won't be able to fly anyone else, but check with me next time and see. I love to fill the plane with folks that love to fly as much as I do.

Well I'll close with, "Keep those wings level and fly safe."

Roger Medlin  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

September 17th, Young Eagles at 8:00 with meeting at 11:00. Burgers and dogs on the grill after the meeting

### South Carolina Breakfast Club:

September 18th Laurens , SC [KLUX](#)

## August Chapter Meeting Report

August 13<sup>th</sup>, 2016

Meeting was called to order by Geoff Grigg at the Lowcountry Regional Airport. Fifteen members in attendance.

- Greetings to all that came, with announcements that follow.
- President was late but did arrive. (Out flying)  
Roger Medlin
- Briefing on Young Eagles flown for that morning
- Announcements
  - .1 Change in the schedule for September meeting.
  - .2 September meeting will be held on the 17<sup>th</sup> of Sept.
  - .3 Conflict with flight to Triple tree fly-in, as many of our Members will be flying to Triple tree.
- Lewis Blackwell was introduced as the speaker. Lewis is a FAA DAR FAAST Team Reprehensive and an EAA member. (A copy of Lewis' presentation is at the end of the newsletter. Good information for all!)
- A handout was given which listed the items that an aircraft owner can do as far as maintenance on his or her aircraft without having a A&P Licenses
- Lewis opened the meeting with going over each of the items listed and answering any questions.
- A time of discussion and Q&A followed.
- Meeting was concluded by the president Roger Medlin and lunch was served.

## Treasurer's Report

Roy Carson

### Chapter 477 Department of Treasury Report

August Beginning Balance -----	\$ 2,564.76
August Expenses -----	\$ 216.52
August Deposits -----	\$ 202.79
Ending Balance -----	\$ 2,551.03

This concludes the Department of Treasury Report.

See ya at the airport,

# Young Eagles Report

Jeff Grigg

The Young Eagle flights are just flying merrily along. Last month we took I believe about 7 kids up. In addition we also took up some "students" from James Hibbert's ground school class. James has donated his time to do a complete ground school for interested parties. My wife Barbara took the course just to get a better understanding of what I do both in the air and plotting a flight. I believe James will be conducting more classes and I'll let y'all know when.

We have a new member and Young Eagle volunteer. Some of you met Emile Fournet at one of our previous meetings. He has volunteered to work ground ops and has taken the background check and online course for the Youth Protection Program.

Speaking of volunteering, the Young Eagle volunteers who work ground ops and have taken the Youth Protection Program check and course, and current pilots that have also passed the EAA check now have a uniform of sorts. We have Young Eagle T shirts with Chapter 477 on the sleeve. If you want a shirt, just volunteer and take the course!

The cost of these shirts was earned from flying Young Eagles. When a pilot flies a minimum of ten flights he then gets "credit" in the amount of \$10 for each child flown. At the end of the year we are then allowed to use this money for reimbursable expenses by the EAA. This is how we were able to purchase the tables, chairs and printer. With a little left over we purchased the shirts from EAA! So no Chapter money was used other than some front money.

We all know Dr. Tommy Newland's son Jordan? Jordan started out flying as a Young Eagle. Well he can't fly as a Young Eagle any more because he is a full fledged PILOT!

Jordan passed his check ride on his 17th birthday. The DPE stated that is was a perfect check ride with no defects. Everything done to the letter of the regulations. Jordan was a student of Todd Givens and Ace Basin Aviation. Way to go Jordan, we are all proud of you in the Chapter and as one of the Young Eagle pilots that flew you, I am doubly proud. Pretty soon you will be borrowing the ole man's 182 and giving Young Eagle rides yourself!

Youngsters like Jordan is what it is all about

Reminder we will fly Young Eagles on the 17th of September not the 10th due to fly outs to Triple Tree.

Until next month.....



## MIDAIR MIDAIR MIDAIR

Reported by  
Glen Phelps

Last month I wrote a report regarding the collision between two Mississippi Kites at RBW. The birds were diving to get grasshoppers after the grass was freshly cut, exposing them to the birds. One had flown off after some “recovery” and the other could not fly.

Tommy Rowe managed to contact the Avian Conservation Center in Mt Pleasant/Awendaw, SC. Who drove out to get the bird to see if they could doctor it up. I had promised to bring an update in this news letter regarding the status of the bird.

Not long after last month's publication went out, we had our answer. After x-rays were done, they determined that there were two major breaks in one wing, significant enough that they felt that they bird could not be saved and had euthanize it.

I had hoped to bring words that the bird had been saved, and am disappointed to bring you this news. However, I certainly would like to applaud the work and effort that the folks at the Avian Conservation Center expended.



### *Be careful with your Drone*

Reported by Roger Medlin

We would hate to report that your drone was involved in this situation. But, then again, maybe the person on the ground will not be such a good shot!



FAUQUIER COUNTY, Va. -- A Virginia woman is serious about her privacy and she used her shotgun to take down a drone that was buzzing all over her property in Fauquier County.

Jennifer Youngman said the June incident happened when she spotted men, who looked like paparazzi, flying a drone over the farm of her famous neighbor, Robert Duvall.

She said she was cleaning her guns on the porch and watching the drone when a gust of wind pushed it over to her property.

“When it came I just reached my gun up like this, POW got it,” she said.

The shot from the 20 gauge shotgun shattered the drone into pieces in Youngman’s yard.

“The men started to come up here and I said, 'I’ve called the police. You’re trespassing.’” she said.

Youngman said she didn’t actually call police, but the men got the message loud and clear.

When asked why she decided to take a shot at the drone, Youngman said she takes privacy very seriously.

"You know it's just my belief to give people their privacy," she replied.

## *Lewis Blackwell*

### **Walterboro EAA Training Pilot/Owner Maintenance Responsibility**

#### **§91.409 Inspections.**

(a) Except as provided in paragraph (c) of this section, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had—

(1) An annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by §43.7 of this chapter; or

Owner Assisted???? Experimental????

§43.3 Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations.

(a) Except as provided in this section and §43.17, no person may maintain, rebuild, alter, or perform preventive maintenance on an aircraft, airframe, aircraft engine, propeller, appliance, or component part to which this part applies. Those items, the performance of which is a major alteration, a major repair, or preventive maintenance, are listed in appendix A.

(b) The holder of a mechanic certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 65 of this chapter

(g) Except for holders of a sport pilot certificate, the holder of a pilot certificate issued under part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under part 121, 129, or 135 of this chapter. The holder of a sport pilot certificate may perform preventive maintenance on an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category.

#### **§91.411 Altimeter system and altitude reporting equipment tests and inspections.**

(a) No person may operate an airplane, or helicopter, in controlled airspace under IFR unless—

(1) Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each

automatic pressure altitude reporting system has been tested and inspected and found to comply with appendices E and F of part 43 of this chapter;

### **§91.413 ATC transponder tests and inspections.**

(a) No persons may use an ATC transponder that is specified in 91.215(a), 121.345(c), or §135.143(c) of this chapter unless, within the preceding 24 calendar months, the ATC transponder has been tested and inspected and found to comply with appendix F of part 43 of this chapter;

### **§43.9 Content, form, and disposition of maintenance, preventive maintenance, rebuilding, and alteration records (except inspections performed in accordance with part 91, part 125, §135.411(a) (1), and §135.419 of this chapter).**

(a) *Maintenance record entries.* Except as provided in paragraphs (b) and (c) of this section, each person who maintains, performs preventive maintenance, rebuilds, or alters an aircraft, airframe, aircraft engine, propeller, appliance, or component part shall make an entry in the maintenance record of that equipment containing the following information:

- (1) A description (or reference to data acceptable to the Administrator) of work performed.
- (2) The date of completion of the work performed.
- (3) The name of the person performing the work if other than the person specified in paragraph (a) (4) of this section.
- (4) If the work performed on the aircraft, airframe, aircraft engine, propeller, appliance, or component part has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.

### **APPENDIX A TO PART 43—MAJOR ALTERATIONS, MAJOR REPAIRS, AND PREVENTIVE MAINTENANCE**

(c) *Preventive maintenance.* Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations:

- (1) Removal, installation, and repair of landing gear tires.
- (2) Replacing elastic shock absorber cords on landing gear.
- (3) Servicing landing gear shock struts by adding oil, air, or both.
- (4) Servicing landing gear wheel bearings, such as cleaning and greasing.
- (5) Replacing defective safety wiring or cotter keys.
- (6) Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings.
- (7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces. In the case of balloons, the making of small fabric repairs to envelopes (as defined in, and in accordance with, the balloon manufacturers' instructions) not requiring load tape repair or replacement.
- (8) Replenishing hydraulic fluid in the hydraulic reservoir.
- (9) Refinishing decorative coating of fuselage, balloon baskets, wings tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.
- (10) Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.
- (11) Repairing upholstery and decorative furnishings of the cabin, cockpit, or balloon basket interior when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect the primary structure of the aircraft.

- (12) Making small simple repairs to fairings, nonstructural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper air flow.
- (13) Replacing side windows where that work does not interfere with the structure or any operating system such as controls, electrical equipment, etc.
- (14) Replacing safety belts.
- (15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.
- (16) Trouble shooting and repairing broken circuits in landing light wiring circuits.
- (17) Replacing bulbs, reflectors, and lenses of position and landing lights.
- (18) Replacing wheels and skis where no weight and balance computation is involved.
- (19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.
- (20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.
- (21) Replacing any hose connection except hydraulic connections.
- (22) Replacing prefabricated fuel lines.
- (23) Cleaning or replacing fuel and oil strainers or filter elements.
- (24) Replacing and servicing batteries.
- (25) Cleaning of balloon burner pilot and main nozzles in accordance with the balloon manufacturer's instructions.
- (26) Replacement or adjustment of nonstructural standard fasteners incidental to operations.
- (27) The interchange of balloon baskets and burners on envelopes when the basket or burner is designated as interchangeable in the balloon type certificate data and the baskets and burners are specifically designed for quick removal and installation.
- (28) The installations of anti-miss-fueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the aircraft manufacturer has provided FAA-approved instructions for installation of the specific device, and installation does not involve the disassembly of the existing tank filler opening.
- (29) Removing, checking, and replacing magnetic chip detectors.
- (30) The inspection and maintenance tasks prescribed and specifically identified as preventive maintenance in a primary category aircraft type certificate or supplemental type certificate holder's approved special inspection and preventive maintenance program when accomplished on a primary category aircraft provided:
  - (i) They are performed by the holder of at least a private pilot certificate issued under part 61 who is the registered owner (including co-owners) of the affected aircraft and who holds a certificate of competency for the affected aircraft (1) issued by a school approved under §147.21(e) of this chapter; (2) issued by the holder of the production certificate for that primary category aircraft that has a special training program approved under §21.24 of this subchapter; or (3) issued by another entity that has a course approved by the Administrator; and
  - (ii) The inspections and maintenance tasks are performed in accordance with instructions contained by the special inspection and preventive maintenance program approved as part of the aircraft's type design or supplemental type design.
- (31) Removing and replacing self-contained, front instrument panel-mounted navigation and communication devices that employ tray-mounted connectors that connect the unit when the unit is installed into the instrument panel, (excluding automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)). The approved unit must be designed to be readily and repeatedly removed and replaced, and pertinent instructions must be provided. Prior to the unit's intended use, and operational check must be performed in accordance with the applicable sections of part 91 of this chapter.