

The FlyPaper

October 2018

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



Words From the President

I'd like to start this newsletter first by giving thanks that all are safe after the storm Florence passed to the north. Our hearts go out to our north neighbors that were not as lucky. They will face hardships well into the next year. Perhaps as a chapter we can help them in some way.

It is hard to believe October is here; Harvest time, shorter days and longer cooler nights, better flying conditions are here. There are some very good articles on the EAA and AOPA sites for night flying to keeping current and proficient I for one if going on a long cross country will try to get airborne around 3 or 4 AM. So if anyone wants to try their hand at night ops practice let me know and we can do some at KRBW. I'm not an instructor we can be each other's safety pilot.

We have a Young Eagles event this coming meeting, Roger will give the details. If you plan to fly Kids make sure all necessary paper work required is in place and your aircraft is not to go airborne with any Young Eagle unless you've signed the form and it's left on the ground.

All of you are important to our chapter thank you for your membership. I want to take this time to say thank you to the behind the curtain team of our chapter that keep it running like a fine Swiss watch. Well let's say it runs pretty smooth. Specifically, Glen, Diana, Roger, Lee, Jeff and Barbara. I hope I've gotten everyone.

I'll see you on the ramp. Hey Everyone be safe out there.



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

September 8th meeting:

Young Eagle Rally!, briefing at 7:30 with flights beginning at 8:00

No formal meeting due to the Young Eagle Rally flights.

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2018-schedule>

Young Eagles Coordinator

Roger Medlin

Young Eagles Coordinator

We were not able to fly any Young Eagles at the September meeting due to lack of pilots. But, we have a scheduled Young Eagles Rally that will take place on our regularly scheduled meeting date, this October 13th. We have had a good group doing the arranging of this event. It will include a great lunch provided by the Boy Scouts for all attendees.

We certainly encourage all of our members to get out to support this event. There will be a lot to do, so if you have not completed the background check paper work, don't worry, we can still use you. We look forward to your help.

A note to some of our past pilots, if you can get your plane to RBW, we can use you too!

March Chapter Meeting Report

September 2018

1100 start time

11 in attendance

Minutes Taken by: Diana (Secretary), and Glen (Treasurer)

Doug took the floor:

The group did some Brainstorming as to how to get new blood into EAA 477:

- Get our information in the paper.
 - Meet earlier so the entire day isn't wasted.
 - What if we met at 9am? Then had a brunch?
 - What if we only had one Young Eagles day per quarter?
 - We discussed "projects" and getting together to work on them (2 people at a time), so we could learn from each other.
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- October 13th is our big Young Eagles Rally with meeting to follow:
 - 7:30 is the pilot brief for the students.
 - Would like to have as many of us as we can, to help out. It would be greatly appreciated.
 - 8:20 or 8:30 start flying for 1.5-2 hours.
 - We can always use more pilots. (If you get a background check, your card is good for 3 years.)
 - Lunch will start somewhere between 1100 and 1200 and will be provided by the Boy Scouts.
 - The current Project: (An old 1-seater, open cockpit, low wing, cute little plane.)
 - Needs a project manager.
 - Needs a look for corrosion, etc.
 - Needs Engine, Electrical, Fuselage Log Books.
 - Doug will make up a syllabus and create a plan.
 - Who is going to Aviation Bootcamp, Saturday 15 September in Asheville, NC:
 - Possibly Doug, Diana, Jeff.
 - Free program for EAA officers.
 - **NOTE: This program was later postponed due to Hurricane Florence.**

Finished around Noon and had lunch courtesy of our sponsor, Victoria Culpepper and provided by Skynyrd's Grill & Sports Bar of St. George, South Carolina.

Notes from the September meeting.

Glen Phelps

This subject was discussed at the September meeting. It was in Diana's notes, but we choose to expand here than in her minutes.

The subject was a change in meeting format to encourage other aircraft enthusiasts to attend and perhaps facilitate growth in the chapter. It really was a topic our President, Dough St Pierre dwelt on at the start of the meeting. It appeared that an overwhelming majority of those attending the meeting supported the initiative.

The initiative was that we would have a quarterly Young Eagles Rally, where there would not be a formal meeting, but the objective would be to fly as many as we could.

On the two months between the rallies, we would start the meetings at 9:00 AM with breakfast provided so that attendees could eat while we conduct business and listen to an aviation related topic. (We would still have the “tip jar” to offset the cost of the breakfast.) It was projected that by 10:00 AM or earlier, we still could fly some Young Eagles if a few were present. We could also encourage members to help with some work on the “project plane” that Doug is encouraging members to do. Or of course, others might chose to do some “hanger” flying.

In Summer months, June, July and August, this might not work too well if thermals would cause uncomfortable flying for any Young Eagles. We will address this as that time approaches.

So, please note, this format will begin with our November meeting. We would like to try it for a while. Questions can be answered by your executive committee members.

Upcoming Aviation Events

Ron Malec

FAAST Blast - FAA Safety Briefing News Updates

As a subscriber to the FAA Safety Team Newsletter I will periodically provide updates on information that I believe will be beneficial to all members.

Stabilized Approach and Go-around (from FAAST Blast - Notice Number: NOTC7958 — Week of 17 September – 23 Sept 2018)

Focusing on establishing and maintaining a stabilized approach and landing is a great way to avoid experiencing a loss of control. A stabilized approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. It is based on the pilot's judgment of certain visual clues, and depends on the maintenance of a constant final descent airspeed and configuration.

Tips for Staying Stable:

- ◆ The further from the runway that you establish a “3:1” flight path profile, the greater your probability of successfully flying a stable approach. *NOTE: Every runway is unique and the published glidepath should be flown when available.*
- ◆ A method to estimate the appropriate descent rate in feet/minute to maintain a 3-degree glidepath is to multiply the groundspeed in knots by 5.
- ◆ When available, use a visual approach system such as a VASI or PAPI, or precision instrument approach to help maintain glidepath.
- ◆ Increase your knowledge on stabilized approaches. Some resources include the [GAJSC website](#) and [Advisory Circular 91-79A](#).

Remember—If not stabilized, GO AROUND!

For more information, download the latest fact sheet bit.ly/2NEUROF and video youtu.be/aHhkdTFSjno

ADS-B information / Q&A provided by FAAST:

Your ADS-B Questions Answered: Get the Facts Here

Notice Number: NOTC8053

Question: Is the traffic information I receive on my ADS-B In system limited if I am not ADS-B Out equipped?

Answer: The answer is ‘yes.’ ADS-B In is a great capability, but it does have limitations that every pilot should understand. The full capabilities of ADS-B In are only realized when aircraft are properly equipped with ADS-B Out transmitting on either of the two approved frequencies, 1090Mhz or 978Mhz.

ADS-B In systems display targets from three sources: same frequency ADS-B (often called link), different link ADS-B through ADS-B Re-broadcast (ADS-R), and from transponder-only aircraft via Traffic Information System – Broadcast (TIS-B). In order to provide your ADS-B In equipped aircraft with the nearby traffic via ADS-R or TIS-B, the FAA ground system has to “know” about your aircraft and the aircraft around you. Your aircraft has to have a properly functioning ADS-B Out system. For TIS-B, your aircraft must be within airspace where surveillance radar is operating and detecting transponder-only aircraft. Now consider the impact on different configurations.

ADS-B In Only Single or Dual Link: If you are equipped with only ADS-B In (no ADS-B Out) and receiving on a single link, say 978Mhz, you can only expect to see nearby traffic broadcasting ADS-B Out on 978Mhz. If you are equipped with only ADS-B In receiving both links (dual link), you’ll be able to see ADS-B Out aircraft on either link directly. However, unless you are in the vicinity of a properly configured ADS-B Out aircraft, you will not receive ADS-R or TIS-B targets (such information will be tailored for the other aircraft, not for yours).

ADS-B In Single Link and ADS-B Out: If you are equipped with ADS-B Out (either link) and receiving ADS-B In on a single link, you will receive traffic on your receiving link directly from the aircraft. When the FAA ground system can see you, you will also receive traffic information on the other link through ADS-R and nearby transponder-only aircraft via TIS-B.

ADS-B In Dual Link and ADS-B Out: If you are equipped with ADS-B Out (either link) and receiving ADS-B In on both links, you will receive ADS-B Out traffic on both links directly, and when the FAA ground system can see you, nearby transponder-only aircraft via TIS-B.

If you are not equipped with ADS-B Out, you are not benefitting fully from the capabilities of the ADS-B system.

Refer to the Aeronautical Information Manual (Chapter 4, Section 5) for more information on these capabilities. www.faa.gov/air_traffic/publications/

For more information, please visit the Equip ADS-B website at www.faa.gov/nextgen/equipadsb/.

Airshow and Fly-in Schedule

- 1) 20 Oct, 1000-1600 – Aerofest 2018 – EAA 242 Fund Raiser for Camp Kemo - Jim Hamilton/L B Owens Airport (KCUB)
- 2) 27 Oct, 0900-1500 -- EAA1167 Fall Fly-in – Conway-Horry County Airport (KHYW) [Weather and conditions permitting]

Some Aviation Related Stuff

Glen Phelps

I hope this might be of interest to many of you.

The following is an excerpt from a news feed, in which there was an incident involving an airliner. We always want to get to our destination on time, to meet connecting flights, or get home, or our appointments on time. But are we really ready to forgo safety to do so? The following text and photograph is an example of what we DON'T want to experience!

American Airlines Flight 1897 was forced to make an emergency landing Sunday night after flying through a severe thunderstorm. The aircraft, which had departed from San Antonio heading for Phoenix, sustained significant hail damage to the windshield and radome. The A319 diverted to El Paso International Airport (ELP) and landed safely at approximately 8:03 p.m. with no injuries reported. There were 130 passengers and five crewmembers on board.

American Airlines issued a statement apologizing for the disruption to its customers' travel plans and said their maintenance team is in the process of evaluating the aircraft. Passengers were put on another flight to Phoenix later that night.



Getting to the next airport just about cost a lot of lives. Yeah, maintenance is “evaluating” the airplane.....
Nothing like flying through severe weather to get there.....

Treasurer's Report

Glen Phelps

A total of \$25.00 was deposited to the account in chapter dues received.

There were no petty cash transactions for the month.

The financial summary is as follows:

Beginning balance = \$2,731.93
Ending balance = \$2,756.93
Increase or (decrease) = \$25.00

Petty Cash
Beginning balance = \$31.38
Ending balance = \$31.38

It is a little early, but if you submit your dues before the end of this year, I will credit them to the 2019 calendar.

We have the mailbox at the Low Country Regional airport, but that is not checked very often. For the purpose of getting your dues up to date, you can mail them to my local mailbox, Glen Phelps 4348 Cloudmont Dr Hollywood, SC 29449 Make checks payable to EAA 477. I will see that you get a receipt either email, mailed, or at the next meeting. Just let me know how you would like it to be handled.

And of course, you can pay by check or cash at the next meeting.