

The FlyPaper

November 2020

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



Words From the President

Hi all,

My first item is hoping all of you are well and safe. I can't think of a tougher year as 2020 has been. By press time we will have passed some milestones:

- Pandemic round 2
- Full moon on trick or treat
- Elections

This coming meeting on the 14th we need to vote in officers. All hands please show up for the vote. Some necessary house cleaning items, but nothing major.

Lee has notified us that he will be stepping down as Young Eagles Coordinator in May 2021.

We want to reach out to him and Jennette and give our deepest thanks for their great work for our Young Eagles Rallies. As fellow members they will be missed.

Please step forward if you could help the chapter and be the new person to take their place.

It's highly unlikely that we are going to have a Christmas party as in past years. I'm not even sure if we will assemble, as the virus seems to be making a rebound.

Not much new stuff going on at the airport. They are struggling to keep the lights on like everyone else, so if you can help support them try to buy fuel there on occasion.

I'm available 24/7, so if you want to reach out I'll get back to you ASAP.

That's it for me this time. See you soon and have a great Thanksgiving. I say that because even though things are different, they are still Great!

Be safe out there.....



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

We will have a November meeting on the 14th of the month! Brief time to get together and share stories. Time is 10:30 at RBW. A burger and hot dogs lunch will be provided, but we ask that you indicate your intention to attend for lunch.

South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2020-schedule>

Young Eagles Report

Lee Miller

Young Eagles Coordinator

CORONA CORONA CORONA

Now that we don't have political ads to watch on TV, it's all about the virus. And it's not good news either. The best part of the news is that with schools going back into at least part time in person classes they have not attributed a great part of the surge in infections to that. Whatever the reason though, infections are up, people are still dying at a totally unacceptable rate due to it and first responders and hospital staffs everywhere are continuing to be stretched to their limits. Yet there are still those who would say their freedom to do whatever they want outweighs the need for masks and social distancing.

We cannot afford to ignore the statistics and throw caution to the wind when it comes to serving the youth in our community. Studies show that a good part of the virus is spread by those who don't even realize they have it. I for one could not justify one of our pilots coming down with the virus unknowingly spread by one of the youth, or one of the youth coming down with the virus unknowingly spread by one of our crew. Whoever caught it would then take it home to their loved ones and so on and so on. We miss having the youth gather to enjoy the sounds, sights, and thrill of first flight, just as I'm sure they miss learning from us the joy that comes with flying.

I'm not sure which will be first, the virus being beaten back or the election fully decided but I don't think either will be in the next few days so we need to be patient while we wait for both to occur. So for now, no YE rallies or large gatherings (according to the CDC even smaller gatherings are spreading the virus much more than expected) but we will keep our eye to the sky and our ear to the rail so that we can be prepared when things get to the point where we can once again "crank up the volume".

October Meeting Summary

Glen Phelps

We had another "in-person" meeting on October 10th! Nick Ugolini gave us a second presentation on electrical wiring. This presentation emphasized the need to keep things in order and well documented.

This is all good stuff for persons that are working on EAB aircraft. This seems to be where the builders either make or not. The stuff Nick has done could put the certified aircraft manufactures to shame. Something you really have to hear from him and see in person. As time goes on, we look forward to other phases of his presentations.



At the end of the meeting we enjoyed a great lunch cooked by our famous chef, Bruce Huffines. Hot dogs, burgers with ALL the trimmings, chips and drinks of your choice.

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

Your N Number and You

I'm sharing the below information for your awareness and any action you may want to take... so feel free to use or lose. All identifiable info has been removed, but be assured it came from a reputable person. The based on the recommendation in the e-mail thread below the person who shared this information went online to the FAA "LADD" website cited below and in less than 2 minutes completed the form with the required information.

"... This is being sent as an advisory. If you read the E-mail below, you'll understand why it was sent on. A call was received from an irate person using nasty language for a flight that over flew the caller's home on Memorial Day. This same person called the FAA on another pilot for doing the same. In both of cases the pilots were well above the 1,000 AGL requirement. The point is that with programs like *FlightRadar 24* and others your N number is displayed for everyone to see. Then by looking it up on the FAA website they have your info. If you want to stop this go to this web site - <http://ladd.faa.gov> - There you will fill out a very short form that will give you three choices for having your N number shown or blocked. Fly Safe"

"> [A fellow pilot received a] very concerning voicemail message ..., apparently associated with the operation of the [aviator's] plane.

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> [One morning] at about 10:00 a.m., the [pilot] was downwind in the pattern at KXXX, over or slightly north of the XXX. They recall being at about 1,000 feet, and Flight Aware confirms that. At about that time, the member received a voicemail message threatening to put a bullet in the pilots's head (those exact words) over something associated with the operation of the plane. The beginning of the message is a little unclear, but the caller on the message had the plane's tail number and registered address.

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> The pilot denies overflying any houses at an unsafe or inappropriate altitude, and a review of Flight Aware seems to confirm that. The pilot says they were with a CFI, who confirms that the pattern and approach were normal...."

From *FAAST Blast* — Week of Oct 05, 2020 – Oct 11, 2020

FAA Issues Second Amendment to SFAR 118

The FAA issued a final rule on September 30, 2020, that further amends Special Federal Aviation Regulation (SFAR) 118. Aviation activity continues to increase, and the industry is beginning to address the backlog of required training, checking, and testing requirements. However, many of the challenges that existed when the FAA first issued the SFAR in April remain today as the public health emergency continues. SFAR 118-2 is effective on October 1, 2020, and is available for public display in the Federal Register here: <https://bit.ly/30Gs4i3>.

The chart contained within this final rule provides a summary of each affected regulation; the original SFAR relief provided on April 29, 2020; the amended SFAR relief from June 25, 2020; and the second amended relief provided in this SFAR update. Those who may be affected by this amendment should carefully review the eligibility, conditions, and duration of each section of relief to ensure compliance. The FAA has revised the FAQs to help explain the amended regulatory relief: www.faa.gov/coronavirus/regulatory_updates/media/SFAR-COVID-FAQs.pdf. For additional news and information, go to www.faa.gov/coronavirus.

Airshow and Fly-in Schedule

2020 Airshows / Fly-ins

- All Airshows and Fly-ins through 2020 have been cancelled

Here are a couple of photos from my attendance at the RedStar Pilots Association (RPA) *Music City Mingle* held 24 – 27 Sep 2020 in Lebanon, TN (KM54). RPA members from both the North Central (NC) and Southeast (SE) regions gathered for formation training to include 'Mass Formation' training and a little Tactical Navigation flying

with 'mini-Zeppelin (helium balloons)' and tank targets for the pilots to take aim at all while flying route that covered about 100nm. A good time was had by all.



Next month I hope to have some photos from the RPA SE Swamp Thunder Squadron event at Ware County – Waycross Airport (KAYS) 05-08 Nov 2020.

Blue Skies - Stay Safe and Fly Safe

Treasurer's Report

Aimee Pereira

Beginning Balance October:	\$3,899.34
Deposits for:	\$171.00 (Tips and dues collected at Oct. meeting)
Expenses for October:	\$42.30 (#1072 - Glen Phelps - reimbursement for October meeting food.)
Ending Balance for October:	\$4,028.04

Fall Membership Special Rate for 2021: Due to the COVID restrictions on 2020 meetings, the board has decided that the membership rate for 2021 will be \$20.00 up until January first 2021.

Feel free to send in 2021 dues anytime before January 1, 2021.

Due 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 have any questions, I can be reached via email at ea477.treasurer@gmail.com.