

Black Creek Aeronautical Society

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EAA Chapter 1058 Newsletter

June 2005

For membership information in the Experimental Aircraft Association:

For Local Information,

Call (843) 857-0750 or

Visit <http://www.pdn.net/ea>

1083 Hartsville Airport Road, Hartsville, SC 29550

For National Information,

Call (800) 564-6322 or

Visit <http://www.eaa.org>

Young Eagles Rally Volunteers



L to R: Back Row: Don Neuner, Andy, Phil Hart, Cam Morris, John McLaurin, Bobby White – CFII, Jesse Allred, Robert Redfearn, David Dunsmore, Richard Reaves, Ben Brotherton – Newsletter Editor, Mary Buchner, Bill Varn, Donna Bailey, David Hayes, Jeanne Rudick – Young Eagles Coordinator, David Rudick, Ray Butters, Barry and Jo Schneidman.

Front Row: Alex Yarborough – ASN Volunteer & CFI, David Horak, Paul Alexander – CFII, Cheryl Parnell, Alan Rudick, Young Eagle Friend, Barbara White, Bill Perry – Secretary/Treasurer, Lee Gardner.

A Special Thanks goes to all the folks who came out and helped that did not make it in the picture above. Your help was greatly appreciated.

A Special Thanks goes to M&M Document Center in Florence. They provide printing services for our Newsletters and they look great.

President's Message

Well, I don't know what to say. I believe the Young Eagle Day was such a great success that I don't know where to begin. To start off with, we flew 69 kids on Saturday. We had enough pilots that it was not a great burden on anyone. There was so much help and cooperation from members as well as volunteers that the entire day was just super. This is the biggest turnout of members for an event that I have ever seen. We had a registration area, a ground school area, a flight area, a craft area, a certificate area and a food area. We also had enough people to very adequately support all of these areas. My heart felt thanks to all who made this day so wonderful. Thank you for all the donations of time, food, equipment, and money. Oh, speaking of money, we also made a little over \$200.00 selling hot dogs, drinks, chips and spaghetti. Well, not too much spaghetti, it was a little hot for that. This money will be used to help pay the local match for the airport improvements.



Some of the local scenery around Hartsville, SC.

Lest we rest too much on our laurels, let us move on to the next challenge. The meeting for June will NOT be an eating meeting, so come at the regular time of 7:00 PM. We will discuss the good, the bad, and the ugly of our Young Eagle event. Check out the Young Eagles column for more details.

Thanks,

*Linda Yarborough
President, EAA 1058
n3589s@aol.com*



Lee Gardner and a plane full of Young Eagles.

Letter From The Editor

What can I say, Young Eagles Day was a great success! One of the best parts of the day was to see members out being a part of EAA that we don't see very often at our events. We are working on more events to get our members together and do some traveling. Come out to our Meeting on Thursday night and give us some suggestions of places to go together.

We have been expanding the newsletter to have more sections and I really appreciate the contributions of our members to the newsletter. Please send me stories or items to include in the newsletter.

*Ben Brotherton
Newsletter Editor, EAA 1058
ben@pdn.net*

Black Creek Travelers Report

We were so busy this month with the Young Eagles day at our home airport, that none of us had time to travel this month. Check us out next month when we get out and enjoy our world.

Young Eagles Corner

WOW! And double WOW!!! Our prayers were answered for pretty weather and what a SUCCESSFUL YOUNG EAGLES RALLY we had on Saturday, June 11th. All of you were just super and the event would not have been a success without ALL of your support and help—members, volunteers, Pepsi Cola, The Sign Zone, and especially the support from the City!!!

Sixty-nine (69) completed applications have been submitted to the Young Eagles Office to be entered in the World's Largest Logbook. Due to the numbers flown across the world on June 11, it will probably be mid- to late- July before our Young Eagles names will appear in the Logbook.

Feedback has been great—from volunteers, from Young Eagles' parents, and especially from the press. Both *The Messenger* and *The Florence Morning News* had great articles with pictures after the event.

And I must tell you about an experience I had on Saturday night. I talked Hubby Dave into going to a restaurant in Florence for dinner after the event. As we were waiting for our order to be served up (at one of the popular seafood restaurants), I noticed a table of about 10 folk sitting across from us. A couple of the folk looked familiar and I then realized that one of the children at the table was one of the Young Eagles that I had flown earlier in the day. I went over to speak with them, and would you believe, the Young Eagle still wore his "boarding pass"!!

Yesterday at lunch at Carolina Pines, one of the employees whose child we flew volunteered a donation for a piece of equipment for us to use in the future and then went on to tell me about her family's boating adventure on Sunday after the event and how every time a plane flew over, they watched to see if it was the one in which her family had flown!



Jeanne Rudick keeping us all flying straight.

Folks, we'll probably never know the impact we have made on these Young Eagles' lives--from the young lady who plans to sign up for the Air Force in the very near future to the fellow at the restaurant. You were ABSOLUTELY TERRIFIC!!! And, I don't have the exact \$\$\$, but I believe food sales will contribute about \$200 to the Airport Renovation Project!!

If, in the future, you know of a special group of folk who would be interested in a Young Eagle flight, please let me have the info and I'll try my best to get a flight set up for them. For example, we flew a boy scout from one of the local Hartsville groups on the 11th and his Dad, who is one of the scout leaders, is exploring the possibility of the entire group working on their aviation badge with a flight as part of the experience. And if you as an individual pilot fly one or more Young Eagles, please let me know so that we can keep a tally for the entire Chapter! I would love to see our Chapter fly 200+ Young Eagles this year!! What do you think? Can we make this happen??

Again, THANKS AND DOUBLE THANKS! For everything!!!

*Written by Jeanne Rudick
Young Eagle Coordinator, EAA 1058
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Latest Technology



The **Universal Access Transceiver (UAT)** is a radio datalink system supporting broadcast services— Automatic Dependent Surveillance-Broadcast (ADS-B), Traffic Information Service (TIS-B) and Flight Information Service (FIS-B). The UAT datalink is a remote-mounted radio that provides this communication capability between aircraft and the ground.

The UAT datalink is currently being developed by Garmin for development and support of Free Flight Concepts. Originally developed at the MITRE Corporation (a Federally funded Research and Development Center sponsored by the FAA) to evaluate a datalink architecture that could meet aviation's needs in a cost-effective manner.

The UAT supports two types of messages. The first is broadcast transmissions from aircraft, supporting aircraft-to-aircraft or aircraft-to-ground surveillance applications. These include position reports, velocity vector, intent, and other relevant information about the aircraft. This type of transmission is referred to as Automatic Dependent Surveillance-Broadcast mode (ADS-B). Aircraft in the same airspace will be able to "see" each other through ADS-B, providing immediate benefits.



Garmin MX20 GPS with Chart Display

The second type of transmission supported by UAT is the uplink broadcast of information from fixed-ground stations. Potential services that can be supported with this uplink capability are listed below:

- Weather broadcasts and aeronautical information (e.g., status information on airports, nav aids, special-use airspace, and uncharted obstacles), referred to as Flight Information Services - Broadcast mode (FIS-B)
- Traffic information broadcasts derived from ground-based radar systems referred to as Traffic Information Services - Broadcast mode (TIS-B)

The UAT was designed to be a transceiver that is simple, robust, and able to operate in a consistent manner in any airspace density or on the airport surface. To meet this objective, the design employs a single frequency with a bandwidth of approximately 1.5 MHz. The UAT will transmit and receive on the same frequency to allow full aircraft-to-aircraft connectivity for ADS-B. To keep channel management simple and robust, all aircraft will access the channel autonomously and without the need for centralized ground control.

Garmin has received STC for the UAT datalink installed in Part 25 aircraft. The UAT holds much promise as a cost-effective solution to bring these technologies to the General Aviation pilot.

*Copied from Garmin Web Page
<http://www.garmin.com>*

Upcoming Events

June 30 – Our June EAA Meeting. Join us at 7pm at the Hanger in Hartsville where we will be reviewing our June 11th Young Eagles Day. Please attend and help us review what worked and what is needed to improve our programs. No meal is planned for this meeting.

July 17 – Breakfast club at Owens Field (CUB) in Columbia. Not too far away and worth the ride to help out our neighbors just up the road.