



Benkerts' Annual Fly-In Picnic

The annual fly-in picnic was a huge success. Glad so many of you could join us. We had thirteen planes and 40+ people. Lots of hangar talk, excellent food, and beautiful weather. Gary Telkamp gave a couple of rides in the Cub, and the kids got horse rides. As Larry Vetterman said, "Good food, good company, perfect weather and smooth landing strip. It doesn't get any better than that." Thanks to all who helped set up and take down and for bringing such good food. Special thanks to our daughter Jenni and granddaughter Haley for all their help and to Duke Doerin for all the great pictures. More pictures can be found on our webpage

39.eaachapter.org/apps/photos.





Photos by Duke Doerin



The Prez Sez...

by Darrel Sauder

Well, winter is coming as evidenced by our last burger burn of the year. Thank you again Rick and Jerry. Always an enjoyable event.

Speaking of enjoyable events, Dan and Molly's annual fly in picnic was a great success. Thirteen airplanes were present, many staggering into the air due to overeating by all occupants. Thank you, Dan and Molly, for all of your effort!

We were honored at our last meeting by witnessing Al Neal receiving his SD Aviation Hall of Fame award presented by Steve Hoogerhyde, from our local FAA FSDO office. Congratulations, Al! We then listened Maureen Wrede from the Rapid City Regional Airport tower. Her presentation was informative with an enthusiastic question and answer session following.

Elections are coming up this coming meeting. All offices are open for election. Please come prepared to nominate someone for each position or, if you feel like volunteering for a position, let someone know so they can nominate you. Terms run for two years.

Much to the relief of many of you, this will be my last Prez Sez letter and the last meeting I will conduct. It has been an interesting and hopefully (from your perspective) productive four years. I am not going to reiterate about all the air (much of it hot) that has passed under our wings during my tenure, but as the saying goes --- it only passes once and whatever air has passed is behind our tails (get it?). I have enjoyed all our meetings and writing approximately 46 Prez Sez letters (a couple of no newsletter months). Thank you for all of your support for all of meetings and activities. Just remember: It is your Chapter and what it becomes or continues to be is entirely up to you.

Also remember: Don't forget to floss

Darrel's :If I won the lottery"

Been doing some thinking on this. I have two places I would like to go adventuring: Alaska and Southern South America. First of all, I would not want to fly my own airplane! I would like to hire a dedicated experienced bush pilot who knew the area very well and knew all of the hot fishing spots. The "guide" would furnish everything except my personal items. I would like to take as long as I wished in each place we landed and take in the whole area, the culture, the scenery, but particularly the fishing opportunities.

Why not my own airplane? I "filled that square" when I was stationed in Alaska for six years. It was the best six years of my life. However, knowing first hand what is involved in flying in the true Alaska bush, I would just as soon leave the "driving to Greyhound" and enjoy the ride, the scenery, and not have to worry about the weather, the landing spot, etc., etc., etc. Oh, sure, I would "take the stick" from time to time just to keep in tune with what we were doing. I still go to Alaska every August and experience a little of my dream, but if you think flying is expensive here in the "lower 48", hire an Alaska Bush Pilot and see what it costs!

Why South America? I've never been there....and have heard fly fishing for trout is unrivaled anywhere in the world.. Same scenario. Hire an experienced bush pilot and away we would go.

Mystery Plane



Answer on page 8

Next Meeting:

Tuesday, November 10

at **Chapter 39 Clubhouse**

6:30 Hangar Talk

(Molly will provide treats.)

**7:00 Meeting
and election of new officers**

(Anyone not at the meeting might be elected!)



Coming Up...

SAVE THIS DATE!!!

Annual Christmas Dinner

January 16

Ellsworth Air & Space Museum

If you haven't given your menu choices to Milo, please do so. Another form is on page 9. This form isn't for making your individual choices, but to narrow down the final menu that you *will* choose from.



November Birthdays:

Jim Hayward—19th
Allen Belcher—26th
Bruce Bowen—28th



Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
Treasurer	Milo Schindler

Volunteers

Newsletter & Web Manager	Molly Benkert
Young Eagles	Jerry Petersen Brenda Nolan
Safety Officer	Jerry Densmore

Tech Advisor Randy Daughenbaugh

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....\$188473

Income:

Burger Burn.....80.00

Dues x 1.....20.00

Expenses:

Rick (burgers & buns).....83.00

Balance on hand..... \$1901.73

November Minutes

By Gary Schroeder

- Meeting was held at the Club house
- Burger burn in Rick's hangar
- Darrel called the meeting to order at 7:10
- Minutes read and approved
- Treasures report given, balance \$1884.73
- Patrick Dame, Maureen Wrede, and Steve Hoogerhyde were guests tonight

Old Business

- The Christmas Party will be at the EAFB Museum on Jan. 16th 2016, the social hour starts at 1730, the meal and program to follow.
- The Benkerts fly-in had 13 airplanes and about 30 to 40 people attending. Great weather and a wonderful job by Dan and Molly.
- Molly needed more articles for the newsletters

New Business

- Rick asked for volunteers to help next year with the burger burns such as setup and cooking, his hangar is still available for the location.
- The Ford Tri-motor will probably be here sometime in August next summer, and we will try to coordinate an open house with RCRA that same weekend. We will need sponsors and other ideas that can reduce the initial expenses to bring the plane and crew here.
- Officer elections will be in November, so interested candidates should speak up.
- Patrick Dame introduced himself and his daughter and told us a little bit about his career and how he got here.
- Steve Hoogerhyde from the FAA presented Al Neal with the Wright Bros. Master Pilot Award and gave him his Blue Ribbon Package of his history with the FAA.

Program

- Maureen from ATC spoke to us about operations at RCRA control tower. She passed out a survey to get a better idea about how they are doing and what we would like to make the system work better. She gave us a couple of tips to help make things easier for everyone. Then opened it up for our questions and concerns. Great stuff.

Meeting adjourned



Project Update

By Bruce Bowen

About 3 years ago, I purchased a Piper J3 project from a Trade A Plane advertiser. It was located north of Cleveland, Ohio. I borrowed an enclosed trailer and drove out and picked it up. One never knows quite what to expect when you arrive, but in this case I was very satisfied that it was as advertised.

The plane is a 1946 and left the Lock Haven factory on April 12th of 1946. April 12th is my wife's birthday and was the start of several interesting coincidences. Another is the fact that it was purchased new by the the Boen Brothers Flying Service of Milan, Tennessee. Boen is pronounced the same as Bowen. I have the logs from the original flight from Lock Haven to Memphis. I am in contact with two of the Boen children, one of which soloed in my Cub. At time the Boens had 5 cubs and were very busy giving instruction to returning GIs. I have traveled to Milan, Tennessee but was sad to see that the Boen Airfield is now a soybean field. I hope to fly NC92312 back to Milan for a homecoming, but will have to settle for the current Milan airport.

When I purchased the project, both wings and the tailfeathers were covered and painted.



First tank of gas—no leaks!

Although it was a reasonably good fabric job, I decided to remove the fabric and start over. I was very happy with this decision as both wings had basket ball size mouse nests and several damaged ribs.

The person that I purchased the plane from had owned it for about 10 years but had done nothing to it. Lucky for me, he had purchased lots of new parts, including

Univair sealed struts, new tires and tubes, and had the C65 OSMOH. He had also purchased a new Sensenich wooden prop. The owner prior to this had also purchased lots of parts and included receipts for over \$17,000.

When I got everything home and examined, I decided to do a complete restoration. I did some repairs to the fuselage including one lower longeron and shoulder harness brackets. I had the fuselage soda blasted and then epoxy primed. I chose Air Tech Coatings for the fabric and have no regrets. One factor to consider is that you can use the same paint for the fabric and metal. I also completely rebuilt both wings with new ribs in places and new leading and trailing edge skins.

I decided to upgrade the C65 to a C85. I had a spare C85 so I had it OSMOH and purchased a new Sensenich wooden prop to match. The 85 is a -12 but I did not go with electrics. There is a little challenge getting the exhaust to work with the -12 in a J3 but I found a good solution.

All that is left is to paint the new cowlings and install the wing fairing skins. I have run the engine and done some taxi tests. Exciting times ahead in the "Slow Lane."



Starting the C85 for the first time

Words of Wisdom

'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding you or doing anything about your problem.'

- Emergency Checklist-

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.' - Lead-in Fighter Training Manual -

N62DX

By John Glasford

Well I'm finally a plane owner! It's taken me many years but here I am. After flying another Mooney and seeing how well they perform I decided this would be the airplane for me. As you may know the Mooney is a fast and a very efficient aircraft. That really appealed to me seeing how the price of aviation fuel is what it is today. I can remember the days of renting a Cessna 150 for \$8/hour wet! I guess those days are now only memories. I had been looking for many months for just the right one. My Mooney is a 1962 M20C with manual gear, hydraulic flaps and a manual crank up step. You just can't get any simpler than that in a complex aircraft. This plane is an absolute dream to fly. It has taken me a bit of practice to get the gear up without looking like a drunken sailor on the departure. She cruises fast while burning about 8 gallons of fuel per hour. So the avionics are ok, but I figured that will be something I can work on to upgrade. Now that both of my daughters are married, with one living in Florida and the other just recently moved to Denver it's the perfect excuse to use the Mooney to go see them! I've got other BIG plans to travel as well (Don't tell my wife, although she is coming with me on the trips!)

Ok now on to the next big thing. I am really, really itching to build an airplane. I had Molly send out an email and had some response, so now I want to get started. My choice at this point is a Van's RV-8, although I'm like a dog seeing a squirrel on every tree. I need to define the mission, so I can really pick the right build. I need the wisdom and expertise of our chapter to help me with this endeavor. I hope to hear from anybody that can give me advice on how to proceed.



John and his very first aircraft

Mystery Plane: The aircraft in question is a Langley 2-4 Twin. The picture appears to be the first aircraft (NX29099), and it was originally powered with two 65 hp Franklin 4AC engines. The final fate of this airplane is unknown.

Annual Christmas Dinner

January 16 at the Ellsworth Air & Space Museum

Attached is a menu of our options of food to be served. Choose 2 items from each category except desserts. Milo would like your choices as soon as possible, so he can set the final menu.. You can email your choices to him at schindler@midco.net.

The cost will be \$28 per person. This includes the use of the facility, gratuity, and meal. A cash bar will be available.

\$28.00

Meats/Main Course

②

Sliced London Broil
Grilled Chicken Breast
Vegetable or Meat Lasagna
Sliced Roasted Pork Loin or Roast Beef
Glazed Ham
Roasted Turkey w/Stuffing
Baked New England Cod

Starches

②

Garlic Mashed Potatoes
Rustic Mashed Potatoes
Steamed Rice
Roasted Rosemary New Potatoes
Buttered Pasta
Rice Pilaf
Baked Beans

Vegetables

②

Green Beans Almondine
Peas with Onions or Carrots
Steamed Broccoli Spears
Corn on the Cob
Caribbean Blend
Balsamic Grilled Vegetables
Glazed/Candied Carrots

Desserts

①

Chocolate Mousse
Fruit Pie
Berries with Ice Cream
Tropical or Regular Fruit Salad
Plain or Assorted Cheesecake
Peach, Apple or Cherry Cobbler

Salads

②

Classic Potato Salad
Marinated Cucumber & Tomato Salad
Bowtie Pasta with Seasonal Vegetables
Cole Slaw

Macaroni Salad
Garden Rotini with Italian