



Flyboy News

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

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EAA and South Dakota Mines Working Together to Promote Aviation

As a recent transplant from Canada to Rapid City and being a pilot and employed at South Dakota Mines, I started looking for opportunities to get involved with aviation in the community. A natural place to start was to join the local EAA chapter. At the same time, I became aware that the school used to have a Hard Rocker Flying Club.

From the school's perspective we are interested in promoting STEM to potential students and promoting aviation is a fun and interesting way to do this. There is interest in getting the Hard Rocker Flying Club revitalized. Additionally, we have a benefactor that would like to donate a kit plane to the school for our students to build. Obviously, the local builders would be a great asset to help students with this.

From the EAA perspective we would like to host events at the airport such as "Young Eagles", air shows and open houses to raise awareness of the opportunities in aviation and educate the community on the value it brings to Rapid City and the State.

South Dakota Mines has an active summer camp program with social media and other mechanisms for promoting events. Additionally, they have an online booking system for campers to sign up for camps etc. Thus, it seems like a natural fit for the school and EAA to work together to plan and execute events to promote aviation and at the same time exposing attendees to the school and STEM.

I have discussed this with President Rankin at the school (also a pilot) and our camp coordinator and they are supportive and ready to help.

by Rob Hall

Next Meeting:

Tuesday May 11

Rick's hangar/clubhouse

6:00 Burger Burn

(Please bring a dish, dessert, or munchies to share. Every thing else will be provided.)

7:00

Program, followed by the meeting

If you haven't already paid your EAA Chapter 39 annual dues of \$20, please do so forthwith. So far, only 20 of our 52 members have paid. Dues may be mailed to Dan Benkert, 15045 Long View Rd 57703 or paid at the May 11 meeting. If you're not planning on joining, please let Dan know at dusterdan2000@yahoo.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.....\$5167.91

Income:

•Dues300.00

Expenses (not yet paid out)

Donations received for tribute to Milo.....1735.00

Balance on hand.....3732.91

GAAC.....\$4082.54

Basic BHFCU account.....25.20

President's Corner

By Josh Scott

Thank you to everyone who was able to make it out to last month's chapter meeting! I was excited to see so many of you come out. Let's continue that enthusiasm as we gear up for May's meeting! Heck, bring someone new to the meeting. Invite a friend, family member, and have them bring someone with them. We will plan to have a burger burn prior to the meeting, so bring something to share. I look forward to hearing about the May day STOL experience in Nebraska from those that went! For those that are ready to volunteer, we need to have out leads appointed by the end of the meeting to coordinate the events we discussed at the April meeting. Please step up and help out if you are able. See you all May 11th if my work schedule allows!

A Word About Young Eagles

I am not going to make this very long. Basically our Young Eagles program has suffered like almost everything else in life from the the unmentionable unseen foe of our society. Hopefully, with a little effort on our part, we can redeem some lost opportunities this summer. We have a few Young Eagle pilots in our chapter...enough to make it work. We need volunteers to help run a Young Eagles event, and that is where we can all pitch in. First things first...all Young Eagle pilots need to make sure they have completed the EAA Youth Protection Policy Program...an online course that takes about 30 minutes. I am not going to go on and reiterate things that are spelled out on the EAA website....simply type in EAA young eagles and all the information you need to know is laid out in a very precise and thorough manner. Please come to our next chapter meeting with some helpful ideas about groups of young adults (between ages of 8 to 17) that we can have a Young Eagles event for. See you there.

April Minutes

By Gary Schroeder, Secretary

- Josh called a meeting to order
- Nathan Carlin, Brian and John McGrath were visitors to the meeting.
- The chapter received a card from Rebecca Burghy, that had a gift of lottery tickets that were worth \$20.
- AirVenture Chapter camping sites: A Chapter can reserve 2 to 6 sites which cost \$252 per site for the entire week. Contact John Glasford with payments and to reserve a site by May 11th.
- Young Eagles: Darrel is coordinating the events and will need volunteers and pilots. Everyone needs the EAA youth protection training to participate in the event. We could possibly coordinate an event with the EAA in early June. (*See p. 2*)
- Flying Start program: EAA is scheduling flying start events in May. Josh asked if we were able to set something up by then. These events can be done anytime of the year if we are unable to arrange something in May.
- General Aviation committee money: There is about \$4082 in our account for an open house event at the airport.
- The brick for Milo at AirVenture in Oshkosh: John is confirming the deadline to complete it this year.
- Area fly-ins: Sturgis flying and breakfast once a month, Hot Springs does this every Friday, STOL competition in Wayne, Nebraska. The South Dakota Pilots Association gives out information about many events.
- Social media: There was discussion about ideas to upgrade technology for the chapter, and getting more visibility on social media, and we will talk more about it at the next meeting.
- Burger Burns will start again in May.
- Treasures report (*see p. 2*)
- The Benkert fly-in is planned for October again this year.

Robert Allen give us an airport board meeting report.

Project updates.

Meeting adjourned

Editor's Note: Hot HSR Gathering When: every Friday 9:30am – 11:30am
Where: Hot Springs Airport Description: Coffee, treats & conversation.
Come join us for some hangar flying. Contact Ivan Venner at 605-745-3555.

A Flight to the Cheyenne River



and home again

submitted by Rob Hall



My First Forced Landing story

By Jim Hayward

This is an account of my first ever forced landing in 32 years of flying at the time. It was in December, 2000 and I was flying my Challenger out just north of the trap shooting range just off of Hwy 79, a couple of miles south of town. I had gone up to check some stall speeds for my FAA log entry requirements during the 40 hour test flight period. I slowly throttled back to idle for a power off stall check and proceeded to do a couple of power off stalls. I had just recorded the second indicated stall speed when I heard and felt the engine's idle drop lower fairly quickly. The normal idle for my Rotax is 2000 rpm and it dropped down to about 1700 before faltering a bit and quitting.

Since I had a couple of thousand feet under me, I did a couple of real power off stalls then decided I'd better try getting it started again. It would try to but not start. I tried choking it, opening the throttle in case it was flooded, and combinations in between but it just wouldn't start. So I thought I'd better just fly the plane and picked out this field east of the little race track there, circled around and dropped in for a relatively uneventful landing. Naturally it was rougher than it had looked from the air and the main gear took some licks from the frozen, snow covered cow patties. The aluminum tube factory gear would probably have been damaged but my homemade fiberglass gear worked flawlessly for me.

I was stopped in short order and looked around at my (now) cruddy landing field. I wasn't too far from a road leading to that race track and the highway so I got the engine started without too much trouble and taxied toward that track. It was not a good field and I knew I had to have something better. Naturally, when I got to that road by the track, there was an impassable fence so I taxied around some until I found a better area. Once I'd decided on the area I would use, I taxied back and forth along the length of my intended "runway" to check for obstacles and also pack the snow down.

I finally decided it was as good as it was gonna get so made sure Mr. Rotax was warmed up, cranked in a little flap, then ran the engine up to full power for a moment and let 'er go. I got back up okay and headed northeast for home about 5 miles away. I guess the engine just got too cold in the 20 degree weather and, with my being focused on stall speed indications, I just wasn't paying attention and it quit. All in all, I felt pretty fortunate with the whole situation as there was no damage to my Challenger, just my pride.