



EAA Chapter 289

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Y14 location 47014 Great Planes Place, Tea, SD 57064

Chartered July 12, 1967



The Leader In Recreational Aviation

May 2022

Chapter 289 Newsletter Around the Patch

Flag hanging in Bruce Beecroft Hangar.



Around the Patch and now on Final

FLYING LATELY? Or just waiting for the WIND to pick up?. Note the gust front ROLL CLOUD of DIRT (Picture below). Arriving in SUFU at about 85 mph YIKES!

GREAT NEWS HERE our friends in the CLASSIC CAR club have co-ordinated with EAA 289 to have WINGS AND WHEELS again on AUGUST 20th at our PANCAKE breakfast!!! Seems LONG OVERDUE, FUN for EVERYONE.

ALSO remember in JUNE we're hosting the SD PILOTS ASSN. with pancakes on JUNE 18th, 2022. EXPECT a GREAT PROGRAM and STAY for LUNCH TOO.

Reminder to ALL MANY of our members will likely get to OSHKOSH for our Convention. HOWEVER Chapter 289 will NOT be sponsoring any group excursions THIS YEAR, everyone's on their own this year. I'm still hoping to get there for a day or two, and scheduling is challenging. S

Summer heat and storms ARE HERE. BE EXTRA CAREFUL OUT THERE. THANKS for YOUR FAITHFUL SUPPORT of 289 !
Bruce

Pictures or Information (articles)

EAA Chapter 289 would like pictures of members past or present projects or other information. These pictures will be displayed at Chapter building or posted on Chapter Website or published in Chapter Newsletter. This way we can showcase what the Chapter is all about. Please include a short story about the project.

E-mail to pethau@sio.midco.net

Or send to EAA 289, PO Box 89105, Sioux Falls, SD 57109



EAA Chapter 289, Lincoln County Airport, & Chapter Hangar Below Tea, SD



Roll Cloud of Dust about 5 pm Thursday May 12, 2022.



We want to sell as many ads as we can! Here's our pricing:

1/2 page, single issue	\$60.00
1/4 page, single issue	\$30.00
2" x 4" or 1" x 8", single issue	\$15.00
1" x 4", single issue	\$ 7.50

Any Member Ad for sale, for trade, etc. will run one or more issues for free ... and it does not need to relate to aviation! This is a member benefit—please use it ... 1 x 4 size.



Dr. Zachary Beecroft, DDS
605-271-9330
www.firstclassdentalcare.com
6703 S. Louise Ave, Sioux Falls, SD 57108 (Just south of Lewis Drug)

Advertising

- Call on your suppliers, insurance carriers, usual shopping store, etc.
- Inform them of prices
- Get Ad info information
- Collect ad price
- Turn into Editor

We want to sell _____

We want to trade _____

We'll give away _____



"Making Everyday Special"
1006 W. 5th St., Canton SD 57013
605-987-4420.

289 Facebook Link: <https://www.facebook.com/ea289/>
289 Website link: <https://chapters.eaa.org/ea289>
CAP Lobos Facebook: <https://www.facebook.com/lincolncap/>



Air Traffic westside of Tea, SD

PLEASE NOTE:
Our Chapter accepts donations of old batteries for recycling as a fund raising activity. You can drop them off on the 'castered pallet' in the Southwest corner of our hangar. Please help us out!



Batteries + Bulbs WE FIX IT 605/362-1050

April 16, 2022 Lincoln County Airport Fly-in Breakfast

Morning started off with sunny clear blue skies along with light winds. It was still downright cold out. This was Chapter 289 first Pancake Breakfast of the year at the Y14 hangar. There was couple fly-in Pilots along the usual drive-in crowd.



Left: Crowd
Right: Taking off
Y14



Think &
Fly



Left: Taking Off
Right: Landing Y14



Aviation Quote

There are **rules** and there are **laws**:

The **rules** are made by men who think that they know how to fly your airplane better than you.

The **laws** (of physics) were ordained by God.

You can and sometimes should suspend the **rules**, but you can never suspend the **laws**.

Unknown Source

Young Eagles Volunteer Pilot background check



EAA.org website then Youth & Young Adult menu. Pull down and click on "Free Young Eagles Flights".

Page down to "**Because a Volunteer Pilot**" click for next page.

Click on 2. Complete EAA's Youth Protection Training and background check

Next page will be **EAA Youth Protection Policy and Program.**

Just follow instructions to complete Background check.

Any Questions call Steve Christensen 605-207-0317

Crow Creek Young Eagles Day

On April 23, 2004, eight aircraft and about 20 members of EAA Chapter 289 departed for Chamberlain to give Young Eagle rides to students at the Crow Creek Indian School at Fort Thompson.

The group were guests of the school at the Lodestar Motel and Casino. Transportation to the motel and meals were provided by the school.

While more kids were expected, 48 Young Eagles were flown at Chamberlain and, in a side trip by Ron Keenihan, four more

were given rides at Pierre.

The weather was nice and the flight up the east bank of the Missouri, crossing at Fort Thompson, and back down the west bank was scenic. Everyone but Ron Keenihan made it back about a half-hour before the rains hit Sioux Falls.

Those who made the trip were:

Steve Thompson and John McNeil in an A36 Bonanza, Kelly Cawthorn and DK Koller in a Baron 58, Ron Keenihan in a

Piper Archer, Dave Curl in a Cessna 182, Scott, Paula, and Paige Heim in a Cessna 172, Al and Barb Bucholz and daughter and friend in a Cessna Cardinal, Comet Haroldson in a Piper Archer, and Ed Ludtke in a Vans RV-6A. Dan and Mary Jane Gilbert and their two sons also made the trip. Chuck Skogland flew out Saturday morning in a Vanguards RV-3 and left some smoke trails in the sky over Chamberlain.

Thanks to DK Koller for taking a bunch of nice photos, including these.



Ed Ludtke - RV-6A



Kelly Cawthorn - Beech Baron 58



Comet Haroldson - Piper Archer



Ron Keenihan - Piper Archer



Steve Thompson - Beech Bonanza A36



Dave Curl - Cessna 182



Scott Heim - Cessna 172



Paige Heim works on the computer printing Young Eagle Certificates



No picture of the Cardinal but here are the Bucholz's having dinner at the Lodestar casino

OFF-AIRPORT LANDINGS

Safety Tip from Dale Knuth

Winter is coming to an end and spring starts to roll into summer, I always get the fever for more off airport landings. The days start to become longer, and the land usually starts to dry out and firm up. With that thought of adventure for off airport landings comes my usual process of thinking; SAFETY! Let's start with the FAA description of and airport:

14 CFR 1.1:

Airport means an area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.

So, what we are talking about is a place that is an alfalfa field, pasture, riverbank or sandbar, mountainous backcountry strips or any cleared land. "Remember to have permission from the land-owner before landing!"

Here are a few very good safety techniques and procedures to improve the safety of off-airport operations. Pilots should receive training on those techniques and procedures from a qualified and experienced flight instructor if you are not familiar with this type of operations.

Off-airport operations can be extremely rewarding and enjoyable. Operating off-airport requires high performance from pilot and aircraft and acquiring the knowledge and experience to conduct these operations safely takes time. Learning and practicing off-airport techniques under the supervision of an experienced flight instructor will not only make you safer, but also save you time and expense. Once you've acquired off airport skills you must use them continuously or you'll lose them. Regular practice is essential to staying at the top of your game.

Evaluate your landing area. Make as many passes as necessary at different levels before attempting a landing and don't land unless you're sure you have enough room to take off.

High Level: Circle the area from different directions to determine the best possible landing site in the vicinity. Check the wind direction and speed using pools of water, drift of the plane, branches, grass, dust, smoke, etc. Observe the landing approach and departure zone for obstructions such as trees or high terrain.

Intermediate Level: Make a pass in both directions along either side of the landing zone to check for obstructions and runway length. Check for rock size. Note the location of the touchdown area and roll-out area. Associate landmarks with your landing area, to have a good sight picture to be used on final approach. Early morning or late afternoon sun casts shadows that yield the best conditions for determining rock size and landing conditions. Similar to ski flying with an overcast sky condition, landing areas are very difficult to evaluate without shadows.

Low Level: Make a pass to check for cuts in gravel, rocks, dips, bumps, etc., that can't be seen from directly above. It is important to be at an angle to the runway, not above it. Certain light conditions can make a bad site seem good. Check and double check any area not used before, or locations that have had high water since the last landing. Make another pass and roll one tire for a few feet to get a feel for the landing surface. **Each pass should result in you becoming more comfortable with your chosen landing area. If you are becoming less comfortable, abandon the site and seek a more suitable landing area.**

Approach: Maintain a normal approach speed and no more than climb flaps until established on the final approach. Do not cut the final short. Make a stabilized short field approach, long enough to capture the landing zone site picture. Evaluate your approach and departure path before you commit to landing and ensure that you have a safe escape path in case you need to go around. Align the approach to the runway, add full flaps, and slow to 1.3 V_{so}.

Landing: Maintain manufacturer's recommended speed or no more than 1.3 V_{so} all of the way to the touchdown unless wind gusts require more speed. Excessive speed on final will compromise short field landing performance. **If you can't land within one airplane length of your selected touch down spot – Go Around - and try an approach again.**

Touchdown: Touch down in a tail-low attitude one aircraft length beyond the threshold. Reduce all power at the time the wheels touch the ground.

Take-Off: Use the short or soft field techniques as listed in the aircraft flight manual. Climb straight ahead when possible, using the best angle of climb until all obstacles are cleared, then continue as normal.

1 FAA 14CFR1.1

2 OFF AIRPORT OPS GUIDE, Alaskan Region FAASteam. www.FAA.gov/Go/FlyAlaska

EAA Chapter 289
47014 Great Planes Place
Lincoln County Airport
Tea, SD 57064

TO:

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PO Box 89105
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Crowd Fly-n Breakfast 4-16-2022

Newsletter send by E-mail
If you want to get Newsletter by E-mail to help us save on some printing and postage cost. Please e-mail chapter at pethau@sio.mkidco.net with your name & e-mail address.

EAA 289 Pancake Breakfast &
Board of Directors meeting 8 am
June 18, 2022
July 16, 2022
August 20, 2022

Membership Dues
In EAA 289
\$25.00/yr
Life Member
\$250



Taking off Y14 4-9-2022