

The FlyPaper

May 2018

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



Words From the President

I look forward to seeing you all at the next EAA Chapter meeting on May 12. In the event you have not looked at the FAA website recently, there was a notice of a new Advisory Circular regarding Non-towered airport operations 90-66b. A quick review pointed out some common radio practices that maybe a good reminder for all.

- Pilots must use the correct airport name, as identified in appropriate aeronautical publications, when exchanging traffic information to reduce the risk of confusion. For example, using "Low Country" which is printed on aeronautical charts instead of the town name "Walterboro".
- To help identify one airport from another, the correct airport name should be spoken at the beginning and end of each self-announce transmission.
- Pilots must clarify intentions if a communication sent by either their aircraft or another aircraft was potentially not received or misunderstood.
- Pilots limit communications on CTAF frequencies to safety-essential information regarding arrivals, departures, traffic flow, takeoffs, and landings. The CTAF should not be used for personal conversations.
- Pilots are reminded that the use of the phrase, "ANY TRAFFIC IN THE AREA, PLEASE ADVISE," is not a recognized self-announce position and/or intention phrase and should not be used under any condition. Any traffic that is present at the time of your self-announcement that is capable of radio communications should reply without being prompted to do so.
- When referring to a specific runway, pilots should use the runway number and not use the phrase "Active Runway," because there is no official active runway at a non-towered airport.

To get a better appreciation of the safety importance of using good radio communications at non-towered airports such as Low Country; I suggest you take a look at the NTSB report regarding the collision of a Cessna 150 and a Citation Jet at Indiana's MZZ airport. The pilot of the Cessna Citation CJ4 that collided with a Cessna 150 on April 2 did not recall making a radio call on Unicom," according to an [NTSB preliminary report](#) . Two witnesses "heard the Cessna 150 pilot on Runway 15 Unicom frequency."

Fly Safe and talk it up !



Bill Grimes
President EAA 477



Upcoming Events

EAA477 Chapter meeting

May 12th. This will be a Young Eagle event. As such, there will be no "formal" meeting as flying may even go to early afternoon. There will also be no BBQ lunch. All members are encouraged to come out to help.

South Carolina Breakfast Club:

May 6th Broxton Bridge , SC
KUZA

May 20th Rock Hill, SC
SC99

March Chapter Meeting Report

14 April 2018

1100 start time

15 in attendance

Minutes Taken by: Diana Belknap, Secretary

Bill Grimes (President) was not in attendance, so Jeff (Vice-President) ran our meeting.

1) Jeff reported:

- a. ~18 Young Eagles flew today.
- b. Charleston AFB Air Show is 28 May.
- c. Myrtle Beach Air Show is 28 May, as well.
- d. Bill has some very good speakers coming in to speak at our monthly meetings.
 - d.i. There is a new ATC person who will speak to us in the Fall.
 - d.ii. May meeting will not happen, since the Young Eagles Rally is happening at LowCountry Regional Airport.
 - d.ii.1. We need more pilots for the Rally. So far we have Roger, Jeff, and Scott.
 - d.ii.2. Bill will do the scheduling for the Rally.

2) Glen gave the Treasurers report.

- a. We currently have \$2343.35 in our account.
- b. There are 17 paid members, so far this year.
 - b.i. Three are new members.
 - b.ii. 13 from last year's membership have not paid this year. Glen will reach out to each of them.
 - b.iii. 22-24 is normal membership.
- c. We are always in need of contributions to our newsletter each month.
 - c.i. Can be photos, stories, sightings around the area, etc.

3) Diana, the Secretary, reminded folks that they can see meeting minutes in each newsletter, and that they are often very informative.

4) Lewis Blackwell is here to present us with the topic of Certifying Experimental Aircraft, and to present a Wright Brothers Master Pilot Award to Ray Ward. Lewis is a FAA Team representative for the FAA in Columbia, SC, who gets to also present awards.

- a. Ray Ward began flying at age 16. He started crop dusting with his family, then became a pilot in the Marines, flew for Eastern Airlines and Fed Ex, and now builds airplanes. Ray recently received a letter from the FAA to let him know that he was being awarded this highest honor in the FAA for a pilot, the Wright Brothers Master Pilot Award.

Congratulations to Ray for such a wonderful and safe career in Aviation!!

- b. Lewis went on to explain the certification process for experimental aircraft. Incidentally, it takes about 2 weeks to get all this done (talking to FAA and EAA folks, and getting the paperwork to Atlanta), and three pilots are needed to endorse someone.

There are 5 stages in this process:

(NOTE: These 5 stages should be read together with a copy of the "Experimental Aircraft Certification Lesson Plan" that is in this Newsletter.)

- b.i. Pre-application Phase: Aircraft must be registered. Contact the EAA for a kit with all the forms needed for EAA members. Call the FAA and ask them to communicate with EAA to schedule an appointment.
- b.ii. Application Phase: Prepare a program letter which lets the FAA know who, what, when, where, etc. Fill out FAA application for airworthiness and eligibility statement for amateur built. Don't hesitate to ask for help from the FAA inspector, if need be.
- b.iii. Documentation Phase: Present 3 required documents (FAA forms (one is a weight balance report for the first flight) and program letter) to FAA and inspector. 1st logbook entry goes in now ("I certified my plane.", and "It has been inspected.").
- b.iv. Evaluation Phase: Inspector comes out to discuss different tasks that should have been completed. (The inspector will send out a check list of these tasks beforehand.) The builder needs to demonstrate starting up, taxiing out, flight controls and brakes. Must verify that all instruments and placards are installed and labelled properly, including "Experimental" and Passenger Warning placards. The inspector will verify that all are operating and installed properly.
- b.v. Certification Phase: Airworthiness Certificate is given. Operating Limitations come with

this certificate. Inspector makes a logbook entry stating the airplanes' airworthiness and operating limitations.

Next condition inspection is due a year after plane is signed off by inspector. An A&P, certified repairman or the person who built the airplane can do the inspection. A new owner can do "preventative maintenance" as determined by FAR.

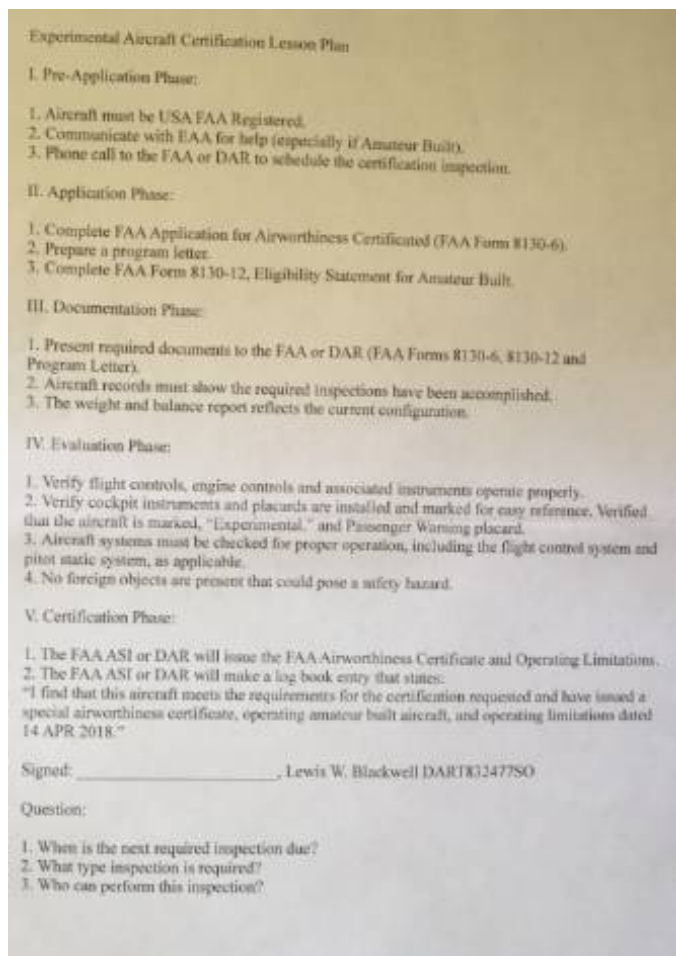
(NOTE: Again, these 5 stages should be read together with a copy of the "Experimental Aircraft Certification Lesson Plan" that is in this Newsletter.)

Thank you to Lewis for two very nice presentations! Congratulations, again, to Ray, and thanks so much for the information given to us concerning certifying ones experimental aircraft.

Finished up a little before noon, and hotdogs and hamburgers (cooked by Glen—Thank you!) were enjoyed inside at our meeting table. Good socializing was had by all.



Ray Ward
receiving
Wright Brothers Master Pilot Award
From
Lewis Blackwell



Experimental Aircraft Certification Lesson Plan

Young Eagles Corner

Roger Medlin
Young Eagles Coordinator

Last report was from theme of "High Flight", one part I left out was the, "**Hovering there, I've chased the shouting wind along and flung my eager craft through footless halls of air**". Now that sounds like an F16, F15, and a F14 Tomcat, which is one of my favorite fighter jets, by the way, or a F18 /A Hornet. It's that flung my eager craft that kind of describes a fast fighter jet. I guess when you look at child between the ages of 8 and 17 and about to experience the thrill of their first flight in a small airplane you see that eagerness on their face. Then you realize you just might be giving a young eagle an experience that will someday cause him or her to become a Navy Blue Angles, or an Air Force Thunderbird, or just a jet pilot that does just that, they are flung

in to the air by the speed and motion of a fighter jet. You know, you just never know what that kid seating in the right seat might just become.

Now on to the report of last month's Young Eagles, we flew eighteen young eagles and one eagle. Thanks to Jeff Grigg, Scott Winklerman, and his dad Peter for showing up and making a lot of Young Eagles grim from ear to ear. That's the experience we have when we give up a Saturday morning a month and help change a young person's life.

Our next mission will **be May 12th beginning at 08:30 at the Lowcountry Regional Airport** where we will hit the skies. We do have a few more planes and pilots, but to make sure you and your YE get to fly call and make sure you are on the schedule. Well there you have it. Look forward to seeing all you aviators and Young Eagles May the 12.

Upcoming Aviation Events

Ron Malec

(Editor's note: due to formatting problems, this the activity chart is shown on the last page of the newsletter)

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.

NTSB Issues New Safety Alert on Weight & Balance Calculations

The NTSB recently issued a new Safety Alert (SA-072) titled "Minding Weight, Maintaining Balance." The Alert states that between 2008 and 2016, the probable causes of 136 general aviation (GA) accidents were related to pilots improperly conducting preflight performance calculations for weight and balance or not conducting them at all. One-third of these accidents resulted in pilot and/or passenger deaths. Several accident examples described in the Alert show the diverse circumstances under which these types of accidents can happen.

Among the Alert's recommendations is for pilots to know their aircraft's limitations and the factors that can affect its performance. It also cautions pilots to conduct weight and balance calculations in accordance with the applicable aircraft flight manuals (AFM) to ensure that your aircraft is loaded within its weight and CG limits.

For more details, see the SA-072 here: www.nts.gov/safety/safety-alerts/Documents/SA-072.pdf. Also, see the accompanying 4-minute video here: <https://youtu.be/sts4PzyIOKg>.

Flight Service Transitions to Leidos Pilot Web Portal

The FAA will discontinue the Direct User Access Terminal Service (DUATS II) Program, effective May 16, 2018. Internet services, including access to weather and aeronautical information, flight plan filing and automated services will remain available at no charge to pilots at www.1800wxbrief.com.

To continue to receive free services, users are encouraged to register with www.1800wxbrief.com. Over the next 60 days, the FAA will work with current DUATS II providers on transition activities, including conducting pilot outreach, establishing commercial interfaces, and providing user migration assistance.

Please contact FAA Flight Service at our customer feedback website if you have any questions.

https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/contact_us/

Treasurer's Report

Glen Phelps

A total of \$78.00 was deposited to our account that represented dues from two members, and funds from the lunch “tip” jar. There were no “petty cash” disbursements. We had a total of \$123.80 in expenses, representing supplies for the lunch and the purchase of an additional headset for Young Eagle use. The cost of the headset was \$75.00 and we will receive a reimbursement from EAA because of our credits for the Young Eagle work.

The financial summary is as follows:

Beginning balance = \$1,081.35
Ending balance = \$1,135.55
Increase or (decrease) = (\$45.80)

Petty Cash

Beginning balance = \$79.06
Ending balance = \$79.06

A summary of the membership was given at the meeting as is recorded in the minutes. For those that read this and know that you have still not paid the dues for the year, you may do so and send you payment as indicated below.

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.

Dates	Event	Location
10-15 Apr 2018	Sun-n-Fun Expo	Lakeland Linder Regional Airport. FL (KLAL)
21 Apr 2018	Airport Day	Statesboro Bulloch County, GA (KTBR)
21 Apr 2018	Grass strip Foundation 9 th Annual Fly-In	Berg Park Aerodrome (Private), GA (9GA2)
28 Apr 2018	Charleston Air Expo	JB Charleston AFB, SC (KCHS)
28-29 Apr	Wings Over Myrtle Beach	Myrtle Beach International Airport, SC (KMYR)
04-06 May 2018	MCAS Cherry Point Air Show	MCAS Cherry Point, NC (KNKT)
12 May 2018	14 th Annual Wings & Wheels Air Festival	Fairfield County Airport, SC (KFWD)
19 May 2018	EAA 1167 Spring Fly-in	Conway Horry County Airport, SC (KHWY)
19-20 May 2018	Anderson Regional Air Show	Anderson Regional Airport, SC (KAND)
09 Jun 2018	NC Aviation Museum and Hall of Fame Fly-in	Asheboro Regional Airport, NC (KHBI)
07 Jul 2018	EAA 611 Cracker Fly-in	Lee Gilmer Memorial Airport, GA(KGVL)