

# The FlyPaper

November 2017



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

## Words From the President

Fall has arrived and the temperatures have dropped which is my kind of weather. I trust all of our readers are also enjoying these fall like temperatures.

Reflecting back on October and all the events I would like to mention the great turn out we had for our Boy Scout, Young Eagles rally. We had an estimated 150 folks show up for lunch, which by the way was provided by the North Charleston Boys Scouts. We also flew 38 Young Eagles, and 2 Eagles. Special thanks to Bill Grimes, Jeff Griggs, and yours truly for flying over two and half hours to make sure all that came to fly got to fly. There are photos attached to our newsletter of the event. Also special thanks to the local Tuskegee Airman chapter and its members who assisted with ground ops and photos of the event. Special thanks to Patrick Shields (ATC) who spoke to our senior members.

Looking forward to November and our upcoming EAA 477 meeting, we are planning another navigation challenge. This is where we ask our pilots to team up with a co-pilot and maybe a young eagle and fly to three way points and return back to RBW. The catch is, no GPS, no tablets, all dead reckoning. Each team will flight plan times to each way point, take a photo and return back to RBW. The team with the closest time to each way point and total time back will be declared the winners. There will be prizes for both pilot and co-pilot. We are opening this up to all pilots in the area to come and participate. You don't have to be an EAA member or a member of the 477. Calling all pilots in the Low Country, come one and come all. Sharpen up your navigation skills and let's see what you got; and as always hot dogs and hamburgers will follow by our favorite chef, Bruce. There will not be Young Eagle flights other than a young eagle flying as an observer in one of the planes participating in the navigation challenge. The way points will be picked by Todd Givens of Ace Basin Aviation flight training and will be kept in a sealed envelope until the morning of the actual challenge begins.

Looking forward to December, our December meeting will be our Christmas award luncheon. Lunch will be catered in by Duke's BQ with all the fixings. There will be a special FAA award for one of our members along with acknowledging our local members and the hard work many have given to make this year a total success.

Last, but not least as we finish up 2017 and look forward to 2018 just a quick reminder of the SC Breakfast Club coming to RBW. January 21<sup>st</sup>, the Lowcountry Regional Airport and the EAA 477 will host the SC Breakfast fly-In.

Finally, 2018 will be my last year as President of the EAA 477. I will have served for four years. I will work hard this year to continue to see growth and success in our chapter. Well that should cover it for now, keep those wings level and fly safe.



Roger Medlin  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

November 11th No Young Eagles no regular meeting. Navigation challenge, meet at 8:00. Burgers and dogs on the grill after the challenge.

### South Carolina Breakfast Club:

November 12th Mt Pleasant, SC **KLRO** Faison Field

November 26th Winnsboro, SC

**KFDW** Fairfield County

## Young Eagles

Jeff Grigg

*Young Eagles Coordinator*

Boy did we have a busy month in October. The rally ended up being a bit larger than normal. 38 kids and two adults flew. Only one or two were repeats. The majority were Boy Scouts and a few from Stall High School. I had the pleasure of flying a friends child who is mildly autistic and a cub scout. Mom went along with the ride. I had never seen him so happy as his flight that day.

In addition to the usual cast of characters we had a full compliment of the local Tuskegee Airmen, Boy Scout troop leaders and some representatives of Southeast Aviators, although they didn't fly. Also in attendance was Retired General Mitchell and a C-17 pilot Ashley Flanagan. Having all these aviators there to address and answer questions of the kids made the day special. After the flying was over the Boy Scouts served up a fantastic B-B-Q dinner.

I want to thank Roger Medlin and Bill Grimes for flying. We only had the three of us flying. I flew 6 flights! Boy I was tired afterwards. Roger flew 4 flights and I believe Bill 5. We may take some time off in November and December, we'll see. Please spread the word we do need a few more pilots.



## **FAA Faast Team Presentation**

**Jeff Grigg**

I attended a FAA Faast Team presentation on ATC and flying Charleston Harbor. Attendance was good with representatives from the Police, USCG, two helo companies, ATC and a number of pilots. Unfortunately not much came out of the meetings. There were a number of misconceptions presented and discussed.

The helo tour rides use 123.025 to communicate, which in the FAR's is a air to air helo frequency. They recommended we all use it in the harbor area. However JZI is just east and south of CHS and we should be on 122.8 there. So when asked, a recommendation of 122.8 used until north of JZI then switch to 123.025. However that doesn't address coastal traffic from the north to JZI who would be on 122.8. Nor does it address CHS ATC. So what I took out of the deal was to communicate with CHS ATC and get flight following.

Another problem area was the military. Most in the room were shocked to learn the military can exceed the 250 knot speed limit under 10,000 feet! I guess they haven't been to the anti-collision presentations given at Joint Base Charleston and Shaw. There are numerous training routes where the C-17 and F-16 can go up to 500 knots and as low as 200 feet! Once this came out then one of the "senior" members said that that is why we all should have ADS-B, "we would see everything". Well not exactly, the military is not equipping most of it's aircraft with ADS-B! The reasons are numerous. So that would leave us in the dark as far as ADS-B is concerned. I'm not saying ADS-B isn't good, just don't depend on it to see military traffic, nor will they see you.

Finally the helo tour operators are under the impression most of us fixed wing aircraft can't fly in most areas of the harbor! The FARS say over water we have to stay 500 feet away from any vessel. So we are certainly legal in the harbor, although watch your height over Moultrie and Sumter.

I am of the opinion not much was accomplished at this presentation, other than meeting some neat people, getting another tour of the CHS Tracon and tower. We, the 477 have been invited for a tour of the facility, I'll leave that to Roger to arrange.

Many of us know Patrick Shields, he gave the presentation last month. Pat is leaving for Atlanta in another month or so. I wish him the best over there. Flying over CHS may be easier for me as Pat always seemed to adjust my altitude by 100 - 200 feet! I did talk to another ATC Chris who will be happy to address our chapter, so any ATC questions we still have an in.

Finally I know when fall has arrived. When my plane climbs out at 1400 fpm instead of 400! Smooth skies everyone.

## **Up Coming Aviation Events Near Us**

**Ron Malec**

November 4<sup>th</sup>, Dry Swamp Airport (1DS) Fly-in - 1000 'til ????. DS is 2900' x 60' grass runway.

November 11<sup>th</sup> and 12<sup>th</sup>, Warbirds Over Monroe, Charlotte-Monroe Executive (KEQY)  
(<https://warbirdsovermonroe.com/>)

# October Chapter Meeting Report

*Diana Belknap*

14 October 2017

1120 start time

10 in attendance

Minutes Taken by : Diana Belknap, Secretary

- Roger and announcements:
  - Had 35 – 40 young eagles flying today (mostly Boy Scouts)
  - Boy Scouts will be serving us lunch today after our meeting
  - December BBQ will be here at Walterboro
  - We will be doing the navigation challenge again (we did this in the Spring) for our November meeting. (I like to call it a scavenger hunt fro the sky)
- Guest speaker is Patrick Shields:
  - Discussing the possible privatization of air traffic control.
    - There are 2 bills out there concerning privatization. One is for and one is against.
    - Republicans feel that ATC privatization will not happen.
    - But if it does, there are 4 core principles that the current ATC insists stay in place:
      1. The general aviation system won't change,
      2. Benefits and pay are upheld,
      3. The ATC Union stays. All are allowed to participate, and
      4. Stay with Federal Government assistance.
    - Some think that we should move the FAA to a separate government entity.
    - Ground based navigation isn't leaving.
    - Some general information:
      1. There are 15,000 air traffic controllers out there.
      2. 1/3 can retire (at 56)
      3. There has been a 12% air traffic increase in the last few years.
    - (Note: much of the above presentation was personal opinion and speculation from the presenter, so I did not take notes on that. The above is what I have.)
- After a few questions, the meeting adjourned a little bit after noon. All headed out to the hanger to eat BBQ provided by the Boy Scouts of North Charleston. There were a bout 80 people in the hanger!

## Treasurer's Report

*Glen Phelps*

This was a really quiet month. No, quiet is not the right term. DEAD quiet was more like it. There were no expenses, and there was no income, since the Boy Scouts provided all we needed for lunch! And,nothing else happened.

Well, actually, one member DID catch up with his dues AND paid the next TWO years worth of dues. That is not reported since I have yet to pick up the check at RBW and get it to the bank, (give me a break, it has only been a few days since he left the check there!).

If it gets any slower, I think I will have to retire from this job.

But, all are reminded that we would like to collect dues from all of our members in early January. We will have National dues and all of that stuff and it takes a lot of your dues to keep that going. Don't forget.

The financial summary is as follows:

|                          |            |
|--------------------------|------------|
| Beginning balance =      | \$2,225.51 |
| Ending balance =         | \$2,225.51 |
| Increase or (decrease) = | \$0.00     |