





EAA Chapter 289
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 Chartered July 12, 1967


 September 2022

Chapter 289 Newsletter

Around the Patch

Flag hanging in Bruce Beecroft Hangar.



Around the Patch and now on Final

HOWDY 289ers Thanks for making our Wings and Wheels event last month a great success. NICE DAY, TURNOUT, PLANES, CARS, ALL GOOD. We also had some kids sign up for flights and a couple have been completed!!!

HOT summer isn't over BUT our days are shorter and SKOOL is ON. We hope we're getting back to something normal.

Our next Pancake breakfast is Saturday September 17th. So prepare your APPETITE, enjoy a nice family event BEFORE you fly SOUTH for winter.

Seems like some of our teenagers are finding out how GREAT it is to FLY and are getting into flight training. 289 support plays a very important role in their MOTIVATION. WOW!!!

THANKS for YOUR HELP. BRUCE B

Pictures or Information (articles)

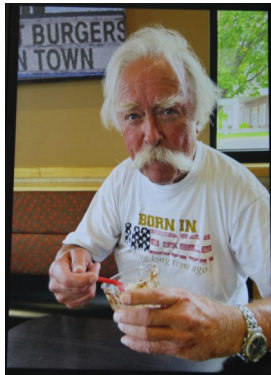
EAA Chapter 289 would like pictures of members past or present projects or other information. These pictures will be displayed at Chapter building or posted on Chapter Website or published in Chapter Newsletter. This way we can showcase what the Chapter is all about. Please include a short story about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

E-mail to pethau@sio.midco.net
 Or send to EAA 289, PO Box 89105, Sioux Falls, SD 57109



Left: Blue Angels break.

Right: Flying Freight is easy work. Says Harry, age 31!



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



Left: Right Base Leg for 32 at Platte, SD.

Right: 1970 Movie Airport



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 _____



L-4 at Dakota L-Birds Hangar

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!



"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/>



Batteries + Bulbs WE FIX IT 605/362-1050

August 20, 2022 Wings & Wheels Event Lincoln County Airport

Morning started to be cloudy. Then about 8:30 it became partly cloudy with blue sky. It was great day for flying. About 50 cars were on display just outside the hangar along with members hangar tours. There couple fly-in pilots along with one of biggest crowds every for a pancake breakfast. Young Eagles were not offered due to safety consideration of such a big crowd.



Left: Crowd.

Right: L-Birds
from Dakota

L-Birds



Left: 1934 Packard Eight owned by Larry Snuttjer.

Right: 1956 Chev Nomad owned by Ron Roe



Left & Right:
Car display
and Crowd



Left: 1950 Chev owned by Craig Leao. *Right:* 1955 Chev.

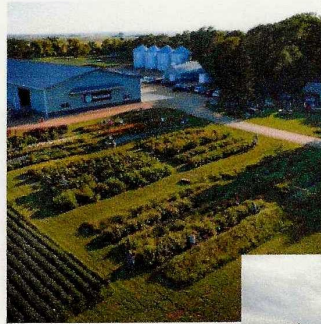


Fleurish Flower Farm

47663 SD Hwy 50
Elk Point, SD 57025
605.675.0111

- Mile west Richland, SD
- 2200' x 90'
- Elevation 1150'
- CTAF 122.75
- Call as "HeckSeeds Traffic"

Fly or drive in any Tuesday or Sunday evening
5pm-Dark until frost closes our season.



Overheard

Flying to Long Island's Republic Airport (KFRG) one dark night, heavy rain appeared out of the what appeared to be a clear sky.

To break up the boredom on what had been a very quiet frequency for quite some time. I said, "**Hey, where did all this rain come from?**"

An unknown voice forced into an unnaturally deep tone come back from some other aircraft "**From God, son, from God!**"

From Don Berman, Reno, Nevada

YRAA

The Stits SA-2A Sky Baby was a homebuilt aircraft designed for the challenge of claiming the title of "The World's Smallest".



Design and development

The Sky Baby was designed by Ray Stits and built with Bob Starr as a follow-on to the Stits Junior midget racer. The aircraft is an enclosed single engine negative staggered cantilevered biplane with conventional landing gear. The fuselage is constructed of welded steel tubing with aircraft fabric covering. The upper wings have flaps, the lower wings have ailerons. Most aircraft use a flat firewall between the engine and pilot's feet, the Skybaby is configured with the pilot sitting with the engine close to the lap, and rudder pedals located under the oil sump toward the front of the cowling.^[2] The powerplant was a sourced from an ERCO Ercoupe, modified with water injection to produce 112 hp (84 kW).

The aircraft was eventually donated to the National Air and Space Museum for display. Ray Stits was a mechanic and Second World War fighter pilot, but claimed he was not an engineer. He went on to develop several home-built designs, including the Stits SA-3A Playboy, which would be the basis for the VanGrunsven RV-1 and thousands of Van's Aircraft.

The Sky Baby was on display at the EAA Airventure Museum in Oshkosh, Wisconsin on loan from the National Air and Space Museum. Sky Baby has since been returned to the Steven F. Udvar-Hazy Center of the National Air and Space Museum.

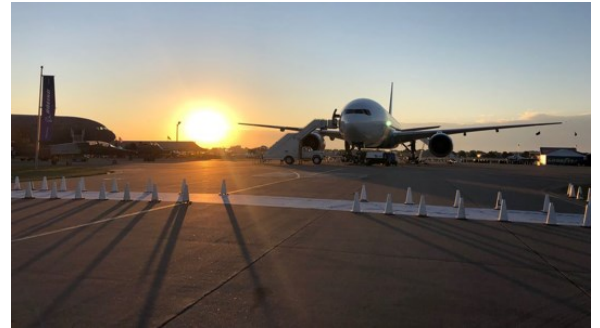
Further Information at: https://en.wikipedia.org/wiki/Stits_SA-2A_Sky_Baby



AirVenture 2022

Left: C-17

Right: Sunrise



Quote to live by

Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute. Unknown

Dakota L-Birds is a collection of WWII, Korean War, and Vietnam War era aircraft on display and under restoration at the Lincoln Co. Airport (Y14) in Tea, S.D.



Dakota L-Birds acquired the airplanes from the Rappe Family in Ipswich, SD. They had been stored in a hanger for over 10 years and were in need of attention. L-Birds formed a **non-profit organization SDHAPE (see below)** and started restoring the aircraft 6 years ago. They now have 6 members and 3 flying aircraft. (L-4, L-16 and L-2 aircraft).

Original members are: Bryan Brost, Brian Neeves, Craig Hagen, Bruce Eide, and Lyle Chapin along with Chris Lidel and Darren Chester.

Dakota L-Birds are aviation enthusiasts that like fabric **tailwheel aircraft**.

<https://www.facebook.com/dakotalbirds>

South Dakota Historical Aviation Preservation and Education Society

SDHAPE's Mission:

The South Dakota Historical Aviation Preservation and Education Society is a non-profit organization whose mission is the restoration and preservation of World War II and Korean War aircraft as well as the education of future generations about the aircraft and the people who flew them.

A **liaison aircraft L-Bird** (also called an army cooperation aircraft) is a small, usually unarmed aircraft primarily used by military forces for artillery observation or transporting commanders and messages. The concept developed before World War II and included also battlefield reconnaissance, air ambulance, column control, light cargo delivery and similar duties. Able to operate from small, unimproved fields under primitive conditions, with STOL capabilities, most liaison aircraft were developed from, or were later used as general aviation aircraft. Both fixed-wing aircraft and helicopters can perform liaison duties.

Further information at:

https://en.wikipedia.org/wiki/Liaison_aircraft.



Bryan Brost w/ L-4

Dakota L-Birds Facebook <https://www.facebook.com/dakotalbirds>

Liaison Aircraft Further information at: https://en.wikipedia.org/wiki/Liaison_aircraft

Click or Copy-Paste-Click for above links

EAA Chapter 289
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Lincoln County Airport
Tea, SD 57064

TO:

Mailing Address:
PO Box 89105
Sioux Falls, SD 57109



Crowd W & W Breakfast 8-20-2022

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
September 17, 2022
October 15, 2022

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



L-2 at Dakota L-Birds Hangar

Safety Tip

from Dale Knuth

21 Fatal Crashes of August, 2022, and five fatal GA crashes all occurred within the last 7 days August 29 - September 4, 2022.

Advanced Qualification Program (AQP) / Annual Flight Review (AFR)

So...What exactly is an AQP AFR?

The airlines and most 135 operators of large aircraft operate their own training and testing (all simulator based) under a program called AQP, or Advanced Qualifications Program. Under AQP, each airline gets to decide what to train, and what is on the oral, and what is on the check ride! This is an amazing difference between GA and AIRLINES! These are not check rides like you have ever seen before. The airline record is impressive, as they now train and check all the possible scenarios (called maneuvers) known to be problematic over the course of time.

Over the next few newsletters, I will be republishing details of the topics listed below

General Aviation Fatal Accidents: Possible Scenarios

Controls still working at Impact(C-Fit) Controls Not Working At Impact(U-FIT)

- | | |
|-------------------------------------|-------------------------------------|
| 1. SD -D | 11. LOTOT |
| 2. SD - N | 12. Loss Of speed Awareness |
| 3. I-IMC ATO | 13. VMC Roll over |
| 4. U-IMC ATO | 14. Mid-Air Collision |
| 5. Buzzing/ACRO | 15. IN Flight Icing |
| 6. Mishandling ABN | 16. Messed Up Go-Round |
| 7. Terrain Collision | 17. Failed FLT Control System |
| 8. Loss Of AHRS in FLT | 18. Rejected Takeoff (RTO) |
| 9. Non-Stabilized Appch | 19. Seat Slides Back |
| 10. <i>Intentionally left blank</i> | 20. <i>Intentionally left blank</i> |

All of these flights can therefore broadly be placed in one of two buckets:

1. Uncontrolled flight into terrain (the earth) which is U-FIT (commonly referred to as LOC-I, Loss of control in-flight, by the NTSB)
 - In U-FIT, (LOC-I) the aircraft is not responsive to flight control inputs due to lack of airflow over them.
 2. Controlled flight into terrain (the earth) which is C-FIT
 - In C-FIT, the aircraft is responsive to flight control inputs right up until impact.
- SD is spatial disorientation, day (D) or night (N)
 - I-IMC ATO is intentional IMC after takeoff (i.e. a departing IFR flight)
 - U-IMC ATO is unintentional IMC after takeoff (a surprised VFR pilot rotating up into IMC)
 - Vmc Roll over is Min controllable airspeed LOC-I due to one engine inop on a twin. LOTOT - twin

Being aware of the problem and practicing and reviewing in advance will cause drastic improvement in the outcome.

1. C_FIT: SD_DCONTROLLED FLIGHT INTO TERRAIN: SPATIAL DISORIENTATION - DAY

This happens when an IFR rated or non IFR rated pilot gets disoriented during day flight. This is usually, but not necessarily in IMC conditions. The scenario is the result of either intentional or unintentional flight into these confusing conditions. Regardless of the intent or not, the common scenario is simply a deteriorating and ultimate loss of distinguishable outside horizon

(earth) using visual cues. Most often this is associated with flying into clouds, but not necessarily. Flying near rain, over desolate land or over water could initiate the disorientation. The human mind is often set on “eyes outside” for reference data, as in what is level and what is not. The matter can often be complicated by ATC contact and ATC instruction that is a constant reminder to a pilot already disoriented to “Maintain VFR” This is almost a direct order from the FAA to keep looking outside the aircraft (includes airplane or helicopter) and maintain visual reference. Once this reference is gone, the resulting track of the aircraft is often a large swooping spiral known as a death spiral, or graveyard spiral of ever tightening radius as the pilot is flying by seat of the pants feeling and disregarding instruments. Most commonly, this ever-tightening circle is performed to the left. The aircraft typically hits the ground very steep and at a very high speed. In error, the NTSB often makes reference to this type of accident as a loss of airplane control or LOC-I inflight accident. Loss of control implies that the controls were not working properly at the time of impact. Most SD fatal crashes occur where the controls were in fact performing perfectly, and the aircraft was perfectly controllable even though the pilot positioned those controls improperly due to undue influences. Most SD fatal crashes are specifically “not” U-FIT or loss of control, but rather C-FIT.

SOLUTION: When conditions become marginal, and before the situation deteriorates too far, confess your actual situation to ATC and declare an emergency. Your PIC emergency authority becomes a status and you are granted an instant temporary IFR rating, and you are LEGAL to be in the clouds! If you have any kind of view limiting device, put it on and concentrate solely on keeping wings level and DO NOT look outside! Much like blinders on

a horse or mule, a view limiting device is calming and eliminates scary stuff from your view. A view limiting device eliminates the sensation of rush of cloud and moisture streaming past your window from your view. It's like not looking down while on a tall ladder. Wearing a view limiting device in flight is NOT normally legal, but once you declare an emergency, use any and all tools available to you in order to survive the encounter. You did all of your primary training wearing a view limiting device and you did just fine in keeping the craft level at that time. This is no different. When ATC says to “maintain VFR” reply to them: “Negative, unable to maintain VFR, I am emergency aircraft, request all available assistance.” When ATC gives you instructions, try to separate out turns and climbs. If a climb is required, accomplish that before a turn if able. Confess to ATC your actual situation and IFR skill level. If you are issued a turn, do it very slowly with full concentration on that panel. DO NOT attempt to look outside until you are very sure that you are back in VMC conditions.

If you are not in contact with ATC use all resources to point the aircraft towards where you came from, or towards better weather. **You have got to be very careful and do things very slowly during this time. Do not look away from that panel for more than a second. This procedure is critical to your survival.** Practice this with a safety pilot or your CFI until you are an expert at it. SD-D and SD-N is one of the highest repeat causes of fatal accidents in GA. Normally chances of survival are not very high for a pilot in these conditions regardless of the skill level of the pilot. SD happens best when you are not ready for it.