

Black Creek Aeronautical Society

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EAA Chapter 1058 Newsletter

November 2006

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>

President's Message

Greetings to all. We had a good meeting in October. Thanks to all who attended. November's meeting will be on the usual date, November 28th.

The nominating committee has met and has nominated a slate of officers for next year. They are: President, Jesse Allred, Vice President and newsletter editor, Ben Brotherton, Secretary/Treasurer, David Dunsmore, Young Eagle Coordinator, Jeannie Rudick.

We will vote on this slate of officers and any other nominations at our November meeting. You must be present to vote.

We are planning a trip to Oshkosh for next summer. If anyone wants to go, let me know and we will try to give you the information on the dorm rooms at the University of Wisconsin, campgrounds and anything else of importance. Dorm rooms must be applied for very early as they go fast. They have a very nice cafeteria just across the street from the dorms and also provide bus transportation to and from the Fly In for a very small fee. The Fly-In is at the end of July.

This is my last newsletter as your president. Thank you for the opportunity to serve the chapter. I enjoyed my two years. I know you will continue to have some exciting new ideas and leadership from the next president. I know everyone will continue to support the chapter and the new officers.

Linda Yarborough
President, EAA 1058
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Letter From The Editor

I have been doing a lot of right-seat airplane riding lately helping a couple of folks with their instrument ratings. Since I have my instrument rating, I highly recommend this to everyone who does much cross country flying. It sure helps out in a pinch. Check out my story later in this issue.

I will be sending out a newsletter in December with the details for the Banquet in January, but there is no EAA meeting in December.

Our chapter needs to get events put on the calendar of upcoming things going on. I have looked at all the posted websites (EAA, AOPA, EAA242, etc...) and there is very few events listed for South Carolina flying destinations for the upcoming year. We need to get some things going on and get the public interested in the great adventure we all share.

Please send me your ideas for things to do in the upcoming months. I would like to get together a fly-out maybe to Myrtle Beach to see one of the Christmas shows down there. I am looking for maybe a Sunday afternoon show if possible due to my wife's work schedule. Please let me know if you are interested in this and I will bring it up at the meeting on Tuesday night.

Ben Brotherton
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An Instrument Flying Adventure

I had the opportunity on Wednesday before Thanksgiving to take a long cross country trip to the other side of Huntsville, Alabama. My partner David and I took the 172 out of Florence to take a couple of friends over and drop them off for the holidays. The plane was pretty full so we decided on about ½ tanks of fuel to make up the difference. This gave us about 3 hours in the air and a safe margin for our travels. One of our passengers had only been in an airplane one time before and that was about a week ago when I flew him and his wife to North Myrtle Beach for dinner to get them used to the airplane.

The first 2 hours flying out to Greenville/Spartanburg was solid instrument conditions but mostly smooth air. After takeoff into 800 foot ceilings here in Florence, approach tells me they are not receiving my transponder. They clear me to continue and report the VOR outbound, then intersections after that on my way to the Columbia VOR. After about 5 resets, they finally got it as I was headed for the VOR in the clouds. It sure helps during instrument flying to have a pilot in the right seat.

The smooth ride ended when I started my descent. It got pretty bumpy below 4,000 feet and the good news was that the visibility was about 8 miles in broken clouds at 1,500 feet, so the approach went pretty well. The fun part was that at 90 knots indicated airspeed, our ground speed was only 45 knots. I felt I could land anywhere with an approach like this.

After a brief break to get my legs to work again, I called flight service to file a flight plan for the next hop to Chattanooga, Tennessee, most of the briefing was standard, and then he reported a wind shear at about 200 feet over the departure airport of about 40 knots, which I confirmed since I just landed in it. The next hop was only about 30 minutes of instrument weather and then the rest of the flight was clear blue skies over the mountains and a smooth ride. The winds were pretty much a crosswind all the way so they really did not slow us down on our travels.

The approach into Chattanooga was fun, after the descent over the mountains and a tailwind pushing our ground speed to 150 knots in a 172, we turned long final and approach asked us to slow to our final approach speed to make room for the other 172 ahead of us, he was only making 60 knots on final. We slowed down to 80 knots and were making 50 over the ground! This gave the guy ahead lots of room to work with and the wind was smooth and straight down the runway. This never happens around here so it was a nice change.

We had pretty weather for the third leg of the flight to Northwestern Georgia Regional airport in Florence, Alabama. (Yep, Florence to Florence!) It is pretty unusual to find an airport the size of Florence with crossing runways, an ILS instrument approach system, and no tower, but it was not a problem. We planned to use the runway that was straight into the wind but found out that the other pilots at the airport were all using the crosswind runway. After some

head scratching wondering why everyone was taking off on the crosswind runway, we decided to land on the active runway with the 15 knot crosswind. After landing, we found out why they were using the crosswind runway, it had something to do with all the construction equipment in the way on the other runway and the big Xs on each end of the runway. Just goes to show you why you need to get ALL the information about an airport you are unfamiliar with and a phone call to the FBO is always a good idea. It is now added as a requirement for my next flight to an unfamiliar airport.

After getting the rental car and some fun trying to figure out where we were on the ground, David pulls out his Tom-Tom GPS and gets the directions to where we are going. The relatives required us to join them for dinner before our return trip and we found a nice country kitchen for dinner.

For the return trip, we topped the tanks and headed for Anderson, SC. That was the farthest East airport that was reporting VFR conditions. After getting there, the FBO was closed and I had to sit in the plane and work out the flight plan for IFR to Florence.

About 15 minutes after takeoff, I made the amazing discovery that when flying at night into clouds, it sure helps to turn OFF the strobes. It makes seeing the instrument panel much easier. There is nothing like the feeling of seeing clouds coming at you in the dark and then flying along at night with the cockpit lights lighting the clouds bouncing off the windshield. We were in and out of the clouds most of the way to Columbia. We were on top of the clouds at 5,000 feet over Columbia with breaks to see the city lights flying by.

I no more than got to the Columbia VOR and they passed me to Shaw approach who brought me to Florence and handed me over to JAX center for final approach. We started the descent back into the clouds and it got pretty rough in the clouds during the descent. It seemed like forever finding the localizer for Florence and we broke out of the clouds at about 1,500 feet. There is nothing like breaking out of the clouds and seeing your home airport after 9 hours in a 172.

The good news was that the passengers really enjoyed the flight and are looking forward to the ride back home. I am so glad I gave them a smooth ride despite the weather and that everything went well during their first ride in a small airplane. I don't think they would have enjoyed the night flight into the clouds coming home but David and I sure had a great adventure to share during this trip.

I get to repeat this trip on Sunday and it looks like the trip will be all VFR! Hurray!!!

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Upcoming Events

November 28- EAA meeting in Hartsville – 7:00PM

- December 3-** SCBC Breakfast at Summerville
(DYB)
- December 17-** SCBC Breakfast at Rudy Branham
(6J7)