





EAA Chapter 289  
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 Chartered July 12, 1967

  
 November 2022

## Chapter 289 Newsletter Around the Patch

Flag hanging in Bruce Beecroft Hangar.



**Around the Patch and now on Final**

**MANY of our 289ers ARE VETERANS!!!** We HEARTILY SALUTE YOU !! VETERANS DAY ALONE often seems like NOT ENOUGH THANKS to our VETERANS. WE NEVER FORGET.

COLD AIR MASSES are now upon us, so some of our members wander warmer, and many of us hunker down for the duration. 289 group activities also slow down till SPRING. WE DO HAVE a regular coffee get together at 289 hangar at 10 on Wednesday mornings that's open to ALL.

OUR die-hard builders are continuing their dedicated work on new projects. the SPIRIT of AVIATION moves forward one day at a time! HAPPY THANKSGIVING 289ers and THANKS for your support! 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.

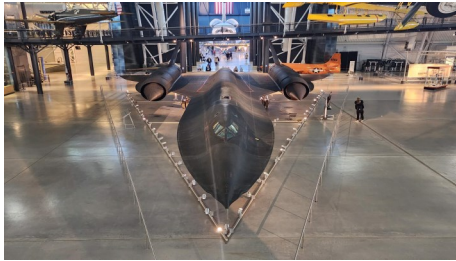
E-mail to [pethau@sio.midco.net](mailto:pethau@sio.midco.net)  
 Or send to EAA 289, PO Box 89105, Sioux Falls, SD 57109



**Left:** Concorde at UDVAR-HAZY  
**Right:** Bancroft Hall US Naval Acd.



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



**Above:** Lockheed SR71  
**Left:** T38 super sonic trainer



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.



**FIRST CLASS**  
**DENTAL CARE**

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 \_\_\_\_\_



Wind Turbine Farm being constructed N of Beaver Creek, MN

### 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



## October 15, 2022 Lincoln County Airport Fly-in Breakfast

Day started out chilly and cloudy with nice sunrise. Afternoon turned out to be partly cloudy with blue sky. There were couple fly-in pilots along with good drive-in crowd.



*Left:* Crowd.

*Right:* Plane  
Taking off Y14



*Left:* Taking off Y14

*Right:* Landing



## Altavair to Lease Converted Airbus A330-300 Freighters to Amazon Air

Altavair L.P. has announced the signing of an agreement by which it will lease ten Airbus A330-300 jets to Amazon Air. Subject aircraft will be delivered following their conversion to freighters by Elbe Flugzeugwerke GmbH—a joint venture between ST Engineering Aerospace and Airbus. The aircraft are owned by funds and accounts managed by KKR, with Altavair brokering the deal and acting as lease servicer.

The first of the A330 freighters are slated to enter service with Amazon Air in late 2023.

From Aero-News Network

**During the 3-1/2 years of World War II** that started with the Japanese bombing of Pearl Harbor in December of 1941 and ended with the surrender of Germany and Japan in 1945, **"We the People of the U.S.A."** produced the following:

22 aircraft carriers	8 battleships	48 cruisers
349 destroyers	420 destroyer escorts	203 submarines
34 million tons of merchant ships		100,000 fighter aircraft
98,000 bombers		24,000 transport aircraft
58,000 training aircraft	93,000 tanks	257,000 artillery pieces
105,000 mortars	3,000,000 machine guns	2,500,000 military trucks

We put 16.1 million men in uniform in the various armed services, invaded Africa, invaded Sicily and Italy, won the battle for the Atlantic, planned and executed D-Day, marched across the Pacific and Europe, developed the atomic bomb and, ultimately, conquered Japan and Germany.

Source unknown

## 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)

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| 1. SD -D                            | 11. LOTOT                           |
| <b>2. SD - N</b>                    | 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.**

## 2. C – FIT: SD-N

### **CONTROLLED FLIGHT INTO TERRAIN: SPATIAL DISORIENTATION - NIGHT**

This happens when an IFR rated or non IFR rated pilot gets disoriented during night 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 the "seat of the pants" feeling and disregarding the 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 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 due to undue influences. Most SD fatal crashes are specifically not U-FIT or loss of control, but rather C-FIT.

## Safety tips continue

**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 binders on a horse or mule, a view limiting device is calming and eliminates scary stuff from your view.

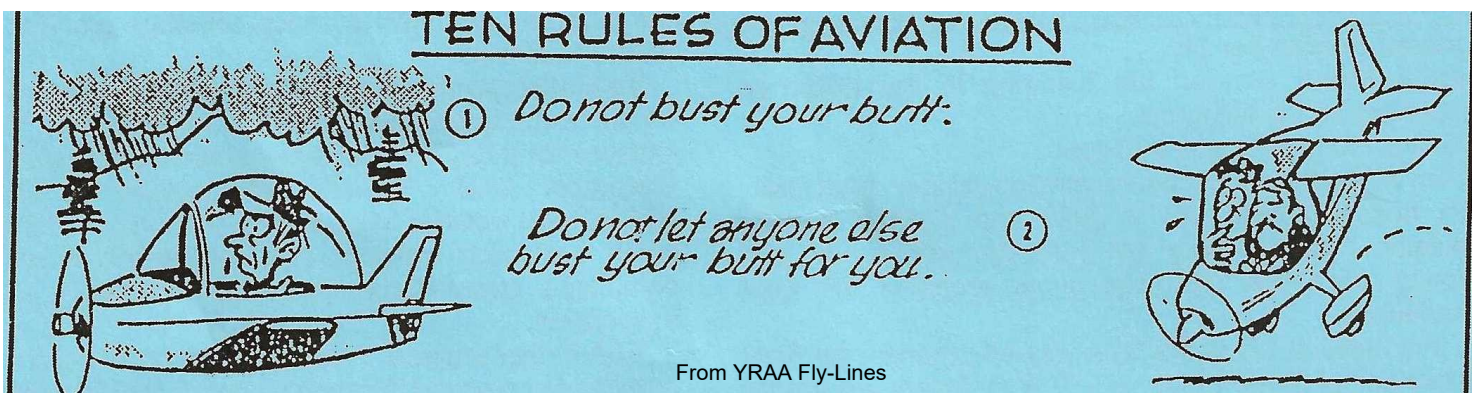
A view limiting device eliminates the sensation of rush of cloud and moisture streaming past your window from your view. It's like not looking down while on a tall ladder. Wearing a view limiting device in flight is

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.

**SAMPLE ACCIDENT REPORT:** The pilot's failure to maintain control of the airplane during a descent over water at night, which was a result of spatial disorientation. Factors in the accident were haze and the dark night. The accident report may be accessed through the aviation synopses page on the NTSB website. The NTSB accident number is NYC99MA178.



AirVenture 2022





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Crowd 10-15-2022

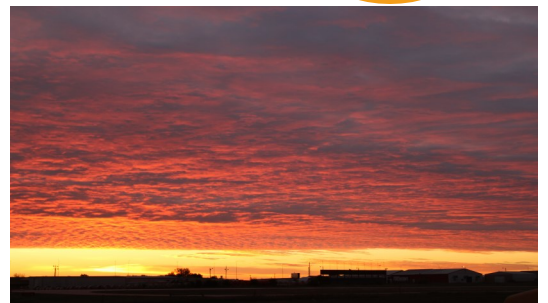
### Newsletter send by E-mail

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



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

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



Sunrise 10-15-2022