

# The FlyPaper

October 2023

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



## Words From the President

Fall is finally here and so is some cooler weather. Talking about weather, Lynne and I were driving to a wedding on Long Island and one of her doctors' appointments in New Jersey. The weather the week before our trip was crappy and finally broke on the 19th into clear blue skies. When we first learned about the wedding last Spring, I was thinking that if she felt well enough, we could fly our Grumman Cheetah up to Long Island and back for the wedding. Later, she wasn't feeling well for travel in the Cheetah, and a doctor's appointment in New Jersey was added to the trip, which would have made things more complicated in airplane movements.

So just for kicks, as we left Summerville on the 19th, I started to track the weather as if we had flown. Leaving on Tuesday, the 19th we would've had great weather and even if we left on Wednesday, we still would have had great weather. The wedding was on Thursday, and that day there were high stratus clouds. That was due to the low pressure storm called Ophelia that was moving up the east coast from offshore in the Carolinas. On Friday we had high ceilings and 20 knot winds. If we had flown the plane up there, we would have stayed over the weekend to meet with relatives and friends. Saturday, we went to meet Lynne's brother and his wife Saturday for lunch, and it was rainy, windy, and cool. Later that night, we met my brother and his wife, and at that time there were low ceilings, pretty strong winds and heavy periods of rain. On Sunday we headed over to New Jersey for the Monday morning doctor appointment and the weather got worse with strong winds, very low ceilings, and rain showers. On Monday, when we visited her doctor in New Jersey, the rain had stopped, but the winds were still strong and the ceiling was very low, making it an IFR day. After the doctor's appointment, we left early in the afternoon and drove down to Emporia, Virginia to spend the night. During the drive, the weather went from low IFR to VFR by the time we hit Washington DC. Long Island didn't turn VFR until Tuesday morning. So, if we would've had flown to LI just for the wedding, we would have had to stay an extra day up there and fly out back to South Carolina on Tuesday, which turned out to be a nice day for flying. I guess it goes back to the saying Glenn keeps bringing up - If you have time to spare, go by air (more time yet, go by jet).

Just before we left, there was the F-35 that crashed after the pilot, ejected over North Charleston. Being in Civil Air Patrol, I did get a call that Sunday afternoon to ask if I was night current, which I wasn't. The weather was too bad Sunday afternoon and evening for anyone to go to search for just a crashed airplane when there was no life in danger. Smart move on their part. I believe the F-35 has a self-preservation system that prevents the plane from crashing into the ground if a pilot blacks out pulling too many Gs. They've been experimenting with that in the F-16, and it works well. I'm assuming that's part of the F 35 program. It appears the plane still may have been on auto pilot NAV mode and the plane was flying to its next waypoint along with whatever problem that was affecting the F-35 was causing it to lose altitude. I guess the self-preservation system may have pulled up before hitting the ground. Pulling up before hitting the ground is almost like flaring before landing. If that's what happened, who knows. The following morning, they began searching for the plane and it was basically along to flightpath from where the pilot ejected to the waypoint that he had typed in. They had a good direction, and they were able to locate the plane. A lot of the media joked about it and it's interesting to see how stupid the media is when talking about stealth technology and airplanes in general. Anything to sell story.

As I'm typing this up on October 2, I see that Richard McSpadden, the head of the AOPA Air Safety Institute, and former leader of the of the Air Force Thunderbird flight demonstration team, was killed in the crash of a Cessna Cardinal in Lake

## Upcoming Events

### EAA477 Chapter meeting

The October meeting will be held at the Walterboro in hanger #25 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>

Placid, New York last night. He was in the right seat and flying with another pilot. They experienced some kind of engine problem on take-off and crashed. I listen to many of his podcasts and have seen his videos on analyzing other general aviation crashes. He always seemed such a safety conscience and cautious pilot. It's a shame to lose such a talented and dedicated person. I'm sure we'll learn more as time goes on.

Last month the city council in Holly Hill, South Carolina, announced that they were attempting to make it illegal for ultralight aircraft, to fly at Holly Hill. This is the first of two meetings they were going to have about the ordinance. Local pilots were in attendance and complained, but it sounds like it fell on deaf ears. Evidently there were two crashes of ultralights in the last 18 months, but only four crashes of any type in the last 60 years. The pilots had said that it was just an attempt by the city to close the airport. The city mayor and council denied they had any intentions of closing the airport. Let's hope the city changes their mind in making ultralight flights illegal.

See you at the meeting

Stay safe, John



John Stoll  
President EAA 477



## ***Young Eagles Report***

***Liz Birch***

***Young Eagles Coordinator***

Happy Fall everyone! Our next Young Eagles event is scheduled for October 21<sup>st</sup> in Walterboro from 9am-12pm. We currently have 20 kids pre-registered to fly and a handful of volunteers for this event. I, unfortunately, will be in Colorado over the next several weeks getting my Boeing 737 type rating with United Airlines, so I will be unable to help run this rally. The good thing is that I will not be in the simulator until the afternoon, so if there are any issues, I will be just a phone call away. Over the next week or so I will be reaching out to volunteers to verify numbers to determine how much to advertise this event and calculate how many flights we will be able to conduct with the number of volunteers we can get. If you are available to fly or help on the ground at this event, please reach out to me and I will add you to my list.

Looking into the future, I have received one email from a Boy Scouts troupe in Walterboro interested in doing a rally, so we will likely try to do that group in the first few months of next year as we will be getting close to the holidays at this point in the year. Beyond that, I would expect that we will schedule another public rally in the March/April time frame again as we did last year.

If you know of any kids or groups interested in the Young Eagles program, please feel free to send me an email and I will try to get them flying as soon as we can.

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

## **September Meeting Summary**

*Glen Phelps*

Our September meeting was pretty laid back. We had some good discussion regarding ongoing projects, and hope to “twist some arms” to get presentations at future meetings. A good round table discussion. It sounds like most of our builders are making progress.

Mark Smithdorff shared some memories from his involvement with British Air Force while in Africa. His stories are very interesting. We encouraged him to develop a presentation of his experience and share it with us at a future meeting. To do this, he has asked that someone help him with the “technology” to make such presentation in an overhead. I have offered to assist him with that, and we hope we can have this ready for the November meeting. You other “young guys” probably already know how to use the “technology” so you are “on your own”.

We discussed the October meeting. As some of you know, the Tuskegee Airmen are having quite a day of dedication to some of the items at the airport. The airport is expecting to see several aircraft fly in, meeting with dignitaries in the conference room and will have at least a couple of food trucks on the field for the day so that visitors can spend time looking and nourishing themselves.

That being said, our chapter cannot meet in the conference room on October 14<sup>th</sup>, our normal meeting day. Thus, we will meet in hangar #25. Normally, we would serve lunch, but with the activities going on with the Tuskegee group, we expect to frequent the food trucks and spend some time with that group.

Please remember, our Young Eagle day is the following Saturday, the 21<sup>st</sup>. As always, that information is available on the website. We would like for any pilots and ground people that can help, please show up.

## **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**

- **FAASafety.gov Access: Register for New MyAccess MFA Service -**  
Notice Number: NOTC3222 – 29 Sep 2023

For individuals who access FAASafety.gov, this message contains information regarding an upcoming change.

The FAA's Office of Information & Technology is pleased to introduce the FAA's enhanced MyAccess multi-factor authentication (MFA) service, used to secure access to the FAA's network, systems, and applications.

**In October 2023, the new MyAccess MFA service will secure access to the FAASafety.gov website for external (non-DOT/FAA) users.**

As a result of this change, you will no longer be able to log-in using your current username and password. Instead, you will need to use the FAA's new MyAccess MFA service via the Okta Verify or Google Authenticator app that you can install on your computer or mobile device.

- **If you are an employee or contractor of a U.S. federal agency** (excluding DOT/FAA): Register your existing CAC/PIV account with Max.gov. Visit [Max.gov](https://www.max.gov) and select "Register for a Max.gov account". After your Max.gov account registration is complete, visit the FAA's [MyAccess login](#) webpage, select "Sign in with Federal CAC/PIV", and then follow the prompts to sign in with your CAC/PIV card to complete your registration with MyAccess.
- **If you are not an employee or contractor of a U.S. federal agency**, visit the FAA's [MyAccess External User Registration](#) webpage to register for your account today.
- **If you have already done this to access another FAA system**, you do not need to repeat these steps. For step-by-step registration guidance, refer to the "[Registration Help](#)" link in the blue bar on the registration webpage.

For now, and even after you register, please continue to log-in to FAASafety.gov using your current username and password. We will provide more information about this change later, during October 2023.

**Do you have questions or need IT support?** If you need assistance, please contact the MyIT Service Center by emailing [helpdesk@FAA.gov](mailto:helpdesk@FAA.gov) or calling 1-844-FAA-MyIT (322-6948).

Representatives are standing by 24 hours a day, 7 days a week to assist you.

- **[Eyes in the Sky](#)** - Enhancing ADS-B Services with the Pilot Reporting Tool  
The September/October 2023 issue of *FAA Safety Briefing* magazine  
By Elizabeth Keenan, FAA Surveillance and Broadcast Services  
As a pilot, you are a trusted, collaborative steward of the National Airspace System (NAS) and safety is at the forefront. However, even the most diligent pilot can only see so much. Fortunately, Automatic Dependent Surveillance-Broadcast (ADS-B) provides real-time precision and shared situational awareness to pilots and air traffic controllers — expanding our knowledge of the NAS to more than meets the human eye.

One way to aid your fellow pilots and keep the flying community safe is to report any ADS-B system issues you may encounter. If you've chosen to equip with ADS-B In, you already know that the Traffic Information Service-Broadcast (TIS-B) and Flight Information Service-Broadcast (FIS-B) provide a new level of safety and efficiency by delivering traffic position reports and weather information in the cockpit. As more aircraft continue to equip with ADS-B In avionics, the efficacy of the ADS-B system is dependent on pilot issue reports.

Report any ADS-B functionality issues to [faa.gov/go/adsbreport](https://faa.gov/go/adsbreport).

"The ADS-B system is so integrated," stated Glenn Meier, FAA Surveillance and Broadcast Services (SBS) engineering project lead. "It's used by air traffic and pilots, but we don't have test equipment in the cockpit, so we are dependent on pilot reports to serve as a second set of eyes and identify issues we cannot see on the ground."

#### **What Is the ADS-B "Report an Issue" Form, and How Does It Work?**

The ADS-B issue reporting form ([faa.gov/go/adsbreport](https://faa.gov/go/adsbreport)) is an online tool used to convey any ADS-B functionality issues to the FAA. It was developed as a way for pilots to serve as advocates for the ADS-B system.

"The issues submitted via the reporting form may not otherwise be visible without these reports," said Meier. "Each report is valuable to us and provides an opportunity to further enhance the ADS-B system."

## ADS-B Services: Report an Issue

User reporting of ADS-B issues helps the FAA improve services and system safety for the flying community. Some fields require data input and others are optional. Please provide all available data to ensure a prompt and complete investigation.

\* indicates a required field.

\* Email address:

\* Confirm   
email address:

*Email addresses must match.*

Send a copy of this report to my email address

\* Tail number   
(N-Number):  
*If unknown, enter N/A.*

ICAO address:

Service being reported:  Traffic  
 Weather  
 Other

**Avionics Information**

The ADS-B Report an Issue form is a way for pilots to share feedback with the FAA.

While only four fields are required to submit an ADS-B issue report, pilots are encouraged to include additional details to enable a deeper analysis into the issue and a more thorough resolution. Information such as avionics manufacturer/model, location of the issue, and departure or destination site may also be included. An open “description” field enables pilots to detail specifics about the encountered issue so the researching team can narrow down on scope.

Once a form is submitted, it is routed to the appropriate FAA systems engineer, ADS-B subject matter expert, and/or other FAA personnel, depending on the issue. If more details are needed, pilots will be contacted using the email address provided within the form, and then the parties will communicate directly by email. Each ADS-B issue report submission is individualized and thoroughly researched until a resolution is obtained.

For example, where pilots have reported unseen TIS-B targets, or “ghost” targets, which are visible on displays but not out the window, FAA engineers have analyzed the locations of these reports and when possible, implemented system updates to reduce this rate of occurrence.

The ADS-B issue reporting tool will help the FAA continue to improve the ADS-B service, which provides unprecedented levels of situational awareness to pilots.

For reported FIS-B issues, investigations of submissions have led to many outcomes including: education about how weather reporting products work, identification of avionics issues, and, in some cases, awareness of erroneously functioning equipment — analysis of one report uncovered a loose antenna that impacted system functionality.

“This is a tool for all pilots — regardless of experience — created as an opportunity for the FAA to learn more about how the ADS-B system is performing, so we can ensure it is optimized for the flying community,” said Jamal Wilson, a management and program analyst with the FAA’s SBS group and recreational pilot. “As pilots, safety is our core tenet. These reports are just another way for us to help keep our skies safe.”

“When I started flying 23 years ago, all I had was a radio and transponder,” said Matt McCann, an engineer with SBS and pilot instructor. “I had to look out the window to see other aircraft. Now, with ADS-B In, I can see everything right in my cockpit, and I never saw that many airplanes before ADS-B In,” he added. “The ADS-B issue reporting tool will help the FAA continue to improve the ADS-B service, which provides unprecedented levels of situational awareness to pilots.

#### EAA Webinars

- [EAA Ray Aviation Scholarship – 2024 Update](#)  
THURSDAY, NOVEMBER 2, AT 7 P.M. CDT  
Presenter: Christopher Gauger  
[Register](#) ›



- **Hosting a Young Eagles Rally – Advanced Best Practices**

THURSDAY, NOVEMBER 16, AT 7 P.M. CST

Presenter: David Leiting

[Register >](#)

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

- **2023 Airshows / Fly-ins**

- **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, Charlotte-Monroe Executive Airport (KEQY), Monroe, NC

#### **Photos**

- **16<sup>th</sup> Annual Triple Tree Fly-in**

Photos in next issue

- **NC Aviation Museum & Hall of Fame (NCAMHOF) Annual Fly-in**

Due to Overcast Skies at Asheboro Regional Airport and surrounding fields for most of the day there were very few aircraft that were able to make the fly-in. There were only four of about 12 Warbirds that were able to get in: one (1) P-51D, two (2) T-28s, and a Stearman hence no photos to share.

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

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

***Aimee Pereira***

Beginning Balance for September:	<b>\$4,662.12</b>
Expenses	\$0.00
Deposits:	\$33.00 (Tip Jar)
Ending Balance for August:	<b>\$4,695.12</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).