



Flyboy News

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

Volume 24, Issue 5
September 2021



The Rapid City Boy's Club Young Eagles event on 13 August was a great success. We flew 17 boys at Dale's aviation at the Rapid City airport. Rick Belsaas, John Glasford, and Scott Christianson were the pilots who generously gave of their time and their airplanes. Jerry Petersen, Jay Edmiston, Dale Freeman, Josh Scott, and myself helped do the paperwork and manage the boys. The supervisor in charge of the boys said word will get out and next years interest will be even greater.



Photos by Jos Scott

KEN POST

Kenneth Post, 93, died on Aug. 30, 2021. Ken was a charter member of our EAA Chapter 39. He built and flew a Thorpe T-18. After building a hangar at Rapid City Regional Airport in the 1980's, he allowed the chapter to build our club room in the hangar which gave us a home location. He was very supportive of Chapter 39 whether it was helping members with their projects or getting aircraft radios for a good deal at Oshkosh for any of the members. He was also very instrumental in getting our checking account set up. Ken was one of the best friends the chapter ever had. He also served our country while in the U.S. Navy. Services for Ken were held at the Black Hills National Cemetery. Our sincere, heartfelt condolences go out to Donna and family.

Next Meeting:

Tuesday, September 14
Rick's hangar/clubhouse

6:00 Burger Burn

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

7:00 Program (TBA) followed by meeting



28 Balloons launch from Hot Springs, SD airport.

Photos by Gary Telkamp

Officers

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

Volunteers

Newsletter	Molly Benkert
Web Site	Jim Hayward
Young Eagles	Darrel Sauder
Safety Officer	Jerry Densmore
Tech Advisor	Jerry Densmore

Treasurer's Report

By Dan Benkert

Balance brought forward.....	\$4209.11
Income:	
Dues X 1.....	20.00
Burger Burn.....	95.00
Donations received for tribute to Milo.....	1735.00
Balance on hand.....	6259.87
GAAC.....	\$4082.54
Basic BHFCU account.....	25.20

President's Corner

By Josh Scott

Welcome to September! It's hard to believe that it's been 20 years since the terrorist attacks of 9/11. A lot has happened and changed in those years. I want to thank all of you that have served and are serving our nation!! We are blessed to be able to continue to pursue our passions of building and flying airplanes. Let's continue to promote and share that passion with others and get them involved with our program! I am happy to share that John Glasford has offered to spearhead a pancake fly-in/drive-in at his hangar. We will need folks to help with setup/tear down and folks to help cook. Please consider volunteering to help fundraiser for our chapter. The event will be on 25 September @0800. Spread the word and invite people to come to the event! I look forward to seeing you all at our regular scheduled meeting on 14 September!

Upcoming Events

7th annual Black Hills Fly-in at Hot Springs (HSR), SD

When: Sep 9 – 12, 2021

Where: Hot Springs Airport, 27858 US-385, Hot Springs, SD 57747, USA ([map](#))

DescriptionAll are welcome, but this will be somewhat of an off airport event with most of the fly outs happening at ranches in the tri state area of SD, WY, and MT. Flyouts, food, fellowship, and nearly unlimited places to explore and turn avgas into noise and memories. We hope to see you there! Contact Clint Busenitz at 605-891-1290 or Larry at 605-890-0525. Facebook: "The Black Hills Flyin"

Fly-in breakfast

When: Sept. 11, 7 am-11am

Where: L Sturgis Municipal Airport 49B

Airport lunch

When: L Sat, September 11, 11am – 1pm

Where: L Ekalaka, MT 59324, USA ([map](#))

DescriptionAirport lunch at **Ekalaka (97M), Montana** (not far from the western SD border). They will start cooking hamburgers and hotdogs at 11:00 AM with sodas and water provided. They are also planning a flour drop. Elevation 3503. Fuel. Runway 13-31 - 3801' x 75' paved. They also have a very nice new pilots lounge with a nice shower and sleeping quarters. This is a beautiful area with the pine covered Ekalaka Hills and Rugged Chalk Buttes. Lots of good people to meet. Please contact Dane Castleberry with any questions. danec@midrivers.com

Fly-in Pancake Feed

When: Sept. 25, 8 am

Where: John Glasford's hangar, KRAP

Editor's Note: As you know, Jim Hayward is now doing our webpage. Be sure to check it out. (See top of page 1.) I'm sure Jim would appreciate any contributions you might have.

August Minutes

By Gary Schroeder

Josh called a meeting to order 7:00

Guests tonight:

Carson Udager

Ray Macintosh

Treasures report:

Chapter 4409.87

Milo's memorial 1735.00

Old business:

The Sturgis fly-in and car show had a good turn out.

September 11 will be Aviation Day in Spearfish and South Dakota Pilots Association meeting in wall.

Jerry was able to get the new EAA banner for the chapter completed.

Jay donated the South Dakota flag to the chapter.

Molly made a motion that the leftover funds in Milo's memorial account, after purchasing the brick for Milo & Betty at Oshkosh are used to promote Aviation locally.

Rick second the motion and the motion passed

The webpage is being updated at this time by Jim Hayward.

The FaceBook page is on hold. It needs someone to take charge of that project.

New business:

Bert updated us on the airport master plan and there is a meeting to meet with Matt to discuss the general aviation concerns.

There is discussion about upgrading the chapters audio video system. It was suggested to get a large TV instead of a projector.

Oshkosh reports.:

People that attended Oshkosh reported it was a very successful event. There were very interesting stories how about things to see and do.

The Fagan Museum in Granite Falls was recommended as a very interesting aviation site when in the area.

Meeting adjourned

The FAA Needs Your Help

The Federal Aviation Administration (FAA) needs your help in the collection and verification of private-use facility airport data, and to ensure that the information on record with the FAA is up to date. This data is critical to the safety of flight as private use facilities are identified on aeronautical charts and potentially utilized for emergency landings. Update your data or register your facility on the FAA's Airport Data and Information Portal (ADIP) website: <https://adip.faa.gov>

Once you have registered for an account in ADIP follow these steps in order to update your facility:

- Login and go to the Airport Master Record Module (AMR) and select "Update Facility Data (Airport/Heliport)"

- Enter your facility's Location ID (LocID) and select "Start Update"

- On the Project Summary Screen select "Facility Data" and enter your changes

- Click the "Save Changes" button

- Click the "Submit Changes" button

For airports with no data changes, it is still important to enter the AMR Module of ADIP once every 3 years to keep your airport active and charted. To do so, simply follow steps 1, 2 and 5 (skip 3 and 4) described above. This will keep your facility information active and charted for the next 3 years.

ADIP Website

Your support of the FAA's Private Airport Data Survey program is appreciated.



We recently had friends from Wisconsin stop by for a day—and of course they asked if they could have a plane ride. Forrest was kind enough to come over and give flights to two of the kids and their dad. They were so thrilled with their ride, they plan on looking into joining the EAA when they get home. Thanks to Forrest, I think we might have a new aviator or two. Thank you, Forrest.

Molly Benkert

172 Substantially Damaged By Police Drone

Russ Niles August 21, 2021

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All the Canadian authorities are looking into the midair collision of a flight school Cessna 172 and fair-sized drone that could have ended a lot worse than it did. The fact that it happened within a mile of an airport and that the drone operator was a local police department has added some extra attention to the mishap. The Canadian Flyers 172 was substantially damaged in the collision, with major sheet metal damage and an engine teardown mandated because the lower arc of the prop went through the drone. Had it been a few feet higher, the story may have been a lot different but the instructor on board, who assumed the 172 had hit a bird, made a routine landing at Buttonville Airport.

The instructor and a student had just turned final for Buttonville, which is in the northern part of Toronto, and were set up for landing when they felt a substantial jolt that moved them in their seats. They were about 500 AGL and a mile from the threshold. The landing was normal. "When exiting the aircraft, they were shocked to see a major dent on the left underside of the engine cowling. The airbox was also bent," [said a report](#) from Transport Canada's Civil Aviation Daily Occurrence Reporting System (CADORS). "A few hours later, a police detective confirmed a York Regional Police drone had struck their aircraft." The incident occurred Aug. 10 but didn't show up in the CADORS until Aug. 18.

The CADORS report classifies the accident as "unauthorized entry" to controlled airspace. It also noted that Nav Canada, the air traffic control provider, was not aware of drone activity in the area. In Canada, drones are banned within 3 nautical miles of uncontrolled airports and restricted to 400 feet AGL without special authorization. To fly in the controlled airspace the drone and aircraft were in, Nav Canada has to approve it and the drone pilot must be in radio contact with controllers. The police department has not commented any further on the mishap except to say the drone was part of a police operation in the area. It hasn't identified the type of drone involved but there was media coverage when the department acquired its first drone in 2016. That was an Aeryon Ranger which, with payload, weighs 10-12 pounds.

Submitted by Dwight Pladsen

An overconfident ferry pilot flies a Stearman to Oshkoshby

By Patrick Gordon

I was building flying time by ferrying airplanes on weekends but this was one sorry looking airplane. Originally a proud training plane for the military prior to World War II, it had become a crop duster. The fabric was ripped in numerous places and the interior was sparse. To make sure I could make it to Oshkosh, and a possible new owner I applied duct tape to each rip I found in the fabric. It probably took 20 ft. of duct tape.

[READ More](#)



Ten Minute Turn

By Jay Edmiston

In the 1990s, regional airlines relied on low costs to make a buck. Their small aircraft and short flights demanded they operate cheaply to generate a profit and they relied on federal subsidies to break even in small markets. They operated small planes like the Raytheon BE-1900, a 19-seat turbo-propeller aircraft that cost a mere \$4.5 million or so.

Two pilots and a gate agent were all the folks needed to operate out of most airports. The gate agent checked in passengers, loaded bags, and marshaled the aircraft in and out of parking. The pilots loaded bags, flew the airplane, and doubled as flight attendants briefing passengers and making sure safety procedures were understood.

It was tightly choreographed little dance to get a plane in and out of a small airport in the allotted time – the “ten minute turn.” That was barely enough time to let passengers off and unload their bags, then add new travelers and their luggage. But it was doable and we could often manage it in less time.

So the stage is set for the day we pulled up to the terminal in Gallup, New Mexico, for a quick stop before continuing on to Farmington. It was an early flight and one passenger really needed a quick restroom break so I pointed him to the terminal and reminded him to hurry back as we were leaving in just a few minutes. We get the bags loaded and welcome a new passenger, then do a head count and find our restroom visitor is not yet back.

I run inside and check the restroom but it’s empty. The gate agent checks the women’s restroom but she doesn’t find him there. I walk out the front of the building, expecting to find the guy taking a quick smoke break but he’s not there either. I can see a good ways in every direction and this guy is nowhere in sight. At this point I’m stumped: I’ve been flying a good 15 years by this point and had never lost a passenger — until today.

By now, we’ve blown through our ten-minute turn and are a good ten minutes late. I make the decision to continue on without the guy but wonder where in the hell he could have disappeared to. We fire up the plane and launch, flying a nice 270 degree climbing turn over the top of the airport for departure and as I gaze down below, I see the guy leaning on the fence at the edge of the ramp, so he has managed to reappear as mysteriously as he vanished. I’m not going back for the guy at this point and I almost feel sorry for him but I’m a little more worried what the company is going to say to me.

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After were settled into cruise mode, I call Gallup on the radio to update our departure times and we soon begin discussing our errant passenger.

“Well, he says he was here the whole time...,” she tells me.

“No way. We both looked everywhere for him,” I reply.

“Yeah, I know. Besides, he’s all sweaty and he’s got a box of donuts under his arm.”

“WHAT?”

“The nearest donut shop is about half a mile down the road. I’m surprised he’s back already.”

And so it came to pass that after our arrival in Farmington, I’m told the guy’s wife is in the terminal and I go in to see her expecting an unpleasant conversation. Turns out that she had already talked to him about the whole deal, he had rented a car to drive the rest of the way, and she was really unhappy with him. “Not the first time” he’d done something like that, according to her.

Note to self: ten minutes is not enough time to get donuts in Gallup.