

# The FlyPaper

September 2023



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

## Words From the President

As I am writing this, hurricane Idalia is supposed to hit us this evening. I'm guessing it will be a tropical storm by then. Lynne and I were talking about how many hurricanes we've been through in our lives. A dozen - I googled it last night. The first six were while we were growing up on Long Island, NY. The island sticks out in the ocean and can sometimes catch some good storms. The last one we were in up there was in 1976, about five months before Lynne and I met each other. I was working during my college years as a lineman at one of the FBOs at Republic Airport when that one hit. I remember we were continuously making sure the tie down ropes were holding on all the aircraft on our side of the airport. We had almost two hundred planes to keep an eye on. A few years later, as a Marine Corps A-6 Intruder Bombardier/Navigator stationed in Cherry Point, NC, we would fly the jets to Texas, Ohio or Oklahoma whenever a hurricane neared North Carolina. This left many unhappy wives left to defend our kids and property against the storms. Lynne remembers hiding in the hall closet, in the dark, with two toddlers as the worst of a hurricane passed over North Carolina. I think I was enjoying happy hour at some officer's club in Texas at the time. Yes, hurricanes are nothing to take lightly.

At last month's meeting we learned that the Tuskegee Airmen organization was planning a big event at Walterboro on October 14<sup>th</sup>, the week before our planned Young Eagle event. Liz was planning to have some extra activities at our YE rally, including even a food truck. After realizing the airport couldn't support two events on consecutive weekends, we decided to roll our YE rally into the Tuskegee organization's to keep things simple. Well, we recently learned that their event will be very big and have several display aircraft, possibly even Air Force aircraft, so it would be imprudent to conduct YE flights that day. Therefore, we are back to holding our YE rally back on Saturday, the 21<sup>st</sup> of October. We'll keep it simple this time. We also talked about having another YE rally in January. We will have our regular monthly meeting on the 14<sup>th</sup> in Glen's hangar.

I've asked Glen to include the FAA's matrix supplement on the new proposal for Light Sport Aircraft in this month's newsletter. This is the condensed version of the 315 page Notice of Proposed Rule Making document that was released at AirVenture this year. If you want to send the FAA any comments, you have about 60 days left. I talked about this at last month's meeting. You must remember there are three parts to it. The LS pilot changes part, the LS aircraft certification part, and the LS aircraft maintenance part.

See you at the meeting

Stay safe, John



John Stoll  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

The September meeting will be held at the Walterboro airport conference room starting at 10:00 AM September 9th. The speaker is yet to be determined.

### 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**

What a crazy month y'all. I apologize for not making it to the last chapter meeting, but I unfortunately got covid (downside to flying people around the country for a living). I will 100% be at this month's meeting, however, as I will be between jobs. My last day as a captain for Air Wisconsin is set for the 7<sup>th</sup> and I start training at United Airlines on the 12<sup>th</sup>! Due to me being in training and not knowing my training schedule yet, I may not be able to attend the rally we will be hosting on Saturday, October 21<sup>st</sup> at the Walterboro airport from 9am-12pm. Even though I may not be able to attend the event, I will continue working in the background to ensure the event goes off without a hitch. I have just opened the registration website this week, so make sure you get your kids pre-registered before the event fills up. The more pilots and volunteers that I get to commit to the event, the more slots I will open. At the September chapter meeting, we will continue discussing how we would like to delegate our young eagle credits that we earned from last year.

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](mailto: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

## **August Meeting Summary**

**Glen Phelps**

Several of our members were not able to make the meeting for a variety of reasons. Nevertheless, we had some good discussion and some people we had not seen for a while attended and one guest!

Jeff Grigg and Roger Medlin attended the meeting. They are former members of 477 and it was good to see them again. They were also very involved in our Young Eagles program and have flown a lot of youth in the years past.

Our guest was Michael (Mike) McManus and we were glad to have him join us. Mike is quite involved in aviation and currently building an aircraft. But, we will let him tell a little more about that in the future.

Shortly after our President, John, called the meeting to order, we got a call from Liz Birch, our Young Eagles coordinator that was not able to attend in person. Technology is great! We had a great conversation regarding the upcoming the YE's rally scheduled for October 21<sup>st</sup>. Roger suggested that since the Walterboro Airport is having a big event with the Tuskegee Airman's group on the 14<sup>th</sup>, that it might be a great idea to reschedule the Rally to that date. After some good discussion, we tentatively accepted the idea of moving that Rally to the 14<sup>th</sup>.

Following that discussion, we had a lively exchange regarding getting some of the Young Eagles that have been with us and have expressed a desire to move forward into an aviation career. Although our Scholarship Chairman, Dow Sanderson, was not there, we all knew the frustration with not getting one of our supported Young Eagles a grant to help them move forward.

During this discussion, Bill Grimes lamented the times when students of his would get to or just beyond solo, and just drop out of their training.

We all agreed that regular mentor-ship, weekly or at least bimonthly would be very advantageous. The issue is, how do we do this when our trainees are so spread out. I am sure this discussion will be had again in the near future, and I am trusting that there will be some good suggestions.

Our guest, Mike then brought up the “MOSAIC” program. This is the recent discussion at AirVenture, regarding the expanding requirements for light sport aircraft. He was quite excited regarding these forthcoming changes, as it will really open the door for many airmen to fly under the newly proposed rules.

I did a little investing and these are some of the links to people discussing these changes;

[https://youtu.be/ET4i\\_iipSAQ?si=5nqhKy3zrxUYf-UY](https://youtu.be/ET4i_iipSAQ?si=5nqhKy3zrxUYf-UY)  
<https://youtu.be/jowb0V1FMgg?si=Y5LnBgkr26mGNZjG>  
<https://youtu.be/9zf4-zQcPfg?si=RM2bzCM-uDyEqyfl>

The links to the matrix presentations John mentioned in his President's comments are attached to the email from which you opened this newsletter.

After the meeting, we adjourned to my hanger where we enjoyed making our own sandwiches with fixings that John brought. A great way to end the day!

**Post Script:** Due to the nature and expansion of the Tuskegee event on October 12<sup>th</sup>, we have decided that the next EAA477 meeting will be held in my hanger and the Young Eagles rally will remain scheduled for October 21<sup>st</sup>. A special email will be sent to members regarding those two dates.

## **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 Feb 2015 and 15 Aug 2023, *FAASTeam FAA Aviation Safety*

#### 1) **Personal Minimums** -

Aeronautical decision making (ADM) covers every task pilots perform from preflight to securing the aircraft after flight. How we go about gathering relevant information and acting appropriately on that information is critical to our success and sometimes, to our survival.

One aspect of ADM is knowing what we, and our aircraft, are capable of accomplishing on a given day and what conditions we need to ensure a safe flight. These are our personal minimums — the minimum conditions we need for a safe flight.

Personal minimums refer to an individual pilot's set of procedures, rules, criteria, and guidelines for deciding whether and under what conditions to operate (or continue operating) in the National Airspace System (NAS). Personal minimums should be set so as to provide a solid safety buffer between the pilot skills and aircraft capability required for the specific flight you want to make, and the pilot skills and aircraft capability available to you through training, experience, currency, proficiency and, in the case of the airplane, performance characteristics.

When developing your personal minimums, be sure to consider the following:

- You can't develop your personal minimums just before takeoff. They need to be established well in advance of your flight.
- If you haven't developed (or recently reviewed) your personal minimums, you should consider doing so before your next flight. A flight instructor can provide much needed guidance and help you perform a more accurate self-

assessment of your flying.

- Once they are developed, write them down, and keep them in a place where you can refer to them easily.
- Finally, refer to them often! Personal minimums can save your life and the lives of your passengers.

### Consider this Before Flight

Combined with ADM, personal minimums help you evaluate your risks before you begin your flight. Consider using the PAVE acronym to further develop your risk mitigation strategies in terms of the — Pilot, Aircraft, Environment, and External Pressures. Ask yourself: Am I feeling well and rested today? Is the aircraft I'll be flying capable and equipped to complete this trip? Can I and the aircraft fly in the expected weather conditions? Do I feel pressured or rushed to get to my destination?

### What Should I Consider?

- **Step 1 – Review Weather Minimums.** The regulations define weather flight conditions for visual flight rules (VFR) and instrument flight rules (IFR) in terms of specific values for ceiling and visibility. IFR means a ceiling less than 1,000 feet AGL and/or visibility less than three miles. Low IFR (LIFR) is a sub-category of IFR. VFR means a ceiling greater than 3,000 feet AGL and visibility greater than five miles. Marginal VFR (MVFR) is a subcategory of VFR.
- **Step 2 – Assess Your Experience and Comfort Level.** Think through your recent flying experiences and make a note of the lowest weather conditions that you have comfortably experienced in VFR and, if applicable, IFR flying in the last six to twelve months. This **exercise** helps establish your personal “comfort level” for VFR, MVFR, IFR, and LIFR weather conditions.
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- **Step 3 – Consider Other Conditions.** It is also a good idea to have personal minimums for wind, turbulence, and operating conditions that involve things like high density altitude, challenging terrain, or short runways. Record the most challenging conditions you have comfortably experienced in the last six to twelve months. You can note these values for category and class, for specific make and model, or both.
- **Step 4 – Assemble and Evaluate.** Next, combine these numbers to develop a set of baseline personal minimums.
- **Step 5 – Adjust for Specific Conditions.** Any flight involves almost infinite combinations of pilot skill, experience, condition, and proficiency; aircraft equipment and performance; environmental conditions; and external influences. These factors can compress the baseline safety buffer, so you need a structured way to adjust for changing conditions

When you have comfortably flown to your baseline personal minimums for several months, you can consider adjusting to lower values. Two important cautions:

1. Never adjust personal minimums to a lower value for a specific flight. The time to consider changes is when you are not under any pressure to fly, and when you have the time and objectivity to think honestly about your skill, performance, and comfort level.
2. Keep all other variables constant. If your goal is to lower your baseline personal minimums for visibility, don't try to lower the ceiling, wind, or other values at the same time.

- **Step 6 – Stick to the Plan!** Once you have established baseline personal minimums, “all” you need to do next is stick to the plan. That task is a lot harder than it sounds, especially when the flight is for a trip that you really want to make, or when you are staring into the faces of disappointed passengers.

Here's where personal minimums can be an especially valuable tool. Professional pilots live by the numbers, and so should you. Pre-established numbers can make it a lot easier to make a smart no-go or divert decision. In addition, a written set of personal minimums can also make it easier to explain tough decisions to passengers who are entrusting their lives to your aeronautical skill and judgment.

### Airshow and Fly-in Schedule

#### 2) 2023 Airshows / Fly-ins

- **18-24 Sep 2023** – 16<sup>th</sup> Annual Triple Tree Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC
- **30 Sep 2023** – NC Aviation Museum & Hall of Fame (NCAMHOF) Annual Fly-in, Asheville Regional Airport (KHBI), Asheville, NC
- **12-15 Oct 2023** – Carolina Virginia Antique Aircraft Foundation (CVAAF) Fall Fly-in, Woodward Field (KCDN), Camden, SC
- **14 Oct 2023** – 1200 – 1500 - Tuskegee Memorial Rededication, Low Country Regional Airport (KRBW)
- **Nov 2023** – Warbirds Over Monroe,

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

## **Treasurer's Report**

***Aimee Pereira***

|                               |                   |
|-------------------------------|-------------------|
| Beginning Balance for August: | <b>\$4,662.12</b> |
| Expenses                      | \$0.00            |
| Deposits:                     | \$0.00            |
| Ending Balance for August:    | <b>\$4,662.12</b> |

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