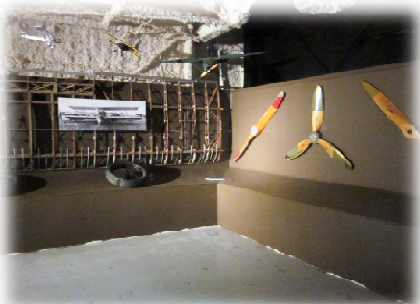




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EAA Chapter 39
Rapid City, SD
<http://39.eaachapter.org>

FLYBOY NEWS



SOUTH DAKOTA AIR & SPACE MUSEUM



Our February meeting was held at the Air & Space Museum. The outside exhibits are readily seen, but there are many fascinating exhibits inside. If you haven't been there recently, it's worth a visit!

Chapter 39 Membership

The chapter is in the process of updating our membership data. 2012 dues need to be paid by March 30th. If you haven't paid and still want to be a member, mail your \$15 yearly dues to Milo Schindler at 3711 Dawn Lane, Rapid City, SD 57701. If he hasn't received your dues by that time, you will regretfully be dropped from our membership list.



THE PREZ SEZ...

by Darrel Sauder

Been to any Air Force museums lately? About 20 of you can answer “Yes” to that question...if you were at our last meeting. I believe all would agree that it was a well spent evening in a “I feel I belong here” environment.

Carl Engwall, museum curator gave an enthusiastic welcome, followed by a personalized tour. For those of you who were unable to attend, I highly recommend that you make a visit to the museum a family outing. It is outside the main gate and has easy access to all of the displays. You will not be disappointed. Anytime I want to visit my past, I just glance over at The EC-135 (sitting just to the left of the parking lot as you drive in) that I used to fly while stationed at Ellsworth. It has a white top and was used as a back up for the minuteman missile system. We (the missiliers in the back) could fire the minuteman missiles if a nuke disabled their command posts. It was broken a lot and, instead of referring to it by its tail number 262, we referred to it as 2 sick 2 (too sick to fly).

Speaking of museums...if you are ever in Tucson, AZ, don't miss the Pima Air Museum and the “Bone Yard”. Hundreds of airplanes are on display in hangars and out in the open.

Please come and help at the upcoming Young Eagles event at the Rapid City airport on March 3rd. You don't have to have an airplane to come and help and visit with our future aviators.

Our March meeting on the 13th will be at our winter meeting room at the Rapid City Airport Fire House. Al Neal will be presenting some sage insights into the workings of accident investigations and reporting from an FAA point of view....should be interesting since he is retired and is free to say whatever he wants.

Keep coming to our meetings. Invite a fellow aviator. Take advantage of the nice weather we have been having and get out there and fly!

Don't forget to floss!



Members start to gather for the February meeting at the SD Air & Space Museum.



Carl Engwall welcomes us and tells us about the museum and its mission.

WHERE IN SD?



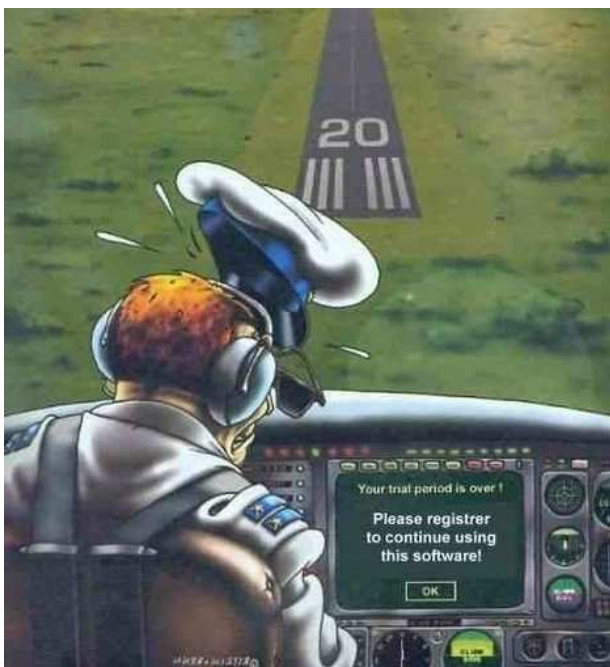
Answer on page 8

Next Meeting:

Tuesday, March 13
at **Airport Fire Station**
(gate cards not necessary)

Social Hour—6:00 (cookies and coffee
provided)

Meeting at 7:00: Al Neal, retired FAA safety
inspector, will be our speaker.



Upcoming Events

March 3 **Young Eagles event** 9:00 at the Airport Fire
Station (see page 4 for more details)

March 12-15 **Fabric Covering Workshop,**

Location: Lake Area Technical Institute Aviation
Maintenance Program at the Watertown Airport
(ATY) **Details:**

Lynn Bauer will conduct the workshop. She has
presented a mini-version of this workshop every
year at Oshkosh AirVenture. The course will be an
intense 4 day affair with heavy emphasis on hands-
on skill-building in which we'll be covering a pair of
wings for a J-3 Cub, a Schweizer 2-22 fuselage, and
various flight control surfaces. The cost is \$200 and
interested parties can contact Greg Klein at
kleing@lakeareatech.edu or 605-882-6311 and ask
for Greg or Tony Weigman to register.

March 27-April 1 **Sun 'N Fun** Lakeland, FL

For more information, go to
<http://www.sun-n-fun.org/FlyIn.aspx>

May 19-20 **Rocky Mountain Light Sport Aircraft
Expo,** Watkins, CO Contact Name: Brian [Garrett](#)
Contact Phone: [303-564-5328](tel:303-564-5328)

May 31-June 3 **National Biplane Fly-in,** Junction
City, KS Contact Name: Jim [Clark](#) Contact
Phone: (785) 210-7500

Raffle for Rides

The February raffle was won by Scott
Christiansen, who donated his ride to Nancy
Hovdenes. The next raffle will be at the March
meeting, Although only members can purchase
raffle tickets, the rides may be donated to
anyone: other members who don't have many
opportunities to fly, friends and/or relatives, or
anyone else you can think of. Proceeds from the
raffles go to help pay for fuel for those pilots
giving Young Eagle rides. Your support for this
project will be greatly appreciated!



There will be a Young Eagles event on Saturday, March 3rd (weather permitting). We currently have four aircraft lined up to fly about 14 Young Eagles. We will be processing the students at the Airport Fire Station conference room at about 9:00 AM. Aircraft will stage from the Fugro ramp next to the fire station. I'm still working on ground crew but should be able to get enough help. Contact Jerry Petersen (348-1871) if you can help out.

All Young Eagles have the chance to win a headset courtesy of LightSpeed. All they need to do is subscribe to the Young Eagles newsletter:

<http://www.youngeagles.org/news/newsletter.asp>

In the newsletter, there is a section at the bottom with information on winning a FREE headset from LightSpeed. You can also enter from <https://secure.eaa.org/youngeagles/contest.html>



SEND MORE STUFF!! It can be anything from an anecdote to a pointer to a new product to a good joke to a picture. I can edit it; I just need your words and/or images. Send it to me at teachmolly@gmail.com. Thanks!

Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Forrest Foster
Treasurer	Milo Schindler

Volunteers

Newsletter	Molly Benkert
Web Manager	Molly Benkert
Young Eagles	Rick Belsaas
	Jerry Petersen
Safety Officer	Jerry Densmore

Tech Advisor Randy Daughenbaugh

TREASURER'S REPORT

Milo Schindler

Balance brought forward..... \$2059.82

Income

dues45.00
raffle.....15.00

Expenses

Molly Benkert (napkins)8.99

Balance on hand \$2110.81

The minutes from the February meeting were unavailable at "press time."

A SAFETY NOTE

By Jerry Densmore

What Was That?

A while back I was reading an article in which the author was talking about spraying with a C47. He was at 50 feet and looking to the left to maintain his line when his copilot told him something wasn't right. The pilot looked at the engine gauges which were normal, so he glanced forward and immediately pulled back on the control column, barely clearing power lines that appeared from nowhere. He went on to explain the importance of knowing about obstructions along the route of flight. This led me to start thinking about how difficult it can be to see objects, in the air and on the ground, when we are out aviating.

I've heard old timers talking about their flying in decades past. When the ceilings were low, down to 150 ft AGL, they would take off and fly to the destination using the IFR method they had been taught, I Follow Roads, Railroads, and/or Rivers. The routes were familiar, the R items were relatively easy to see, and one simply stayed to the right side of the followed landmark. Kind of like driving down the road. One gent said this worked well until towers started sprouting up across the landscape. Now days we wouldn't think of doing that. A few years back another pilot and myself found a relatively tall tower (400 feet plus), a few miles west of Ft Pierre, was south of highway 34, but shown on the north side of 34 on the chart!

How many times have you marked a high tension power line as a checkpoint on a cross country flight only to completely miss it? It's easy to do in this part of the country. I have done it back east and in the north, not because the power line is easier to see, but the right of way shows up quite well where the countryside is wooded.

What about aircraft in flight? Using flight following can help, but aircraft like Cubs, Champs, TCrafts, and the like will not show up on radar very well. The vast majority of South Dakota airports, okay all but 3, are uncontrolled. We like it that way but it means we must be constantly on the lookout when we approach an airport. Start by monitoring the radio for traffic calls, but as we get closer we also need to really watch the pattern areas as there are many aircraft out there that don't have radios or the pilots don't use them for whatever reason. Enter the pattern as shown in the Airman Information Manual to give yourself the time to set up while scanning for traffic.

One more thing to watch for as you approach the field is wildlife. There are ducks, geese, raptors (eagles, vultures, hawks, etc.) that seem to be drawn to the vicinity of airports. This winter the geese have been cruising back and forth across RAP daily from 100 to 2000 feet AGL. I'm sure most of the area airports are having the same issues. If a pound of Meadow Lark will go through the grill of a car at 65 mph, what would a 16 pound goose do to an aircraft at 90?

There are electronic aids out there to help provide separation of traffic, ATC can provide the service to those with flight following, but nothing can beat the old eyeball scan. Keep your head up and eyes outside the aircraft to help ensure you are committing aviation safely!



MEMBER PROFILE

Terry Olson



Although many young boys aspire to follow in their father's footsteps, my head seemed to always be in the clouds. I knew at an early age that milking Holstein cows was not my passion. A close family friend introduced me to flying. Tom was a crop sprayer. He flew a PA-11. Tom seemed to be a really cool guy to me. I wanted to be like him—and flying had to be cool, too.

I would sit and talk to Tom about flying for hours. When he moved to California some years later, he offered to sell his PA-11 to me for \$2000. He might as well have asked for a million dollars, because, as I was a young teenager, I didn't have the money. This didn't detour my interest in flying. By the way, have you priced out a PA-11 lately?

My first job off of the farm was working as a line boy for Turboprop, Inc. As a teenager, this was the best job I could ever have had. At that time, there was a lot of general aviation traffic at the Rapid City airport. Having the opportunity to fuel Convair 580s, 737s, and to be around all of the general aviation planes was a blast. Not only did I get to see all of the aircraft, but I had a chance to visit with other pilots about their experiences. It strengthened my love for flying and helped me to build relationships with people in the industry. I was an airport bum, and I loved every minute of it!

During this time, I met my first flight instructor John Welch. John owned Silver Wings Aviation. John was an older man when I met him. I must admit I wondered, "What can this old guy teach me?" I scraped up the \$10 per hour for the airplane, plus the \$.35 per gallon for fuel and completed my private license. In later years, I learned what a decorated and distinguished aviator John really was. Youthful arrogance and stupidity on my part!

While attending SDSM&T, I continued to work at the airport and worked on my advanced ratings. I spent every dollar I earned and accepted every opportunity I had to get into the air. I knew that this was what I was really meant to do!



Although I have lived in the Rapid City area most of my life, I did move to northern Montana for a few years as a young adult. There I flew some neat airplanes, crop sprayed, and flew with some very interesting bush pilots. What an exciting time!

When I moved back to Rapid City, I worked for B & L Aviation. While flight instructing and flying charter trips, I became an A&P. I worked as a mechanic in their shop and later became maintenance manager. B & L had a variety of airplanes to fly and work in. Merl Bellew loved flying and loved telling stories about his adventures. He helped cultivate my interest in aviation. He was a character to work for, and I look back on those times fondly.

In 1986 I went to work for Horizon's Inc. as an aerial mapping pilot, and I maintained their fleet of aircraft. This job has taken me all over the United States flying photo missions. I have been fortunate to be able to do what I love and get paid to do it! In recent years my flying hours have decreased and my duties as Director of Maintenance have increased as the fleet size has increased from three planes to eleven planes. Horizon's is now an internationally-owned company, and I now work in a state-of-the-art hangar facility on the same ground site that was once B & L Aviation. It appears that 30 years after starting at B & L Aviation, I am back in the same spot. I guess some might call it progress!

Over the years I have flown or instructed in most of the light general aviation airplanes. My favorite planes are the ones that drag their tails. I have a great interest in aviation history and appreciate the early aviation pioneers. I especially love aerobatics, air shows, sport flying, and grassroots flying. I have owned a few airplanes and am currently rebuilding a Christen Eagle II. This plane may fly again under my ownership; who knows. Have you ever seen a carpenter's basement finished?

One thing I do realize is that my love and passion for aviation has not changed. I am very appreciative to my mentors and appreciate the friendships and characters I have met along the way in my flying career. Although I may not be the young boy who jumped out of bed to see what airplane was flying over, I do still get excited about aviation.



PA-18-150 Super Cub—one of the best airplanes ever built



Charlie Summers and myself on our great Helio adventure. What a nice man Charlie is.

QUOTE OF THE MONTH:

Any idiot can get an airplane off the ground, but an aviator earns his keep by bringing it back anytime, anywhere, under any circumstances that man and God can dream up.
— Walter Cunningham, *'The All-American Boys,'* 1977

Leave the Logbook at Home

A sad story relates a lesson you probably never learned in ground school.

By Stephen Pope / Published: Feb 23, 2012

I got an e-mail the other day from a reader with a heart-wrenching story that should serve as a cautionary tale for all pilots. He told me about a good friend of his who was killed, along with the friend's wife and kids, in an airplane crash last summer in Idaho. Because the two were so close, the pilot had made the friend the executor of his will. He was writing to me seeking advice about what had escalated into a contentious legal battle with the pilot's insurance company.

I'd recently written a feature article about aviation insurance for the magazine, so the basics of liability and hull coverages were fresh in my mind. But this gentleman brought up a scenario I hadn't considered while doing my original research. He said that when he first contacted the pilot's aviation insurance company, he was told the policy would cover the cost of the airplane destroyed in the crash as well as funeral expenses. All the insurance company needed was the pilot's logbook to prove currency and verify the date of his last flight review.

The problem was, the logbook was with the pilot on his fateful last flight and it burned in the crash. The insurance company, therefore, was refusing to pay the claim. As you might have guessed by now, this has created a big time legal mess, with lawsuits filed by both sides.

The story gave me pause since lately I've been flying with my logbook in my flight bag. My reasoning for bringing it along was twofold: If I was ever ramp-checked by an FAA inspector, I would have documentation proving my flight experience. Also, the back page of the logbook is a super convenient place to paperclip a medical certificate.

For clarification I contacted Greg Sterling, senior vice president at Chartis Aerospace, which also happens to be my insurance company. He advised that pilots should not carry their logbook in the airplane due to the threat of it being destroyed or stolen. Although, if a logbook was destroyed or lost, photocopies would be an acceptable means of proving currency and logged flight time, he said.

It makes sense that the insurance company would want to see the pilot's logbook after a mishap involving a claim. I couldn't really offer the gentleman who contacted me any advice, but wished him luck in what figures to be a long legal fight. It goes without saying that I've stopped flying with my logbook. If I'm ever ramp checked and an FAA inspector asks to see it, I'll relate this story and offer to send him photocopies when I get home.

NEW CLASSIFIED

For Sale

1985 Christen Eagle II

480TT IO 360A1A, 200 HP OSMOH. Hartzell constant prop "B" Hub OSMOH. Many new parts & mods. Some assembly required :-) \$40,000. Call Terry Olson 605 863-0425

