

The FlyPaper

November 2018

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



Words From the President

Fall Flying season is finally here I would recommend you take some time and go for that flight you been wanting to take all summer.

My trick or treat day 10/31/18 was worth the 160NM flight, I had been told there is a little BBQ place in NC on a small airfield by one of the locals here at KRBW. Let me just say I would have been there sooner if I knew about this place and I'll go back. BQ1 is a little 2500 airstrip 2538 X 36 with the BBQ shack on the airfield and was just one of the best places I've been to eat. Not to mention the flight conditions were clear, calm and cool. ATC was friendly too. Just note: this is a cash only establishment and there is no ATM.

The sectional is showing it sells fuel; it does not but it was good to burn off 14 gallons before I set into this place lighter for me was better, and was just under 3 hours round trip. I was like a jet going and like a cub coming back. Seems the closest fuel is at Moore Co KSOP but check for yourself.

Rolland Gilliam owns the airfield and it won't hurt to call and let him know your coming; 910- 695- 5216. There are a couple of wind socks on site and R W 13 has a more open approach to the strip. Do your home work if you plan to get into this field.

I've also flown to Allendale country. Betty Baker is the airport manager and they are having a chill BBQ this December 8th. I've got room for 2 in my plane if you want to join me.

On another note, on the 13th we had great fun flying YEs and Roger should have the stats on that. A great job by all of our YE team.

If any of you are getting close to your BFR, AOPA has a very detailed flight review model. It allows you to see where you may need to work and you and your check airman can complete a check off form to work on them. It seems to be a real good way to keep your skills sharper. Let me know if you want a copy if your not a member and I'll make you a copy.

The board of your chapter have come up with some new ideas and hope to bring some of them to life for 2019. It will be fun to watch us grow in 2019.

I'd like to thank our outgoing VP Jeff Grigg for his service to the chapter and welcome interim VP Mr. Ron Santos.

Hey everyone be safe out there!



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

November meeting: November 10th

Breakfast and coffee starting at 9:00 AM

There will be a short business meeting followed by a speaker. By 10:00 AM we will break for Young Eagles flights and "hanger" flying

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2018-schedule>

Young Eagles Coordinator

Roger Medlin

Young Eagles Coordinator

Lots of Young Eagles flown as the Boy Scouts of North Charleston invaded the Lowcountry Regional Airport. Estimated 50 YE's were flown by our faithful pilots, Jeff Grigg, Doug St Perrier, Don Bennett, and my good friend Don Nesbit, who by the way flew from Aiken, SC to assist with our Boy's Scout Young Eagle rally. It was a great time for all who attended, as the Boy Scouts of N Charleston provided an outstanding lunch for everyone. Also special thanks to the Tuskegee airmen chapter of Walterboro who provided special guests and ground operations to make it a very successful day.

November we will be flying Young eagles, starting around 9:30 am as our meeting format has changed with an early breakfast meeting.

Thanks again to all our pilots and those who participated to make the rally a great time for all.



Aviation Interest Items

Glen Phelps

I did a "road trip" to Iowa to spend some time with my twin brother in Davenport. One of the things we wanted to do while I was there, was to visit the Iowa Aviation Museum, home of the Iowa Aviation Hall of Fame. Of particular interest was any information they might have regarding our parents part of that history. Due to some personal conflicts, my brother was not able to make it, but I did go.

This museum is located at the Greenfield Municipal Airport (KGFZ). A small town and unassuming location, but what a prize! While they didn't have too much information regarding our parents, it was well worth the trip. (I will be providing many things to their collection of artifacts in the near future.)

They are a 501 (c) 3 non-profit, and can be reached at 641-343-7184. The email is aviation@iowastelcom.net. The website is flyingmuseum.com, well worth the visit.

As you walk into the museum, you enter a room that has numerous cases filled with a remarkable collection of items of significant history which has been donated.



As you enter the hanger, which is well lit and protected from the cold winters. But this is for protection of the planes, since they close for the very cold winters. All aircraft, except for models, are in flying condition. Some

have been meticulously restored. I have included some pictures so that you can get an idea of what is there. Other than that, I encourage you to take some time to look at the website.



On one end of the museum, is a library in which hundreds, perhaps thousands, of books that can be read. They don't loan the books out, but the facility is very comfortable and climate controlled, so you can read for hours there without a problem. Staff there can help find books since they are properly cataloged for quick reference. I was told that persons from the Smithsonian have been to the library and commended their work.

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.

New NTSB Safety Alerts Highlight Danger of Worn Fuel Selector Valves

The National Transportation Safety Board (NTSB) recently issued two new Aviation Safety Alerts on the dangers of worn fuel selector valves, which can lead to fuel starvation and loss of engine power. Since 2008, the NTSB has cited the fuel selector in 104 accidents; 63 of those accidents involved incorrect use/operation of the fuel selector, and 28 cited degraded function of the fuel selector. Safety Alerts [075](#) and [076](#) address pilots and mechanics respectively and provide tips for each on how to properly operate and detect issues with fuel selector valves before a problem occurs. You can find a link to both Alerts as well as accompanying videos at www.nts.gov/safety/safety-alerts/Pages/default.aspx.

The Problem:

- Worn fuel selectors have led to fuel starvation and loss of engine power, resulting in serious and fatal injuries.
- Undetected wear of fuel selector components during required maintenance inspections could lead to fuel starvation
- As fuel selectors wear, the fuel selector handles may be difficult or even impossible to turn. If a pilot applies too much force, the internal components can fracture and obstruct the fuel flow, resulting in a total loss of engine power.
- In addition, worn detents could make it difficult for a pilot to properly position the fuel selector to the desired tank. Positioning the fuel selector incorrectly to an empty or in between tanks could ultimately starve an engine of fuel.

What Can Pilots Do?

- Check the fuel selectors for proper operation during your preflight assessment, ensuring that the fuel selector moves freely

and stays in the correct detent when selected and that fuel selector placards are accurate and legible.

- Do not force a handle that is difficult to turn; it could lead to fractured components inside the fuel selector that may prevent proper operation.
- Do not fly if your fuel selector exhibits any of the following:
 - Sticking and binding,
 - Requires greater-than-average pressure to turn or move, or
 - Worn detents that do not stop the selector in the desired position.
- If you encounter any problems with the proper operation of the fuel selector, do not attempt the flight. Report the anomaly to maintenance personnel for inspection or repair.
- Be informed and review and comply with any applicable airworthiness directives and service bulletins regarding the fuel selector and components

What Can Mechanics Do?

- Inspect fuel selectors according to the airplane maintenance manual, checking the operation, condition, and security of the fuel selector.
- Ensure that stops or detents for the fuel selector valve position the valve properly
- Service or replace any worn components, as necessary, according to the airplane maintenance manual and check your work to ensure accuracy.
- Be informed and review and comply with any applicable airworthiness directives and service bulletins regarding the fuel selector and components.

Pilots and Medication (FAAST Notice Number: NOTC8111)

Impairment from medication, particularly over the counter (OTC) medication, has been cited in a number of accidents in general aviation. In a 2011 study from the FAA's CAMI Toxicology Lab, drugs/ medications were found in 570 pilots (42%) from 1,353 total fatal pilots tested. Most of the pilots with positive drug results, 511 (90%), were flying under CFR Part 91.

The Problem:

- We all know that some drugs may compromise a pilot's ability to control the aircraft and/or adversely affect judgment and decision making. The difficulty comes for investigators in trying to quantify the known detriment that comes with various medications and the physical conditions that require their use.
- Another area of concern is that airmen are not always disclosing some conditions and medications to their Aviation Medical Examiner (AME). Not only could the undisclosed condition endanger the airman, but the treatment might also create problems. One way is that undisclosed treatments could cause potentially impairing drug interactions. That's why it's important to disclose any medications you are taking to your AME. In many cases there are other treatment options that may allow you to continue flying, but the bottom line is that your AME needs to know what medications you are using.

For more information see the Fact Sheet at https://www.faa.gov/news/safety_briefing/2018/media/SE_Topic_18-10.pdf and view the following FAA / FAASTeam videos:

[57 Seconds to Safer Flying - Pilots and Medications](#)

[Topic of the Month - Pilot's and Medication](#)

ADS-B information / Q&A provided by FAAST:

For those that might not have heard the FAA has Relunched its ADS-B Rebate Program. Here is some information with associated links on the rebate program.

FAA Relaunches ADS-B Out Rebate

Notice Number: NOTC8110

The FAA recently announced it is relaunching its \$500 [ADS-B rebate program](#) effective immediately and through Oct. 11, 2019. The Agency is making \$4,900,000 available under the rebate program, which will fund 9,792 ADS-B Out installations.

As of Jan. 1, 2020, aircraft flying in airspace where a transponder is necessary today will be required to be equipped with compliant ADS-B Out technology.

"The ADS-B mandate is not going away. We are about 15 months from the Jan. 1, 2020 deadline and now is the time for aircraft owners to equip," said FAA Acting Administrator Dan Elwell.

The Aircraft Owners and Pilots Association (AOPA) welcomed the rebate's return.

"Pilots across America thank Acting Administrator Elwell for reopening the ADS-B out rebate that will make our skies safer and more efficient by incentivizing even more pilots to adopt the cutting-edge technology. This is the last opportunity for GA aircraft owners to take advantage of the FAA rebate in meeting the 2020 deadline," said AOPA President and CEO Mark Baker.

The previous rebate program, which ran from Sept. 19, 2016 to Sept. 18, 2017, issued more than 10,000 rebate payments.

As before, there are five steps aircraft owners should follow to meet the mandate and receive the \$500 rebate:

- Purchase the equipment and schedule installation.

- Obtain a Rebate Reservation Code by reserving a position online.
- Install the equipment.
- Conduct the required equipment performance validation and get an Incentive Code.
- Claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

As with the earlier rebate program, the rebate program is available only to those who have not yet equipped their aircraft.

To help determine which ADS-B products might be best for your aircraft, see the [AOPA ADS-B Selection Tool online](#).

In addition to the ADS-B Rebate reservation portal, the [FAA's Equip ADS-B website](#) lists FAA-certified ADS-B equipment and features an equipage database searchable by aircraft type and model

Airshow and Fly-in Schedule

- EAA 1467 Fall Fly-in, Saturday, 03 November, at Gilbert International (SC45).
 - Annual EAA Chapter 1467 Fall Fly-in planned for Saturday, Nov. 3rd, 2018 from 9am until 4pm. Alternate bad weather date is the following Saturday, November 10th, same time and place. Plan to have a FULL FREE MEAL on a donation only basis. Also plan to have a drawing during or soon after lunch. It will be a very relaxed event. Just fly in, socialize with like-minded aviators, eat lunch, and fly out at your leisure.
- Warbirds Over Monroe, 10-11 November, at Charlotte-Monroe Executive Airport (KEQY)

Last events of 2018.

Treasurer's Report

Glen Phelps

A total of \$75.00 was deposited to the account in chapter dues received. A check was written for Young Eagles “staff” t-shirts in the amount of \$184.20.

There were no petty cash transactions for the month.

The financial summary is as follows:

Beginning balance =	\$2,731.93
Ending balance =	\$2,647.73
Increase or (decrease) =	\$84.20

Petty Cash	
Beginning balance =	\$31.38
Ending balance =	\$31.38

It is that time of the year! I have collected dues from members and am crediting them to the 2019 calendar. Let this be a notice, if you can get dues to me, they will apply to the calendar year of 2109.

We have the mailbox at the Low Country Regional airport, but that is not checked very often. For the purpose of getting your dues up to date, 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.