



Flyboy News

<http://chapters.eaa.org/ea39>

Volume 23, Issue 10
October 2020



Custer State Park Camp-Out/Breakfast A Tribute to Milo

We didn't have many people show up, but those of us who did had a great time. Kristin and Oliver were wonderful hosts, and the food was tasty—as always. The conversation is always interesting. The variety of topics discussed is entertaining and even educational at times.



Photos by Rick B.



**Horses And Airplanes: Another Rewarding
Young Eagle Flight**

It started with a phone call from a fellow teacher at one of our middle schools. She had a student, Kayla, who was interested in aviation, and since I taught aviation at one of our county high schools, could I arrange a flight for Kayla?

This was easy since I was an EAA Young Eagle pilot for our local EAA Chapter 1240 and had provided many youths their first ride in a small aircraft. We set the date and time.

[Read more...](#)



Bill & Kathy Reishus recently flew to Washington In their Comanche Piper They flew by Mt. Baker at 12,500 feet.



Next Meeting:
Tuesday October 13

Meet at the National Guard Building at 7:00 for a short meeting, followed by a tour of the Black Hawks.



Forrest gave a young boy his first airplane ride over his family's seventh generation ranch near Beaver Wall, NE.

Officers

President	Josh Scott
Vice President	Arie LaCroix
Secretary	Gary Schroeder
Treasurer	Dan Benkert

Volunteers

Newsletter	Molly Benkert
Young Eagles	Darrel Sauder
Safety Officer	Jerry Densmore
Tech Advisor	Jerry Densmore

Treasurer's Report

By Dan Benkert

Balance brought forward.....	\$4072.50
Income:	
•Dues x4.....	80.00
Expenses:	
•Rick (Burger Burn)).....	144.59
Balance on hand.....	\$408050
Donations received for tribute to Milo.....	1735.00
GAAC.....	\$4082.54
Basic BHFCU account.....	25.20

President's Corner

By Josh Scott

Well, I am happy to report that I'll remain in the president role for our chapter as my time in Omaha will be temporary. During that time we will begin to work on having different presenters for the monthly meetings. If you have an idea of what you'd like to see, please let me know so we can get that set up. With that, Arie will be hosting the Oct meeting with a tour of the SD Army National Guard's helicopters based right here at KRAP. It should be exciting to hear about their mission and see the helicopters up close. What a great career path to find out about and share with our Young Eagles as we foster their interest in aviation!

Please get your chapter Christmas party ideas to Arie as soon as possible, as we need to get things reserved sooner rather than later. Also, if anyone would like to help Arie out with the planning and set-up/tear-down of the event, please get in contact with him and let him know. The more help, the easier things go. Thank you!

Please continue to share your great stories of building and flying and spread the love of aviation!

On the 5th of September, Darrel Sauder flew his Citabria to a great West River Fly-In on the ranch of Dennis Nash. His ranch is located between Buffalo and Bison. In addition to a large hanger, the host had a well maintained grass strip for the approximately fifteen aircraft and forty folks that visited. It was a good opportunity to meet other West River and local region flyers. We'll forward on any future events and please update us on any you hear of. Darrel invited a fellow club member, Dale Freeman, along. On the route back they flew over the Slim Buttes National Forest, which has some good scenery and beginning of Fall color.



Submitted by Dale F.

September Minutes

Bu Gary Schroeder, Secretary

Josh started the meeting at 6:58

Guest tonight Rob Hall

- Custer State Park camp out will be September 11th and 12th, and the breakfast will be Saturday morning. See Molly's e-mail.

- There was discussion about a memorial for Milo at Oshkosh. The the options were:

Memorial wall plaque

A brick at the Brown Arch

Compass Hill

Also there's a suggestion to purchase a brick and use a portion of the money for a scholarship.

Due to Air Venture being canceled we were unable to do anything this year so we could make our final decision in the spring of 2021.

There was \$1735 donated for Milo's memorial and the chapter will contribute so that it comes up to \$2000.

- Treasurers report.

The chapter account \$4080.50

The GAAC account \$4082.54

- There's a fly in breakfast at The Sturgis airport Saturday September 12th at 8 AM

- Josh told us he is temporarily moving to Omaha and will be unable to attend meetings, so in his absence Arie will be running the meetings.

- The October meeting will be at the national guard hangar to tour the facility.

Meeting adjourned

WALTER MITTY LIVES ON

By Jim Hayward

(This story is very much loosely based on true events.) Okay, for anyone too young to remember who Walter Mitty is, he is a character created by author James Thurber and first appeared in a movie called "The Secret Life of Walter Mitty" around 1939. Walter used fantasy to create imaginary situations in which he was triumphant with the outcome of a particular fantasy. So much for the history lesson.

NOTE: If anyone has ever sat in the front seat of a Challenger ultralight like mine, a little imagination can certainly remind one of a little fighter plane. The throttle lever, with the mic button on it, is by your left hand on the cockpit rail, there's no yoke coming out of the simple instrument panel, just a joy stick between your legs, and two 1" cockpit frame tubes coming from the overhead 2" square root tube down to each side of the instrument panel which frames your forward view . Now for the rest of the story....

A few days ago I had flown out to our daughter's place about 8 miles north of Rushmore mall for a short visit with them. I was on my way back home, flying south along N. Haines Avenue so as to skirt Ellsworth's control zone and then, on over towards Menard's. After passing by Menard's on my left, I happened to see a black "spot" of sorts just over the horizon a mile or so in front of me and around my altitude of 3800'. The closer I got to it, the more I became aware that it seemed to be some kind of black party balloon that got away from someone but I still wasn't sure. As I got closer, I suddenly heard a voice over the intercom.

"Hey, Jim, what's that black thing up ahead?"

"Whaaat??? Who's that?" I said. "It's me, Walter," was the reply.

"Oh... hey there, Walter," I said, "Gee, it's been quite a while since I've heard from you.

"I've been just fine, Jim. So, what d'ya think it is?"

"Well, I'm not sure, Walter, but...."

"It sure looks like a German remote observation balloon to me," he said, interrupting me. "We'd better take it out before they know we're here."

"By golly, Walter, I think you're right. I can see it better now, we'd better shoot it down, taking it out like you said."

"So how d'ya think we can do that, Jim? We used up the last of our ammo strafing those two coyotes a while back."

"Oh, yeah.... well," I said, "We'll just have to knock it out of the sky!" So with that in mind, I headed straight for it. I didn't want to take a chance of hitting it with the prop so thought I'd get it with the wing. First pass was right on but I was just under it so we missed. Okay... hard bank left with a 270 to come back around and line up again.... getting closer now. Dang it all, I'm just above it this time... another miss! Swing around and try again.... line 'er up.... stay on it.... WHAP, I could hear it hit... got

I'd better swing around and make sure it's going down. I bank around with another 270 and look for it but don't see anything.... keep looking... still looking...uh oh, there it is... 10 o'clock high! I must have barely hit it... gotta try again.

It's higher now so I throttle up and climb a little. I level off at 3840' but I've passed it now so gotta turn back. Okay... coming around... there it is... lining up again... gaining on it... closer... closer... WHAP!!!! I watched as it contacted my left front lift strut's attach point. The hardware must have popped it because it went flat immediately and finally slid off over the top of the wing... YEA!... mission accomplished!!!

"Way to go, Jim!", was Walter's joyful comment. "Thanks, Walter," I said. I picked up a new heading for home base and am full of pride for taking out another piece of Germany's arsenal. I'm cruising along basking in my glory when the radio suddenly came alive jolting me back to reality. It was an American Airlines plane calling their southeast position with Regional in sight. Hearing the tower clear him for a left base to land on Rwy 14 made me realize I wasn't too far from home now. Checking my GPS, I realized that I was less than a mile from their Class D airspace so called the tower. "Rapid City Tower, Experimental 142 Julie Lima, 3800', 5-1/2 miles northwest, request entry to Class D airspace and transition to the Hayward Place."

"142 Julie Lima, approved to Hayward Place as requested."

"Roger, Tower, 142 Julie Lima"

I reduced power to 4000 rpm and started a gentle descent to my pattern altitude of 3350'. I leveled off at pattern altitude about a quarter mile from home. Approaching the north end of my strip I descended to my final of 3300' and 50 mph approach speed. Okay... getting close to the power lines, hold the altitude, watch your speed... closer now... over the lines, chop the power and kick 'er into a good left slip.... dropping rather fast now and the airspeed's bleeding off nicely... 45 mph.... about 10' off the ground now, better straighten 'er out.... settling a bit... 42 mph... gentle flare, kiss the earth about 40 mph and a third the way down my 800' strip. I called the tower, "Rapid City tower, 142 Julie Lima on the ground, Hayward Place. They replied, "Thank you, Julie Lima, have a nice afternoon". "You, too." I replied.

I taxied into my back yard, shut 'er down, and got out. I leveled the prop, pulled my baby back into the hanger then walked over to the house. As I opened the back door and went inside, there was a nice smell of something good cooking for supper. Linda was there in the kitchen and, seeing the smile on my face, asked, "Good flight?

Yep, it was good," I replied, "Really good!"

"That's nice," she said. "Supper will be ready shortly."

Chapter Doins'

Jay Winter of Huron passed his check ride for his private pilots license on September 16 in Brookings, he had soloed on April 30, so he has been hitting it hard! His first passenger was his better half Belinda. They are expecting a baby girl in November.

Jay has been flying his 1946, Ercoupe 415-D, N2077H. Jay is a third generation pilot, his dad is Jack Winter of Huron and his grandpa was Jim Winter of Custer. The 3 Winter's restored the Ercoupe!



A couple of chapter members flew over to help Dan put the wings on his Cub. Rick flew in too, but he missed the photo op. Gary T. and Jerry P. also assisted with the project.



Forres's Cub



Jim H.'s Challenger



MY LAST TRIKE?

by Darrel Sauder

Ever think you were done or finished with something and then did a full circle and came back to the same thing? Well, that seems to be the story of my life with trikes. Bought an Ultralite (Kasperwing) in about 2003. Learned how to fly it at Vern Kraemer's place. Took my first trike ride in Alaska and really liked it. Bought my first trike in Utah and trailered it back to Rapid City. I thought it would be a piece of cake to learn to fly it since I had experience in my weight shift Kasperwing. Boy! That was not the case! A mere nine hours of instruction later I soloed (and went around on my first attempt to get it on the ground). Soooo...not so easy as I thought. One must remember everything is backwards to what has been ingrained in your flying habits and skills: ie to go up, you push forward; to descend, you pull back; to go left, you push right; and to go right, you push left.

I put right at 200 hours on the first trike, then bought a top of the line trike made in Australia with a Rotax 912 80 horsepower engine in it. I gave a lot of rides in it. I'll never forget one lady from our church. She was in the rear seat and I carefully explained to her how the ballistic chute worked and how she had to pull the handle. She pulled it! Fortunately you have to pull it out three to four inches before it engages. I think that was the only time that I was excited enough to utter some uncontrollable words. That was the trike that I flew solo to Utah and flew all over the Canyonlands National Park and over but did not land at numerous abandoned uranium exploration airstrips. Three hundred hours in that trike. I did buy another trike while I had this Australian trike. It could take off and land shorter and I was going to fly it into some BLM land to hunt antelope but never did (another story in itself). Sold both of them (put about 300 hours on the Australian trike, a few hours on the antelope trike). Time marched on and I bought a very early vintage ultralight trike...never liked the way it flew and sold it after a couple of flights.

Did I mention that I like trikes? Well, I don't have an airplane in Arizona to fly in the wintertime while we are down there. How about an ultralight trike that I could take the wing on and off and keep it in my garage and fly it once in a while off some backcountry desert road? (My wife Sharon named it Mayfly.) Sounds like a good idea to me. The picture you see is just such a trike. Bought it in Wisconsin....put a drainage tube on my trailer to hold the wing and will be taking it to Arizona come the end of November, I truly believe this is my last trike....or is it?



Construction error and drugs a fatal combination for pilot

MARCH 27, 2019 BY [GENERAL AVIATION NEWS STAFF 2 COMMENTS](#)

The pilot, who did not hold a pilot or medical certificate, had been performing multiple high-speed taxi tests in the experimental amateur-built airplane since he had completed construction of it about two months before the accident.

During those tests, the Quicksilver MXL II had been pulling to the left.

About a month before the accident, the pilot performed the first flight test, however, shortly after getting airborne, the airplane rolled left, departed the runway, struck a hangar, and sustained substantial damage. He spent the next month repairing the damage sustained in that accident and performing more high-speed taxi tests.

Onboard video footage revealed that, during the days leading up to the final accident, the pilot performed multiple high-speed taxi tests but was unable to maintain a straight track down the runway at the airport in Hesperia, California.

On the day of the accident, he performed another erratic high-speed taxi test during which the airplane veered left and right, but, instead of stopping and attempting to determine the reason for the directional control problem, he turned the airplane around and departed in the opposite direction. Shortly after rotation, the airplane began to roll left. The pilot applied corrective control inputs (right aileron and rudder), and, although the control surfaces responded appropriately, the left turn continued.

The airplane then rapidly rolled to a steep left bank, the nose dropped, and the airplane rolled over into a spin. The airplane struck the ground in a nose-down attitude, and the pilot was fatally injured.

Post-accident examination revealed that a load-carrying structural member on the forward left side of the airframe had not been properly secured when the pilot constructed the airplane. The unsecured structural member created a differential load between the left and right wing supporting structures and flying wires.

This differential load was further increased as the airplane departed the runway surface, which transferred the weight of the pilot from the landing gear to the unsecured structural member. The resultant imbalance likely caused the left wing to warp, creating aerodynamic forces that could not be overcome by the flight controls.

Witness marks on the structural member indicated that the error had gone undetected since construction was completed, and it was most likely the reason for the loss of control during the first flight test about a month before the accident.

The airplane had not been registered with the FAA and did not have an airworthiness certificate, which should have been done before a flight test. Therefore, it did not benefit from receiving an official inspection from an FAA representative, who may have caught the error.

The toxicology findings indicated that the pilot had used substantial amounts of methamphetamine in combination with hydrocodone (an impairing opioid), diazepam (an impairing benzodiazepine), THC (the active compound in marijuana), gabapentin (an impairing anti-seizure medication), and possibly alcohol before attempting flight.

It could not be determined if the pilot was in the “high” phase of use and feeling grandiose and euphoric, or if he was beginning to come down from his high and feeling dysphoric and agitated at the time he elected to attempt flight.

Submitted by Mike Beason