



# Flyboy News

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

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## American Spitfire Pilot In WWII



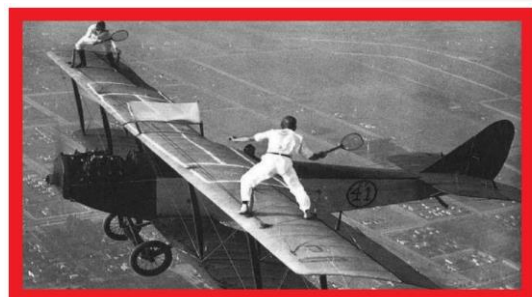
An 18-year-old just out of high school was trained to take pictures of damage done to German targets by B-17s. He flew in a British Spitfire fitted with extra fuel tanks where the guns were. In other words, he flew over Germany unarmed. This is probably one of the best WWII film clips out there. Stored for 61 years in two suitcases of 16mm home movies that were inherited by filmmaker William Lorton from his great uncle who served as a Flight Surgeon. Those suitcases contained 3 hours of war footage that included a compelling crash landing of the Spitfire in 1944.

Filed in a 2005 interview with the now 83-year-old pilot and seeing the expression on his face when he realizes it is him in the cockpit, is something you won't soon forget.

At 18-years-old, he was all alone, behind enemy lines, with no guns, no escort, and he gladly did it. They just don't make them like that anymore. It was truly the greatest generation and we owe them so much.

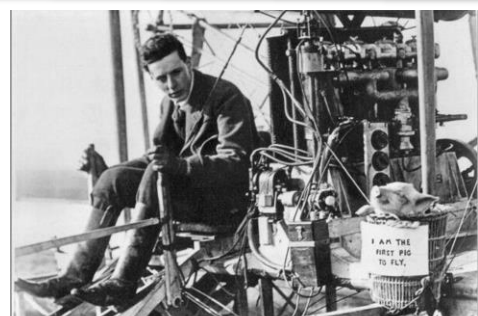


Click this  
link: [American  
Spitfire Pilot  
in WWII](#)



The photo was used on a postcard in the 1920s. It represented a common practice at the time: playing tennis on a wing of a plane as it would cruise at up to 60 miles per hour.

*Submitted by  
Mike B.*



"When pigs fly..." - The first flight of a pig took place at Leysdown, Kent, England, 1909.

# \*\*\*EAA AirVenture 2020 Cancelled\*\*\*

Notes from Josh:

•A gentleman named Connor Caneva reached out to me looking for someone with experience in ultralights to help him with learning to fly one. He can be reached at [ccaneva15@gmail.com](mailto:ccaneva15@gmail.com)

•I've got a Young Eagle lined up for a flight we told him we would be able to work out for his 13th birthday. As soon as we feel it's COVID-19 safe to take him flying, I'll be needing a pilot available to do so. If you'd like to volunteer, email/call/text me and I can get you his parents contact information to do the direct coordination of the flight.

*Editor's Note: There was a typo in our new web address in the last issue. It should have read <https://chapters.eaa.org/ea39>*

*Milo's obituary will follow in a separate emailing in few days.*

## Upcoming Events

### AOPA Fly-In

Postponed until 2021 Casper WY

\*\*\*Tentative new date: June 18-19, 2021\*\*\*

### Let Freedom Fly " Air Show

July 4<sup>th</sup> Pierre Regional Airport

**Royal Canadian Air Force Snowbirds** (and others) will be performing

### Ellsworth AFB Air Show

July 25 & 26

\*\*\*cancelled\*\*\*

### Chapter 39 Labor Day Fly-in (or drive-in) Breakfast

September 5 at Custer State Park

### Next Meeting:

Tuesday, May 12

See President's Corner

If anyone has ideas for programs, please contact Josh [jscott\\_09@iCloud.com](mailto:jscott_09@iCloud.com) or Arie [ariemichael1@aol.com](mailto:ariemichael1@aol.com)

### 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.....\$3985.50

Income:

Dues X 7.....145.00

One member raised his dues to \$25. 😊

Expenses:

.....0

Balance on hand..... \$4130.50

GAAC.....\$4082.54

# President's Corner

By Josh Scott

Another month has passed and I hope everyone is doing well! I'm looking forward to hearing about everyone's progress on their projects or plans for a future project. It is my hope that we can start holding meetings again soon and use that time continue our chapter growth and plan for future events.

I was saddened to learn of Milo's passing this week as I'm sure you all were as well. Molly has been receiving updates on plans from his family and will pass them along to the chapter as they come in. We have a few different ideas to remember him and his love for the EAA. Once we have all the details together, we will put them out to the chapter membership to decide what we would like to do as a chapter. Please be on the look out for that.

As we slowly being to have large group restrictions lifted and life is allowed to return to normal, I would like to return to having our summer burger burns and meetings. Right now, our next regular meeting is scheduled for May 12th. I am looking for input from you all if you would like to hold a meeting or not. I know each of us has different feelings about it and our own health issues to be concerned with. But if a majority are up for a meeting, I'd be happy to move forward with it. Please send me an email or call/text me with your thoughts.

Most of you may have already heard, but I'm sad to pass along the news that EAA AirVenture 2020 has been officially cancelled as of today. You can check the EAA website for information and details. We will update our chapter website soon.

As always, you can reach me at (478) 918-6494 or [jscott\\_09@icloud.com](mailto:jscott_09@icloud.com)



**Forrest's New  
Legend Cub**



## Building the CP-750 “Beryl”, Part 6 Fabric Covering/Painting

*By Scott Christainsen*



Before A&P school my only experience in covering was with tissue paper on model airplanes. Once I put on a couple of coats of dope on a civil air patrol aircraft when I was in my early teens. In A&P school we learned about Ceconite, Razorback, and cotton processes. I got to cover a tail surface using the fiberglass Razorback process. I became familiar with the Stits (Poly Fiber) covering process when my friend used it on his Volksplane. I knew this was what I would use for covering the Beryl.

After college I flew to Black Forest Glider port, north of Colorado Springs. I don't remember how I found out about a job towing gliders, the sad part being that I could have been doing it every summer during college. The chief pilot took me over to the Air Force Academy in a Super Cub and showed me the short dirt landing strip that was used for the glider operations. He said if you can't land on this short strip, you won't have a job. Not a problem! The first airplane I checked out in after learning to fly an Alon Aircoupe was a Super Cub (with lots of landings with the instructor that was building time) and I had my first flying job. It was tough flying in all types of winds, six hours a day, six (or seven?) days a week. Sometimes if your relief pilot couldn't make it, you would be asked to fly his shift which made for a long twelve hour day. If you were flying the noon to six pm shift, you sometimes got a break due to passing thunderstorms and/or good thermals and all the sailplanes were airborne. (Once I shut down the Cub and circled with the other gliders and I got into trouble for that, but it was fun.) During the breaks due to thunderstorms/lightening, we would shelter in the hangars and wait for the storm to pass. This is when I first met Richard Brandiger. He was the Director of Maintenance/Pilot and the only mechanic maintaining a fleet of Schweizer 1-26's, 2-33's, a 2-25, 2-32, 2-22, and one fiberglass Phoebus. He was a busy man and overworked. All sailplanes were operated by the Air Force Academy but held FAA airworthiness certificates, which required an A&P/IA to do maintenance and 100hr/annual inspections. He noticed me sitting in or near my Super Cub reading an A&P book while we waited for weather to pass. Turned out he and I were both homebuilders of aircraft and this was the start of a lifetime friendship. Within a year or two, Richard was able to hire me for a temporary four month mechanic position after the summer flying season was over. I helped him repair broken sailplanes, recover fuselages, tail surfaces, wings and ailerons, and do 100 hour inspections during the fall flying season. This is where I got fabric covering experience and we used the Stits process. A year after my temporary position ended, Richard was able to hire me back as a permanent mechanic. I was now a Department of Defense (DOD) civil servant, with benefits and a living wage. I continued to tow sailplanes on the weekends and after work if I was still needed for that.

I hated to cover the Beryl workmanship that looked like fine furniture craftsmanship. I took photos before covering for future reference. It's not difficult covering an aircraft, it is difficult doing an award winning job like the ones we see at Oshkosh AirVenture each year. Tape, like masking tape, is applied to any sharp edge and on top of ribs to keep fabric covering from tearing/wearing through after covering. If you forget to do it, it will be evident in the future. You glue the fabric to the edges of the frame and then remove the slack/wrinkles with an iron and sometimes a heat gun. I didn't use a thermometer for

the iron, as required, for the final taunting and I sometimes notice it on cold days. Once Poly Brush is applied, you cannot correct your mistakes easily.

The Poly Brush coats have a pinkish dye which helps so you don't over do the first couple of coats. Runs are easy but need to be avoided since you can't sand Poly Brush. Just a brief statement about rib stitching: I didn't like it and stopped after doing the flaps, elevator, and rudder. The wing was modified with a wide capstrip and the Stits fabric glue was used to attach the fabric to the ribs. This was acceptable back then but not so much today. Still holding after 40+ years. Next step is applying finishing tape. This is the step that shows true craftsmanship in the covering process. Straight lines will show through the final color finish and will be noticed by onlookers. All fabric edges must be sealed down before applying the silver Poly Spray which is sandable and protects the fabric from ultraviolet light. This is done usually with a small modelers iron that is light weight and easy to get into tight places. A light wet sanding between coats hides minor imperfections from the previous steps. The last coat of Poly Spray does not get sanded unless you have some areas that show some texture. The color coats of Poly Tone or high gloss Aerothane are applied for your final paint design. Poly Tone can be touched up easily but high gloss paints require larger sections to be taped off. Some metal and fiberglass parts receive slightly different paint finishes if you use fabric paint for the rest of the airplane. The tail and wing fairings were shaped from spray foam, sanded and finished with mold release and fiberglassed on the aircraft. The molds were then destroyed and the fairings finished with lots of sanding and filling pin holes. Taping for the trim colors requires lot of patience and paper to protect the rest of the plane from overspray. If you practice patience you will be rewarded with a final paint job that will be noticed. For the Beryl I copied the checkerboard finish on the rudder that I liked on other aircraft and I once saw at a local EAA fly-in, an Emeraude (same designer as the Beryl) in the air with diagonal stripes on the horizontal tail that made the aircraft highly visible. That was what I wanted since I was going to do competition aerobatics with the Beryl. As I said before, I grew out of that because I didn't like pulling "G's" but I still ended up with a nice paint design and a cove picture on Sport Aviation some 20+ years



*empennage fairing*



*Wing fabric*





*Foaming tail*



*Wing fabric*



*Foaming wing*



### **Dan's Cubby**

Dan has some work planned. Cub is disassembled and paint on wings and horizontal tail surfaces was never correctly finished. Builder left them in poly spray primer because he thought it enhanced the WWII look he wanted. Stits strongly advised me to wet sand and shoot 2 more coats of poly spray followed by 2 coats of poly tone finish for longevity. A minor setback but the best decision nevertheless.



## French Fighter Jet Joy Ride Goes Très, Très Wrong

From Car and Driver

A French defense-industry employee about to retire was gifted something he was extremely reluctant to accept: a ride in a Dassault fighter jet.

The 64-year-old was not correctly instructed, to say the least, in passenger etiquette, and to make a long story short, he self-ejected midflight.

He's okay, according to the government's incident report, but the chance of this gentleman ever repeating the stunt is definitely zero.

Imagine: You work hard your whole life in the French defense industry, and when it's time to retire, your co-workers want to give you something more memorable than a gold watch or a set of golf clubs. So they set up a coveted back-seat ride in a Dassault Rafale B fighter jet, the kind of perk that requires serious connections.

Just one problem: nobody asked one particular 64-year-old civilian whether he ever wanted such a ride, or showed him much about what to expect. Next thing you know, the French Investigation Bureau for State Aviation Safety (BEA-E) is issuing a report explaining how Monsieur Newbie came to experience not only the Dassault, but also its Martin-Baker MK16 ejection seat.

[Read more](#)

submitted by Randy



## The Endless Runway