



Flyboy News

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

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The UH 72 Lakota. It's used for utilitarian work such as police assistance locally. They have been deployed to the south border for patrol duties for 3 to 4 months at a time. It has a brilliant white spotlight and an infra red camera on its nose.



A medical version of the Blackhawk with external fuel tanks.



The Blackhawk's main rotor hub and transmission area.



The Blackhawk's main rotor hub and transmission area.



This Blackhawk is in for a phase inspection. Panels are removed or opened for detailed inspections.



Scaffolding is placed around the Blackhawk to allow the technicians access to any area as required.

A quick note on the helicopters:

First thanks to all who went on the tour last meeting. Some background info on the AASF or Army Aviation support facility. There are 3 units based out of the Rapid City AASF: the 189th, 935th, and the 112th. The 189th is a medivac unit and has HH-60M helicopters. The HH is the designation for the heavier medivac version, of which the unit is assigned nine of them. There are also two UH-60M helicopters (which are a utility version with the gunner windows) at the AASF. They are on loan from other units. We have them and keep them flying, as the units they belong to either deployed or don't have the personnel to take care of them. The 112th is a Security unit and fly UH-72 Lakota Helicopters. There are two UH-72's at the AASF. The 935th is a maintenance company and has no assigned aircraft. They conduct major maintenance on other units Black Hawks such as the 480-hour phase inspection.

I can do another tour in the future.

By Arie LaCVtoix



Another shot of with one of the engines shown on a cart.



The rotor hub with the dampers, and other control components along with the washplate are shown here.



The Blackhawk's rear tail area with panels removed for inspections.

The very complex control area forward of the rotor hub. Once disassembled for inspections, the procedure to reassemble and rig each control is quite exact and time consuming.



A closer view with the both drive shafts removed for inspection.



One of the two engines that power a Blackhawk. *Seems like these little guys should be bigger!*



Come to the meeting and hear all about it!

Next Meeting:
 Tuesday November 10
 At the Clubhouse
 6:30 Hangar Talk (Molly will provide treats.)
 7:00 Program: Gary Telkamp will talk about getting his float plane certification.
 Meeting will follow.

2021 dues will be do soon. Feel free to bring your \$20 to the November meeting.

Masks are not required to be worn for our chapter meetings. However, we will be in a small area with no space for social distancing. Therefore, wearing masks to help protect those at high risk would be greatly appreciated---and hopefully improve our attendance at meting

This year's Christmas dinner has been cancelled due to the pandemic. If the numbers start to drop, it was suggested we think about a spring or summer party.

- Officers**
- | | |
|----------------|----------------|
| President | Josh Scott |
| Vice President | Arie LaCroix |
| Secretary | Gary Schroeder |
| Treasurer | Dan Benkert |
- Volunteers**
- | | |
|----------------|----------------|
| Newsletter | Molly Benkert |
| Young Eagles | Darrel Sauder |
| Safety Officer | Jerry Densmore |
| Tech Advisor | Jerry Densmore |

Treasurer's Report
By Dan Benkert

Balance brought forward.....	\$4080.50
Income:	
•Dues x4.....	0
Expenses:	
•Rick (Burger Burn)).....	0
Balance on hand.....	\$4080.50
Donations received for tribute to Milo.....	1735.00
GAAC.....	\$4082.54
Basic BHFCU account.....	25.20

October Minutes

Bu Gary Schroeder, Secretary

Arie started the meeting at 7:05

Arie read the treasurers report

There was discussion about the Christmas party and it was suggested that it be cancelled due to the COVID-19.

Arie asked who had been flying lately and if there were any project reports.

The 6 of us went though the National Guard hangar with Arie. He showed us the operations area, then the first area that housed the Lakota helicopters, and then into the second area that housed the Blackhawks. There was a Blackhawk that was going through a phase inspection, and he showed us the internal systems that had to be meticulously inspected. We were able to crawl inside the cockpit and up on maintenance scaffolding to get a good look at the aircraft. It was a special treat to have an opportunity to see these aircraft up close and personal. Thank you Arie

Meeting adjourned

Dave Kornmeyer's 1929 Pietenpol Air Camper project is coming along nicely.





[What is the oddest looking plane to ever be designed?](#)

Submitted by Jerry Petersen

Winter Operations

By Jerry Densmore

Where did the fall go? October once again pulled a fast one dropping snow on the area before the trees had completely lost their leaves. Did you have time to get your aerial steed ready for winter? When was the last time you changed the oil? Have you checked out the engine heater (if you have one) for operation? Did you get all the summer grime and bugs cleaned off the leading edges, cowling and landing gear? How old is the battery? Just some questions to think about. It is not only preparing the aircraft for winter operations, but also preparing ourselves for the colder weather. We can not just jump in the aircraft and go, especially if it spent the night on tie down outside.

We all know that snow needs to be cleaned off and there shouldn't be any frost on the wings or tail surfaces as it can drastically affect the aerodynamics in a not so good way. And it is not just our general aviation aircraft. I can remember pushing snow off of my B-52 years ago before launch, nothing else was done (it took Colonels to sign off using de-ice fluid because of the cost). There would be a snow cloud for the first 3 thousand feet or so on the take-roll. Nowadays if there is even a hint of frost, call the de-ice truck. We err on the side of caution. Even the airlines do it, either out of caution or because of the fear of a lawsuit. It is better to be safe than sorry.

Have you changed you attitude from summer flight to winter flight? When the weather is nice we can just show and go, if we have an emergency situation where we need to land weather is probably not going to be a factor. During the winter, if we need to put down, we need to have clothing along that will give protection from the elements. Yes, it is inconvenient to put on the heavy clothing, but the alternative can be deadly. I don't know how many times I have flown in to Rapid in the winter on the airlines and seen people getting off in shorts and flip flops and there are single digit temps outside. It is surprising how quick the body cools down. I learned a long time ago that it is easier to take off the clothing I don't need, than to wish I could put on the clothing I didn't bring along.

I was also reminded that ground handling, getting the aircraft out of the hanger, can be a source of winter frustration. I was at the airport after this last snow storm and the snow removal effort in the GA hanger area was minimal at best (the airport did a swell job where the old hangers used to be) with snow and ice on the ramp. You need to be very careful when there is ice on the ramp, most of us have probably slipped and fell trying to push or pull and aircraft on an icy ramp. This is even more important as we put years behind us. If it looks like it might be slick, go find some help, most of us have enough aches and pains as it is, we don't need to add to them by falling on the ice.

Winter flying can be very pleasurable, the aircraft likes the cold air and behaves like it has had a boost in horsepower. Thinking ahead helps to ensure a safe and enjoyable flight.

A Challenge to Members to Share the Gift of EAA

By: David Leiting, EAA Lifetime 579157
Vice President of EAA Chapter 252
EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough. The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events. This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.



One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch. EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!

If We Were All Airplanes

by Gonçalo Greguol



If I were an airplane, I would be a Cessna 182. Because it “drinks” a bit, but it’s a trustworthy, sturdy airplane. If I were an airplane, I would be the Cessna 182 because it is simple and obvious but delivers what it promises and rarely lets you down. You can’t say it’s pretty, but it won’t scare you with its looks. It’s not nimble, but it climbs well and doesn’t need much runway to take off...

If I were an airplane, let me be a little more specific about it: I’d be a 1970 Cessna Skylane with partly bald tires and in need of a new paint, but with a well working engine bolted to it. I’d still fly with all the original parts, except for the “brains” in the panel, which would be updated, ADS-B equipped and all. I’d be a no-damage-history, always-hangared Cessna 182; an airplane built in the old days, but functional and ready for the new times.

My mother would be a Boeing 727, with its gracious, clean wings, and three engines for better redundancy of care. She would be a classical machine, the most beautiful of her time. One that to this day still soldiers on, working hard, stable and true. My mom would be a 727 because it is the most beloved airplane that I know of. I don’t know anyone who doesn’t like the Boeing 727; I’d risk saying that there is no other airplane as universally loved. Not even the Bonanza...

[Click for more.](#)



Propellerless Planes



Submitted by Ed M. and Jerry P.

