



Words From the President

I finally got my plane back from its annual inspection and luckily there were no surprises. It took longer than I expected, but the shop was busy with several other planes. It did need a new ELT battery, which I knew about.

We had a great presentation from Dan McManus of the FAA FAST safety program at the last meeting. He raised quite a few thought-provoking subjects and helped clear some things up. He also said that he'd be glad to come back and talk about some other subjects if we wanted to. Before the meeting we did get to fly about 10 Young Eagles. Thank you, Jeff and Bill for flying them! And thanks again to Liz, Aimee, Glen, Dow, Craig, his son and everyone else who helped.

After the meeting, it was great to see Glen take his plane up. He's been working hard lately to get it ready to fly. It was cool watching him fly; I didn't know it was that quick. Great job, Glen!

I just spoke with the Commander of the Edisto High School Air Force Junior ROTC program and they're still planning to bring cadets for a special Young Eagles rally on December 11. They'll be getting there at 10 AM and we should be finished around 1 PM. Right now, he's estimating that they will have between 20 to 30 cadets. If anything changes, he'll let me know.

Our next meeting will be the chapter's Christmas luncheon at Laura's restaurant in Summerville. The last two years there we had a good meal and fellowship. I hope to see you all there.

Stay safe,

John



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

We flew ten Young Eagles just before the meeting. All really enjoyed the day, and many thanks to all that pitched in to make it a event.

That looks like a very happy
Young Eagle



At this time, the Edisto High School Junior Air Force ROTC is scheduled for December 11th. We expect upwards of 30 cadets will show up. The event will be from 10:00 until 13:00 hours. So, we are reaching out to all the pilots that have flown Young Eagles in the past to make this event successful.

We will post the tentative schedule for YE events in 2025 in the next newsletter.

Liz Birch
YE Coordinator
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Aviation Scholarship Program

Dow Sanderson

I am happy to report that our Ray Application was completed this month, and I have been notified that it has been received by EAA. As it turns out, we are not eligible for the matching 75/25 this year, because our 2024 scholar did not complete is PPL. I have therefore applied for the full \$12,000 amount. Fingers crossed. I recommend that we keep the Chapter Scholarship process completely separate from the Ray Scholarship. Easier to sort out if we don't get awarded the full amount this year, and also gives us the possibility of assisting two separate students. We will not have a response from the Ray Foundation until late February.

Blue Skies

Dow

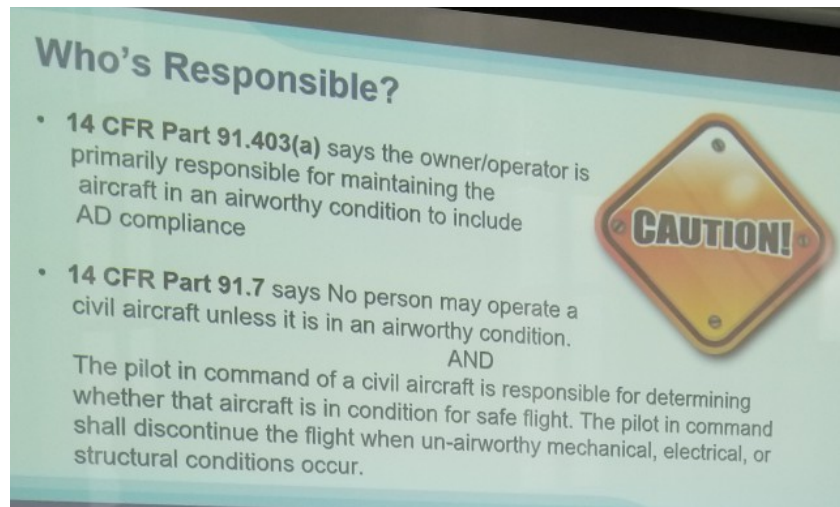
November Meeting Summary

Glen Phelps

We had an outstanding presentation by Dan McManus FAA Safety Team. The subject was “Owner/Mechanic Relations”. This was a subject of great importance to aircraft owners, and if you registered appropriately, you received Wings Credit.

As always, there is no way I could completely cover all that was presented. But here is a brief take on why it was an important topic.

To to that, here is a reproduction of the one of the first slides in the presentation.



You can see that the “owner/operator” and the “pilot in command” is ultimately the one that is responsible for the airworthiness of the aircraft they operate. The annual inspection of the aircraft will be the basis of whether the aircraft is “airworthy”. Of course, the “pilot in command” determines upon a preflight inspection if the plane is airworthy. But this subject deals with the annual inspection.

That being said, what MUST the contain, and what SHOULD the logbook contain.

The bulk of the remaining presentation then focused on the relationship with the facility that would be doing the inspection, the person doing the inspection and how to make a determination as to the quality of the inspection that you will be paying for.

I'm not sure how each individual would approach this, as it involves looking at the organization of the facility doing the inspection, but the record keeping also. I know I have gone into shops and have seen a lot of “clutter”, (kind of line my shop). There suggestions on questions to ask before committing to the inspection. Those might be difficult to address. But, in the end, it was a very thought provoking presentation. I know I would not have a problem using Dan's facility, even though I have never seen it!

Since John mentioned in his report that I took my Cozy out for a flight after the meeting, I thought I would show a couple of photos here of the plane.

A friend of mine had come to the meeting and after that, we worked at getting the Cozy uncovered after some rain a few days before. Norman had helped get some machine work done on a component of the engine and wanted to see how it worked out. (I had put the plane on the ramp to lessen the time getting it out of the hanger since I have to move another plane to get mine in and out).



I must say, that with the machined part and a slight change in the weight and balance, the Cozy seemed to be a lot quicker that the last flight. Both John and Norman observed that. The photo below is Norman standing next to the Cozy after a couple of trips around the pattern before I take to the air again.



So, it was a great day for me all around.

Aviation Safety and Upcoming Events

Ron Malec

Aviation Safety News and Updates – December 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) **FAA Publishes Rule Removing CFI Expiration Dates** – *FAAST Blast* – Week of Nov 11 - 17, 2024

The FAA published a final rule eliminating expiration dates on flight instructor certificates, replacing them with recent experience requirements every 24 calendar months. Removing the expiration date on certificates will increase efficiency, cut costs, and align instructor certificates with other airman certificates such as private and commercial, which do not expire.

Under the new rule, instructors must still renew their certificates every 24 calendar months by completing a flight instructor refresher clinic (FIRC), obtaining an additional instructor certificate, or engaging in further instructional activities. Additional activities must include “at least 15 flight activities recognized under the FAA-sponsored pilot proficiency program,” during which the flight instructor evaluates at least five different pilots and makes the required endorsements in each pilot's logbook for every activity. The rule also specifies that flight instructors who endorse at least five applicants for a practical test within 24 calendar months and maintain an 80% pass rate can also utilize this provision to renew their certificates.

The FAA estimates that the rule will result in \$5.6 million in cost savings for both the FAA and the industry over five years.

You can review the final rule at <https://federalregister.gov/d/2024-22018>.

2) **Physiological Factors in Aviation** (Part II) – *NASA Aviation Reporting System 'CALLBACK'*, August 2024

This is a continuation of the August 2024 *CALLBACK* article on Physiological Factors in Aviation (Part I in November newsletter) and continues its informal survey of ASRS's Human Factors (HFs) with a brief look at physiological incidents in aviation.

The remaining incidents from the initial article. 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 – An Ounce of Prevention

A C172 Flight Instructor succinctly provides some sound aviation observations and philosophy on navigation, training, dependency, and disorientation.

■ I found myself grappling with disorientation as a pilot, leading to a descent of 400 feet. The loss of GPS navigation compounded the challenge, prompting me to execute three successive 360-degree turns in a bid to regain situational awareness. This incident highlighted the imperative for comprehensive pilot training in spatial orientation and underscored the critical role of dependable navigation systems. It serves as a poignant reminder of the ongoing need for continuous skill development to navigate unforeseen challenges during flight.

Part 121 – Peculiar and Systemic

A B737 NextGen Captain experienced an unusual system failure that produced significant physiological symptoms. Fortunately, few were affected and resolution was achieved quickly. Results could have been far more serious.

■ We were a ferry flight with no flight attendants. While holding in position on the runway... we heard a loud bang followed by the sound of escaping gas. We notified ATC that we had a maintenance issue and needed to cancel our takeoff. ATC instructed us to taxi clear. I cleared the runway and set the parking brake. We investigated the situation and discovered that the flight deck halon fire extinguisher was discharging into the flight deck. We removed the extinguisher to try and shut it off. We were unable, and then moved it to a first-class seat. During this time, approximately 5 minutes, we were breathing halon gas. We informed ATC we needed to return to the gate. Once at the gate, Maintenance discovered there was a leak at the neck of the extinguisher handle and the bottle. We were both experiencing headaches and light-headedness and went to the local clinic. The Company doctor examined us and advised that we remove ourselves from the schedule for a minimum of 48 hours. I will be re-examined by the Company doctor to determine my return-to-work status.... The health effects were significant.

Part 121 – Peculiar and Systemic

A B737 MAX Captain identified a distracting physiological effect that became a hazard at night in IMC. A fix is suggested and a plea for mitigation is made.

■ After being cleared direct to ZZZZZ on the arrival and to cross it at 11,000 feet, we encountered a high pitch tone that had been building up after departing ZZZ [Airport]. Due to the high pitch tone encounter and late crossing restriction clearance, we arrived at the fix a little high. I contacted Maintenance the next day to find out the origin of

the tone. It appears there could be a safety issue with the ground crew plug-ins on the MAX. Due to the height of the external jack, some ground crews use the nose gear access. Instead of pulling the cord near the base of the plug, it's pulled from several feet away, which breaks the tip of the plug off in the access. This creates a build-up in static noise, eventually becoming a high pitch tone. This causes a major distraction to crews due to the level of noise, making it difficult to communicate between crews and ATC. The aircraft malfunction caused physiological distraction due to the high-pitched tone. I recommend training for the ground crew regarding the plug removal technique and the potential for a safety issue.

Airshow and Fly-in Schedule

3) **2024 Airshows / Fly-ins**

- o **01-06 Apr 2025** – Sun-N-Fun Aero Expo, Lakeland-Linder International Airport (KLAL), Lakeland, FL (Blue Angels)
- o **12-13 Apr 2025** – MCAS Beaufort Airshow 2025, MCAS Beaufort (KNBC) Beaufort, SC (Blue Angels) – NOTE: FREE General Admission Tickets are REQUIRED for entry. Ticket sales open 01 Dec 2024 - [Beaufort Airshow](#)
- o **26-27 Apr 2025** – Augusta Airshow, Augusta Regional Airport (KAGS), Augusta, GA (Blue Angels) - [Augusta Air Show - April 26-27, 2025](#)

Photos

- 4) Nov 2024 – Warbirds Over Monroe, Charlotte-Monroe Executive Airport (KEQY), Monroe, NC



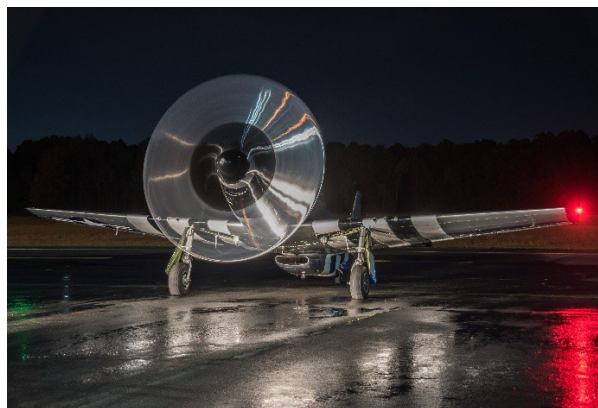
A-10C Thunderbolt II (Warthawg)



P-40N Kittyhawk (RAAF Kittyhawk Mk IV)



SBD-5 Dauntless (Lady in Blue)



P-51D Mustang (Quicksilver)



P-40N Warhawk



FG-1D Corsair

- **Until next month – Blue Skies - Stay Safe and Fly Safe – Have a Happy Holiday Season**