



## Words From the President

We had a great presentation last month by some very driven young pilots at Charleston Southern University. They were well spoken, smart and motivated. These men had a lot of obstacles to overcome, but they helped each other and love to spread the word about aviation. Most have their commercial license and or instrument rating. Some had Young Eagles flights, which for me, shows these flights do help kids get interested in flying. I wish them all the best in their aviation endeavors and am sure will reach their goals.

Speaking about Young Eagles, our chapter flew twelve children before the meeting. Thanks to Tommy and Roger for volunteering their time, talent, and planes to help fly these kids. And a big thank you to John, his sister and his mom, Johnnie, for stepping up to register the flights. It couldn't happen without you all. And thanks go out to our ground crew of Glen, Kris, and Jeff, keeping us all safe and running efficiently. Talking about Kris, I saw him and one of his Light Sport Planes displayed at the Charleston Airshow. It's a very sporty looking plane, with lots of room inside. It makes the Cessna 150 look like Henry Ford's Model T. Hopefully he obtained a few leads from prospective buyers.

We should have Chris Peterson, a local DPE and FAST Team presenter at this month's meeting. Most of us know Chris and he always does a good presentation. Keep in mind we are planning on a large Young Eagle Rally in June. Hope to see you all at the meeting.

John



John Stoll  
President EAA 477



## Upcoming Events

### EAA477 Chapter meeting

The May 11th meeting will be at 10:30 AM at the Walterboro Regional Airport conference room. The Young Eagles event as of this publication is on hold due to insufficient pilots. But, stay tuned, as there might be a possibility we will fly. The meeting will feature a presentation by Chris Peterson, FAA Fast Team.

### South Carolina Breakfast Club:

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

<http://southcarolinabreakfastclub.com/2021-schedule>

## **Young Eagles Report**

*Liz Birch*

*Young Eagles Coordinator*

On April 13<sup>th</sup> we were able to provide 12 young eagle flights prior to our monthly chapter meeting. Huge thank you to all volunteers, pilots and ground crew, that showed up early to help make this happen. I understand that we had some issues with the laptop not connecting to the internet so it made the check-in and certificate printing difficult. As a result of this, we will plan to use some of our young eagle credits in order to pay for a new laptop to ensure everything is working properly at our next rally.

Speaking of our next rally, it will be held on Saturday, June 8<sup>th</sup>, on International Young Eagle Day. As this is also the date of our regularly scheduled meeting, the same schedule will apply with pilot briefing at 8am and flying starting at 8:30am. As this rally takes place on a meeting day and we only have two hours of flying time available, the number of registration slots will be limited. Once I have a better idea of how many volunteers I will have available for the event, I will be able to open the registration up to more kids.

At this time I do have one possible group interested in organizing their own rally, but if you know of any others, please feel free to reach out to me.

Liz Birch

YE Coordinator

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## **Aviation Scholarship Program**

*Dow Sanderson*

I have asked our scholarship recipient to say a few words for this newsletter. His has given me the following for input.

My name is Jacob Kramer, and I am a college student at Charleston Southern University, majoring in Aerospace management and Minorng in Aerospace Studies.

I found my passion for aviation when I took my first ride on a commercial flight. I remember how scared I was to be in an airplane for the first time, but when the wheels left the runway, I knew what I wanted to do with my future career! I joined Ashley Ridge High School Air Force Junior Reserves Officer Training Corps to learn early leadership skills and look for any available aviation opportunities. I became the Drone team commander for 3 Years and received 2 Discovery flights with the Young Eagles and Boeing. After graduating high school, I registered for classes at CSU to further my education and my future career, which led me to join CSU's ROTC. After my second semester, I earned the You Can Fly scholarship, which started my path to becoming a private pilot. Earning the scholarship led me to CHS flight school. One of the owners gave me some info on a scholarship where I could earn a larger scholarship that would pay for the rest of my course. I immediately took the opportunity and won the scholarship. I am looking forward to the rest of this year, and hoping to compete for an Air Force Pilot Slot through ROTC.

Blue Skies!

Dow Sanderson,

Scholarship Chair

## March Meeting Summary

*Glen Phelps*

After having some troubles with the “hardware” used for the Young Eagle, we had a pretty good discussion regarding techy stuff and in fact, we have some pretty well informed people in the group. As a result of that we know we have to upgrade/replace some items, but will be ready for the next Young Eagles event.

I had asked Emmanuel Peterson to be the spokes person for our presentation, regarding young men that have gone on to aviation careers. He brought along with him four other former Young Eagles that are now well on their way in aviation careers. They were: Marcus, Jack, Jackson, Kirk and of course Emmanuel. (Sorry, a really poor picture....)



It was a real eyeopening experience. Each had a different story to tell, as you might expect. Each is taking a different approach to their career. But each benefited greatly from their Young Eagle experience! Not only was it a “first flight”, but additional flights that kept the fire going.

Jack is one in the group that is more interested in helicopters, and has chosen a path in civil aviation rather than military. Mark Smithdorf spent a lot of time after the meeting sharing his experience in helicopter flying.

So, for all that invest their time, talent and personal expense to support the Young Eagles programs, this is evidence that good things can and will happen with our efforts.

## Trip Report

*Dow Sanderson*

Here are a few pictures from our first Sun and Fun experience. We had tickets for Wednesday, when the weather was absolutely perfect. The morning was spent exploring the vintage and warbirds section. The neighborhood where we live in Charleston was an airfield in the 1940s. All the streets are named for aircraft of that era (Cessna, Piper, Stinson, Boeing, Beechcraft, Taylor, etc.). I was able to photograph a representative aircraft of each type except for Culver (which later became, Mooney, so I guess that covers it).



We bought the upgraded seating for the airshow which is SO worth it! A nice tent for shade, free water, food and other beverages for sale, and AIR CONDITIONED, CLEAN restrooms! Highly recommended. Thursday was a washout, with the airshow cancelled, so we ventured out to see Kermit Week's Fantasy of Flight. Only the old hangar is open these days, with just a fraction of his collection available to be seen, but it was still a nice visit, and the gift shop was very decent. I was sorry not to connect with other Chapter members who were there, but I suppose finding them in a crowd of 25,000 would have been a bit much to ask!



Blue skies,

Dow Sanderson

## **Trip Report**

*Glen Phelps*

I also went to Sun-n-Fun! I have gone many times over the years, starting somewhere around 1996. It has changed A LOT! Back then, I was dreaming of starting my own EAB (Experimental Amateur Built) plane. There was a lot of creativity around, particularly with power plants. One was the modification of the Mazda rotary engine for use in aircraft. That largely had disappeared. I only found this engine, which is a snowmobile engine modified for ultralights and the like.



But, there a couple of engines available for ultralights that were interesting.



Then there was a new (to me) engine, manufactured by MWFLY which really looks good and potentially a great competitor to the Rotax, (visit [WWW.MWFLY.AERO](http://WWW.MWFLY.AERO)),





Then there was a fully functional ultralight helicopter at Paradise City, (yeah, on the grounds, and part of SnF). I'm trying to get some more information on this. Maybe Mark and I could go together on one.....



As Dow pointed out, Thursday was a “rain out”, so we had to take shelter once, and did so in the FAA building where I earned some more Wings credits, by taking a course. I could say that the rain caused me to be creative and learn good stuff too. I really felt bad for the tent campers.....

I'll just interject here, that my daughter traveled with me so I didn't have to do all the driving myself. She has never been to something like this, so it was quite an experience for her. We stopped in the AOPA tent and used their “cool” camera device to take our pictures, which were texted to us. And no, we were not wearing sunglasses, it was a software program that could be used to make you look like all kinds of things, so, we were “conservative”.



Friday was a totally different experience. The weather was great! A couple of things happened as we got to vendors locations. We were just going in a tent that had all kinds of simulators, when a VERY low flying military type jet crossed overhead with the afterburner on. The noise and vibration set off a number of car security alarms! Once in the tent, I tried out a “jet” simulator. Don't now which it was, but I did not make a good showing of handling it! I didn't “crash”, but I am sure the landing gear should be inspected before flying again.

When we left the tent, we headed in the direction of the flight line. It was at this time, they were doing the “Tora Tora Tora” demonstration. Lindsey had never experienced this, but most of you know when the planes fly by the flight line, they set off pyrotechnics that mimic the explosion of bombs, lots of black smoke and orange flames. Lindsey thought at first that a plane had crashed, easy to get that impression. I will say, we felt the heat and concussion of the pyrotechnic.

After that demonstration, we saw the Super Constellation flyby. Couldn't get my phone/camera out quickly enough and also we were not near the flight line. Dow got a good picture, but I got “news” from the SnF center that had this [VIDEO](#). (Click on the word video to open) So, for those of you that read this on our “computer” device can just click on it and enjoy. I sent it to a good friend of mine, now 88 years of age, that was a Captain in the Navy Reserves and last flew the “Connie”.

Before heading back to the flight line, we roamed around in the nice weather. These are just a couple of photos I took. One is of the BD-5 plane. This is the jet powered version, but I have seen them powered by many types of engines, even motorcycle engines.



This picture is not an airplane, of course. It is a pristine Metropolitan, by Nash. Just couldn't pass the chance to get a picture. This was a real popular vehicle when I was in High School.



We went to the flight line area to see some of the Friday airshow. I had intended to upload a YouTube video of some of the show, but it was going to take more time to do, and this newsletter is late as it is. Nevertheless, I did get a couple more pictures of planes that you might enjoy.



It has been several years since I have attended SnF. It's still fantastic. Although, as I said, EAB is not what it was just a few years ago. I also found that the cost of everything has gone up a lot! But, it was enjoyable and I will probably go again, although, do a little more planning before doing so.

## ***Aviation Safety and Upcoming Events***

*Ron Malec*

*Aviation Safety News and Updates – May 2024*

*As a subscriber to the FAA Safety Team, Aviation Safety Magazine, and the NASA Aviation Reporting System 'CALLBACK' Newsletters, I will share Information and Updates that I believe will be beneficial to all members.*

### **General Information**

- 1) **Aviation Do Overs** – *CALLBACK* — From NASA's Aviation Safety Reporting System (ASRS) – Issue 529 – February 2024

Aviation is and always has been an enchanting and captivating endeavor. It tempts with the notion of perfection, but delivers counterfeits of imperfection, error, and tolerance, however small their magnitudes. Whether you are a professional or enthusiast and aviation is a vocation or avocation, perfection assumes roles of universal ambition and unachievable prize. It is a noble, worthy, seductive paradox that lures and hovers nearby, but always lurks just out of reach.

Aviation safety has improved dramatically over time, and we are proficient at the discipline, but we still err. We practice all manner of risk-reward analysis and Crew Resource Management (CRM). We develop amazing skills to find, trap, and prevent mistakes and to mitigate the hazards, threats, and errors that do sneak by. And yet, from time to time, each of us makes a decision, accomplishes a procedure, or takes an action that is somehow not our best performance.

In the February issue *CALLBACK* looked at incidents in which operators likely wished some actions or decisions were rescindable and could be done over. Examine the human and other contributing factors in each undesirable situation. Extrapolate what could have resulted, and humbly savor the lessons, which might feel closer to home than we all would like to admit. Here is one of the incidents. Additional "Aviation Do Over" incidents can be found at [ASRS CALLBACK Issue 529 - February 2024, Aviation Do-Overs \(nasa.gov\)](https://www.nasa.gov/ASRS-CALLBACK-Issue-529-February-2024-Aviation-Do-Overs)

## Part 91 – Observant, Proactive, Professional

This Bell BH47 examiner pilot observed a pilot in another aircraft experiencing multiple alleged proficiency issues. The proactive helicopter pilot may have averted a collision.

■ I was practicing in a Bell 47 helicopter with another flight instructor...at ZZZ airport. There was no other traffic at the airport.... We heard an aircraft report on the radio that they were entering the pattern for ZZZ1.... The same voice then stated that they were entering the pattern for ZZZ. I...did not feel comfortable taking off, because the [pilot] reporting inbound did not seem to know where [they were]. We advised on the CTAF frequency that we were conducting hover operations in the grass east of Runway Y. There was no response. It was then that I saw the Cessna 172 pass just north of Runway XX at approximately 500 to 700 feet. The Cessna pilot advised that [they were] entering the pattern for Runway Y. I thought this to be strange, as the wind favored Runway XX, and that was the longer runway.... I wanted to move away from the runway and remain on the ground as not to disturb the airflow for the obviously new pilot that was about to land. I hovered the helicopter to a point that was approximately 100 feet from the runway near the segmented circle for the windsock. I positioned the aircraft facing south so that we could watch the airplane approach and land. As the pilot did not seem to have very good control of the aircraft on final approach, I stated that if [the aircraft] were to come toward us, I would lift off from the ground and proceed toward the trees just to our east. It then appeared that the pilot suddenly noticed the set of wires that cross approximately 400 feet prior to the runway. The aircraft pitched up suddenly, apparently to avoid the wires, then dropped to the runway in a very uncontrolled state. After the first bounce on the runway, the aircraft drifted out of control to the east and onto the grass. The airplane continued out of control directly toward our aircraft. We lifted off just before the airplane continued directly through where we had just been stationary on the ground.... It then continued down the grass, swerving to avoid a runway edge light as it re-entered the runway. We contacted the flight club that owns the aircraft to advise them of the possible unsafe pilot and potential aircraft damage from the hard landing.

### EAA Webinars

- 2) **Slip Slidin' Away – All About Uncoordinated Flight** | Qualifies for FAA WINGS Credit  
*WEDNESDAY, MAY 8, AT 8 P.M. EDT*

In this FAA Safety Team WINGS award webinar, you will learn how to do forward and side slips, staying both uncoordinated and perfectly safe. Register at: [Slip Slidin' Away Webinar Registration](#)

- 3) **Minimally Invasive** | Qualifies for FAA WINGS and AMT Credit  
*WEDNESDAY, JUNE 5, AT 8 P.M. EDT* | Presenter: Mike Busch

Medicine has enthusiastically adopted minimally invasive procedures. Instead of biopsies, we do ultrasounds and MRIs. Instead of open surgery, we use laparoscopic and endoscopic procedures. In this webinar, maintenance expert Mike Busch A&P/IA makes the case that we should also be using minimally invasive methods in the maintenance of our aircraft. Register at: [Minimally Invasive Webinar Registration](#)

### Airshow and Fly-in Schedule

- 4) **2024 Airshows / Fly-ins**

- **25-26 May 2024** – Augusta Airshow, Augusta Regional Airport (KAGS), Augusta, GA
- **23-29 Sep 2024** – 17th Annual Triple Tree Fly-In, Triple Tree Aerodrome (SC00), Woodruff, SC
- **09-10 Nov 2024** – Warbirds Over Monroe, Charlotte-Monroe Executive Airport (KEQY), Monroe, NC

### Photos

- 5) **50th Sun-n-Fun Aerospace Expo, Lakeland Linder Regional Airport (KLAL)**



F-35A Lightning II



USAF Heritage Flight





**USN Legacy Flight**



**P-51D “The Little Witch” / “Mad Max”**



**USAF Thunderbirds Echelon Review**



**MIG-29UB – Polaris Ghost Squadron**

**6) JB Charleston Heros of Flight Airshow, Joint Base Charleston (KCHS), Charleston, SC**



**C-47A Skytrain “7H” | D-Day “Chalk 40”**



**C-17A Globemaster III**



**F-35B Lightning II**



**USAF Thunderbirds – Diamon Pass**



**B-29 Doc Restored History Tour, Georgetown County Airport (KGGE), Georgetown, SC**



**B-29 Super Fortress “Doc”**



**B-29 “Doc” / P-51D “Swamp Fox”**

**Until next month – Blue Skies - Stay Safe and Fly Safe**