



EAA Chapter 289

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Chartered July 12, 1967



The Leader In Recreational Aviation

January 2023

## Chapter 289 Newsletter Around the Patch

Flag hanging in Bruce Beecroft Hangar.



### Around the Patch and now on Final

**HAPPY NEW YEAR 289ers!** Being optimistic, we can hope that maybe HALF the winter is over OR perhaps maybe the heaviest snowfall could be behind us at least our daytime hours REALLY ARE INCREASING!

We've had a few DIE-HARD coffee talkers showing up on Wednesday mornings at 10-11. Topics of discussion include aviation news, mishaps, technology, building, and of course solving world problems!

Our super smart snowbirds are scattered FAR and WIDE, having picked a good winter to FY SOUTH. While CHAPTER 289 sort of hibernates this winter, projects make baby step progress, and our LOYAL MEMBERS YOU need a NICE REMINDER that our annual dues \$25 are being collected in JANUARY. So we can GIT-ER-DONE. THANKS 289!

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](mailto:pethau@sio.midco.net)

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



Airbus A330 over Lincoln County



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



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/>



Plane on display, Air National Guard Base, Sioux Falls

**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





## December 17, 2022 Lincoln County Airport

It was cold morning with sunny-blue sky and temp 7. Doing the week, it was stormy with rain and snow throughout the state. Next fly-in breakfast will take place in couple months.



*Left:* Snow drifts along parking area  
*Right:* Hangar Area Y-14



*Left:* Snow drifting along street  
*Right:* Open area E of airport



### AirVenture Dates

2023: July 24 - July 30

2024: July 22 - July 28

2025: July 21 - July 27



Think &  
Fly

The **Airbus A300-600ST (Super Transporter)**, or **Beluga**, is a version of the standard A300-600 wide-body airliner modified to carry aircraft parts and outsized cargo. It received the official name of *Super Transporter* early on; however, the name *Beluga*, a whale it resembles, gained popularity and has since been officially adopted. Its replacement, the BelugaXL, entered service in January 2020.



to carry aircraft parts and outsized cargo. It received the official name of *Super Transporter* early on; however, the name *Beluga*, a whale it resembles, gained popularity and has since been officially adopted. Its replacement, the BelugaXL, entered service in January 2020.

The main deck cargo volume of the Beluga is greater than that of the C-5 Galaxy or the Antonov An-124 but still smaller than Antonov An-225. However, it is restricted by cargo-weight capacity of 47 tonnes, compared to 122.5 tonnes for the C-5 Galaxy and 150 tonnes for the An-124.<sup>[9][17]</sup> Despite this width, the Beluga cannot carry most fuselage parts of the Airbus A380, which are instead normally transported by ship and road. The Beluga has been used to transport some A380 components.

Further Information at: [https://en.wikipedia.org/wiki/Airbus\\_Beluga](https://en.wikipedia.org/wiki/Airbus_Beluga)

### Safety Tip by Dale Knuth

Over the next few newsletters, I will be republishing details of the topics listed below. This month's topic is #2

General Aviation Fatal Accidents: Possible Scenarios

Controls still working at Impact(C-Fit)

Controls Not Working At Impact(U-FIT)

SD -D

**SD – N**

**I-IMC ATO**

U-IMC ATO

Buzzing/ACRO

Mishandling ABN

Terrain Collision

Loss Of AHRS in FLT

Non-Stabilized Appch

*Intentionally left blank*

11. LOTOT

12. Loss Of speed Awareness

13. VMC Roll over

14. Mid-Air Collision

15. IN Flight Icing

16. Messed Up Go-Round

17. Failed FLT Control System

18. Rejected Takeoff (RTO)

19. Seat Slides Back

20. *Intentionally left blank*

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

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.

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.**

### 3. C – FIT: I- IMC ATO

#### **CONTROLLED FLIGHT INTO TERRAIN: INTENTIONAL IMC AFTER TAKE OFF**

This happens when an instrument rated pilot files an IFR flight plan and receives a proper clearance and is fully briefed and expecting IMC conditions after takeoff. For whatever reasons, the pilot in this case becomes distracted, overloaded, or disoriented immediately after liftoff. The wreckage is typically found just off the end of the departure runway, within a few miles of the departure airport. In error, the NTSB often makes reference to this accident type as a loss of airplane control as a LOC-I or Loss of Control in-flight 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. In the first 1000 feet of climb, pay very close attention to aircraft control and consider the delay in accomplishing the following items until you are sure that you can manage an additional task:

- Flaps up

- Contact departure

- Ident

- Boost pump off

- Landing light off

- Check in with departure

- Reduce power

- Set new assigned altitude

- Set new assigned heading

**Safety Tip Continues on page 5**



### Safety Tip continued

It is appropriate to add the words *Single Pilot IFR* to your callsign to alert ATC that you do not wish to be overloaded after takeoff. This is similar to using Student Pilot after your call sign when learning to fly. You can also ask for both runway heading and a higher initial altitude before takeoff. Sometimes ATC can make a quick call and approve either or both of these for you so that you are not dealing with both a level off and a turn immediately after takeoff. Last, you can use your voice and let ATC know that this is a very low IMC departure and you desire excellent handling. This is like asking for a sterile cockpit from ATC. Ask them to leave you alone until you get your craft stabilized. Most all ATC are highly experienced and very eager to help if you will tell them exactly how to help you. Most of all, aviate before you navigate, navigate before you communicate. Once you communicate, you have opened up the floodgates for ATC workload and they are going to load you up with more tasks. Take your time. ATC has overloaded many pilots within the first mile after takeoff from a class D airport and it is totally not necessary to sacrifice aircraft control. The Cheyenne crash in Louisiana went from liftoff to impact point in less than two miles. During the takeoff phase, be able to find the gear handle via feel while keeping your eyes on the ADI. *Up Simba, Up Simba* or similar phrases are good self-reminders to say to yourself while you keep that nose up and climbing properly. Set the pitch first via ADI and then make slight pitch refinements using airspeed information. If you have an autopilot, consider bringing it on line as soon as speed, altitude, and limitations allow.

**SOLUTION:** Get with your CFI, or a favorite safety pilot and rehearse this scenario. Get good at prioritizing your workload. File an IFR flight plan from a controlled field so that you can practice picking up your clearance, using *Single Pilot IFR* in your call sign, and asking for a sterile cockpit after takeoff. Try asking for higher initial altitude and runway heading and see if the controllers will make that call for you and work out an easier clearance. Sometimes they can, sometimes they cannot. Practice being super diligent on that ADI during takeoff and immediately after takeoff. DO NOT let anything distract you from your primary job. This is an absolute killer category and ATC is a major contributing factor in many cases. This is your life. Slow down and ask for help. Do not rush to accomplish tasks ahead of aircraft control. Practice this routine every time you fly IFR.

### F-22 Demo Team schedule includes Oshkosh



The [U.S. Air Force's F-22 Demo team](#) announced its 2023 schedule at this week's International Council of Air Shows (ICAS) convention in Las Vegas, and EAA AirVenture Oshkosh is among the appearance locations listed. According to the schedule, the F-22 team is scheduled to be in Oshkosh on July 27-30, the final four days of AirVenture 2023.

Along with the solo F-22 demos, the team participates in the U.S. Air Force Heritage Flight program. This program is extremely popular with Oshkosh air show crowds, as it matches current military fighter jets with vintage warbirds from World War II and other eras.

The F-22 team is stationed with the 1st Fighter Wing at Joint Base Langley-Eustis in Hampton, Virginia. In March 2007, the team participated in its debut air show at Tyndall Air Force Base. Since then, the team has performed more than 250 demonstrations across the world. From EAA.ORG



*In instrument flying one peek at the ground is worth a thousand crosschecks.*

*Thunderstorms and ice are just like being pregnant - there is no such thing as just a little.*



**Rules of Aviation Rule 5-6**

**From YRAA Fly-lines**

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Lincoln County Airport  
Tea, SD 57064

TO:

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PO Box 89105  
Sioux Falls, SD 57109



Christmas Light, McCroory Gardens,  
Brookings, SD 12-9-22

**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.midco.net](mailto:pethau@sio.midco.net) with your name & e-mail address.

EAA 289 Pancake Breakfast &  
Board of Directors meeting 8 am  
**No Breakfasts until Spring 2023**

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



Snowy view Cliff Ave left and Smithfield's in background 12-11-22