



## Words From the President

Last month, we had a pretty good show of members for our October meeting. One of the things we discussed was chapter officers finishing the second year in office. We couldn't find any takers willing to be new chapter officers for the next two years, so if anyone is willing to do so, please let us know.

Our planned Young Eagles rally for the Air Force Junior ROTC from Edisto High School was pushed back from October to December. The school district administration had a problem with their computers and their original request for a bus was lost in ethernet. When the colonel in charge of the ROTC unit then tried to get the bus with a one-week notice, they told him that they need a month's notice and they would not budge. Therefore, we had to push it back till December. Right now, we're looking at December 11 in the morning. Anyone willing to help, let us know.

At this month's meeting, we're going to have Dan McManus do a FAA FAST team safety presentation titled, *Owner/Mechanic Relations*. Dan was a former Air Force mechanic, earned his A&P and IA and was a long-time supervisor for Gulfstream down in Savannah. Currently Dan is the maintenance manager for Carolina Sky flight school at Summerville Airport. Dan has a wealth of information, and at this point, has pretty much seen it all. As I have heard Dan speak at other FAST presentations, I'm looking forward to seeing him again, this time, giving our chapter a presentation. It's going to be open to the public. Our chapter is the sponsor of the event and I said we'll provide a chili lunch afterwards.

We are planning to fly some Young Eagles prior to the meeting. Hopefully my plane is back from its annual inspection. Hope to see you at the next meeting.



John Stoll  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

The next chapter meeting will be held on November 9th in the Lowcountry Regional airport conference room starting at 10:30 AM. There will be a Young Eagles Rally starting at 8:00 AM. All that can help are encouraged to be there at that time. See you in Walterboro!

### 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 enjoyed Halloween and is looking forward to cooler weather ahead. Our next scheduled rally is set for Saturday, November 9th, just prior to our regular monthly chapter meeting in Walterboro. I just posted the registration link to our chapter website, but if you have any issues registering, please reach out to me. Volunteers, please arrive at 8am so that we can have kids flying by 8:30. This will be a shorter rally as we do have our chapter meeting starting around 10:30. At the meeting we will be setting the dates for future rallies for the 2025 calendar year.

Editor's note:

Liz posted this picture when she forwarded her report to me. Just thought I would include it. Looks like she will be able to get to all her destinations real quickly



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## **Aviation Scholarship Program**

*Dow Sanderson*

Well, it is November once again, and I expect to see the Ray Foundation Application in my "inbox" soon. We had a brief discussion at our last meeting about the chapter taking advantage of the 70/30 split. It streamlines the process quite a bit, and gives us more autonomy. I will bring this for a formal vote at our next meeting.

Blue Skies

Dow

## **October Meeting Summary**

*Glen Phelps*

As I have said many times, it is really impossible to gather into a few words a decent summary of our presenters presentations. If ever that was true, it was true of the presentation the John gave us. I'll have to admit that it was longer than a lot of our presentations, but non the less, one of the best I have heard.

John gave us a riveting story regarding the world flight began by four aircraft to circle the globe and culminated on September 28, 1924 when two successfully completed the trip. Here is a summary of the story taken from this website: <https://www.historylink.org/file/22872>

“On April 6, 1924, four airplanes lifted off from Seattle's Sand Point Aerodrome in a quest to be the first to fly around the world. The adventure-filled saga was closely followed by many across the globe, especially those who were on the planes' flight path. One aircraft crashed in Alaska and another sank in the Atlantic Ocean, but almost miraculously, there were no serious injuries. The airmen battled bad weather, illness, exhaustion, and mechanical problems, but after a nearly six-month journey, they prevailed. Two of the original planes returned to Seattle on September 28, joined by a replacement plane for the one that sank. The world rejoiced.”

The four aircraft were flown by a single pilot with a mechanic comprising a crew of two. They would be fitted either with floats or wheeled landing gear, depending on the route ahead. Needless to say, the “ground” crews at the various planned or unplanned stops played a significant role in the flight. One aircraft was lost early in the trip when it crashed in poor weather in Alaska, but the crew did survive. A second plane was lost when it sank just before it could get back to the United States and the last of the “cross country” portion of the challenge. If this is nothing else, it defines a “Herculean Effort”.

These are some pictures regarding the flight:

The aircraft that was used

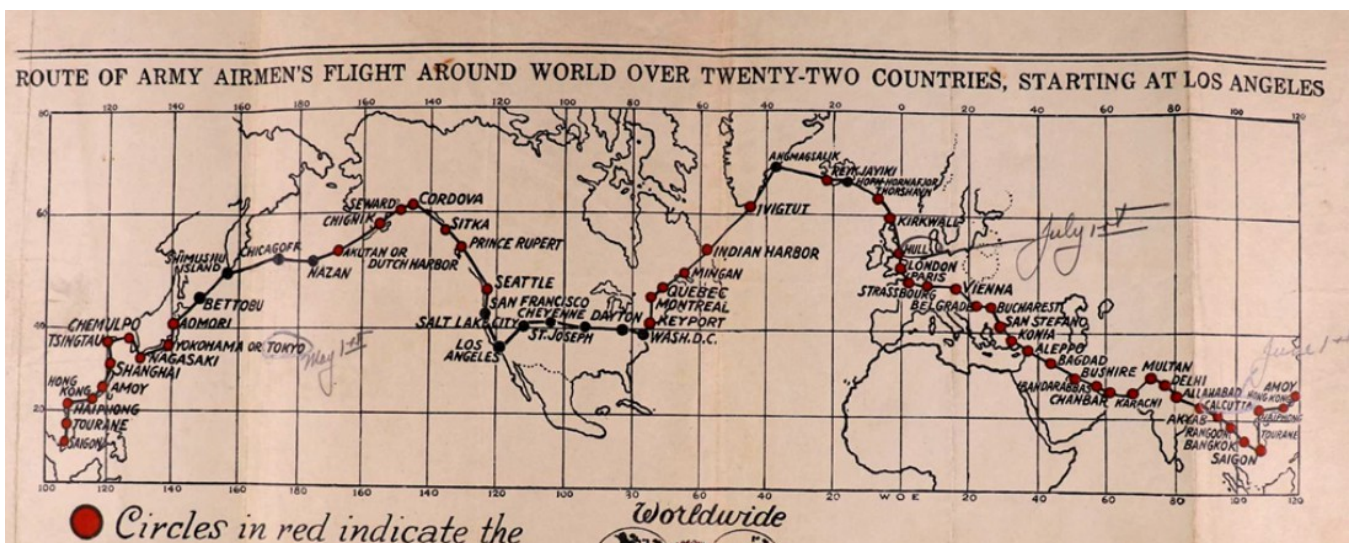


**World Cruiser**

Douglas World Cruiser *Chicago* (23-1230) equipped with floats

General information	
Type	Seaplane
Manufacturer	Douglas Aircraft Company
Designer	Donald Douglas
Primary user	U.S. Army Air Service

The reproduction below is the map showing the route of flight



The following website is also good information regarding the world flight.

<https://www.seattletimes.com/life/outdoors/the-first-aerial-circumnavigation-of-the-world-launched-in-seattle-in-1924/>

John said that he had listened to three of the podcasts, which were quite lengthy. He certainly retained a lot of detail. To find and listen to these podcasts, use the information below:

**Podcast:** The Fighter Pilot Podcast, three episodes on 9/16/24, 9/23/24 and 9/30/24

You can “google” those podcasts and look for the dates or use the following link to get you to them:

<https://podcasts.apple.com/gb/podcast/world-flight-centennial-3-of-3-finish-line/id1330534712?i=1000671300800>

Here are three recommended books that also provide information on the epic experience.

**Books:**

First World Flight, by Lowell Thomas, 1925

The First Flight Around the World in 175 Days, by Carrol V. Glines, 2001

First Flight Around the World, The Adventures of the American Flyers Who Won the Race, by Tim Grove, 2015 (for middle school age children)

## **Aviation Safety and Upcoming Events**

*Ron Malec*

*Aviation Safety News and Updates – November 2024*

*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**

- 1) **Physiological Factors in Aviation** – NASA Aviation Reporting System ‘CALLBACK’, August 2024

*CALLBACK* continues its informal survey of ASRS’s Human Factors (HFs) with a brief look at physiological incidents in aviation. “Aviation Physiology deals with the physical and mental effects of flight on air crew personnel and passengers.”<sup>1</sup> Effects can be subtle or overt but are almost always detrimental. Well known effects include hypoxia, decompression sickness, and spatial disorientation, while some less recognized are self-imposed stress, sensitivity to noise, and physical fitness.

Humanly speaking, physiological effects are produced by the body’s inability to fully adapt to hostile, unnatural environments that aviation can impose. Changes in barometric pressure, considerable variation in temperature, acceleration and high velocities in three dimensions, and rotation around three axes are key elements in generating physiological events. Aircraft systems designed to mitigate harsh environments can play a part. A system-sustained, safe environment may deteriorate to one less tolerable during a system failure, which can then reintroduce original hazards to passengers and crews. Moreover, a failed system, itself, may subject aircraft occupants to its own peculiar hazards. Physiological effects can also affect other HFs, such as confusion, distraction, fatigue, or situational awareness.

This month features reported incidents where a significant physiological effect was experienced. Note the physical and mental effects described, the extent to which operations could have been affected, and any possible mitigations.

*The intent of these scenarios is to stimulate thought, training, and discussion related to these reported incidents.*

[Notes: ■ Indicates an ASRS report narrative [ ] Indicates clarification made by ASRS]

#### **Part 91 – Degrees of Disorientation**

This PA-28 private pilot gained some real-time experience and likely discovered valuable personal insight to combat disorientation while in the throes of sensory illusion.

■ Yesterday’s weather presented challenging conditions, even with 10 miles of visibility and clouds ranging from 5,000 to 6,000 feet at times. I was on an IFR flight plan.... As I ascended to 9,000 feet, I encountered icing issues, making it difficult to maintain my assigned altitude. I deviated by 200 to 300 feet to navigate around clouds. Approaching the mountains, before I encountered thick clouds...ATC requested that I stay at 9,000 feet. Upon entering the clouds, I realized my aircraft was in an unusual attitude, with a 40-degree deviation in...attitude, and airspeed was nearing the yellow zone. My heading was also off by 40 degrees.... Despite ATC’s instructions to turn, I communicated my struggle to maintain control of the plane. I regained visual contact within 30 seconds, and the

Controller directed me to maintain the current heading. Concerned about my disorientation and staying on course, I eventually corrected my heading... Worried about fuel, I descended earlier than planned. Reflecting on this experience, I am disappointed in my performance and ability to handle flying through actual IMC. Recognizing the need for improvement, I have scheduled additional actual IFR practice with my instructor...to enhance my skills and confidence in challenging conditions.

### **Part 91 – Classic Hypoxia**

This Super King Air corporate crew chronicles a system failure, then describes in detail the hypoxia that followed.

*From the Captain's report:*

■ We picked the plane up from Maintenance at ZZZ. The aircraft was in for a phase inspection as well as various other maintenance items, including a landing gear overhaul. We departed ZZZ on an IFR filed flight... Approximately 15 minutes into the flight, climbing through FL230 for FL240, we noticed a R BLEED FAIL light on the Master Caution Panel. Per manufacturer's Emergency Memory Items Checklist, I reached over to the bleed air panel and switched the right bleed air to the OFF position. At this point, I reached for the manufacturer's Emergency Checklist to verify the condition and actions needed to be taken... We notified...Center that we needed to return to the departure airport...and needed to descend to a lower altitude. Center asked if we were an emergency, and I responded, "Not at this time." We were given a left turn back to ZZZ and a descent to 17,000 feet. As we were in the turn, the L BLEED FAIL light illuminated... Adrenaline and stress levels rose rapidly, as a dual bleed air failure is an incredibly rare event and would ultimately mean the loss of cabin pressurization. Mentally, my debate was, "Should I follow the Emergency Checklist and turn off the other bleed air switch, unknowing if this is solely an indication issue, or leave it on, risking the possibility of further complications or compromising other systems?" The checklist instructs you to turn off the system associated with the caution light, but not what to do in the event of dual failure. With both systems off, the cabin immediately felt a loss of pressurization. We both immediately felt intense effects of hypoxia and began using crew masks for oxygen...to relieve some of these effects. We continued a rapid descent until we reached a safer altitude where effects stabilized. We tried [requesting priority] but were having radio troubles with the mask microphones. The microphone switch was selected to OXY when we donned the masks. We removed masks once we both felt like the effects had been reduced. At this point, we were just trying to reach anyone back at ZZZ, so we swapped to Tower frequency back on headsets. Tower instructed us to go...to Approach frequency and get cleared for the ILS into ZZZ. Once cleared, we landed safely.

*From the First Officer's report:*

■ Some of the effects I was experiencing were: numb/tingling fingers, hyperventilation, incredibly slow reaction time, lack of basic motor skills, visual impairment, and at one point...the beginning of a greyout. Eventually the oxygen mask and the lower/safe altitude seemed to reduce the effects, and I could feel my body stabilizing.

*The remaining three incidents – Part 91 – An Ounce of Prevention; Part 121 – Peculiar and Systemic; and Part 121 – Blight Noise – from this article will be in my December 2024 input.*

<sup>1</sup> [\*Introduction to Aviation Physiology\*](#), FAA Civil Aerospace Medical Institute, Mike Monroney Aeronautical Center, Oklahoma City, OK 73125

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

#### **2) 2024 Airshows / Fly-ins**

- **09-10 Nov 2024** – Warbirds Over Monroe, Charlotte-Monroe Executive Airport (KEQY), Monroe, NC

### **Photos**

- 3) No Photos this month.

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