

# The FlyPaper

October 2021

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



## Words From the President

Hi everyone  
Cooler weather is finally here,

The replacement C 54 is in for paint in Arkansas, Mr Don Bennett got a lot of stick time. A dream come true to round off a lot of years flying He told me.

Ron Santos will be returning from Nantucket around the 1st of October and a few more who ventured off for the summer are heading back to SC.

One of our future speakers will be Bill from his Alaska adventure.

This month we will be nominating officers for 2022, Glen is posting the list. The October meeting is still being decided as of press time. Glen will send out an email if it's going to be in person.

Our Boy Scouts troop that we have flown in the past has reached out to fly 20 of their scouts going for their aviation badge, that is in the works. We will need all of you to help.

As your president and fellow member, I want to let you know your executive board has been doing their best to find a safe balance during this very trying time. I, like many of you, want in the worst way to have in person meetings. I've listened to just about everyone's feelings about this virus from one extreme to the other..some are in my opinion reckless and some are overly cautious. In that FOG of opinions and science we took the stand of simply keeping our group safe, thank you for supporting us. And as soon as we feel we can safely, operations will resume.

If any of you will volunteer to be on our bylaws committee please let Glen know. Some housekeeping items need to be tightened up so that the chapter stays in the hands of its members for years to come.

A Christmas party is now being planned also.

That's its for me in this one, Be safe out there.

Doug



Doug St Pierre  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

We will not have a meeting in October.

Please see comments in our President's report

### South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2021-schedule>

## **Officer Election for EAA477**

*Glen Phelps Secretary EAA477*

As of this notice, we are expecting to be able to have an in-person meeting in November. At that meeting, all members in good standing, (dues up to date) are eligible to vote for the slate of officers listed below. IF for some reason, we do not have an in-person meeting, we will come up with some other way of completing the election.

Officers currently nominated are as follows:

President.	Doug St.Pierre
Vice President.	John Stoll
Treasurer	Aimee Pereira
Secretary	Glen Phelps

If any member in good standing know of a person that you would like to nominate, this can be done at the November meeting, or you may contact one of the current officers with that name. Just remember, the nominee must be a member in good standing with EAA477. If for any reason you have any questions, please contact me.

## **Young Eagles Report**

*Liz Birch*

*Young Eagles Coordinator*

We have recently been contacted by a Boy Scouts group interested in holding a Young Eagle rally this fall, either late October or early November. Although we haven't set a solid date yet for this rally, please contact me if you would be interested and available to volunteer. Whether you are able to fly kids or are wanting to help facilitate things on the ground, please send me an email or text notifying me which weekends you would be available.

With the COVID numbers still up, we have full intentions to take every precaution necessary to keep both our chapter members and the kids safe as we conduct this rally. Safety and health is our number one priority, but we also want to give these kids every opportunity we can offer to get them involved in aviation.

As always, please reach out to me if you know of any groups or individuals interested in young eagle flights. Happy Fall everyone!

## **August Meeting Summary**

*Glen Phelps*

I could leave this as a blank page..... That is, there was no in person meeting for September. The Executive Committee decided prior to the the regular date that due to the increased incidents of Covid cases, it was prudent to not have such a meeting.

As you will notice, we also have decided to not have an in person meeting for the month of October for the same reasons.

## **Special Report: Oshkosh!**

*John Stoll*

In July, Lynne was feeling good enough to make a trip to Oshkosh and back. Of course, we stopped in Ohio to see our youngest son, Michael, and his family and in Illinois to see her niece and her family along the way there. Then on the way back we stopped in Kansas City to spend time with our oldest son, Johnny. He's building a Vans RV-9A and I helped him finish the wings and fit them to the fuselage. Good practice for when I fit mine. We got to Oshkosh on Wednesday in the early afternoon and they told us the place was shutting down

at 5 PM due to a severe storm coming that evening. We were looking forward to watching the night airshow, but that was going to be postponed and would be on Thursday night. The tickets sellers let us buy Wednesday tickets and said as long as we kept them on our wrists overnight, we'd be able to use them on Thursday. What a deal.

We ended up looking around in some of the big vendor hangars and displays near show center until 5 and then left to go to our hotel in Green Bay. While we were entering the grounds, a U-2 made several low passes over the show before climbing like a rocket and disappeared into the overcast sky above. It was a 45-minute drive to Green Bay, but the hotel rate was 1/3 of what it was near Oshkosh. Johnny works for the FAA and met up with us for dinner. He's the program manager for the Light Sport Aircraft Program (LSA), dealing with LSA manufacturers. As he took over the program last September, he was working at AirVenture to meet those manufacturers and was involved in lots of meetings. Much to his chagrin, he only had one day off where he could look around and sit in on some seminars. The storm was very powerful and many aircraft left early Wednesday evening before the storm arrived. I heard about 20% of the planes flew out that afternoon.

On Thursday the sun was out and it was a nice day. The parking situation was much improved compared to 2019, which was a real fiasco. The parking lots are expanded and there are lots of buses to shuttle folks to the front gate. With the one parking lot across the street from the museum, you just have to cross the street, walk through the museum, and catch a bus to the front gate. Very efficient.

Lynne listened to a speaker talking about the Women Airforce Service Pilots (WASP) at the museum, which she said was very interesting. Katherine Sharp Landdeck, is the author of *The Women With Silver Wings*, a book which honors the legacy of the WASP. These women were ferrying and testing new military aircraft, towing aerial targets and instructing during WW II, freeing up male pilots to go overseas. Lynne highly recommends the book and if anyone wants to borrow it, let her know.

I visited several vendors in the big hangars to get some questions answered and attended some seminars. You could tell many planes had left the night before by the number of empty parking spaces. However, there were still plenty of planes parked everywhere. Having been to AirVenture many times and on different days of the show, I would say it was like a Friday of the week, regarding the number of planes still parked there. The night show wasn't as good as it was in 2019, but it was windy, which may have something to do with it. It still was a good show though. Again, with the new parking situation, we probably got out of there in half the time it too in 2019. On Friday it was more of the same, talking to vendors, sitting in on seminars and looking at airplanes.

Some of interesting things were seeing actual electric planes flying. They have come a long way and with some more battery advancements, we could be seeing a lot more of them in the not too soon future. They were saying as car manufacturers make advancements in electric vehicles, the carry-over will help aviation. Right now, they fly for about an hour. But some of them can take off vertically, very similar to the drones we see people fly as a hobby. There was one that had eight or so electric engines on fixed wings above it, turning three-foot propellers. The thin wings the engines were attached to looked like fixed helicopter rotor blades.



It held two people and flew well. It really looked like a quadcopter, but with many more engines. There was another that looked like a shoe, with a canard in the front and a thin wing in the back. Each wing had about four small engines on each side. Those engines had props about 18" in diameter. It held one person and landed and took off vertically. It was made of carbon fiber and was all black. Those two flew, but there were quite a few that were just mock ups.

The crowd was regular in size, but a lot more families with small children, even infants. I don't know if that was due to Boeing covering the entry costs for children 17 and under. There were some new food vendors, and they worked pretty good handling lunch crowds. Even Chick-Fil-A was there. With Lynne still dealing with knee problems, we took the tram much more than at previous shows and that worked great. We took one down to the ultralight field on Friday evening and we passed rows and rows of classic and vintage airplanes on the way. Some looked really nice and then there were a few that you wondered if they would make it back home. Maybe they were work in progress, but hey, they made it to Oshkosh.

As for warbirds, there were at least a half dozen C-47s and they did one flyby as a formation on Friday evening. Something most people have not seen since WW II. There was also a demonstration of a British Hurricane and Spitfire flying in formation and then splitting up to do their own thing. At show center, there was an Airbus A400 Atlas military transport that was flown in by the German Air Force. It looks like a C-17 with turboprop engines. A very nice plane. UPS had a cargo 747 plane and the USAF did a special operations demo with HC-130, MC-130, EC-130, A-10, CV-22 Osprey and MH-60 Blackhawk aircraft. The scenario was rescuing a downed airman and how they did it. Very impressive.

We left Oshkosh Friday night for Kansas City and figured we'd get a room in Madison, WI. Fat chance. There was some kind of Cross Fit event that weekend and there were no hotel rooms to be found. We ended up driving another hour west before we found a room in some real small town around midnight. After spending several days in Missouri with Johnny, we took our time and headed back to SC. Good trip, especially being "grounded" this past year due to Covid restrictions. Regarding Covid during our trip, we found many restaurants were carry out only, and masks were generally optional. At Oshkosh, it was warm and humid so we both felt pretty good without out masks when outside. Inside near crowds we wore a mask, as did about a third of the people. Even though we're vaccinated, we didn't want to chance getting sick on the road.

And, speaking of home built aircraft, here is a 1/3 scale B-17. It flies too!



## ***Special Report: US National Aerobatic Championships 2021***

***Liz Birch***

In September I spent a week in Salina, KS participating in the US National Aerobatic Championships. This contest is a week long and draws out pilots from all over the country, and a few from other countries. In total, there were around 90 competitors, with 21 pilots in my category. Thanks to the generosity of a Florida pilot with an Xtreme Decathlon, I was able to rent his beautiful airplane during the contest. Out of three contest flights, I finished 5<sup>th</sup> overall, and even managed to get 3<sup>rd</sup> place on my final flight.



After the contest, I was able to take both of my parents up in the plane and flip them upside down.



## 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**

From NASA ARS 'CALLBACK' *What Would You Have Done?*

In "The First Half of the Story," you will find report excerpts describing an event or situation up to a point where a specific decision must be made, an immediate action must be taken, or a non-normal condition must be actively managed. You may then exercise your own judgment to make a decision, determine a possible course of action, or devise a plan that might best resolve the situation.

The selected ASRS reports may not provide all the information you want, and you may not be experienced in the type of aircraft involved, but each incident should give you a chance to refine your aviation judgment and decision-making skills. In “The Rest of the Story...” you will find the actions that were taken by reporters in response to each situation. Bear in mind that their decisions may not necessarily represent the best course of action, and there may not be a “right” answer. Our intent is to stimulate thought, training, and discussion related to these reported incidents.

- **The Landing Environment**

Lear 35 Pilot’s Report

■ We...flew the ILS...approach and had a visual on the runway at 100 feet above minimums. Airspeed was Vref plus 20 [knots] due to strong, gusty crosswinds. [The Captain] initiated the flare on centerline, and at 1 to 2 feet above the runway, a wind gust, of what I estimate as 35 to 40 knots, lifted the right wing, rotated the aircraft nose right, and began to push the aircraft toward the left edge of the runway. The aircraft altitude increased 10 to 15 feet.

*What Would You Have Done?* (see the 2<sup>nd</sup> half after Triple Tree Photos)

- **On the Runway**

Pilatus PC12 First Officer’s Report

■ We were scheduled to fly...out of ZZZZ to ZZZZ1.... While at cruise, my Captain noticed the rudder pedals on the pilot side did not mobilize as they should when pressed. My Captain requested for me to step on the rudder pedals to see if I could notice any anomalies with the brakes on the Pilot Monitoring side. I did not notice anything unusual about the rudder pedals. We then proceeded to set up for the approach at ZZZZ1. We did an approach and landed on the runway.... On the rollout, I noticed that we were not slowing down like we should. The plane seemed to stutter as if the brakes were engaging and then disengaging.

*What Would You Have Done?* (see the 2<sup>nd</sup> half after Triple Tree Photos)

From NASA ARS ‘*CALLBACK*’ *What Would You Have Done?*

- **The Landing Environment**

■ For approximately 5 to 7 seconds, an attempt was made to re-initiate landing. It became obvious that the aircraft was not in a position to land on the remaining runway, and a missed approach was performed. Upon contacting ATC, a diversion to [an alternate] was requested. While running the approach checklist, we noticed very little fuel in the left tip tank with approximately 500 pounds in the right [tip] tank. The imbalance was confirmed in control feel. An addition was made to Vref for both wind and lateral imbalance. The landing was uneventful until ramp arrival revealed fuel leaking from, and damage to, the left wingtip area.

- **On the Runway**

■ The Captain...performed a go-around. After the go-around, we both agreed that we were in a position to safely try again. This time, we came in a little bit slower, and once again on the rollout, my Captain was pressing the brakes and we were not decelerating as normal. After the second go-around, we both agreed that our best option was to divert to ZZZZ2 where there was a significantly longer runway. We landed at ZZZZ2 without incident and deplaned the passengers

## **Airshow and Fly-in Schedule**

2021 Airshows / Fly-ins

- 07-10 Oct - Carolinas-Virginia Antique Airplane Foundation (CVAAF) Fall Fly-in - Woodward Field (KCDN), Camden, SC – Photos in the November *Fly Paper*
- 16 Oct – 0900–1600 – NC Aviation Museum and Hall of Fame (NCAMHF) Annual Fly-in, Asheboro Regional Airport (KHBI), Asheboro, NC – Photos in the November *Fly Paper*
- 16 Oct – 1000–1500 – Green Sea Fly-in, Green Sea Airport (S79), Green Sea, SC
- 06-07 Nov – Warbirds Over Monroe Airshow, Charlotte-Monroe Executive Airport (KEQY), Monroe, NC – Photos in December *Fly Paper*

**Photos from September Airshows / Fly-ins**

A couple of pictures from my travels to Lebanon, TN (M54) to attend the Red Star Pilots Association 5<sup>th</sup> Annual Music City Mingle. Sunny at the field on arrival day but lots of rain and ceilings below 3,000' for the next three days.



Triple Tree Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC - 20-26 Sep.



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

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

***Aimee Pereira***

Beginning Balance for September:	<b>\$4,383.15</b>
Expenses:	\$0.00
Deposits:	\$0.00
Ending Balance for September:	<b>\$4,410.03</b>

Reminder that dues for 2021 are \$20.00. Dues payments may be paid in person at the next 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 2021 or have any questions, I can be reached via email at [aaa477.treasurer@gmail.com](mailto:aaa477.treasurer@gmail.com).

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