

The FlyPaper

October 2019

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



Words From the President

It has been a fairly active month, topped off with a great chapter meeting, a very interesting “Black Tie” fly-in held at the Allendale airport and Ron Santos, our VP has returned from his hideout on Nantucket Island!

The highlight of our September meeting was the presentation made by our own Don Bennett. Ron is going to ferry a Cessna 337 to Walterboro where it will be refurbished. This is a project that we can all volunteer in the refurbishment. He was also asked to expand on his experience with the Cessna 337, and wound up giving an impromptu presentation. At the end, we enjoyed great pizza since our chef, Bruce Huffines had not returned from his summer vacation.

We also enrolled a new member, “Big John”, who is an A&P. Please welcome him when you see him at our future meetings. All members are “assets” to the chapter, and John will be too!

Please read the Young Eagles report, as it has a lot of information regarding our upcoming Rally at the October 12th meeting. We need volunteers, and the Boy Scouts will be feeding all that turn out to the meeting.

There is also a report later in the newsletter that contains information about the Allendale Black Tie event that was attended by myself and three other members.

Note also that we will be holding the election of officers at the October meeting if time presents. November would be the “fall-back” date if for some reason we can't get it in. There are a couple of positions we would like to put forward, so be open about considering giving us a hand. Also we will make some considerations of practice at the October meeting, which will be discussed then.

That wraps it up for me for this one, Be safe out there...



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

October 12th meeting:

This will be a Young Eagles rally day. We are asking all members and guests for their help. We will be flying BoyScouts and they will be feeding all who show up to help out in any capacity.

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2019-schedule>

September Meeting Summary

Glen Phelps

On the business side of the meeting, we discussed plans for a Christmas party to be part of December meeting. More is being done to get some finishing touches on this idea and will be presented at the meetings preceding the December meeting.

We also discussed elections which are hoped to be completed at the October meeting. A call was given for those that would consider stepping up to assist with the chapter. If for some reason we can not get to elections in October, we will use November as the final opportunity to get that part of the business plan done.

Don Bennett's presentation

Our own Don Bennett gave us the presentation at the September meeting. He detailed some of the background of the Cessna 337 which he will ferry to Walterboro, that will be going through conversion from warbird to civilian plane. The following picture is what it will look like when completed.



We are looking for as many volunteers as are willing to offer time to work on the project.

At the completion of Don's presentation regarding the conversion of the 337 that will be ferried down, he was asked to tell us something about the plane he owns and was parked outside the hanger. Several members had been looking over the plane before the meeting started. What follows is his very interesting presentation regarding the military version of the Cessna 337.



I was not able to keep track of all of the interesting things Don had in his presentation. That is why it is so important to be there in person. What I have below is a summary of information that is publicly available.

In 1966 the United States Air Force (USAF) commissioned Cessna to build a military variant of the Skymaster to replace the O-1 Bird Dog.

As with the civilian version, the Skymaster was a low-cost twin-engine piston-powered aircraft, with one engine in the nose of the aircraft and a second engine in the rear of the fuselage. The push-pull configuration meant a simpler single-engine operating procedure due to centerline thrust compared to the common low-wing mounting of most twin engine light planes, and also allowed for a high wing, providing clear observation below and behind the aircraft.

Modifications made for the military configuration included installation of single seating fore and aft (i.e. two tandem seats available for pilot and observer, vs. 6 seats available in the civilian version); installation of view panels in the doors (for improved ground observation); installation of flame-retardant foam in the wing-mounted fuel tanks (slight increase in empty vehicle weight; 3% reduction in available fuel capacity); installation of military communication and navigation equipment in lieu of available civilian equipment and antennas; deletion of propeller spinners; increased gross weight (5,400 lb vs. 4,400 lb in civilian version), with component strengthening as required to support the increase; and deletion of interior upholstery.

The first O-2 flew in January 1967 and the plane went into production shortly thereafter. Performance (especially at cruising altitudes) was degraded due to the added antennas and significant weight increase, but was considered sufficient for the anticipated low-level operation.

General characteristics

- Crew:**2
- Length:**29ft 9in
- Wingspan:**38ft 0in
- Height:**9ft 4in
- Wing area:**202.5sqft
- Aspect ratio:**7.13:1
- Empty weight:**2,848lb
- Powerplant:**2 × C/D air-cooled flat-six engines, 210hp
- Performance**
- Maximum speed:**199mph at sea level
- Cruise speed:**144mph at 10,000ft
- Range:**1,060mi
- Service ceiling:**19,800ft
- Rate of climb:**1,180ft/min

Armament

- Guns:** SUU-11/A Minigun Pod
- Hardpoints:**Four MAU-3A bomb racks
- Rockets:** LAU-59/A Rocket Launcher, MA-2/A Rocket Launcher
- Bombs:** SUU-14/A Bomblet Dispenser

The USAF took delivery of the O-2 Skymaster in March 1967 and the O-2A also entered the U.S. Army's inventory during 1967, from USAF stock. By 1970, a total of 532 O-2s had been built, in two variants, for the USAF.

During the Vietnam War the O-2A was introduced as a replacement for the O-1 Bird Dog in the forward air control (FAC) aircraft and served in that role with the 2-th Tactical Air Support Squadron. The O-2B was equipped with loudspeakers and a leaflet dispenser for use in the psychological operations (PSYOPS) role.

While it was intended that the Skymaster be replaced in the FAC mission by the OV-10 Bronco, the O-2A continued to be used for night missions after the OV-10's introduction, due to the OV-10's high level of cockpit illumination, rendering night reconnaissance impractical. The O-2 was phased out completely after additional night upgrades to the OV-10.

A total of 178 USAF O-2 Skymasters were lost in the Vietnam War, to all causes.

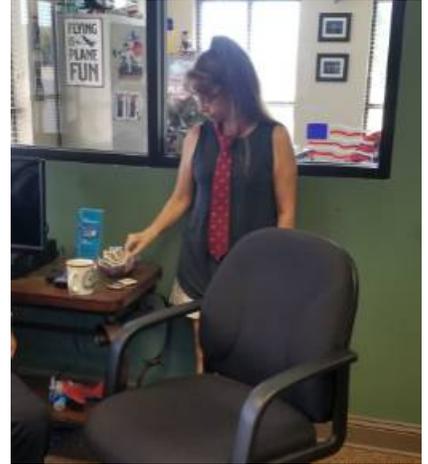
Following the Vietnam War, the O-2 continued to operate with both U.S. Air Force and Air National Guard units into the late 1980s.

Allendale Black Tie Event

Doug St Pierre

Four chapter members were in attendance at the Allendale Black Tie event. That invitation was included in the last newsletter. I flew my plane with Glen Phelps as passenger, and Roy Carson flew his plane down to Charleston Executive (KJZI) to pick up Diana Belknap and then flew to Allendale

In all they had a total of 41 planes and pilots fly in, along with over 100 guests. Each pilot received a gift for flying in. Raffle tickets were sold and the drawing took place after the BBQ lunch provided by the people at the airfield. While this was a “Black Tie” event, there was a lot of “leeway” to what you could wear, as the photos show. It was a good time for all and everybody agreed that we wouldn’t miss the chance to attend the next event.



Young Eagles Report

Lee Miller Young Eagles Coordinator

This month on meeting day (October 12th) we will have our Fall Rally with up to 30 participants expected. We will be flying Boy Scouts from the low country. Our thanks to Fish (Von Fishburne) for helping to get this group together.

We still need lots of volunteers for the rallies and now that we have cut back to (approximately) quarterly rallies it shouldn't be as onerous to be a repeating supporter. Pilots, planes, and group safety observers as well as just plain old paperwork sloggers are always needed so please consider stepping up. If you will be having direct contact with the youth, EAA still requires you get the very simple and easy background check and training. You can find that information on the EAA web site (eaa477.org) under Youth.

After the rally is over this month, the Scouts will be cooking up some food for all those who are there so we're giving Chef Bruce another month off. As most of you know the food is one of my favorite parts of the job. The next rally is in December (I know, a little closer than 3 months this time) and more news will be coming out about it as we approach. I believe we will be flying a group of scouts on that one as well from the Lowcountry BSA Council.

Please consider coming out on October 12th whether you intend on actively participating in the rally or not. There are officer nominations and other business to take care of and this is everyone's chapter. We will need "gate keepers", who will be responsible for keeping non-participants from accessing the "open" gate. This can be a shared responsibility with a few people and does not require a background check.

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.

• General Information

Runway Safety through Stabilized Approaches

Notice Number: NOTC9729

Maintain a Stabilized Approach! Have you heard these words before? It's a critical, lifesaving way to approach every flight.

There are several criteria, but generally, a pilot is flying a stabilized approach when he or she establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. Every runway is unique, but a commonly referenced glidepath follows the "3:1" principle. That is, for every 3 nautical miles flown over the ground, you should descend 1,000 feet. This simulates a standard 3-degree glideslope. Data shows that the further out from the runway threshold you establish a stabilized approach, the lower your risk of loss of control, wrong surface landings, or runway excursions.

Tips for Staying Stable:

- If it's not right, GO-AROUND! Execute a timely go-around decision when a stabilized approach cannot be made, or for any other condition that may result in an unsafe approach or landing.
- 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 \(www.gajsc.org/loss-of-control\)](http://www.gajsc.org/loss-of-control)
 - [AC 91-79A \(www.faa.gov/regulations_policies/advisory_circulars\)](http://www.faa.gov/regulations_policies/advisory_circulars)

• **ADS-B Information**

Am I safer with ADS-B when I am operating in the National Airspace System (NAS)?

A 5-year FAA study, which focused on general aviation (GA) and small air taxi accidents in the continental U.S. and small air taxi accidents in Alaska between 2013 and 2018, focused on general aviation (GA) and small air taxi accidents in the continental U.S. and small air taxi accidents in Alaska between 2013 and 2018. The results show a significant reduction in the accident and fatal accident rates for aircraft equipped with ADS-B Out and In compared with those that were not equipped, in part due to the cockpit displays that pilots typically add when installing the avionics. The results show a significant reduction in the accident and fatal accident rates for aircraft equipped with ADS-B Out and In compared with those that were not equipped, in part due to the cockpit displays that pilots typically add when installing the avionics. showed a significant reduction in the accident and fatal accident rates for aircraft equipped with ADS-B Out and In compared with those that were not equipped. This was due in part to the cockpit displays that pilots typically add when installing the avionics. ADS-B In provides air-to-air and ground-to-air (from FAA radar) traffic and through the 978 MHz UAT link, a variety of weather products, including local and regional NEXRAD and weather at airports.

The study showed that Alaska air taxis with ADS-B In experienced an overall accident rate that was 55-percent less than those unequipped. That translates to approximately 90 accidents avoided between 2005 and 2017.

For the continental U.S., the average rate reduction across four types of accidents (mid-air, controlled flight into terrain (CFIT), weather-related, and CFIT plus weather accidents) was approximately 50-percent for equipped aircraft, with a cut in the fatal accident rate of about 90-percent. That translates to about 36 fewer accidents and 16 fewer fatal accidents between 2013 and 2017.

As additional aircraft are equipped and more time goes by, the FAA will be able to get a more precise handle on the direct safety benefits of the technology. After January 1, 2020, all aircraft flying in “rule” airspace will be required to carry ADS-B Out.

You can read more about this study and the benefits of ADS-B by reading the FAA Safety Briefing article “Better with ADS-B – The Proof Is In” here: <https://adobe.ly/2JqKxal>

• **Airshow and Fly-in Schedule**

- Photos from – 13th Annual Triple Tree Fly-in Week - Triple Tree Aerodrome (SC00)



- 05 October - Rick Hill 60th Anniversary Fly-in - Rock Hill - York County Airport (KUZA), Rock Hill, SC
- **UPDATE:** 10 – 13 October - Carolinas-Virginia Antique Airplane Foundation Fall Fly-in, Woodward Field (KCDN), Camden, SC. For more information contact, Todd Givens at 843-893-6968
- **UPDATE:** 19 October – North Carolina Aviation Museum and Hall of Fame Annual Fly-in – Asheboro Regional

Airport (KHBI) – Rescheduled from June event.

- **UPDATE: 02 November, 1000-1400 – EAA 1167 Fall Fly-in Conway-Horry County Airport (KHWHY)**

Treasurer's Report

Glen Phelps

There was a total of \$69.00 deposited to the checking account. A new member “Big” John has joined our ranks! Please welcome him when you see him. The deposit also included \$44.00 from the “tip” jar.

A check was written to reimburse \$51.14 in food expenses for the meeting.

The financial summary therefore is as follows:

Checking account:

Beginning balance = \$3,294.66

Ending balance = \$3,312.52

Increase or (decrease) = \$17.86

Petty Cash

Beginning balance = \$34.11

Ending balance = \$34.11

Increase or (decrease) = \$00.00

As the year is coming to and end, we will be starting to concentrate on 2020 Dues. With that being said, it is never too early to get dues for 2020 paid.

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.