



Midwest Antique Fly-Ins

By Dan Benkert

There are 2 notable Midwest antique fly-ins each year. One is at Blakesburg, IA which I have yet to visit. The other is at Brodhead, WI. I have gone there several times. They are both fun non-commercial events where the airplanes are center stage every day and all day. Many owners are hopping rides and educating folks about their planes all day long. Meals are sold by the local EAA chapter and are very reasonably priced. Nearby lodging is in short supply, unless you have 2 sisters living within 15 miles as I do. Many folks camp under their wings next to the woods, and others park their RVs out by the road. The variety of airplanes on display is amazing and changes every year. The weather in early Sep is cool and pleasant. I will try to attend whenever possible. Variety of pics to follow.







John's Jabberings...

By John Glasford

December is here already and it seems the whole year has flown by. I accepted a second term as president and my goal is to grow this chapter! I held a planning meeting Saturday, December 2, 2017 to discuss the events that will get our chapter more known and grow our membership. I want to thank everyone that took timeout of their Saturday to attend and actively discuss ideas. We discussed the open house **which we are doing this year!** I have contacted EAA Tours and we are on the list to host the Tri-Motor in 2018. EAA does not have a schedule yet so sometime early 2018 we will know the dates. If you were a part of the effort in 2016 then you know it takes a lot of work to bring this together. Those members that couldn't get involved last time please be ready to lend a hand!

The upcoming year is going to get us involved in the open house, fly in pancake breakfasts, aviation projects, and Young Eagle events. I want to contact the school district and get them involved so our younger generation will know what aviation is and the opportunities in aviation. We are going to host workshops that give participants' hands on demonstrations of the processes involved in constructing aircraft. The Young Eagles events will give us the opportunity to introduce the youth of the area to the exciting thing we call aviation.

I am attending the EAA Leaders Conference, January 19th through the 21st in Oshkosh this year. I want to be able to take away all the tools and resources available to make our chapter a growing and viable organization! This is a great opportunity to learn what other chapters are doing to grow and remain enthusiastic. Bruce Bowen has committed to attend with me so it will be great to have two perspectives and stir up ideas in our chapter.

I'm excited about the possibilities that this chapter has to introduce the Black Hills to aviation. We just need to do something! It will take time and talent to pull off these events and the reward will be well worth it. The good news is that this chapter has an abundance of talent but we **need your time**. Step out, volunteer, do something that will light the interest in aviation for our youth and community!

At the next meeting(has been postponed a week **to December 19th**_ we will discuss the planning meeting, Young Eagles, open house and other events for 2018. Bring your ideas I want to hear them all. Oh, and bring a friend or two to the meeting and let's have some fun! You do remember why you started flying in the first place?? Fun right? Get others interested and participating in general aviation, it's the only way we are going to see general aviation continue.

DO SOMETHING!

See you at the meeting!



Don't forget to pay your \$20 2018 chapter dues. Dues may be paid at the December 19 meeting, at the Christmas dinner , or mailed to Scott ay 13091 Mission Hill Loop, 57702



Next Meeting:
Tuesday, December 19

at **Chapter 39 Clubhouse**

630 Hangar Talk
Treats provided by Steve Hatfield

7:00 Program
Video on aircraft technology and design
Video on the Mar's landing

Followed by meeting
Discuss the planning meeting and ideas
Open house
Young Eagles events
Pancake breakfasts at KRAP



EAA Chapter 39 Christmas Dinner

Elks Club
January 13
\$20-25 per person (as yet to be determined)
Menu: Elks Christmas Special
roast beef and herb chicken
with all the usual side dishes

Full details will be sent out soon.

Reservations need to be made to Scott by Jan. 3.



December Birthdays:

Al Fisher—1st
Forrest Foster—1st

Chapter 39

Officers

President	John Glasford
Vice President	Harold Samdal
Secretary	Gary Schroeder
Treasurer	Scott Christiansen

Volunteers

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

Tech Advisor

Jerry Densmore

TREASURER'S REPORT

Milo filling in for Scott

Balance brought forward.....\$8957.04

Income:

Dues X 5.....1-0.00

Balance on hand..... \$9057.94

November Minutes

By Gary Schroeder

- John called the meeting to order at 7:01.
- Bruce told us about the De Havilland Chipmunk DHC-1 and his trip to England to learn more about the aircraft.
- Treasures report - \$8957.94 plus 2 member dues paid.
- Minutes were read and approved with one correction, "the balance was unchanged from what was reported in the newsletter".

•Business:

- The Christmas Party was discussed. The EAFB Museum will be closed in January and will not work for the party. The Elks was suggested and chosen for the Christmas party, and January 13th would be the best date. Bruce made a motion and Rick seconded the motion and the motion passed. We need a speaker for the party.
- John will schedule a planning meeting after Thanksgiving.
- There will be an FAA Safety meeting November 28th at the RCRA fire station.
- There will be an EAA Chapter training in Oshkosh January 19th – 24th, if anyone is interested in going, John is planning to fly over wx permitting.
- There will be a Leadership Bootcamp in Denver January 27th.
- RCRA GA user meeting will be February 24th.
- It was suggested to have the meetings at the fire station during the winter, but we decided to stay at the club house.
- Steve will bring treats for the December meeting.
- There was discussion about activities to motivate the chapter.
- A slate of officers for next year was presented for a vote:

• President	John Glasford
• Vice President	Harold Samdal
• Treasurer	Scott Christiansen
• Secretary	Gary Schroeder
• Newsletter editor	Julie Glasford (taking over soon)
• Tech Advisor	Jerry Densmore
• Young Eagles	Brenda Nolan/Telkamp (to be confirmed)
- The slate was accepted and the vote passed
- Meeting adjourned 8:30

Keep your eyes outside

by [Kevin Poole](#)

When I began my flight training several years ago, my first instructor told me something that I thought was common sense and that he didn't need to tell me: Keep your eyes outside. I remember asking myself where else I would keep my eyes if not outside and wondering why he thought it necessary to give me that little piece of advice.

Of course, as I progressed through the first few lessons and began to learn about V speeds, standard rate turns, and all the other stuff that comes along with looking at instruments, I realized why my instructor had told me to keep my eyes outside: so intent on watching the RPM and altitude, waiting for the white arc before putting in flaps, or trying to find things on my paper sectional, I often neglected the visual part of VFR flying.



I depended way too much on my instructors to be the lookouts. As my lessons progressed, however, I learned that I had to keep my eyes not only on the instruments but also outside, and two experiences solidified that in my mind. When people ask me if I've ever experienced anything scary while flying, I always tell them the following two stories.

When you hear "Traffic! Traffic!" you'd better look outside – if not before. In the winter of 2014, my instructor signed me off to fly the Piper Warrior I had been training in from the airport in Bridgeport, Connecticut (KBDR), across Long Island Sound to the practice area so that I could go through the ground reference maneuvers that I had learned. I was at around 1000 feet AGL circling a storage shed when that irritating voice yells into my ear, "Traffic 1:00, 1 mile, same altitude."

I looked out and saw the plane – a Cessna 172 – but it looked to me as if it was actually climbing. My thought was to keep my eyes on it, but to remain at my present altitude. I continued to circle the shed, but the voice kept yelling in my ear.

As I came around to where I could spot the other plane again, I noticed that it was coming at me quickly and at an angle – it was close enough that I could actually see the face of the man flying it. In that split second that it took my brain to recognize the danger, I saw that he was descending, performing a slip to drop quickly, and so I pushed the throttle forward and pitched the nose up as I continued to circle.

My heart pounding and sweat rolling off my forehead, I climbed more and circled back around, but I did not see him again. Too nervous to continue what I had planned, I flew across Long Island Sound back to KBDR and landed. Explaining what had happened out there to my instructor and to a couple of other guys who worked at the airport, one commented, "That old man needs to have his license taken away." They had obviously seen him take off.

[Click here for the full article](#)