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EAA Chapter 39  
Rapid City, SD  
<http://39.eaachapter.org>

# FLYBOY NEWS



Bear Butte Fly In - Sept 17, 2011

I think I will quit calling any fly in that I have anything to do with a fly in. I am going to rename them Drive Ins or Dream of Flying Ins. We don't seem to be having very good luck at scheduling flying events between weather fronts, spring, summer or fall. However, the law of averages should be with us by now so odds are increasing for good weather for the next one.

This Fly In was a joint effort by our Chapter 39, Spearfish's Chapter 806, and North Central Plains Ultralites. Several powered parachute enthusiasts drove in from Dickinson, ND, Bismarck, ND, Kimball, SD, and Spearfish. A Citibria flew in from Esteline (near DeSmet) and an experimental from Spearfish. The "out of towners" arrived Friday night. The "traveled the most distance" award went to a couple from Australia who were visiting Sharon and I for a few days. Several members from our Chapter and Spearfish's Chapter drove in and joined the night before arrivals at our hanger Saturday morning for a hearty breakfast of biscuits and gravy and eggs. Since the weather was considered unflyable, people drove up to Tim McDermott's place west of Newell for a late lunch of pulled pork sandwiches with accompanying salads, beans and brownies.

Two brave souls flew up to McDermott's. Scott Christianson in his Ellipse flew somewhere in the vicinity. Jim Hayward bounced his way up in his Challenger and landed at McDermott's. He was given a standing ovation when he appeared for a late lunch. He then got blown back to Rapid with a healthy tailwind and landed safe and sound.

The weather remained Saturday afternoon with the fly in dissipating to a few hardy souls who met back at the hanger at Sturgis.

Sunday morning dawned clear but with a healthy north wind. Three chutes made it up but could only obtain 3 1/2 mph ground speed into the north wind so judiciously returned to their takeoff area. Two trikes and the Citibria flew but experienced less than ideal conditions.

The Citibria pilot and I exchanged rides...He liked the trike ride and I didn't forget to pull back on the stick to go up and push forward to go down when flying his Citibria.

Yes, despite the weather we all had a great time. Much much "hanger flying" and much much "bonding" occurred. Would have been even greater if we could have flown all of the events that we had planned.

See you all at the next FLY IN!

*Ed. Note: Some pictures on page 5 and more on our website <http://39.eaachapter.org>*

## Pilot Courtesy

By Kay Morgan

EAA Chapter 512, Placerville, California

What does it mean to be a “courteous” pilot? It is more than just yielding right of way in the air and not swearing on the radio. It starts when you arrive at the airport and continues until you leave the airport. It’s your attitude and how you behave towards others. Are you a courteous pilot? Do you recognize discourteous pilots?

Have you ever seen any of these things happen? Driving a car on the taxi way and stop or turn in front of a moving aircraft. Parking near enough to a taxiway an aircraft wing doesn’t clear the vehicle. An airplane pulled out of the hangar to preflight on the taxiway because the light is better than in the “dark” hangar. An airplane left at the fuel pumps after refilling and pilot heads elsewhere. Starting the engine without looking to see who or what will be blasted by an initial 1500 rpm.

These are just a few of the discourteous actions I have seen during the 21 years I have been flying. And I’m sure each of you has something to add to this list of offenses. What made them discourteous? Most likely the pilot was just not thinking of how his actions would impact other pilots.

As an EAAer, be the one setting the example of courtesy, demonstrating how it’s easy to be courteous.

When we have a gathering at our chapter hangar, please be careful of where you park your airplane (or car). When getting ready to leave, please be sure to pull your airplane clear of ANY hangar or other aircraft to avoid blowing dust during engine start. To avoid blocking the taxiway for an extended period of time, have your bags and cargo loaded and be ready to go BEFORE pulling out for start up.

It’s flying season. When you arrive at another airport, please ensure you are parked in an appropriate transient parking so that a based aircraft is not booted out of their tie down. We want everyone at our local airports to be glad to know the EAAers and those at other airports welcome us.



Jo Hunter, EAA 854773, captured this image of a JN-4 Canuck at the Old Kingsbury Aerodrome in Kingsbury, Texas, during the spring fly-in. Pioneer Flight Museum, located at the Aerodrome, specializes in World War I-era aircraft and vehicles; in this photo, volunteers use a Ford Model T truck to tow the Canuck to the end of the runway.

# Secretary's Notes

*Jerry Petersen*

The September meeting of Chapter 39 was called to order by Treasurer Schindler. He reported briefly on Larry Vetterman's RV fly-in at Hot Springs on the previous Saturday. Forty Two aircraft flew in from a variety of states with several coming in from California.

Molly Benkert reported that she hoped everyone has had an opportunity to view the new web site. She encouraged everyone to check it frequently and to contribute information and pictures to the site. There is a capacity for a large number of pictures.

Darrell Sauder spoke in detail about the Sept. 17 Trike aircraft, Power Parachute, and GA fly-in at Sturgis. He is also conversing with Spearfish Chapter 806. His plans include a breakfast Saturday morning, lunch at Tim McDermott's International Airport in Newell, and brats Saturday evening at his hangar in Sturgis. At McDermott's there will be flour bombing, marshmallow drops, and carrier landing competitions. He asked for help with various needs for the day. Several members volunteered to help during the day.

Jerry Petersen reported that he had been contacted by a counselor from Little Wound to see if there was a way to have a Young Eagles event for students from his school. He is starting a flying club and has a dozen or more interested students. He suggested flying on a Saturday from the Pine Ridge Airport. Scott Christianson, Gary Schroeder, and Forest Foster volunteered to help if the date works in their schedule. A tentative date of October 22nd looked most promising.

Norma Kraemer reported that her Century of Flight in South Dakota items had returned from display in Pierre. They will be on display in conjunction with the South Dakota Pilots Association Hall of Fame in the Ellsworth Air Museum in Box Elder. Other pictures and items will be displayed at Rapid City Regional Airport Concourse during their construction and will find a more permanent home after completion of construction.

Meeting was adjourned.

## Chapter 39

### Officers

President	Dave Utter
Vice President	Marty Larson
Secretary	Jerry Petersen
Treasurer	Milo Schindler

### Volunteers

Newsletter	Molly Benkert
Web Manager	Molly Benkert
Young Eagles	Gary Schroeder
Activity Cord.	Darrel Sauder

**Tech Advisor** Randy Daughenbaugh

## Treasurer's Report

*Milo Schindler*

**Balance brought forward**..... 1962.88

### **Income**

dues ..... 15.00  
burger burn..... 38.00

### **Expenses**

D. Sauder.....75.00

**Balance on hand** .....1940.88

## Can You Identify This Airport?



answer next month

*Last month's airport:* Quad City International Airport,  
Moline, IL

### Next Meeting:

Tuesday, October 11  
Airport Clubhouse  
7:00



Have a caption? Email to [teachmolly@gmail.com](mailto:teachmolly@gmail.com).  
Best captions will be in the next issue.

## Upcoming Events

Oct. 11 **Chapter 39 Monthly Meeting**, Chapter  
Clubhouse 7:00

Oct. 15 **Fly-in/Drive-in Picnic**, Dan's Airport (4SD4)  
Please bring a salad/dessert to share. To help plan how  
much food to have, please call (605 393-2270) or e-mail  
([teachmolly@gmail.com](mailto:teachmolly@gmail.com)) if you know you'll be able to join  
us.

EAA is now offering a regular series of webinars as a new  
service to members. These live multimedia presentations are  
informative and interactive, allowing the presenter to use  
slides and audio, while audience members can ask  
questions, chat, or be polled for their opinion. **Registration is  
required, and space is limited - click the title of any of the  
presentations to register.**

10/5/11 8:00PM CDT **All About Cylinders** Mike Busch  
<https://www2.gotomeeting.com/register/944517194>

10/20/11 7:00PM CDT **Stall/Spin Awareness:  
How to Avoid the Base-to-Turn Accident** Gordon Penner  
<https://www2.gotomeeting.com/register/140228027>



*Caption for last month's picture:* In an effort to save  
fuel, the red cross catapults volunteers from a  
modified jet. (submitted by daughter Kim's 4<sup>th</sup> grade  
class at Third Creek Elementary in Statesville, NC)

### You May be a Redneck Pilot If...

Your stall warning plays *Dixie*.  
You get your pre-flight briefing from the Psychic  
Hotline.  
Your cross country flight plan uses flea markets as  
checkpoints.  
You think sectional charts should show trailer parks.  
You've ever used moonshine as Avgas.  
You have mud flaps on your wheel pants.  
Your toothpick keeps poking your mike.

Ed. Note: The Cool Links page and the Classifieds are now on our web page (<http://39.eaachapter.org>) I  
**really** need you to contribute to the newsletter and/or website!



## A Safety Note

By Darrel Sauder



Partner preflight! Never heard of it? Neither have I except that I think it is a good idea once in awhile. What is it? Simply have a knowledgeable individual who is completely familiar with your aircraft look over your shoulder during your preflight. Two things may occur: 1. He or she may be able to offer you some helpful hints. 2. They may pick up on something you have overlooked at the moment or have been overlooking for quite some time. This would not be a good time to display your thin skin...so learn from the experience.

Case in point: The other day an experienced trike instructor who flies a Rotax 912 powered trike very similar to mine was casually looking over my shoulder during my preflight. He said, "Hey look, your gas vent line is disconnected." Sure enough, one of the gas tank clear vinyl gas tank vent lines was hanging loose from its nipple. Fuel fumes or sloshing raw gas was free to flow back over my exhaust manifold instead of being routed down below the engine. I had completely missed it on my preflight but will not again.

Sooo...you may be missing something too. So why not engage another set of eyeballs from time to time...you may be surprised at what is seen.

Fly Safe



Drive In activities at Bear Butte Fly-In

(more pictures on our website <http://39.eaachapter.org>)

Vans RV-7A  
N742GG  
By Jerry L. Petersen

In early February 2009, as near as we can remember, Rick and I borrowed Jethro Bodine's enclosed trailer, hooked it to the Suburban, and headed for Dallas, Texas. We had purchased a Vans RV-7A project that a gentleman had begun before deciding to go with a flying model.

We began working on the wings in my garage (the tail feathers were already completed) and in a short time had them completed. The wing tips for the kit were modified to hold an additional nine gallons of fuel per side. After skinning the wings we began on the fuselage.

You can see that the build process for this model was very similar to the RV-9A and the RV-10 that we had previously built. Building the 7A took longer than the 9A, we just found more things to do than to work on the plane. Family time took a higher priority and spouses were probably a little happier.

By summer of 2010 we were ready to begin painting. We decided on a scheme and colors, set up a paint booth and began painting. While it was a lengthy process it went well and within a month or so everything was painted and transported to the airport. It was nice to have a garage for the car again but I missed having the project out there.

With the project painted we were nearly done, well except for another year or so of panel work, wiring, interior work, inverted oil system, etc. The ninety percent done ninety percent to go held true. We applied for N number 742GG. The numbers stand for a RV-7 (7) for (4) two (2) Great (G) Guys (G), or for two Good Golfers, or as our spouses believe two Goofy Guys.

We continued working throughout the past summer with a large part of the time spent on wiring and installing electronics. As August ended it began to look like we might be nearing completion of the project. We began gathering and completing FAA paperwork and on September 23rd Gary Solitch of the local FISO inspected the project and presented us with an airworthiness certificate.

We spent a few days installing fairings, inspection panels, and doing a thorough pre-flight inspection. After being satisfied everything was ready for a flight, Rick taxied to runway 32 and took off. It was just after 6:00 PM on Wednesday September 28, 2011. After a brief flight he landed with the customary RV grin on his face. He reported that it handled well and it was ready for additional test flying. I took it up for a brief flight on the morning of the 29th and confirmed his observations.

We have much to do in the forty hour test phase but we look forward to having a fun airplane to fly for many years. It was another great experience and we managed to maintain a good working relationship and friendship during the build. That may be the best part of the building process.

We want to thank everyone who helped us during the build. There are so many I won't attempt to name them in fear of missing someone, but you know who you are and your help was necessary and appreciated. We especially want to thank Linda and Becky for their patience and understanding throughout the project.



*getting the air worthiness certificate*



*and up in the air*