

Dedicated to All Those Who Flew Behind Round Engines

We gotta get rid of those turbines, they're ruining aviation and our hearing... A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat. Anybody can start a turbine. You just need to move a switch from 'OFF' to 'START' and then remember to move it back to 'ON' after a while. My PC is harder to start.



Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a lovely mistress. On some planes the pilots aren't even allowed to do it. Flight engineers do the job. Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that. It's a GUY thing... When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: useful, but hardly exciting. When you have started his round engine successfully your Crew Chief looks up at you like he'd let you kiss his girl too!

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed, looks and sounds like it's going to blow any minute. This helps concentrate the mind! Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights. Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines smell like God intended machines to smell.

Pass this on to an old WWII guy (or his son, or anyone who flew them, ever) in remembrance of that 'Greatest Generation'.





John's Jabberings...

By John Glasford

If you missed the last planning meeting and regular meeting, we have decided to push ahead with the open house. We need to set a specific date, but September is the month. There will be lots to do, so tell me how you want to be involved! I will cover the groups we want to invite and participate. We will need planes and pilots to fly the Young Eagles. If you have a plane and want to fly the kids, you must complete the background check. Contact me and I will help you get through the procedure. The background check takes 7 – 10 days so don't wait until the last minute to get it done please.

Bruce Bowen will be hosting a pancake breakfast May 13 starting at 0830. This is the first of the series Bruce will host every month at the Sturgis Airport. Fly-in or drive-in, but get there and bring a friend or two that wants to learn more about aviation or just enjoy good company!

Many of you know that Scott Christiansen was diagnosed with cancer in his throat. The great news is his treatments were successful and Scott is cancer free! He still has some time needed to recover but he's on the road!

On a sad note Chuck and Grace Childs will be moving to Minnesota on the 9th. This will allow them to be closer to family and have care close by.

Please mark your calendar and reserve the time to participate in the planning meeting May 6th, 0900 at Rapid City Regional Fire House Conference Room. I'll bring donuts; please bring anything you would like to share. Let's keep moving towards getting others interested and participating in general aviation.

DO SOMETHING!

I will see you at the planning and regular meeting!

TO ALL MY GOOD FRIENDS WITH THE EAA

It is with sadness that I must say goodbye to you as I am moving to Tracy, MN on May 11, 2017. I want to thank all of you for your kindness and allowing me to be associated with such a great group of pilots. You are all crazy to build your own planes and then have guts enough to fly it. I have enjoyed your association and enjoyed knowing all of you. Farewell.

Chuck Childs

May EAA Chapter 39 meeting agenda –

Program:

No formal presentation. Anyone have some good flying stories they would like to share?

Old business:

- KRAP open house lead event item – We may still have a possibility of a DC3 for static display
- Dates and timing of the next open house event
 - Listing of participants
 - Assign members to contact participants
- Discuss ideas from the planning meeting
 - Set dates
 - Lead Volunteers
 - Coordination with airport, etc.

New business:

Action group for the open house event

Project Update

By John Sanders

I first saw the airplane I decided to build in 2000 on a Discovery Channel show when they were using it for poacher patrol in Africa. I started building a Zenith CH701 in January 2001. Finished the fuselage June 2004. (Had to stop and build 2 houses). Started again in August 2016. Almost have the wings complete.

I'm starting to research which engine to put in it. I know I want a direct drive simple engine. I'm leaning towards a Jabiru or D engine. It already has a steam gauge dash. Don't even want to put a radio in, it since I won't be landing at any airport. Plan on using it for patrol on the ranch and coyote control.





Planning Meeting

Saturday, May 6, at 9:00
Airport Fire House Conference Room
Y'all come; the more the merrier!

Next Meeting:
Tuesday, May 9

at **Chapter 39 Clubhouse**

6:00 Burger Burn

Please bring salad, dessert, or munchies to share. (Donations also appreciated to cover expenses.)

7:00 Program
TBA

Followed by meeting
(see agenda on page 3)



Airport tenant barbeque
Friday May 5th beginning at
11:00 am on the east side of
the terminal. We've got
burgers, dogs, chips, potato
salad, drinks and dessert.



Stop by, grab a bite
to eat and visit!



May Birthdays:

Jerry Peterson—4th
Hillary Cole—5th
Shawn Gab—7th

Chapter 39

Officers

President	John Glasford
Vice President	Arie LaCroix
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.....	\$8781.79
Income:	
Dues	20.00
Expenses	
To Milo for burger burn supplies, ink, etc.....	124.16
Balance on hand.....	\$8677.63

April Minutes

By Gary Schroeder

- The meeting started at 7:00 with Robert Allen updating us and answering questions about the new 3rd class medical requirements starting May 1st
- John called the business meeting to order at 8:05
- Treasures report given 3562.25 + 40.00 dues + 5104.53 past open house even = \$8706.78
- Minutes were read and approved.

• New Business

- Milo gave us an update about Scott Christianson.
- Molly needs more pictures, captions, and stories for the new letter.
- Discussion about the Open House
There will not be a main attraction this year.

The event will be in September

- Ideas for smaller attractions:

Young eagles

Westjet instruction

X Plane Simulator

Homebuilt displays

Drones

Life Flight display

MARC display

Civil Air Patrol

Black Hills Gliders

National Guard

Food

Upcoming events

- Sturgis fly-in will be the second Saturday each month starting in May
- The Sauder fly-in will be in June
- Dan and Molly's fly-in will be in October
- The planning meeting will be May 6th at the airport fire station
- The burger burns start in May

Meeting adjourned

PANCAKE BREAKFAST FLYIN

STURGIS MUNICIPAL AIRPORT 49B

SATURDAY, MAY 13TH 8:30 A.M.
RAIN OR SHINE

FREE AND OPEN TO THE PUBLIC

- FLYING FUN AND GAMES Weather Permitting
PRIZES

CHEAP GAS Roger Burnham CB&B Aviation
30 cent discount on 100LL for flyers

GOURMET COFFEE by STURGIS COFFEE COMPANY

COME AND SEE SOME COOL AIRPLANES
AND ENJOY OUR PANCAKE BREAKFAST

ROGER BURNHAM CB&B AVIATION 605-347-3356
BRUCE BOWEN 605-490-1139



Did you ever wonder how Boeing produces over forty 737 airplanes a month? The train arrives with the main body in the morning. This 3½ minute video is fascinating. Enjoy! And it all started with Henry Ford. [Click here.](#)

Submitted by Jerry Petersen

[I Can't Believe I Did That](#)

November 9, 2016

It can happen to you – a low fuel confession

by [Stephen Hunter](#)

always said of pilots who lived through fuel starvation that “God protects drunks and fools... and they probably weren’t drinking.” I never understood how someone could be so thoughtless. And then this...

A few years ago, a coworker and I were involved in a high profile, time-sensitive project that regularly took us from Valparaiso, Florida (KVPS) to Langley Air Force Base (KLF1) and Manassas, Virginia (KHEF). We carefully planned for each trip in our aero club’s red and white Cessna T210K. This time machine would change a three-day trip into a single-day event. It held 89 gallons of fuel and would burn as little as 13.2 gallons per hour in cruise.

Although simple math gave us more time, we planned for a maximum available engine-running time of no more than six hours. This made our T210K a perfect mode of transport for this trip since, with the right winds, the trip to either KLF1 or KHEF was just short of four hours.

No problem in a 210, right? As our project began to come together, we had a very important meeting at Langley Air Force Base followed the next day by a meeting in Manassas. Another coworker who was about to begin USAF pilot training became interested in our project and asked to tag along on this flight. Additionally, one of our senior coworkers found the prospect of traveling by GA aircraft very interesting, and asked to fly from KLF1 to KHEF with us on the second day.

Due to a multitude of scheduling issues, we were reluctantly forced into an early morning, day-of-meeting departure. Our planned wheels-up time was 4:00 a.m. so we could arrive around 8:00 a.m. The FBO was only about ten minutes from the meeting so we felt confident in making the 10:00 a.m. appointment.

The night before the flight, we saw forecasted VFR conditions and 10 knot headwinds over the entire route. Prior to our IFR departure, we confirmed the forecast and loaded the three of us into the trusty Cessna. The future flight trainee sat in the rear and watched our preparation and asked some very astute questions as we taxied out for departure. We were airborne just prior to 4:00 a.m. and were relieved to find the forecasted clear skies and light winds.

For the entire article, [click here](#).