

# The FlyPaper

September 2017



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

## Words From the President

What a full and yet very saddening month, especially for those in Southeast Texas. Our thoughts and prayers go out to those who have suffered and are suffering though hurricane Harvey and the devastation it brought to millions of folks in the Houston area. I can't imagine what many folks are going through and will go through rebuilding their homes and lives. Please be sensitive to give and support the work efforts that are going on to bring aid to and help to the victims that are suffering from this monstrous hurricane.

Yet there was a moment during the month when all eyes were looking up, at least those who had clear skies, and that was the eclipse, which as I said if you had clear skies, it was an awesome sight. I on the other hand was in a place which was cloudy and rainy and didn't get to enjoy the awesome sight that it was.

Moving on to what is happening with the EAA 477<sup>th</sup> chapter. I would like to give a special thanks to Bill Grimes who did an outstanding job on his presentation of flight review preparation. I wasn't able to attend because of family obligations but I heard great reviews, thanks again Bill.

Looking ahead to September and the events that are planned, first, the Triple Tree Aerodrome Fly-In starts Wednesday the 6<sup>th</sup>, and goes through the 10<sup>th</sup>. The airport identifier is SC00/Woodruff, SC. Gates open at 7:00 am, for more information check out their website at, [www.tripletreeaerodrome.com](http://www.tripletreeaerodrome.com). Great time for camping hanging out and seeing lots, and lots of airplanes, if you have never been you need to check it out. A 7,000 foot grass strip that's smooth as glass with lots of parking, good food and fellowship.

The 477 chapter meeting will be held on the September 16<sup>th</sup>, with Young Eagle flights starting at 8:00 am, pilot briefing at 0:730. Just a note to let you know we moved our regular meeting, normally scheduled for the 9<sup>th</sup> (second Saturday of each month), to the 16<sup>th</sup> to allow our members to attend the Triple Tree Fly-In. Our speaker will be Glen Phelps, our treasurer and former president. Glen will be explaining to us how the Basic Med works. As many of you know Congress passed a new medical program for pilots who chose to opt out of the FAA basic medical and pursue a different kind of medical. Glen who is pursuing the Basic Med, now put into place by the FAA, will give an update and briefing on how it works and the steps you need to take to make it happen. An as always, followed by lunch by our favorite chef Bruce Huffines, Hotdogs and Hamburgers hot off the grill.

**Looking ahead to our October meeting a special luncheon will be provided by the Boy Scouts of North Charleston to say thanks for the Young Eagle flight they have enjoyed. Well that should cover us for now, keep those wings level and fly safe.**



Roger Medlin  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

September 9th Young Eagles at 8:00  
with meeting at 11:00. Burgers and  
dogs on the grill after the meeting

### South Carolina Breakfast Club:

September 3rd Columbia, SC

KCUB L.B. Owens Field

September 17th Laurens, SC

KLUX Laurens County

## Mike Brown and his Travel Report

During my 29-year Air Force career, I passed through Hickam Air Force Base several times either on my way to or from somewhere in the Pacific theater. What I was able to see was limited since I was most often on official travel at the time. However, now my son and daughter-in-law, both active-duty Air Force, are assigned to Joint Base Pearl Harbor and I had the chance to spend two weeks with them in June. During this visit, I saw a lot of military history including the USS Arizona and USS Utah memorials. I also was able to see some very interesting aircraft in the Pacific Aviation Museum on Ford Island.

When Pearl Harbor is mentioned it brings up the memory of the attack on December 7, 1941. However, the military history associated with the island of Oahu is much broader. Military units of all branches of service either staged out of or passed through Hickam Field, Pearl Harbor, Wheeler Field, Bellows Field, and Schofield Barracks during the several campaigns that the US engaged in during WWII, Korean War, Vietnam, Desert Shield/Storm, and numerous humanitarian operations. I captured a few photos that I thought would be interesting.

An amazing story of human survival is associated with a B-17E in the Pacific Aviation Museum. Crippled and low on fuel after a bombing raid over Rabaul, New Britain, the aircraft was unable to safely cross the Owen Stanley mountains. Pilot Fred Eaton spotted a flat green field in the jungle and made a forced landing. The flying fortress splashed into the Agaiambo Swamp. I settled into five feet of water and thick kunai grass. After destroying the classified equipment, the crew hiked out of the jungle, arriving six weeks later in Port Moresby on the southern coast. All were exhausted and sick with malaria, but went on to fly more missions in New Guinea, many times spotting the crashed B-17. It was dubbed the "Swamp Ghost" by some Australian Army pilots.

In 2006, aviation enthusiast, Alfred Hagen, salvaged the aircraft by having it disassembled and flown out by helicopters. It sat on a dock in Lae for four years while negotiations were made with the New Guinea government. The B-17E was recently returned to Hawaii for the first time since 1941. It is staged as it was found in the Pacific Aviation Museum. Of course, there were many more aircraft than I am able to show in this article, but here are some of my favorites.

Michael A. Brown, Lt Col, USAF (Ret)  
Vice President, EAA Chapter 477





## **Where has Diana been this Summer?**

*Diana Belknap*

Some of you may have wondered where I disappear to each summer, so I thought I'd fill you in.

--I instruct wilderness courses for the NC Outward Bound School. I've done this on and off for 28 years, also with the NYC Outward Bound Center. In the past I instructed 4-30 day courses outside. Now I work 8 days or less...it hurts too much to do anything longer than that. ☹

--I used to instruct backpacking courses with lots of team building activities, rock climbing and rappelling, day and night land and water navigation, and whitewater or flat water canoeing. I've basically given up on carrying a 55 lb. pack and climbing. Again...it hurts too much. But I can still instruct paddling courses. So this past summer I instructed whitewater canoeing programs in western NC and sea kayaking.

--I recently finished a really wonderful 6-day Veterans sea kayaking course in the NC Outer Banks. It was the perfect way for me to end my summer. It was challenging, but lots of fun. And it was my most diverse Veterans crew, yet. My co-instructor and I had 12 students, ages 26-74, 3 women, 1 African American, 3 officers, they represented 4/5 of the branches (Even the Coast Guard was there! Air Force was not.), and they spanned from Vietnam through to the present conflicts. They all worked hard, laughed a lot, and seemed to really enjoy each other out there. They loved the idea that they could safely work together as a team and accomplish goals together. A great course to end my season.

--So, that is a small glimpse into my "other" life. Feel free to check in with me if you have any questions, or would like to refer someone to take a course...maybe even you!! ☹

--Looking forward to seeing everyone very soon!



The crew with Diana after a hard day at work





All that gear gets loaded into those tiny sea kayaks in the beginning, and then gets cleaned at the end.



Diana and her whitewater gig.....  
Yes, the students run this too!

## *July Chapter Meeting Report*

*Glen Phelps*

This month We had a pretty relaxed meeting this month. Perhaps that was because Roger was not able to attend, and it became my responsibility. Maybe yes, and maybe not.....

We had a short time of just sharing some of our recent experiences. That was when Mike Brown shared his experience with his recent trip. I asked (pressured?) him to give me a “trip report” and that is what you have earlier in the newsletter.

I think I “pressured” some others, but must not been too threatening, since I only has this one report. OK guys, when you read this, just know I am coming for you.....

At that point we welcomed our speaker, Bill Grimes and he took over. Bill is our newest member and Roger did a good job of enlisting his expertise. I am sorry that I could not stay to the end, but if the members wanted to have lunch, I would have to leave to take over the cooking duties in Bruce Huffines absence.

The slides that Bill used will follow. He points out that the Review is to be a learning experience. Just the slides promote this concept. I did not take a “detailed” question and answer of the presentation. But it was excellent. You really needed to be there.

I would really encourage you to reach out to Bill if you have any questions. Personally, I would like to take my next review with him. Although, he might not be quite willing to jump into the Cozy until I get a lot more hours on it.

EAA 477 8.12.17



### Flight Review Preparation and Structure

FAR 61.56c




Bill Grimes CFII

EAA 477 8.10.17

## Agenda




- Planning and timing
- CFI selection
- Initial – pre-review with CFI
- Goal and structure of the review
- Required items
- Conduct of the review
- Typical flight review - example

## Planning and timing

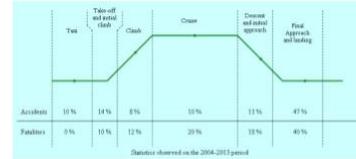


- Don't wait until the last minute
- Is your aircraft current or other ?
- If you are not current – PIC ?
- Single engine, Multi, Tail wheel, Turbine
- Safety vs efficiency – timing and conditions
- Your schedule – make it worthwhile
- Look in the mirror – focus areas

## Look in the mirror – focus areas



AIRCRAFT CLASS	ACCIDENTS	HAZ. ACCIDENTS	FATALITIES
Single-Engine Piston (Less Than 6000)	488	16.4%	52
RPV (Unpowered)	383	0%	12
High-Speed Business Jet	92	60.9%	54
Single-Engine Turbine	24	0%	0
Multiengine Turbine	14	0.0%	0
Multiengine Turbine	14	0%	0



## Look in the mirror – suggested focus areas



- Emergency procedures
- Cross wind landings
- Spot landings
- Stall spin awareness
- Collision avoidance
- Stabilized approaches
- Go-arounds from bounce / flare
- Takeoff safety – go, no go, return
- Instrument flight procs.
- Learn, sharpen or check box
- Complacency

## CFI selection ?

- Type of aircraft
- Currency
- Schedule
- Back ground
- Interview - fit ?
- Bad vibes
- Glider



## Goal and structure of the review

- Not a test / check ride
- Proficiency review
- Conduct flight safely – family member
- “safe exercise of the privileges of the pilot certificate.”
- The FAA no longer uses the term Biennial Flight Review
- 1 hr. flight, 1 hr. ground – FARs required part 91 rules review , maneuvers as determined
- Progressive pattern - skill / knowledge / decision making
- If not completed satisfactorily



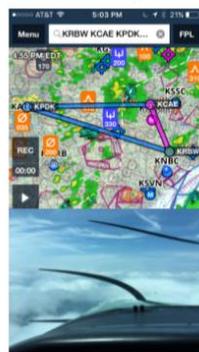
## Initial – pre-review with CFI

- Phone – initial plan of action – flight plan, W&B – hypothetical load, weather etc.
- General discussion of your type of flying
- Experience in the past 24 months
- Ratings - training in progress
- Any focus areas for the CFI ?
- Tools you use – Foreflight etc
- Timing, location,



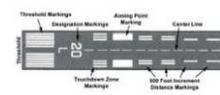
## Typical flight review - ground example

- Cross country trip
- Different types airspace
- Class, B,C, restricted etc
- Weather considerations
- Pax load and fuel
- W&B considerations
- Part 91 rules
- Aircraft specific - AFM
- Charts, ATC radio,
- Day night VFR etc
- Alternates / plan B
- Bottom lines if needed
- Good areas to prep on - FAR/ AIM



## Typical flight review – in-flight example

1. Pre-flight
2. Briefings – passenger
3. Checklists use
4. Taxi situations
5. Radio / traffic
6. Vx, Vy – why, best glide
7. Takeoff / return planning
8. Instrument failures g/n
9. Collision avoidance
10. Stalls, steep turns etc.
11. Simulated engine malfunctions
12. Fires – emergency procedures
13. Pattern work –
14. Approach and landings – normal – x wind ect.
15. Special emphasis items ?



### After the flight review

1. De-brief
2. Positives
3. Areas to focus on
4. Your thoughts – how did it go ?
5. Feed back to the CFI
6. Sign-off log book
7. Training required – if so plan
8. Flight instructor record keeping



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

*Glen Phelps*

One delinquent member caught with his dues (I'll hide the name to protect the guilty) and lunch donations amounting to \$61. Expenses were \$48.79 for lunch materials.

The financial summary is as follows:

Beginning balance = \$2,188.71  
Ending balance = \$2,225.92  
Increase or (decrease) = \$37.21