



Words From the President

Thank you to all who were able to attend the July EAA chapter 477 meeting on July 14th. As you are probably aware, we will not be flying young Eagles in July and August but our chapter meetings will continue to be held. A special thanks goes out to Brett Grooms who was the guest speaker at the last meeting. The feedback that I received is that Brett did a great job in describing what it is like to ride as a passenger in an F16 (probably a dream that every pilot has). Brett also took the time to explain the ins and outs of the Civil Air Patrol. Many thanks again to Brett for offering his time to meet with our Chapter.

We look forward to seeing you at our August meeting on the 11th. If you had the chance to attend the Oshkosh fly in, we invite you to share your observations and experiences at our next chapter meeting.

Best Regards and Fly Safe,



Bill Grimes
President EAA 477



Upcoming Events

EAA477 Chapter meeting

August 11th meeting:

Young Eagle flights, briefing at 7:30
with flights beginning at 8:00

Meeting to follow at 11:00 with the
speaker Dough StPierre

South Carolina Breakfast Club:

Please use the following link
to access the latest in
scheduling:

<http://southcarolinabreakfastclub.com/2018-schedule>

Young Eagles Corner

Roger Medlin

Young Eagles Coordinator

Will it ever stop raining in the low country? That's been the consensus, "rain rain go away come again another day", words we would say when we were kids. That's been the kind of summer we have had at RBW and not many Young Eagles flights, a few here and there but not much flying. Doug St Perrier and I had any opportunity to fly a couple YE's on Friday, which I might add was exciting, seeing it had been a while since I last few any young eagles.

No worries the summer is slowly coming to an end and hopefully the rain will slow down and we can get on with business. The August meeting, which is on the 11th we will be flying the Navy Sea cadets from Charleston. There should be about 20, so we need planes and pilots and ground workers to come out and give us a hand. Also our October meeting should be a good one. The Boys Scouts of North Charleston will be here with lots of scouts to fly. To show their appreciation for our pilots and members they will be serving lunch. Mark your calendar for Saturday October 13th at RBW for EAA Young Eagle flights. More information will follow.

Well that should cover it for now. Hope to see at the August 11th meeting. Pilot briefing at 07:30, flights starting at 08:00, come and enjoy the excitement.

See you then!

March Chapter Meeting Report

14 July 2018

1100 start time

15 in attendance

Minutes Taken by: Diana Belknap, Secretary

Glen opened the meeting, since Bill (president) and Jeff (V.P.) were not in attendance.

- Lee Miller (our web master) will be updating our web site soon. Get any changes you think should happen to Lee.
- Ron discussed upcoming fly-ins and airshows:
 - On 25 July Beaufort, SC has its water festival and air show.
 - On the 21st of July, Charleston will have an air to sea demonstration located at the downtown waterfront.
 - On 24-25 August, Georgetown will be hosting a show from 10am-3pm.

Glen introduced our guest speaker, Brett Grooms, who will discuss his recent flight in an F-16.

- Brett is a glider pilot, as well. This as a result of loosing his prop on an ultralight he was flying.
- Joined "Pilots and Paws" so he could justify flying more often.
- Currently flies with the Civil Air Patrol (6 years) in the Ace Basin Squadron, where he escorts drones and coordinates F-16 intercepts.

Brett introduced his partner for the day, Al Spain, who is a Major in the squadron.

- Al has flown 747's, Mohawk's in the Air Force, and he helped start "Jet Blue."

Then Brett discussed his great opportunity in that F-16.

- Some fun facts about the F-16 "Fighting Falcon":
 - The F-16's that Brett works with come out of McIntire Air Base and carry some live ammo on board (up to 6 air-to-air missiles).
 - The F-16 came out in 1974, approximately 4600 were built, it is smaller than an F-15, and they are 15-19 million dollars a piece (which is relatively inexpensive for a fighter jet).
 - It is the first fighter jet to have a resting arm with a side stick which allows for more control when flying in high G maneuvers.
 - It is the first airplane to do 9G's!!
 - The F-16 has a special bubble canopy so one can look around with ease. It weighs 500-600

- lbs., and leaves the plane first when one ejects.
- The jet weighs 19,700 lbs. empty, and 37,500 lbs. when fully loaded.
- The jets' rate of climb is.....wait for it.....50,000 feet/minute!
- An F-16 cruises at around 500mph, but under certain conditions can reach Mach 2 (~1,552 mph).
- There are ~325 gallons of fuel in each of the 3 fuel tanks, and it uses roughly .7 miles/gallon.
- The US Air Force is no longer purchasing F-16's, however they are being built for 25 or so foreign militaries.
- The F-16 became the airplane of the Thunderbirds in the 1980's, and is the most popular fighter jet in the world.
- Some observations and the procedures Brett went through to prepare for his flight.
 - After a week of interception practices, Brett was given an opportunity to see what the other side looks and feels like with an incentive flight.
 - This entire time he found the process fascinating. Briefing and de-briefing were done very professionally.
 - With the tremendous amount going on in the pilot's seat of an F-16, Brett stressed to us pilots that it was very possible for them not to see us in our small aircrafts flying nearby, so we should always be on the lookout for them.
 - He was cleared for an altitude chamber. He knows that at 5'8" his heart rate goes up, O2 becomes limited and one takes shorter breaths.
 - He was fitted for a parachute and took parachute training. One can eject manually.
 - The cockpit is very tiny.
 - When they took off, they did an unrestricted climb, and when the afterburners kicked in Brett thought "This is awesome"!!
 - His G-suit worked well and was able to help him when feeling some of the G's force.
 - Brett got lots of stick time which he was very happy to log.
 - One only needs to move the stick ever so slightly to get it to respond.
 - Did an intercept, was in formation at one point, then had an air inspection.
 - Did aileron rolls, loops, and inverted flight.
 - Flew 1000' feet over houses, then climbed a vertical climb of 25,000'.
 - Brett was exhausted at the end of the flight. They flew for 1 ½ hours, and he was wooped!
 - He and the pilot were briefed (as is always done) about what went well and what did not. He found that everyone was very honest about mistakes that might have been made, and all were candid but fun in their interviewing and responding.
- Some things discussed in the Brief, and other discussions.
 - The F-16's can see what you are squawking.
 - Put on 121.5 for your #2 radio. It is very possible that the fighter will call you to check in.
 - Review the steps taken for government airplanes calling you down to the ground.
 - They will try to raise you, then they will shadow you with one aircraft above you and one below.
 - Then they will hang along your left wing and suddenly break in front of you and rock their wings to say "Follow me".
 - If you ever hear an ELT, please report it to ATC, ASAP.



Brett next to one of the newer additions to the Civil Air Patrol local fleet.



Glen introducing Brett, who is sitting in the back row before his presentation

Thank you to Brett for an exciting presentation, and for sharing your really great story with us!!

Finished up just after noon, and had hot dogs and hamburgers prepared by our own master chef, Bruce Huffines. We really appreciate what Bruce does so well for us.

Upcoming Aviation Events

Ron Malec

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.

FAA Adding New Weather Products to FIS-B (from FAAST Blast — Week of June 25, 2018 – July 01, 2018)

Pilots that are ADS-B In equipped will soon have access to new weather data in their cockpits over the 978-megahertz (MHz) Universal Access Transceiver link. This month, the FAA will begin broadcasting six new weather products: lightning strikes, turbulence, icing forecasts, cloud tops, graphical Airmen's Meteorological Information (AIRMET) and Center Weather Advisories. The new weather information will complement the original 13 "baseline" weather products — including Next Generation Weather Radar (NEXRAD) mosaics, winds aloft and terminal forecasts — in the Flight Information Services-Broadcast (FIS-B) feed. Pilots will have access to the new FIS-B products when their individual avionics are updated. The capability and availability will vary based on individual ADS-B avionics, so please refer to your avionics manufacturer for details. For more information on ADS-B services and benefits, go to www.faa.gov/nextgen/equipadsb/capabilities

New Runway Safety Pilot Simulator (from FAAST Blast — Week of July 09, 2018 – July 15, 2018)

The FAA's Runway Safety Group is pleased to offer a new online simulator tool that can help pilots brush up on their taxi techniques. This online simulator is an interactive, self-guided resource designed to assist with teaching pilots surface safety best practices. It gives pilots the opportunity to practice navigating on airport surfaces while communicating with ATC. There are three increasingly difficult scenarios that test a pilot's ability to follow ATC instructions and correctly acknowledge signs and markings at decision points while taxiing. Whether you're a student pilot or a seasoned aviator, try it today and see if you're cleared for departure: www.runwaysafetysimulator.com.

Some more information on ADS-B

Your ADS-B Questions Answered: Get the Facts Here

Notice Number: NOTC7911

Question: Last month a description of where ADS-B will be required after January 1, 2020. Ways were described identify the rule airspace specified in Title 14 Code of Federal Regulations (14 CFR) section 91.225. Does that mean that every aircraft in "rule airspace" will be equipped with ADS-B Out?

Answer: In general, the answer is yes, however there are exceptions.

Subparagraph (e) of section 91.225 states that "any aircraft that was not originally certificated with an electrical system, or that has not subsequently been certified with such a system installed, including balloons and gliders" does not need to equip with ADS-B Out.

There are a few restrictions as to where these aircraft can fly without ADS-B Out, but you may encounter gliders, balloons, or antique aircraft in rule airspace. A good example is gliders above 10,000 feet mean sea level.

There also could be aircraft with inoperative ADS-B equipment en route to a repair facility that may be authorized by ATC to operate within rule airspace.

The FAA provides an equipage decision tree, Google Earth airspace map, and other online decision tools to help pilots comply with their responsibility to know the equipment and operational requirements of the airspace <https://www.faa.gov/nextgen/equipadsb/research>.

You can find the actual regulation here ([14 CFR 91.225](#)) and you should familiarize yourself with its details. In particular, it is your responsibility to determine whether your aircraft is required to have ADS-B Out.

There is an important safety reason to know that not every aircraft will have ADS-B Out, as well. If you are equipped with ADS-B In, you already know the additional traffic situational awareness value it offers. What may be too easy to forget is that not every aircraft will have or needs to have ADS-B Out.

Avoid complacency. You should always view ADS-B In as an aid to your responsibility to see and avoid; it is not a replacement for it.

Airshow and Fly-in Schedule

Mark your calendars. On Friday / Saturday, 24/25 August Georgetown County Airport is hosting a National Aviation Celebration from 1000-1500 each day will include static displays of everything from World War II-era planes to cutting-edge business and modern military aircraft.

Treasurer's Report

Glen Phelps

A total of \$163.00 was deposited to the bank account. This represented \$50 from the lunch contributions in June, \$88 from the lunch contributions in July and \$25 for a new member for dues.

Petty cash was for reimbursement of lunch supplies and filling of the propane tank which totaled \$47.68

The financial summary is as follows:

Beginning balance = \$2,277.93
Ending balance = \$2,440.93
Increase or (decrease) = \$163.00

Petty Cash

Beginning balance = \$79.06
Ending balance = \$31.38

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.