

# *Black Creek Aeronautical Society*

Vol. 14 No. 5

EAA Chapter 1058 Newsletter

May 2009

For membership information in the Experimental Aircraft Association:

For Local Information,  
Call (843) 615-7907 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 receive their pre-flight briefing and an overview of aircraft operations at our Young Eagles event at Butters Field in Bishopville on Saturday, May 16<sup>th</sup>.

We will be celebrating International Young Eagles Day on June 13<sup>th</sup>,  
Please come join us at the Hartsville Airport from 10am until 2pm  
for a great day of Young Eagles activities.

## President's Message

I hope that everyone that came out on Saturday May 16<sup>th</sup>, 2009 to help with the ROTC Cadets had a lot of fun. I apologize for being late. The clouds keep me hung down, so I had to drive down, but I enjoyed what time I had with everyone. According to Jeanne, there were 57 flown that afternoon. I'm sure she will confirm this in her article. Also; be ready for YE National Day at Hartsville on June 13<sup>th</sup>, 2009. We look forward to everyone coming out with that event too!!

We have several programs lined up for the rest of the year. If you want to know what they are about come on out to the meeting the last Tuesday of each month to see.

Watch out for thunder storms if you go flying, and if you haven't had time to get your plane out from winter storage, get it ready before you go. I look forward seeing each of you at the next meeting. See notes below from the last meeting so you will be abreast of what's going on:

Present: Jesse Allred, Alex Stephens, Mark Blair, Lee Gardner, Mark Spurling, Ben Brotherton, Jeanne Rudick.

Meeting opened with prayer.

Lee Gardner – Airport commission:

- Toward the end of the year the old hangers may start coming down
- May be some land prep for new terminal building
- Tree issue back at the forefront, we need to work on cutting some of them down (work day May 30<sup>th</sup>, 2009 8:30 am)

Jeanne Rudick – Young Eagles:

- EAA has changed the way credits are used, they are more beneficial for chapter use
- May 16<sup>th</sup>, 2009 at Butter' s Field flying ROTC Cadets
- ***May 30<sup>th</sup>, 2009 coming up and flying Boy Scouts (look for more info in Jeanne' s article)***
- ***June 13<sup>th</sup>, 2009 International YE Day at Hartsville (look for more info in Jeanne' s article)***
- Girls and Boys club having an opportunity to fly some kids in July (more info later)
- Police Academy Group to fly some in July and August (more info later)

Presidents message:

- Talked about having a workday at the airport in May and doing a cook out. This will be the same day Boy Scouts are flown
- President presented more info about TSA' s SD 1542-08F (this was about having a badge at each commercial airport) AOPA is still fighting this, but are not getting anywhere. Home Land Security isn' t budging on their stance at this time. Please take the time to write to all your elected officials)

Another plug for May 30<sup>th</sup>, 2009 – Boy Scouts being flown that day and in conjunction with that, a workday has been planned. We will be cutting down some trees on the approach end of runway three and some bush hogging on the 21 approach and cleaning out inside and around the hangers. Please come out and join the fun and the cookout too!!

I look forward to seeing each of you the last Tuesday of the month. Meeting starts 7:00pm sharp, snacks before, so come on out and do some hanger flying before the meeting.

*Jesse Allred*  
*President, EAA 1058*  
[flyingallred@shtc.net](mailto:flyingallred@shtc.net)



Our Young Eagles Coordinator, Jeanne Rudick, and her helpers prepare food for Young Eagles.

## Young Eagles Corner

Well, it's that time of the year again! Flying time that is!!! And there are kids, kids, and more kids wanting to see what it is like to soar!!! Remember, it does not have to be an organized event for you to make a Young Eagle trip! As a current member of the national EAA organization you are recognized as a Young Eagle pilot and covered under the blanket insurance policy. You individually can obtain the appropriate paperwork from EAA or from me! It would be great if you would let me know how many you fly and what dates so we can record it in the Chapter's logbook!

As for organized events, our first one (third attempt) was a winner. On May 16<sup>th</sup>, 57 Young Eagles were flown at Butters Field-Lee County Airport. AFROTC Cadets from Sumter High and Crestwood High were our target groups, but other kids came as well. By the time planes arrived at Butters Field, kids were ready to fly! Arriving aircraft were detained due to low ceilings over the Pee Dee area, but when the sun came out, the flying began! There were four pilots from Chapter 1058 (Hartsville) and two pilots from Chapter 1456 (Sumter). Dan Tindall, President of the Sumter Chapter, provided ATC support for the day and Tom Scher, Young Eagles Coordinator of the Sumter Chapter, provided ground support—these two guys did an outstanding job keeping us all straight and “in line!” In addition, there were five Chapter 1058 members providing ground support and this effort really made the day come off without a hitch. The folks at Bishopville provided hotdogs, chips, and drinks for the kids and everyone seemed to have a great time.

Our next big organized event is on International Young Eagles Day, June 13<sup>th</sup>. On this day we again will provide Young Eagle flights for kids ages 8-17 at the Hartsville Regional Airport from the hours of 10:00 a.m. – 2:00 p.m. As in the past, there will also be other aviation activities for the kids including crafts, etc. You are encouraged to call if you have not already volunteered your services for that event—remember we flew 161 Young Eagles last year—let's make that 200 this year!!!! And YOU ARE needed—pilots, ground support, safety, setup, etc.

Other special events for flying Young Eagles this summer have been scheduled for:

July 7	Hartsville Police Academy (girls)
July 17	Hartsville Boys & Girls Club
August 4	Hartsville Police Academy (boys)

The Darlington County Library System has also requested aviation programs to be presented at each of the four libraries during their summer reading programs. Age groups vary at each of the libraries and these programs should be a lot of fun and educational for the kids. Alex, Linda, and I will be conducting these programs and will report on the outcomes.

It's a great time for flying and I hope you will find an opportunity to participate in as many of the above activities as you possibly can—especially JUNE 13!!! CALL ME!!

*Jeanne Rudick*  
*Young Eagles Coordinator, EAA 1058*  
[djrudick@roadrunner.com](mailto:djrudick@roadrunner.com)

## Special Program for June Meeting

Col. Greg Stidham, Aviation Detachment of the South Carolina State Guard will present a program explaining the purpose and organization of this newly formed detachment. The Aviation Detachment was authorized by the Commander of the South Carolina State Guard under direction of the Adjutant General of South Carolina on January 24, 2008.

You are encouraged to mark June 30<sup>th</sup> (our regular meeting date) 7:00 p.m. on your calendar and to plan on attending this very informative meeting. This is not a closed meeting, so if you know of others in the community who might be interested in learning more about this program, invite them to come along. Look for more information about this program in the June newsletter.

## A Special Note

This is an article that was sent to me that I think we all need to be aware of. Please respond and react to this or we will have ground most of the General Aviation fleet of aircraft.

I thank Dean for his effort to get people to join in on the effort of keeping ethanol free fuel for our planes, boats, lawn mowers etc. In the past I e-mailed the EAA and the AOPA regarding "Why they are not lobbying for ethanol free fuels for us pilots". My answer was not encouraging, pretty much because it is a Federal mandate. I have always seen these Pilot associations fighting for us in the past for issues they find important but this one seems to get no effort. Very frustrating to me. I have two small private standard and one ultralight aircraft. I am fortunate in my state and town of Florence SC to have at least # 3 stations that have ethanol free fuels.

Glenn Gleason

EAA and AOPA member

----- Original Message -----

From: [Dean Billing](#)

To: [Gary Williams \(SC\)](#) ; [Glenn \(SC\)](#)

Sent: Wednesday, May 06, 2009 2:34 PM

Subject: EAA members, EAA founder Paul Poberezny wants your input about E10 in aviation.

I hope all EAA members will respond to EAA founder Paul Poberezny's request for feedback to his article about embracing E10 in the EAA Experimenter eMagazine:

[http://www.eaa.org/experimenter/articles/2009-04\\_pauls\\_pick.asp](http://www.eaa.org/experimenter/articles/2009-04_pauls_pick.asp)

You can give him your views by email to [ppoberezny@eaa.org](mailto:ppoberezny@eaa.org) or [jnorris@eaa.org](mailto:jnorris@eaa.org) (Homebuilders Community Manager)

Please cc me at [info@e0pc.com](mailto:info@e0pc.com)

I wrote him a couple of weeks ago when the article came out and he responded today, 6 May 2009, saying that only two people had responded. If you are interested in getting EAA to get active in the ethanol issue, here is your chance. You have the founders ear and he is interested in what you have to say.

If you are a member of an EAA chapter, I hope you will forward this email to other members.

This is what I told him:

Paul

You asked for comments about your article Lets Meet the Challenge of using E10 in aviation.

Why would anyone in aviation want to put a fuel in an airplane that has less energy than the fuel they are already using? Ethanol is a lousy fuel. It has less energy than gasoline. It attracts water from the atmosphere. If you are lucky enough to avoid phase separation, you are still accumulating a fuel with even less energy, water just cools the burn. Ethanol is a solvent and mildly corrosive because it is an oxygenate, that is what excess oxygen does.

I find it ironic that you would recommend that we should find a work around the negative effects of E10 when EAA already has a concise paper about the negative aspects that EAA and Cessna researched about using E10 in aircraft: [http://www.aviationfuel.org/faqs/ethanol\\_blends.pdf](http://www.aviationfuel.org/faqs/ethanol_blends.pdf) I believe that Section 11 on page 10 covers the subject well.

But this is the most important reason that finding a work around for E10 is a solution without a problem. As aviators, we don't have too. Our problem is that we have never required airports to supply all of the approved aviation fuels that are available. Unleaded gasoline is an approved aviation fuel, the STC process gave us recognition of that fact from the FAA. So why do we need E10? If we had insisted that the 80/87 tanks that were abandoned 20+ years ago be filled with unleaded mogas, we wouldn't be discussing this problem today. Unfortunately we took the cheap way out and self-fueled our aircraft and let the 80/87 tanks disappear. Now there is no critical mass of mogas service on airports and we have no way of telling how much mogas we use and the economic impact of its use in aviation.

Besides the spread of E10 everywhere in the US is an unintended consequence of a very defective federal RFS mandate, EISA 2007, which is actually an E85 corporate welfare act run amok. Renewable fuel is defined in EISA 2007 as E85. E10 is never mentioned

and EISA is NOT a mandatory E10 law, but because the E85 program is dead now, because ethanol costs more than gasoline to produce, ethanol is being put into all of the gasoline for non Flex-Fuel cars because the act has hard coded ethanol quotas that increase every year.

The biggest problem with your idea Paul is that E10 is only the beginning. You will never be able to even know what the actual ethanol content of the fuel you are using, unless there are very accurate labeling laws, and there is no labeling requirement in EISA 2007 and not all states require a label on the pump telling you the ethanol content of the fuel being pumped. Just yesterday the ethanol lobby was granted a hearing on a waiver to raise the blending limit for non Flex-Fuel cars to E15, and Minnesota has a law on the books possibly requiring E20 in that state by 2013. So just because E10 is widespread today and will probably be universal by the end of next year, it is likely that higher levels of ethanol will be approved by the end of the year.

The other irony of the federal ethanol mandate is that every state that passed a mandatory ethanol law exempted aircraft use and most of the states also protected their marine industry and antique and classic cars and motorcycles and small engines used in applications like generators, pumps and portable tools, all used in emergency services. There is a good reason for that. Ethanol blended gasoline should only be used in fuel injected engines with fuel computers that can adjust the timing and mixture ratio. It should not be used in fixed jet, carbureted engines because it changes the mixture ratio and without retuning and possibly re-jetting the engine for the ethanol level, engine damage can ensue, and it does considering the number of articles that are in the media. The actual solution to the ethanol problem is to prohibit the blending of ethanol in premium unleaded gasoline so that those people who must use ethanol free gasoline in their engines have a ready source. This solution is what EAA and the other aviation alphabet groups should be supporting, rather than trying to figure out how to live with a bad fuel source..

Regards -- Dean Billing / Sisters, OR / EAA 47719

## **FAA Information**

Master Instructors LLC Endorses NewsBug  
Notice Number: NOTC1658

Master Instructors LLC, the certifying authority for Master Instructors nationwide, have endorsed the FAA FAASTeam initiative using the Advocates for Aviation Safety Foundation (AFASF) Aero-NewsBug to make more pilots aware of quality aviation safety resources available to them for free.

“The free AFASF Aero-NewsBug is a real value, so we’re asking our fellow pilots to forward this notice to all their aviator friends,” said Master Instructors founders Sandy and JoAnn Hill, “so more pilots will see the notices of FAA FAASTeam safety seminars in their area, and realize how much valuable flying safety information that is available to them free.”

“Please forward this note to at least five of your pilot friends.” [Forward](#) this email to a friend. The Aero-NewsBug is a small aviation news reader that sits in the bottom right corner of a pilot’s computer screen and carries aviation news as well as notices of FAASTeam safety meetings within 100 miles of a pilot’s zip code.

The announcement by the Hills coincides with the official association of Master Instructors LLC with Kevin L. Clover, National Manager of the FAA Safety Team, Jim Campbell, Editor of the Aero News Network (ANN), and Paul Burger, Executive Director of the Advocates for Aviation Safety Foundation (AFASF), in promoting use of the free Aero-NewsBug to more widely disseminate aviation safety information. For details of the coalition and the Aero-NewsBug, click [HERE](#) to read the press release.

For additional information:

Paul F. Burger  
Executive Director  
Advocates for Aviation Safety Foundation, Inc.  
Newsbug: <http://newsbug.afasf.org/>  
Web site: <http://www.afasf.org>  
e-mail: [newsbug@afasf.org](mailto:newsbug@afasf.org)



Mark Blair's Homebuilt Aircraft

EAA 1058 program May 26<sup>th</sup>.

I know some of you have been asking for more "EAA" and homebuilt style programs. For our May program I will be giving a presentation on how I built an ultralight airplane in an unused upstairs spare bedroom of my old house. The difference between my ultralight and a real "experimental" plane? Five pounds, a bunch of paperwork and a special number starting with "N". I will have some materials to pass around and a slide show of my thoughts, trials and tribulations, and photos of the project. This is a project in progress, as I am still working on its completion. If you've ever considered homebuilding, this might get you in the mood to start, or it might scare you away for good, but either way I guarantee a few laughs at my expense.

Mark Blair  
 Secretary/Treasurer, EAA 1058  
[theosus@gmail.com](mailto:theosus@gmail.com)

## Upcoming Meeting Events

This is a list of what we have planned for the meetings the rest of the year. Let me know if you want to see any additional programs provided by our chapter.

<b>May-</b>	Mark Blair's Homebuilt
<b>June-</b>	SC Aviation Detachment
<b>July-</b>	Cookout & Flying Contest
<b>August-</b>	Lake City Dinner Fly-out
<b>September-</b>	Guest Speaker
<b>October-</b>	City Airport Representative - HVS
<b>November-</b>	Open
<b>December-</b>	Christmas Fly-out to Alabama Theatre

## Upcoming Events

- May 26-** 7:00pm EAA 1058 Meeting
- May 30-** Young Eagles  
Boy Scouts  
**Airport Work and Cleanup Day**  
Hartsville Airport
- June 6-** Pageland Airport Cookout  
11:30am-2pm  
Pageland Airport
- June 13-** International Young Eagles Day  
Hartsville Airport
- June 30-** 7:00pm EAA 1058 Meeting



Alex Yarborough signs Young Eagles flight certificates just like he signs flight student's certificates during flight training.

### **SCBC – South Carolina Breakfast Club Upcoming 2009 Schedule**

Jun 14	CQW	Cheraw Municipal
Jun 28	SC00	Triple Tree
Jul 12	RUQ	Salisbury, NC
Jul 26	AND	Anderson Regional
Aug 9	AIK	Aiken Municipal
Aug 23	MKS	Moncks Corner
Sep 6	CUB	Columbia Owens Downtown
Sep 20	LUX	Laurens County
Oct 4	CDN	Woodard Field, Camden
Oct 18	BNL	Barnwell Regional
Nov 1	OGB	Orangeburg Municipal
Nov 15	LRO	East Cooper
Nov 29	FDW	Fairfield County, Winnsboro
Dec 13	6J7	Rudy Branham, Darlington
Dec 27	SC17	Twin Lakes, Graniteville