

The FlyPaper

February 2018

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



Words From the President

I can honestly say that in my so far brief experience and association with the EAA chapter 477 that I have been blown away by the hospitality and welcoming nature of each and every member I have had the opportunity to meet. Thank you for the honor of allowing me to take over the reins from Roger Medlin as your chapter President.

Roger's leadership over the past three years has set the bar really high to follow in his footsteps. Roger deservedly should be proud of what he has been able to accomplish in working with each and every one of you to really make a difference in the chapter. In particular, the chapter's teamwork in making the young eagles program as successful as it has been in introducing aspiring young aviators to aviation is awe-inspiring. Thank you all for what you do to help make the chapter a success with your participation and thanks again to Roger for his dedicated leadership.

A bit about me for background purposes. My wife Susan and I moved into Seabrook, SC (The one near Beaufort) about three years ago from Marietta, GA. We have three wonderful children and three grand children. Our son Will is an Air Force C-130 pilot. Until last June I was the Safety Director at XOJET out of Sacramento California and had the opportunity to fly a Citation X for them. Prior to that I worked for the Cessna Aircraft Company in their fractional aircraft division CitationAir for about eight years as their VP of Safety and Security.

My formula for going forward is pretty simple; build on the great programs that you have all worked on in the chapter, Support the Young Eagles program to help introduce young people to aviation, promote aviation safety and continue to foster a great EAA chapter to help make and develop lasting friendships. I look forward to hearing your thoughts and comments on how we can work together to meet these goals.



Bill Grimes
President EAA 477



Upcoming Events

EAA477 Chapter meeting

February 10th, Young Eagles at 9:00
with pilot briefing at 8:30. Meeting at
11:00 with lunch to follow

South Carolina Breakfast Club:

February 4th N Myrtle Beach ,
SC **KCRE** Grand Stand

February 18th Greenville, SC
KGMU Greenville Downtown

October Chapter Meeting Report

Diana Belknap

13 January 2018

1100 start time

11 in attendance

Minutes Taken by: Diana Belknap, Secretary

- Roger welcomed everyone.
 - No Young Eagles flights today due to high winds.
 - Roger announced again that he is stepping down.
 - Bill Grimes is the new candidate. (Wasn't able to attend today.)
 - Glen suggests we look at the last (December) newsletter for the treasurers update. He says we are ahead, and a few of us have paid \$25 membership dues. (With that in mind, several of us forked over \$25 for our 2018 dues.)
 - Roger presents our yearly Service Awards for 2017. Thank you to all who help EAA 477 to be such a wonderful chapter to be a part of!!
 - Secretary, Diana Belknap, will stay on as secretary.
 - Treasurer, Glen Phelps, will stay on as treasurer. He will also continue to purchase our lunch food, and continue editing our monthly Newsletter.
 - Mike Brown will continue as our vice-president and membership coordinator.
 - Flight Coordinator, Jeff Grigg, will continue to organize the Young Eagles. He always makes sure every child gets to fly with someone.
 - Our MVP of the chapter is Barbara Grigg!! She puts together all the paperwork and certificates for the children flying in Young Eagles.
 - Lee Miller will continue as our Website editor.
 - Ron, we all hope, will continue to share all his great photography from airshows and airplane photo sessions.
 - Big Thanks to Bruce for being a great chef with our afternoon cook-outs!
- Glen:
 - Our facebook page is lowcountry aviators. If anyone wants to manage this, Jeff will help get our newsletters on facebook.
 - Glen put out a quick vote for our new president. Jeff voted to close the vote and Ron 2ned it. We had voted unanimously for our new president, Bill Grimes.
- James Dangerfield was here to present "preventative maintenance". He is the program manager for the FAA Safety Team (FAAST).
 - He might be back for a spring presentation, too.
 - Wanted to get us all signed up for FAA pilot seminars, so he created a sign-up sheet for us. He will enter our names, so we should receive information for a seminar within the next month or so.
 - He wanted us to keep our eyes and ears open to find more people that might qualify for the Charles Taylor Master Mechanic Award that was given out last month.
 - Must have 50 years of experience in aviation maintenance, an airman's certificate, no violations, and 3 people to verify for you.
 - The winner of this award will have their name on the online C.T. Master Mechanic Award Roll of Honor.
 - He presented us with a video, "the best FAA video out there" that was finished recently. Should catch our attention, there are 4 chapters (8 minutes each), and after each session we paused the video and discussed what we had seen. Under FAR definitions (43.3): preventative maintenance by a pilot.
 - 1st chapter: Three people are performing maintenance on their airplane, a father on one side of the plane and his son and a certified mechanic are working on the other side. They are

being interrupted by phone calls quite often, especially the son.

- The discussion after the first 8 minutes:
 - FAR 43.3 says that pilots can perform some functions as preventative maintenance, no complex operations.
 - An oil change is preventative maintenance.
 - As long as Jr is being supervised, he is allowed to work on the plane, as well. Jr is impulsive and clearly not real interested in the maintenance part of flying.
 - Cell phones are incredibly distracting. Keep phone in your car or back seat of the plane.
 - We should all keep interruptions to a minimum.
 - Some suggest that one starts from the beginning of their checklist after they have been interrupted.
 - Torque seal is great stuff!!
- 2nd chapter: Same scenario as above, just elevated. They aren't finishing up their jobs. The certified mechanic leaves before the job is done (to work with another client).
 - Discussion after 2nd 8 minutes:
 - Only a certified mechanic can supervise a non-certified person. Don't allow another client to take you away from your tasks at hand.
 - They should be checking things off a checklist as they go.
 - Or, as they are being interrupted by phone calls, they should go back 3 steps from where they last stopped and go from there, or start from the beginning, or one could write down where they last left off.
 - A 'test flight' after an oil change only needs to be on the ground. You don't actually need to fly to test everything.
- 3rd chapter: The father does pre-flight with his son's "help", but ultimately he does it thoroughly. The son spots some oil on the plane, and the dad says it is normal to find a little of it. In the ground test, his wife reads off the checklist one by one. They took off and the left engine failed.
 - Discussion after 3rd 8 minutes:
 - Sometimes one has to "do the right thing right now"!
 - You can look up any tail number on the FAA sight.
 - After an oil change there should not be oil anywhere on the plane.
 - A 'norm' is something one expects every time. Sometimes we think something is a norm, but it is not. The oil change is one example. The father said the oil that showed up during the pre-flight was "normal". It is not.
 - Father did a maintenance check, but did not check for an oil leak. After ground test, the oil should be checked for leaks again.
- 4th chapter: Left engine has failed, and the landing gear won't go down. They decide to go around.
 - Discussion after 4th 8 minutes:
 - They all had schedules which could have led to fewer checks.
 - Don't cut corners.
 - Don't allow for interruptions.
 - Finish what you start.
 - Fly the plane first!!
 - Use check lists.
 - If there are questions about anything, then do another check.
 - Practice what-if's often.
 - Get coaching in proficiency flying occasionally.
 - We can give safety presentations as a volunteer. One does not need to be an FAA employee. (James is the only FAASTeam representative in the state.)
 - There are 2 online classes to take.
 - And FAASTeam safety representative training.
 - With this training one can present safety lectures, and council pilots on what they can and can't do.

After this wonderful presentation (Thank you James!!), we all ate hamburgers and hot dogs and had much discussion in the conference room...where it was nice and warm.

- **NOTE: SC Breakfast Club that was scheduled to be at Lowcountry Regional on 21 January was later cancelled due to a hanger door malfunction.**
- On 28 April there is a one day air show at Charleston Airport.
- At Myrtle Beach on 28 April is an air show with the Blue Angels performing.

Young Eagles

Jeff Grigg

You all have read about how many kids we flew last month. How many pilots and how many flights. But have you ever sat back and wondered why we fly in the Young eagle program. Not why the pilots do it, but why there is even a program.

The Young eagle program is not just to find future pilots. That is a given. The program is to raise a sensitivity to aviation from the next generation. The program will give a youngster an introduction to flight and hopefully they will go on to become pilots. Aviation is usually not something you just fall into.

We all recognize the vast majority of Young eagles will never take a pilots course. Some may never fly again, some only commercial. But what the program will do is to introduce them to aviation and raise a sensitivity to aviation. It will help ensure there is a future for general aviation and our type of flying. These kids are our future city councils, mayors, governors and yes even presidents. As such when an aviation related question comes before them they hopefully will look back at their time as a Young eagle and rule favorably for aviation. Warm, good memories will do that!

So I am asking each of you to consider flying in the Young Eagle program. Don't sit back and let others work to protect our flying futures, get involved. After all it is self preservation.

We will be flying this month. Pilots briefing 8:30 am, flights at 9am, call me for more information. Till next month Jeff

Treasurer's Report

Glen Phelps

A total of \$293.00 was deposited to our account that represented dues from ten members and monies from the "Top Jar" at the BBQ lunch. One disbursement was made from the checking account for materials used at the BBQ.

There was one petty cash transaction for the month amounting to \$11.00 to reimburse Jeff Grigg for a computer/projector cable.

The financial summary is as follows:

Beginning balance = \$1,708.66
Ending balance = \$1,976.35
Increase or (decrease) = \$267.69

Petty Cash
Beginning balance = \$100.00
Ending balance = \$79.06

As history goes, we are not doing too bad with collecting dues from our members at this time. But, you that have not paid, are reminded to please get your 2018 dues to me as soon as possible. Still cheap at \$25/year!

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.