

The FlyPaper

June 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 June 9. As always, if you can help with the Young Eagles flights, we would love to have you join the fun.

I'm sure most of you have used or heard of the safety acronym **IMSAFE**. As a reminder it stands for:

Illness – Is the pilot suffering from any illness or symptoms of an illness?

Mediation – Is the pilot currently taking any drugs (prescription or over-the-counter)?

Stress – is the pilot overly worried about other factors in his life? The psychological pressures of everyday living can be a powerful distraction and consequently performance.

Alcohol – (0.04 BAC, or any consumption in the past 8 hours.

Fatigue – Has the pilot had sufficient sleep and adequate nutrition?

Emotion – Has the pilot fully recovered from any extremely upsetting life events?

Another flight or general life related events acronym that I have found helpful is **P.A.C.E.** It works well in two crew operations or as a single pilot working with ATC in certain conditions i.e. weather starting to deteriorate below your personal minimums.

Probe – ask overhead questions that help to define what the other person is thinking or for additional information to fill in your situational awareness.

Acknowledge – Let the other person know or ATC etc. that you are either not comfortable with the current plan of action or behaviors exhibited.

Command – Verbally instruct the other individual or ATC to discontinue with the existing course of action as existing safety margins are unacceptable. With ATC, exercise your prerogative by declaring an emergency.

Execute – Take control of the situation and execute the required actions to achieve a safe state.

The P.A.C.E. method provides a good model to help escalate awareness in a graduated format to maintain situational awareness and overall flight safety. Years ago, I instructed my children on how to use this tool as an aid when dealing with adults and others.

Fly Safe,



Bill Grimes
President EAA 477



Upcoming Events

EAA477 Chapter meeting

June 6th. Young Eagles starting at 8:30

AM with the meeting starting at 11:00.

Chef Bruce Huffins will be doing lunch after the meeting.

South Carolina Breakfast Club:

The Breakfast club has a busy schedule with some special gatherings.

Members are encouraged to go to their website

<http://southcarolinabreakfastclub.com/>

To check out what is happening

Young Eagles Corner

Roger Medlin

Young Eagles Coordinator

This past May was the, “Take Flight Aviation Camp,” sponsored by the USC, Salkehatchie campus, here in Walterboro, SC. The EAA 477 and its pilots flew a total of 12 young eagles that were enrolled in the “Take Flight Aviation Camp.” Special thanks to Jeff Grigg, and Bill Grimes for taking time out of their Saturday and serving our chapter.

Young Eagle flights for June 9th will start around 0:800, with Pilot briefing at 0:730. Please call on Friday afternoon to confirm a place if you have a Young Eagle who wants to fly. Availability will be based on the weather and the number of planes and pilots will be flying that Saturday.

Attached are some pictures of the May YE flights. Keep those wings level and fly safe.



Upcoming Aviation Events

Ron Malec

Experimental Aircraft Certification Lesson Plan

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.

Your ADS-B Questions Answered: Get the Facts Here

Notice Number: NOTC7779

Q: Should I purchase an ADS-B transmitter that allows me to enter a call sign?

A: ADS-B transmitters may be purchased with or without the pilot changeable call sign feature. Most general aviation pilots use their aircraft registration (N number) as the call sign for ATC communications and filing flight plans. Commercial operators routinely use call signs that are not related to the aircraft registration but

relate to the activity of the operation (United, Delta, American, etc.). [14 CFR 91.227\(d\)\(8\)](#) specifically addresses call sign requirements.

If you always use your plane's registration number for air traffic control communication, you can use an ADS-B transmitter with a non-changeable call sign. If you're not sure, use the questions below to determine what kind of equipment you need.

If you answer yes to any of these questions, you need an ADS-B transmitter with a pilot-changeable call sign feature.

- Do you use an ICAO call sign to communicate with air traffic control? (e.g. DAL123)
- Do you use a local area call sign to communicate with air traffic control? (e.g. RDD123)
- Do you conduct commercial air taxi flights using a Tango November prefix for your ATC call sign?
- Do you conduct emergency medical transportation flights using a Lima November prefix for your ATC call sign?
- Do you conduct volunteer flights for organizations such as Angel Flight or Animal Rescue Flight and prefer to use their ICAO call sign (e.g. ARF223)?
- Does your flight planning company provide a unique call sign for privacy reasons?

For more information on Call Sign Mismatch, please refer to the previously published FAA Safety Briefing article: [What's in a Name? How to Avoid an ADS-B Call Sign Mismatch](#) (<https://spark.adobe.com/page/LSrPfAVXD2YH0/>)

FAAST Blast —Best Glide Speed, AMT ACS Draft Now Available

Notice Number: NOTC7782

Best Glide Speed

The General Aviation Joint Steering Committee (GAJSC) has determined that a significant number of general aviation fatalities could be avoided if pilots were better informed and trained in determining and flying their aircraft at the best glide speed while maneuvering to complete a forced landing. #FlySafe and download our fact sheet at <http://bit.ly/2rfMV9p> for more info. You can also watch a video of the presentation at: <https://youtu.be/dzK5xTAe2Z0>

AMT Airman Certification Standards Draft Document Now Available

The FAA is in the process of replacing the Aviation Mechanic General, Airframe, and Powerplant Practical Test Standards (PTS) with a single, more comprehensive, Aviation Maintenance Technician (AMT) Airman Certification Standards (ACS) document. The ACS will help provide a single set of standards for the AMT knowledge, oral, and practical tests and help applicants understand what they will need to know, consider, and do to earn an AMT certificate with Airframe and Powerplant ratings. A draft of the new AMT ACS is available at www.faa.gov/training_testing/testing/acs/media/amt_acs.pdf. Please provide comments to afs630comments@faa.gov by May 31, 2018. The final version of the AMT ACS is expected to be effective June 2020.

Recent Regulations and Guidelines

61-98D - Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check

Date Issued

April 30, 2018

Responsible Office

AFS-800

Description

This advisory circular (AC) provides information for certificated pilots and flight instructors to use in complying with the flight review required by Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.56 and the recent flight experience requirements of § 61.57.

This AC is directed to General Aviation (GA) pilots and flight instructors. This AC does not apply to training programs or proficiency checks conducted pursuant to 14 CFR part 121 or 135, nor to curriculums approved pursuant to 14 CFR part 142. Full flight simulators (FFS) and flight training devices (FTD) may not be used for logging airman experience or for any training, checking, or qualification credit unless

qualified and approved by the Administrator (§ 61.4). Additionally, a flight review cannot be accomplished in an FFS or FTD unless it is used in accordance with an approved course conducted by a training center certificated under part 142 (§ 61.56(i)(1)).

1) [AC 61-98D](#) (PDF, 759 KB)

(Newsletter Editor's note: Schedule of upcoming events is shown on the last page due to formatting problems.)

Newsletter Editor's Note

Glen Phelps

Actually, this is news to all of you, only because I have failed to get into the last two additions. In this time when we hear there are fewer aviation ratings being given, and when the pass rate of those seeking ratings are in the decline, it is important to recognize those that have sought and achieved advanced ratings.

In this respect, I would like to inform all of you that, **Brett Grooms has successfully completed his Instrument Rating**. Brett is a former member and officer of the chapter who resides on the far side of the Charleston area. This and his busy schedule have kept him from continuing as an active member. Congratulations to Brett for this accomplishment!

Just an Observation

Glen Phelps

Being the "Newsletter Editor" allows me to do some things that are easier for me, rather than those of you. Although, I am always looking for things to use in our monthly Flypaper. What I am going to write about DOES have an aviation part in it, so I do feel somewhat justified.

A little over a week ago, I was watching TV in a friend's house. The show was an edition of "Hawaii Five O", I think. Since I am not one to watch a lot of TV, I just don't keep up with this stuff. And this is one of the reasons why.

Seems the "good guys" are looking into the finding of dead bodies that appear to have been burned. At some point, they go into a room that has *three* bodies that are charred! Interesting thing is, there is no smoke damage to the room. As an engineer, I find this to be quite impossible, but it did make for a "gruesome" picture. But it is not aviation related, yet.

In a later scene, they come across the "bad guy", that is about to "torch" another victim. You see him douse the victim with what appears to be gasoline, then hold a match to the guy's face, taunting him before he is going to be torched. (I have had the experience too often where the vapor from gasoline carries the flame to the body of liquid. Must have been special gasoline.) But, enter the "good guys"! The bad guy runs out the door.

The good guys chase the bad guy into the "jungle" adjacent to the place they found the victim about to be torched. Unfortunately, the bad guy now has lit the whole jungle on fire and everyone seems to be trapped! Eventually, they find the bad guy and restrain him with what appeared to be tie wraps. Now they must find a way out of the burning inferno.

But luckily, they find a cabin to take shelter in. On entering, they use the faucet at the sink to get water to cool their faces and dampen the structure. And wouldn't you know it, the bad guy escapes! Oh, but our "hero" will chase him and catch him. But this leaves two "good guys" in the cabin.

OK, here comes the "aviation" link to all of this. The good guy realizes that he is trapped, and the bad guy has probably burned to death. But how is he to get out? Ah.....he hears a helicopter overhead! Yes, through all of the smoke and flames, he hails the pilot and is **SAVED**.

But what about our two that are trapped in the cabin that is now starting to burn! Oh, don't worry, our hero now returns FLYING THE SAME HILOCOPTER THAT SAVED HIM. (Man of too many talents.) Oh no, He does not have slings sufficient to get the two out, so he instructs them to put the slings under the cabin and connect them. They then enter the cabin. Our hero then lifts the entire cabin with friends inside out of the burning jungle!!!

This is done showing smoke belching from the turbine exhaust and the machine struggling to lift the cabin. Not to mention, there is only one joystick, and no collective. What a helicopter!

I wonder how many people were just awed by this trash! What a fake. But you know, some will believe it. I spent most of my time rolling on the floor in laughter.....

Treasurer's Report

Glen Phelps

Activity was minimal for the month. A check was written for \$59.22 to cover supplies for the lunch, which was not used, since the crowd was small. These can be used at the meeting on the 9th. Also note, that a reconciliation of the account was done, so the Beginning and ending balance show this number. (We have one check that is "outstanding" but the balance shows available funds assuming this check will get to the bank soon.)

The financial summary is as follows:

Beginning balance = \$2,337.15
Ending balance = \$2,277.93
Increase or (decrease) = (\$59.22)

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

I am encouraging anybody that still has not paid dues for the year to do so. Information for payment follows.

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.

Airshow and Fly-in Schedule

Dates	Event	Location
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)
03-09 Sep 2018	12 th Annual Triple Tree Fly-in	Triple Tree Aerodrome (SC00), Woodruff, SC