



## Words From the President

Hello members,

Just like that summer fell into Fall, Been a great run of weather cool nights low humidity days clear blue skies.

As you have been informed, the October chapter meeting had to be canceled due to several circumstances and conflicts. That is always a disappointment, but it does happen from time to time.

A few items I'd like to go over with you. You were all sent the new by-laws, please read them. Please come to November's meeting to vote on them. Oshkosh wrote the template, to bring things into today's laws and standards. The world we live in now. We were able to add the things that applied to 477. Your leadership team feels the new laws will be 477 best tool for its productive operations for the future.

Liz has an update on our rally on October 22nd. We scaled it back due to our workload. Also a conflict with jet traffic on the ramp. This is a very busy time at our airport. We may try again for a big event in the spring 2023.

I'm securing the conference room for 2023 meeting's from Ms Beckey Hill and want to thank the airport commission for their hospitality towards 477.

Is there any interest in having a flying club? I may have a 150 coming up let me know. I'm not sure where to base it. If in fact we form one, 477 can't do it but our members can.

Owen Barker from SC Fish and game law enforcement speaking at November's meeting, its always very interesting to hear what's going on in SC wildlife.

Also will be voting in officers for 2023, Please let Our "VP John" know if you'd like to step up for any of the positions.

That's it for me for this one, Be safe out there. Doug



Doug St Pierre  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

There will not be a meeting on October 8th due to multiple conflicts.

Members are asked to watch their email for announcements

### 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*

Hope everyone is enjoying this beautiful fall weather we are experiencing following Hurricane Ian. Our hearts go out to all affected by this terrible storm. In happier news, we have a big Young Eagles rally this month! We will be flying a large group of kids starting at 9am on Saturday, October 22<sup>nd</sup> at the Walterboro Airport. I have several pilots lined up to attend as of right now but will always welcome more. We are still a little shorter than I would like regarding ground volunteers. If you can for sure help, even for part of the day, please let me know. Due to the magnitude of this event, I would like volunteers to show up at 8 so that we can get everything set up before the kids start to arrive. Our next major public rally is still in the planning phase but will occur sometime in the spring once the weather starts to warm a little and the jet traffic in Walterboro slows down. As always, please feel free to reach out to me with any groups or individuals interested in the Young Eagles program, or if you have ideas for the program, or if you would like to volunteer with us.

Liz Birch

YE Coordinator

217-706-0148

[lizbirch2331@gmail.com](mailto:lizbirch2331@gmail.com)

## **September Meeting Summary**

*Glen Phelps*

David Turner joined our list of corporate sponsors, welcome aboard! We discussed his current plane project, an RV-14A. I have set up communications so that we can arrange a technical counselor meeting. He gave us a run-down on the project and I share this picture:



Keep up the good work David!

We also heard from Craig who is working on the C-54 that is being disassembled for reocation. This plane will be transported over the road to a new location in North Carolina. If you are able to get to Walterboro in the next month or so, you can see the process.

We followed up with general conversation regarding things around the airport and then adjourned for Bruce Huffines outstanding cooking for the BBQ lunch at hanger #20.

## **Aviation Safety and Upcoming Events**

*Ron Malec*

### **FAAST Blast - FAA Safety Briefing News Updates**

*As a subscriber to the FAA Safety Team and the NASA Aviation Reporting System 'CALLBACK' Newsletters, I will share updates and information that I believe will be beneficial to all members.*

**General Information**

- **What Would You Have Done?** From *NASA's Aviation Safety Reporting System (ASRS) September 2022 Newsletter*.

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.

■ / ■ – ASRS report Narrative

### Exit Strategy

#### *Small, Two-Engine Transport Pilot's Report*

■ After dropping a load of skydivers, I entered the airport traffic pattern on a high crosswind.... Subsequent calls were made on downwind, base, and final. Neither I nor the other pilot onboard heard any calls from any other aircraft in the area. We are always careful to coordinate due to the glider activity at the airport as well as the VFR traffic when the weather is nice. On short final...I suddenly noticed an aircraft on the opposite end of the runway.... The aircraft was moving and heading directly toward us, though it appeared to be on or just above the runway. We were still on short final and higher. I could not alter my flightpath to the right, as skydivers were landing there. I did not want to go left, as that is where I expected the other aircraft to go.

### **Landing Decisions**

#### *Small Aircraft Pilot's Report*

■ I was PIC and the only person onboard. On my turn from downwind to final, I noticed my airspeed was at 60 [knots], so I took action to increase my airspeed. In the course of doing this, I found that when I turned to final, I was too high. I put the aircraft into a slip to get down. When I rounded out of the slip, I was over the runway numbers and doing 79 knots.

### **The Rest of the Story... After Photos**

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

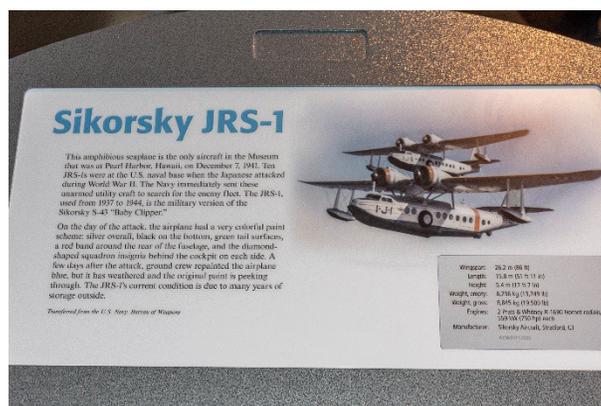
- **2022 Airshows / Fly-ins**
  - **06-09 Oct** – CVAAF/VAA3 Fall Fly-in, Woodward Field (KCDN), Camden, SC
  - **15-Oct** – North Carolina Aviation Museum (NCAM) Fly-in, Asheboro Regional Airport (KHBI), Asheboro, NC.

### **Photos**

- [Smithsonian Steven F. Udvar-Hazy Center](#) – Answers to last month's photo questions

1. What are they? – [L] 1926 Boeing FB-5: This aircraft served aboard USS Langley and USS Saratoga. Flew with Marine Fighter Squadron VF-6M in 1930. [R] 1918 Nieuport 28C.1: Nieuport 28s were the first to serve with an American fighter unit under U.S. command.

2. What is it and why is it a significant



display?

3. Why are these aircraft displayed as they are? [L] Korean War Adversaries: Mikoyan-Gurevich Mig-15 “Fagot” and North American F-86 Sabre. [R] McDonald F-4S Phantom II (VMFA 232) and Mikoyan-Gurevich Mig-21F “Fishbed C”



Bü 133 Jungmeister flown by Beverly 'Bevo' Howard of Charleston, SC ([Bevo Howard - Wikipedia](#)). In the Smithsonian Air and Space Museum Steven Udvar-Hazy Center.

- Photos from Triple Tree Aerodrome Fly, 19-25 Sep – Triple Tree Aerodrome Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC. Taken from between taxiways “A’ and “B”, on the hill at the base of the tower, and from the tower.



- **ASRS The Rest of the Story...**

### Exit Strategy

■ In that decision-making moment, I saw the other aircraft begin to climb, and I decided that the best course of action was to go underneath them and continue with the landing. From third party accounts, I believe that the other aircraft did, in fact, make a radio call announcing their position in the pattern and

their intent to land on [that runway]. The high amount of wind noise interacting with the headset booms may have prevented us from hearing those transmissions.... We were in contact with ATC during the jump run and the descent and did not have an issue hearing them. This is one of those airports where the runway has a significant slope, and aircraft taking off in one direction and landing in the other direction is not uncommon. That was the case on this day.

### **Landing Decisions**

■ I should have gone around but, instead, made the bad decision to try to force the plane onto the runway. When I touched down before the midway point of the runway, I was still too fast and locked up the brakes. This resulted in a sideways skid into the grass on the left side of the runway. I went 30 feet into the grass. There was no damage to the airplane or injury to me. I taxied back to the hangar for inspection. Maintenance confirmed no damage. Looking back now, I should have just gone around after I was not happy with my downwind to base turn.

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

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

***Aimee Pereira***

Beginning Balance for September:	<b>\$4,569.46</b>	
Expenses	\$ .00	
Deposits:	\$43.03	VOID check to Doug St Pierre: donated it back to the chapter
	\$324.00	Chapter sponsorship (\$250) and tip jar at the August meeting.
Ending Balance for June:	<b>\$4,936.49</b>	

Note: Total Earmarked for Young Eagles = \$190.00

Dues for 2023 are \$35.00 as of January 1, 2023.

Note: Non-paid members were removed from our roster on March 1<sup>st</sup>.

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 2022 or have any questions, I can be reached via email at: [ea477.treasurer@gmail.com](mailto:ea477.treasurer@gmail.com).