

FLYBOY NEWS



Darrel's Citabria



Duane's Champ



Don's Cub



Scott's Beryl



Rick's RV 10



The Benkert's Annual Fall Picnic Fly in/Drive in

Many thanks to all who flew in or drove in for the picnic. I hope you all had as much fun as we did! As always, the side dishes were delicious. Special thanks to Sharon & Darrel for the home-made ice cream, to granddaughter Haley for directing traffic and seeing that everyone got their name tag, and to daughter Jenni for taking all the pictures. See you all next year! Mark your calendars for Daughenbaugh's fly in on October 12.



The BH Soaring Club's Pawnee tow plane, flown by Charlie



followed by Marty in Charlie's 126



Brinda's 172



Dan's Starduster Too





The Prez Sez...

by Darrel Sauder

Everyone does something once in awhile that requires wiping egg off one's face. Well, yours truly is requiring a bed sheet to wipe all the egg off. Seems I did not do a thorough search on the death of Jetman that I wrote about in last month's Prez Sez. I had the wrong Jetman. There was a Jetman in Europe that hit a cliff face and was killed. However, it was not the same guy that I met at Oshkosh and went on about. Sooo.....that's all I have to say about my red-faced lack of research.

I called a planning meeting the third week in September. We would like to shift gears a bit on speakers at our meetings. How about the novel idea of hearing from more of our chapter members? Many of you have informative, interesting and entertaining stories and presentations hiding in your aviation-oriented minds. Volunteering for a presentation will get you off the hook of being asked and give us the opportunity of getting to know you better. We will continue to grab a "target of opportunity" speaker whenever it presents itself. We are still searching for a speaker for our annual Christmas Party in January. Please let us know if you think of somebody.

Dan and Molly's fly in was a great success. I am sure all of you that attended would heartily agree. Nine airplanes flew in (including one without an engine) Weather was great (a little windy, but no one had trouble handling it) and the food and conversation were excellent. A photographer from the Rapid City Journal showed up, took some pictures, and wrote a short but well-written article in the next day's (Sunday) edition of the Journal. Hope you caught it...if not look it up on the Journal's web site. Thank you, Dan and Molly!

Hope you are planning on attending Randy Daughenbaugh's fly in on the 12th of October at his ranch just off Sheridan Lake Road. You should see some outstanding fall colors either flying or driving.

New people frequently show up at our meetings. I encourage all of you to take the time to get to know them. If they are interested enough in our chapter to come to our meeting....we should show an interest in them as well.

By the way....thank Milo when you get a chance, for all of the time and effort he spent on this spring's, summer's and fall's burger burns. We will now be enjoying each other's snacks that many of you will volunteer to bring until the burger burns begin again.

I would like to personally thank all of you for your participation in our chapter. Without you we would have no chapter.

Get out there and fly...winter is coming. Remember old Chinese proverb (you may have heard this one before) "Better to break ground and fly into the wind than break wind and fly into the ground".

Don't forget to floss.

We're not just about planes.



Betty's New Ride

Upcoming Events

Oct. 5 "Night With Heroes" featuring Dick Rutan
Belbas Theater, Washington Pavilion, Sioux Falls,
For more information on the event, contact Craig
Hagen, 605.310.4227 or visit
www.sioxfallsairshow.com. Tickets are \$20
(limited to 300) and are available online at The
Washington Pavilion, www.washingtonpavilion.org

Oct. 12 Daughenbaugh's Fly-in Picnic
(More info will follow)

Next Meeting:
Tuesday, October 8
at **Chapter 39 Clubhouse**

6:30 Hangar Talk
Treats provided by Jerry P. and Brinda

7:00 Meeting
Program: TBA



October Birthday:

Scott--28



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How's that for a landing?

Chapter 39

Officers

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

Volunteers

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

Tech Advisor Randy Daughenbaugh

TREASURER'S REPORT

by Milo Schindler

Balance brought forward:\$1348.24

Income:
Burger Burn.....105.00

Expenses:
Burgers..... 48.45

Balance on hand.....\$1404.79

Secretary's Minutes

by Brad Docken, substituting for Gary Schroeder

- Meeting called to order at 7
- September birthdays: Paul S. , Allen, Les
- Treasury report: We have a little over \$1300

Old Business:

- We need some member profiles/me & my plane/project updates for newsletter Brinda volunteered for Oct. and Rob for Nov.
- Discussed sending an email roster with phone numbers to all member. Voted on and approved. Molly will send out soon.
- The prez has egg on his face for his announcement of Jetman's premature death.

New Business:

- Passed around a sign-up sheet for treats through Dec.
- Dan & Molly's annual fly in/drive in picnic on Sept. 28
A/C arrivals at noon; drive ins earlier to watch arrivals
- Darrel read letters from the Hardrocker Flying Club and from the Young Eagles we flew in August
- Discussed the Hayward Air Rally; decided we wanted more info
- Members liked the article in the last newsletter written by Gary Telkamp's dad
- Discussed speaker for Christmas dinner

Program:

the Wright Brothers, presented by Darrel and Norma



August
Monthly
Meeting



Kudos to our chef
Milo for making our
burger burns such a
big success!



Flying & Gliding

by Brinda Kuhn



My first flying lesson took place on a cold and rainy April afternoon in a Cessna 152 at the Rapid City Regional Airport. As I look back on that lesson, I realize how unusual it was. I flew for .7 hrs with .5 being actual IFR. The instructor (Doug Bodine) handled all of the difficult tasks like communications with Ellsworth Approach, in what sounded like an alien language, while my tasks were simple; keep the plane straight and level using the artificial horizon; hold the assigned altitude; and execute turns to assigned compass headings

—It was awesome and I loved flying in the clouds. The end of the lesson came when we emerged out of the clouds on a short final for runway 32. At this point Doug pulled the power, announced we were simulating an engine failure and emergency landing, and told me to fly the plane to the runway. The entire experience was exhilarating and served as the catalyst for my small single engine aircraft addiction.

Since that first lesson in April 2012, I have flown several single engine airplanes and a couple of twins. I do not believe that I have ever turned down an opportunity to fly! In June, I purchased the Cardinal 177A that I took my check ride in. It is a comfortable plane with lots of room and it cruises at a whopping 125mph downhill with a tailwind. My most recent cross-country in the Cardinal was to Las Vegas over Labor Day weekend —7.5 hours over and 6.5 hours back. This trip marked several firsts for me as a private pilot: 1) farther West I have ever flown, 2) highest altitude I have ever flown, and 3) first time I have ever considered installing an autopilot — did I mention it's a little slow?



My most recent opportunity to fly in a different type of aircraft was provided by Charlie Summers and Marty Larson who invited me to go soaring with them the 3rd weekend in September at the Hot Springs airport. The gliding experience was amazing and I truly enjoyed the ride. In short, the tow was rough, the release exhilarating, and the gliding was very quiet. I flew with Marty who provided some instruction and assisted with correctional control inputs. There was not a lot of lift



so our ride was fairly short. Although I enjoyed the day and more than appreciated the opportunity to glide, what I really wanted to fly was the tow plane —a neutered Piper Pawnee crop duster. I guess I simply have a penchant for small single engine aircraft that fly low and slow... Perhaps, one of these days I will get my endorsements for 1) a tail dragger and 2) a glider tow —then you will find me in Hot Springs towing those gliders every chance I get. A big THANK YOU to Marty and Charlie for the invitation and opportunity.