



## Words From the President

It looks like summer is just about behind us for 2018. As you all know, I'm new to Walterboro, and in fact to South Carolina. I for one like them hot days of summer although it keeps the flying hours lower due to T-storms and low clouds.

I've been flying to other airports within 100NM just to get the feel of the area, and it is flat for sure. If any of you want to ride along let me know.

Our build airplane has only three names, so please if you can give only one session a month, we could use your help. More on that at the September meeting.

Our VP, Jeff found a very nice metal locker to store some of the chapters good stuff in. Thank you Jeff for your help. He and Roger are the keeper of the keys.

We are having a Young Eagles event on September 8<sup>th</sup>. Not sure how many will show up. After that, will be our meeting and some food.

Let's talk about where you all want the chapter to point for the future. I hope to see all of our members attend the next couple of meetings and if you have any friends who might like to see what we are doing, bring them along.

I'm hoping we can start a movie night or something along them lines and a build night for week days or weekends. We need to locate some place to do the build. "Without all of you, we can't fly far".

Elections for your next chapter leader will be soon and I have informed the Board that I am not available to hold that seat for the near future. I'll be a member and supporting the chapter as much as I'm able.

Hey!, I want all of you to be safe out there!



Doug St Pierre  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

September 8th 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*

The summer is finally coming to an end. September is upon us and cooler weather is on its way. Our Young Eagle flying pickup in August, with the Charleston Navy Sea Cadets coming to RBW. Thanks to Jeff Grigg, Doug St Pierre, Scott Winkelman, and yours truly for serving our future Navy personal. 17 young eagles experienced the thrill of flight, some for the first time. Good time serving our youth and seeing the program continue to grow.

On a special note, one of our past Young Eagles, who continued in the program, had his introductory flight with our number flight instructor, Todd Givens, of Ace Basin Aviation. Kirk Johnson on August 22 took his first flight as perspective aviator, and I understand he was a natural. Good luck to this sharp young man. I have attached a photo of Kirk flying with Todd. Good Job Kirk!

Well that should cover it for now. Keep those wings level and fly safe.



## **March Chapter Meeting Report**

*Recorded by Glen Phelps*

Doug St Pierre was our speaker, and told us a little bit about himself as he takes over temporary reins of the Chapter in Bill Grimes absence. (Bill is just having TOO much fun flying for Net Jets! (I'd be doing the same thing if I weren't too old.))

Doug is still the President of the Concord, NH chapter 1599, until they have someone steps to the plate this fall. So, kinda in abstinence as the old saying goes.

He is a USN vet, and owns a Piper Archer, (PA-28-181) which is hangered in Walterboro at this time. Having owed a very successful plumbing contracting business, he is the ultimate tinkerer, as this photo shows him “playing” with his plane.



Doug mentioned the storage cabinet in his remarks, and this is a picture of the “build committee”.



One of the things he wants to get going on is the building project. A plane donated to the Chapter by Kenneth Buckhalter. You will hear more about this in the near future.



Doug is a “no nonsense” kind of guy. No marathon meetings, just get to the point. Could be why he was successful in business. It is also why he has obtained a sponsorship from Century 21 and has worked to secure lunch donations from a local restaurant.

## ***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.

#### ***Telephone Information Briefing Service Sunset B (from FAAST Blast - Notice Number: NOTC7958 — Week of 06 August – 12 August 2018)***

Flight Service will eliminate the Telephone Information Briefing Service (TIBS) in the contiguous United States, effective September 13, 2018. Created in the early 1980s, TIBS is a continuous telephone recording of meteorological and aeronautical information that pilots can access, but which does not satisfy the requirement to become familiar with all available information prior to a flight (see Title 14 Code of Federal Regulations (14 CFR) [section 91.103](#)).

Today there are multiple sources available to pilots that provide weather and aeronautical information, often presented in an easier to understand graphical format. Pilots no longer need to call Flight Service to adhere to 14 CFR 91.103 and maintain awareness of weather and aeronautical information. See [1800wxbrief.com](http://1800wxbrief.com) to learn more about automated flight services.

#### ***Getting it Right in Maneuvering Flight from FAAST Blast - Notice Number: NOTC7958 — Week of 06 August – 12 August 2018)***

This is also the FAAST “Safer Skies Through Education” Topic of the Month

More than 25% of general aviation fatal accidents occur during the maneuvering phase of flight — turning, climbing, or descending close to the ground. The vast majority of these accidents involve buzzing attempts and stall/spin scenarios (half of which are while in the traffic pattern).

**Stalls/Spins** The majority of fatal stall/spin accidents occur at low altitudes, when recovery is unlikely. A pilot can stall an aircraft at any flight attitude and at any airspeed. Try practicing stalls, or approaches to stalls, at a

safe altitude with an experienced instructor. Remember that turns — either vertical (pull-ups) or horizontal — load the wings and increase the stall speed dramatically. A key antidote to maneuvering flight accidents in the pattern is being aware of stall/spin aerodynamics.

**Buzzing** Buzzing your friend's house to show off your piloting skills is never a good idea. It's reckless, and it may likely end in a violent angle-of-attack (AoA) stall. Buzzing is involved in 32 percent of maneuvering accidents, and they're usually fatal. It will not be the type of stall with minor altitude loss that you experienced in training.

For additional information on getting it right in maneuvering flight by checking out the #FlySafe fact sheet here: [bit.ly/2M8If1H](http://bit.ly/2M8If1H). You can also view an accompanying video here: [youtu.be/hd3J2sUvmwI](https://youtu.be/hd3J2sUvmwI)

There was no ADS-B information / Q&A provided by FAAST this month.

Here is an article from *AVweb* on steps being taken to lessen pilot practical exam delays.

## FAA Addresses Exam Delays

Kate O'Connor

The FAA will be making some major changes to address delays in pilot practical test scheduling reported by flight training providers across the country, according to the Flight School Association of North America (FSANA). A group led by FSANA met with senior FAA staff in Oklahoma City to discuss solutions to the testing delays last week. After the meeting, FSANA says it is confident that the policy and process changes discussed “will have immediate and future positive effects on airman practical test scheduling shortages.”

Reports gathered by the organization point to delays stemming from a decrease in the number of Designated Pilot Examiners (DPEs) in recent years and a [lack of examiner availability](#) in some locations. To address this, FSANA says changes to be implemented include removing geographic boundaries for DPEs, switching CFI practical test scheduling from Flight Standards District Offices (FSDOs) to DPEs authorized to give CFI exams, and replacing the National Examiner Board with a new National Appointment Process.

The changes also call for the development of a safety assurance system and FAA reviews of all delegation programs with some of these policy and process shifts scheduled to go into effect as early as September 2018. Furthermore, [FSANA says](#) that the FAA will be rolling out a new Designee Management System to be completed by April 2019 and will begin work on a FAR Part 183 rewrite. Part 183 covers “the requirements for designating private persons to act as representatives of the Administrator in examining, inspecting, and testing persons and aircraft for the purpose of issuing airman, operating, and aircraft certificates.”

*Until Next Month – Blue Skies*

### Airshow and Fly-in Schedule

- 1) 03-09 Sep -- 12<sup>th</sup> Annual Triple Tree Fly-in -- Triple Tree Aerodrome (SC00)
- 2) 20 Oct, 1000-1600 – Aerofest 2018 – EAA 242 Fund Raiser for Camp Kemo - Jim Hamilton/L B Owens Airport (KCUB)
- 3) 27 Oct, 0900-1500 -- EAA1167 Fall Fly-in – Conway-Horry County Airport (KHYW)

## **Treasurer's Report**

*Glen Phelps*

A total of \$291.00 was deposited to the account. This represented \$250 in sponsorship from Century 21 and \$41 in donations for lunch at the August meeting.

There were no petty cash transactions for the month.

The financial summary is as follows:

Beginning balance = \$2,440.93  
Ending balance = \$2,731.93  
Increase or (decrease) = \$291.00

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.