

The FlyPaper

December 2020

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



Words From the President

Let's just say goodbye 2020

I'm grateful that all of you members are safe and still in this fight as we round the bend towards 2021.

There seems to be news of the end in sight with a pandemic vaccine.

My thoughts about all that has happened in 2020, from a tornado that ripped through our airport to a pandemic that ripped through our civilization. I stay focused on the sunrise and the great little things that still go on all around us despite so much adversity.

Just this Friday I got word that the conference room is still closed. So, we are prepared to continue our meeting's in hangar 20 until I further notice.

The December meeting will be an informal awards presentation, then Subway party platters for our meal. On the house for the members.

We, your staff want to say thank you for sticking with us and supporting our chapter 477 and hoping you and yours will stay well into the new year.

BTW Liz, (Elizabeth Birch), has stepped up to take over as our young eagles coordinator, Liz also is a CFI, CFII, Commercial and ATP rated pilot.

Be safe out there.....



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

We will have a December meeting on the 12th of the month! Brief time to get together and share stories. We will also give out awards. Time is 10:30 at RBW. Subway party platters will be provided for lunch will be, but we ask that you indicate your intention to attend for lunch for a head count.

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

As you all know, the Young Eagles program has been on a forced hiatus since the CORONA Virus reared its ugly head. Well things have not gotten any better and are in fact worse now than they were last spring with over 1,000 new cases each day in the state for over the last couple of weeks and that's just out of those tested. It is fully expected that those numbers will rise as the result of "mostly" small gatherings over the Thanksgiving holiday.

EAA has suggested some "online" stuff and group projects that may help tide over the program until it can recover but not a lot that we as a chapter have the capability of doing. If you have a youngster that you know, show some interest, you can direct their parents to the Young Eagles content of the main EAA.org website or have them contact me.

While there are some anti-COVID serums that are showing promise and a few that may be approved for emergency use fairly soon, it will be at least spring, according to most medical experts, before the general public will start receiving shots to kill this thing, and there is a lot of general public to inject before a "herd immunity" can take hold.

Meanwhile stay safe, stay well. Protect yourself and others..

November Meeting Summary

Glen Phelps

John Stohl was our speaker at the November meeting. He had recently attended a CAP meeting (virtual) which discussed the ELT (emergency locator transmitter) issues and the move from 121.5 MHz to the 406 MHz application. There were a lot of interesting points brought up in the discussion and I am going to try to give you a synopsis of that presentation. At the conclusion, I will also give "avid" readers some "extra" discussion with a link to entertain those that might want to do a little more reading. Of course, one can always search the web to find a lot of other material. I did, but will leave that to you after you read the one link I will give.

ELT requirement was mandated by Congress in 1973 after Congressmen Hale Boggs, Nick Begich and two others went missing in a Cessna 310 in Alaska in 1972. (Links with further reading provided in discussion later). That was the 121.5 MHz units. There were a lot of problems with these transmitters including, "G" switches that didn't work, antennas broke off, false alarms and no one heard the beacons.

As of 2009, there is no more satellite coverage for 121.5 devices. As a matter of fact, you can't buy them anymore and you can't have them fixed, since there are no parts that are being sold.

As of 2019, there were 123,478 registered ELTs in the US, 35% are of the 121.5 MHz and 65% are of the 406 MHz. Note, the registration needs to be up to date.

Here is how the system works: An ELT signal is picked up by the satellites, a message is sent to the Air Force Rescue Coordination Center (AFRCC), local authorities are notified and then the CAP.

But, here are some sobering information. ELTs were useful in location about half of the crashes where they worked. But ELTS only worked in 30% of crashes! In 2002, eleven lives were saved in five crashes where the ELTs worked. Obviously, there were a lot more incidents where ELTs didn't work.

There is a host of reliability problems with the ELTS. These include: Coaxial cable connections, antenna attachments, batteries being bad, airplane flipping over, high impact crashes, post impact fires and placement attachments failures. In a 2017 NASA report, there was noted a high rate of non-activation (70%), a high false alarm rate (97%) and reported 50+ deaths per year due to ELT failures.

A NOAA statistic from 2019 indicated that there were 11,558 ELT alerts, or 98+% false alarms. Most of these

false alarms were from 406 MHz units.

Pretty sobering. But, if YOU were one of the lives saved, you would easily support the cost of the 1973 mandate.

As promised, here is a link that I found interesting. There is some really factual information in this, and then there are suggestions of things that very well might not be true. Nevertheless, the crash of this airplane set off the quest for a system that would save lives of those that were in planes lost particularly in remote areas. You can go to this [Link](#) and then proceed from there if you like.

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

#FlySafe GA Safety Enhancement Topic - Avoiding Adverse Drug Interactions.

Impairment from medication, particularly over the counter (OTC) medication, has been cited in a number of accidents in general aviation (GA). In a 2011 study from the [FAA Civil Aerospace Medical Institute](#)'s Toxicology Lab, drugs/medications were found in 570 pilots (42%) from 1,353 total fatal pilots tested. Of the pilots with positive drug results, **90%**, were flying under CFR part 91.

What's 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 for accident investigators comes in trying to quantify the known detriment that comes with various medications and the underlying conditions that require their use.

Another area of concern is that some airmen do not always disclose all conditions and medications to their aviation medical examiner (AME). Not only could the undisclosed condition(s) endanger the airman, but the treatment might also create problems. Undisclosed treatments could hide potentially impairing drug interactions. That's why it's important to disclose any medications you are taking to your AME. According to a 2015–16 CDC study, nearly 74% of doctor office visits resulted in drug therapy and 24% of the U.S. population has three or more prescriptions. In addition, many medications have unexpected interactions with other medications, including over the counter medications (OTCs), supplements, and herbals. For example, antihistamines can adversely react with some prescription drugs used to treat high blood pressure. These interactions can be exacerbated in the aviation environment.

Also, certain foods can increase or decrease the concentration of some drugs. An example is grapefruit or grapefruit juice, which can affect how long some medicines may stay in the body and may cause dangerous side effects.

Here's a Food and Drug Administration resource - [Avoiding Drug Interactions | FDA](#) - you can use to learn more about adverse food and drug reactions. It describes some, but by no means all, adverse drug and food interactions.

Common Sedatives

Some of the most common, potentially impairing medications are antihistamines. In fact, according to an NTSB study, sedating antihistamines are the most commonly detected medication in fatal accidents. The active ingredient, diphenhydramine (found in many medications like Benadryl, Tylenol PM, or Unisom), is often used as an OTC sedative and is the sedating agent in most "PM" pain medication. If you suffer from allergies, you might use loratadine instead of diphenhydramine.

Some less common impairing drugs include antidiarrheal drugs (some contain opioids), antihypertensives, and some antidepressants. For many of these drugs, there are options that are not impairing or disqualifying. We suggest you work with both your primary care doctor and your AME when considering use of these and other medications. AMEs should know more about what medications are permissible in the aviation environment than a primary care doctor.

How Long?

So if you have to take an impairing medicine, how long should you wait before you resume flying? Every medicine is different, but a good rule of thumb is five times the half life of the medication, or by the dosing interval (if the half-life information is unavailable). Use whichever has the longer interval. If a medication says to take it 4 times per day, the dosing interval would be 6 hours. Therefore the wait time after the last dose would be 30 hours (6 hours x 5 = 30 hours). Other medications may have longer or shorter intervals which is why it's important to talk to your AME.

Resources

What OTC Medications Can I Take and Still Be Safe To Fly? www.faa.gov/go/pilotmeds

AME Guide — Pharmaceuticals - www.faa.gov/about/office_org/headquarters_offices/avs/aam/ame/guide/pharm/

AME Guide — Do Not Issue — Do Not Fly www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/ame/guide/pharm/dni_dnf/

Airshow and Fly-in Schedule

2020 Airshows / Fly-ins

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

Blue Skies - Stay Safe and Fly Safe – Happy Holidays

Treasurer's Report

Aimee Pereira

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| Beginning Balance November: | \$4,028.04 |
| Deposits for October: | \$120.00 (Tips and dues collected at Oct. meeting) |
| Expenses for October: | \$49.95 (#1073 - Doug St. Pierre - \$35.16 pizza for meeting, #1074 - Glen Phelps - \$14.79 chips for meeting) |
| Ending Balance for November: | \$4,098.09 |

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.