

The FlyPaper July 2018

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



Words From the President

It was great to see the turn out at the chapter meeting in June. Unfortunately the weather did not cooperate for the planned Young Eagles flights. A special thanks to James (Jim) Roberts (USAF) retired. Jim gave a great talk and provided some very interesting insights into flight safety from a pilot's psychological perspective. It was also interesting to learn more about the flight and mission characteristics of the C17. Thank you again to Jim for a job well done.

As you maybe aware, based on the usual summer heat wave in Walterboro, we have decided to suspend formalized Young Eagles Chapter sponsored flights in July and August and resume in September. Roger has indicated that individuals that desire a Young Eagle flight maybe accommodated if possible. Contact Roger for details.

I would like to extend a special thanks to all that help to make our chapter meetings a success; hats off to all that help with setup, grilling / food prep and cleanup. Your behind the scenes efforts do make a difference.

I look forward to seeing you all at the next EAA Chapter meeting on July 14th. As always, if you can help with the Young Eagles flights, we would love to have you join the fun.

Fly Safe,



Bill Grimes
President EAA 477



Upcoming Events

EAA477 Chapter meeting

July 14th. There will be no formal Young Eagle flights. Please see not in newsletter.

South Carolina Breakfast Club:

July 22nd Greenwood , SC
KGRD

Young Eagles Corner

Roger Medlin

Young Eagles Coordinator

Formal Young Eagle flights for the months of July and August are being suspended due the high probability of high temperatures. In the past we have found that flights during these months have been difficult for that reason. However, it is possible that last minute flights might be possible. Interested parties are encouraged to contact me at the airport, or my email address, which is posted on our website, eaa477.org

March Chapter Meeting Report

9 June 2018

1100 start time

11 in attendance

Minutes Taken by: Diana Belknap, Secretary

Jim Roberts was our guest speaker.

- Some of Jim's history: (He's had an amazing career!)
 - Over 45 years of flying, 6 years of teaching (C-17's and simulators).
 - 8000 hours of flying time with the Air Force.
 - Has flown 7 different types of aircraft (prop planes, jets, fighters).
 - Is currently teaching with simulators.
- Some general thoughts from Jim:
 - One can be nervous, even fearful, but if one's desire is bigger than that fear, then success is likely to occur.
 - When one gets confused, "get back to the basics". Also, relative thinking can be a killer, so "Get back to the basics", which always works. For example: Be safe, and get yourself back to the field. Don't let "things" get in the way. Just fly the plane.
 - Three stages of Flying: (the "3 F's")
 - Fear stage: Push through the fear. Make your desire bigger than the fear.
 - Fun stage:
 - Foolish stage: Too much confidence equals arrogance.
 - One is an Aviator when they can balance the "3 F's".
 - Every great take-off needs a great landing.
 - There are 3 elements that one needs in order to be successful at anything.
 - Head Knowledge: one needs to learn the basics of anything you are doing. Study the books.
 - Hand Skills: to do any job, one needs good hand skills. Whether one is a baker, dentist, or pilot, one needs their hands to be steady.
 - Confidence: Be willing to scrape your knee and not be so bothered by this. Have enough confidence to know when you shouldn't do something. (Too much confidence equals arrogance.)
 - Again, "back to the basics" always works!
- Some interesting facts from Jim:
 - The C-17 is a special plane.
 - It has four 40,000 lb. thrust engines.
 - Has great breaks.
 - Landing gear is as solid as can be. (Used to break a lot of the landing gear back in the day.)
 - 90% of the time, the jets are on auto pilot.
 - Slow speed in the C-17 is 122 knots.
 - Can take off with 585,000 lbs.
 - C-17 needs 3500' runway to land.
 - It needs 17 minutes to land safely.

Thank you to Jim for a really wonderful presentation! Very entertaining and educational!

Finished up around noon, and had hotdogs and hamburgers inside a different hanger than normal, due to airport repairs. Jim stayed around and socialized with many of us.

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.

Last month there was a short article on the interdiction of the new Aviation Maintenance Technician (AMT) Airman Certification Standards (ACS) document with an effective date of June 2020. This month I'm providing a link to an ACS Webinar that was held on 05 June 2018 to provide an overview of the changes made to the various ACS documents. That information is provided below.

Updates to ACS Now Posted

Notice Number: NOTC7830

On June 11, the FAA posted updates to several of the Airman Certification Standards, including the ACS for Private Pilot-Airplane, Instrument-Airplane, and Commercial Pilot-Airplane, as well as for the Remote Pilot-Small UAS certificate. Among some of the global changes were added language for part 68 (BasicMed), revised references to reflect the FAA's reorganization, and revisions to numerous tasks in all areas of operation to include more consistent element descriptions. A full list of revisions is provided in the Major Enhancements page of each ACS document. For more details, go to www.faa.gov/training_testing/testing/acs. You can also watch a recording of an ACS Webinar held on June 6, 2018 here: <https://youtu.be/AR38Mo4tyAM>.

Some more information on ADS-B

Your ADS-B Questions Answered: Get the Facts Here

Notice Number: NOTC7847

Question: I've heard differing explanations of where ADS-B will be required. Besides telling me, "it's where a transponder is required today," can you explain exactly where ADS-B "rule airspace" is located?

Answer: Title 14 Code of Federal Regulations (14 CFR) section 91.225 specifies the airspace in which ADS-B Out will be required after January 1, 2020. We often refer to it as "rule airspace." You can find the actual regulation here ([14 CFR 91.225](http://www.ecfr.gov/current/title-14/chapter-I/subchapter-G/part-91/subpart-B/section-91.225)) and you should familiarize yourself with its details.

The FAA also provides a Google Earth overlay that graphically depicts rule airspace to help you visualize where it is. This overlay is available at <https://www.faa.gov/nextgen/equipadsb/research/airspace/>. You can download the file to view on your personal computer. This should give you a good picture to determine whether you regularly fly in airspace where ADS-B will be required.

An easy way to identify ADS-B rule airspace while preflight planning, or while airborne, is to refer to a paper or electronic VFR sectional chart.

On the sectional, look for the magenta circles that depict class C airspace around large airports. Look for blue boundaries that depict the limits of class B airspace around the largest airports, and for those airports, a magenta circle depicting the Mode C veil. To fly in or above that airspace, you will need ADS-B Out.

If you fly anywhere over the 48 states at or above 10,000 feet mean sea level (MSL), except when below 2,500 above ground level (AGL), you'll be in "rule airspace."

In summary, ADS-B rule airspace is:

- in and above class B and C airspace,

- within the Mode C veil,
- in class A, and
- at or above 10,000 feet MSL, when in the lower 48 states.

Rule airspace also exists within a sliver of class E airspace from 3,000-10,000 feet MSL from the Gulf of Mexico coastline out to 12nm offshore.

This is just a simplified description of rule airspace. Be sure to refer to 14 CFR section 91.225 for the details. For more information, visit the Equip ADS-B website at www.faa.gov/nextgen/equipadsb/.

Safety Tip

Recently a RedStar Pilots Association member was injured while pulling the prop through on the first flight preflight... something that is done with all who own round motor aircraft. As always, the mag switches were visually checked (this guy is religious and dutiful about safety and preflight checks), but when the prop blade was moved through "one blade" the motor fired (once) and the prop struck the pilot's leg. The pilot sustained a deep app. 6-8 inch laceration to his upper right thigh. After first aid was administered locally, he was evacuated to the hospital where he received emergent care and surgery to repair the damage and close the wound. He spent the night in hospital and is now home mending.

He's going to be OK, thank goodness, but the take away from this safety message is... His preflight technique was the same technique he used for years and is overwhelming the technique used to check the mags. The mag switch was visually checked on preflight.

After first aid was administered and the pilot was taken to hospital, his wingman climbed onto the wing and checked the mag switch, he said it looked to be in the "0" or off position, but when he physically moved the switch he said it moved "just a hair" to the "0" position. So while the switch looked to be off it was actually slightly between the "0" and the "1" position.

The safety tip to take away is to physically check the mag switches to be fully in the "0" or off position before moving the prop. While the great majority of general / sport aviation pilots don't have round engines that need to be pulled through there is always the possibility with your aircraft sitting on the ramp that someone may come by and being curious pull on your aircraft's prop. If your mag switch is not fully in the 'O' / Off position then the same thing that happened here could happen to your airplane. **The safety tip to take away is to physically check the mag switches to be fully in the "0" or off position.**

Report on Brett Grooms F16 Ride

Glen Phelps

This is provided to inform all of you of the exceptional experience that Brett was honored to have last month. He will also be our speaker for the July meeting where he will speak more about the experience. While the actual flight was amazing, the preliminary work and post flight debriefing was a great experience too.

A few photos of Brett on this day follow. Please consider making a special trip to hear more about it at the July meeting.





Treasurer's Report

Glen Phelps

There were no expenditures or deposits made for the month. Actually, I was not at the last meeting and I understand there are funds from the last lunch that have not been deposited as yet. That will be taken care of following the July meeting and reported in the August newsletter.

The financial summary is as follows:

Beginning balance = \$2,277.93
Ending balance = \$2,277.93
Increase or (decrease) = 0

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.