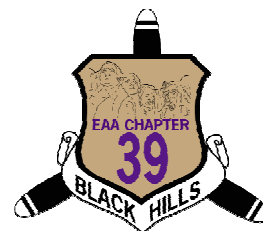




Volume 14 Issue 6
July 2011

EAA Chapter 39
Rapid City, SD
www.eaa39.org

FLYBOY NEWS



Pictures by Darrel Sauder





The Black Hills Soaring Club's Pawnee (towing plane) & Schweitzer 222 Glider



Larry, Darrel, & Barbara in the big hangar with their Trikes



Darrel & his Airborne Trike



Darrel & passenger Barbara Knott

The Trikes also fly into Ellsworth.



Larry Miller (from Sioux Falls) & his Northwing Trike



parking on the ramp before moving into the hangar

The 2011 NATIONAL BIPLANE FLY IN



Pictures by Dan Benkert

Dan missed Dakota Thunder and, instead, attended this fly-in in Junction City, Kansas.



<http://www.youtube.com/user/GearyCountyCVB>



President's Column

by Dave Utter

July, 2011

Finally the weather begins to turn to spring. Although all of the moisture is causing problems for many people in the Dakotas, it has made the landscape as beautiful as I have ever seen it. I passed through the badlands of North Dakota last week and remarked that it is arguably the most beautiful place on the face of the earth. Other opinions may differ, and I have not seen the whole face of the earth. If you have been thinking of checking out the North Dakota Badlands, now is the time.

I am getting prepared for my 30 year class reunion. It does not seem possible. I know a few of you have enjoyed a few more than 30 years post high school, but the time slips by so fast. I am looking forward to renewing some old friendships.

Speaking of renewing old friendships, Airventure 2011 is this month. Many people have their friends that they only see at this event. It is a time to meet up with old friends and catch up on what has taken place in the prior year. If you have not been to Oshkosh previously, or it's been awhile, you should make plans to check it out. Talk to the other chapter members and see who is going and if anyone has an empty seat to get there.

You could make lifelong friends that you only have to be nice to for one week a year. (I don't even know why I said that.) Before time slips away get to Airventure and see what everyone is talking about.

Get out and enjoy summer. Take someone flying.

Chapter 39

Officers

President	Dave Utter
Vice President	Marty Larson
Secretary	Jerry Peterson
Treasurer	Milo Schindler

Volunteers

Newsletter	Molly Benkert
Web Editor	Daniel Peterson
Young Eagles	Gary Schroeder
Activity Cord.	Darrel Sauder

Tech Advisor Randy Daughenbaugh

Treasurer's Report

Milo Schindler

Balance brought forward..... 1891.87

Income

dues 30.00
raffle tickets.....335.00

Expenses

print shop..... 39.18
propane..... 6.89
Scott (heat & lights).....120.00

Balance on hand2090.80

Total raffle ticket sale as of 6-23-11.....405.00

Expense of Top Cat276.92

Can You Identify This Airport?



answer next month

Last month's airport: Annobon Airport, San Antonio de Pale Equatorial Guinea

Next Meeting:

Tuesday, July 12
Airport Clubhouse

Burger Burn at 6:00
(Please bring salad, dessert, or munchies)

Meeting at 7:00

Drawing for the winner of the
TOP-CAT will be held.

AIRVENTURE 2011

If you are planning on camping with the Chapter at Camp Scholler for Airventure this year please bring your signed check to the meeting on July 12th., have your EAA number on the check.

Milo and Betty will be leaving for Osh. on July 15th.

Again, depending on how busy the campsite is we will probably have to pay for your site by Tuesday the 19th.

We also will try to be in the same area as usual. The campsites are \$22.00/ day.

Any questions call me. 381-1600

See you there- hopefully with drier weather.

Milo



Upcoming Events

June 27-July 1 **Short Wing Piper Club Annual Convention**, Spearfish, SD
<http://www.shortwing.org/2011convention>

July 15-17 **Two Rivers Light Sport and Ultra Light Fly-In**, Vermillion (VMR), Contact info: Lowell Rahn at 605-670-0256 or Dean Erickson at 605-661-7870

July 23 **"Burger Burn"** Hot Springs (HSR), SD
11:30am-1:30pm

July 25-31 **AIRVENTURE**, Oshkosh, Wisconsin

August 13 **2nd Annual Yooper Poker Run**, Sawyer International Airport-KSAW (Marquette, MI)
Contact info: Scott Bolster 906 236-2523

August 27 **SD Aviation Hall of Fame Meeting**, Black Hills Aero at Black Hill / Clyde Ice Field, Spearfish (SPF), SD



Last chance to get your raffle tickets for the TOP-CAT sold. Tickets and money need to be to Milo for the drawing at the meeting on July 12th.



Tribute to WWII SD Glider Pilots

A Safety Note

By Jerry Densmore



At the last FAAST meeting I gave a presentation on starting an aircraft using the Armstrong method (hand propping). Afterwards Daryl asked me if I would do a safety article for the chapter news letter and I agreed. Normally I prefer to verbalize rather than write as sometimes the words have trouble finding their way from my head and escaping through my fingers, but here goes.

Have you ever run into a propeller when it is just standing still? It hurts (plenty of experience on my part), has sharp edges, and is unapologetic. Not deadly but painful. When the engine is running, it becomes a meat slicer, usually with deadly results. That is the reason hand propping is usually discouraged. However, on many aircraft this is the only method of starting as many of the legacy (fancy word for old) aircraft we fly have no electrical system or a rudimentary one at best. And in light aircraft no starter means 10 more pounds available for useful load. So how can one approach this task safely?

First find someone with propping experience and ask them to give you a lesson, it will be well worth it. The intent of this article is to give you the background to learn how to do it safely! The first thing to do is make sure the aircraft is chocked on both mains or tied down at the tail. If the aircraft has parking brakes you can set them but, I would still leave the chocks in place. Kind of like using a belt and suspenders together. You don't want to have it start and turn into a manmade tornado (one gear chocked) or have it chase you around the ramp or run into something (probably the most expensive object in sight). Once it is secured in place ensure the magneto switch or switches are OFF. Prime the engine with the primer, turn on the fuel valve, and position the throttle slightly open. Walk to the front of the aircraft, check the chocks are still in place, grab the propeller near the spinner and try to move the aircraft, if it doesn't move that is good! Turn the propeller through 6-8 blades (3-4 complete revolutions) to pull the priming fuel into the cylinders. Once this is done, back to the cockpit to turn on the mags. If the engine has only one impulsed mag, start on that mag and leave the other one off.

All the preparation work is done and now it is time to fire up the engine. If you have a pair of gloves now would be a good time to put them on as the trailing edge of the prop is thin and can be painful in its own right. If the engine is under 150 horsepower, I find it safest to start from behind the prop. If possible with your left hand grasp the door frame as kind of a human safety strap. Carefully (the mags are hot) position the prop at about the 2 o'clock position against the engine compression with your right hand. I like to look at the chocks one last time. With your right hand on the prop give a sharp pull down on the blade allowing your hand to come down and back. If everything works you should be rewarded with a running engine. If not, carefully position the prop blade (your left hand is still grasping the aircraft right?) and try again. It's like shampoo, lather, rinse, repeat.

If you are smaller in stature or it is a larger horsepower engine, you will need to start from the front. The setup is the same up through the prime. This time you will go to the front of the prop, check the chocks, and set yourself. The prop is at the 2 o'clock position (looks like 10 from your new spot) against compression. Place both hands against the blade without wrapping your fingers around the trailing edge. Position your feet so that when you pull down on the blade your arms and body will go away from the prop arc. This helps to ensure you will stay properly attached to your body parts. Once the engine is running, be very careful walking around the spinning prop you remove the chocks and walk around the aircraft to board. I hope this helps remove some of the mystery of hand propping an aircraft.

Start safe and fly safe!

Member Profile

Doctor Bob Allen

My first memories of aviation are in Bartlesville, OK in the 50's, dressing up in a coat and tie, and travelling in a DC3 with my family for summer vacation to Pascagoula, MS. I believe it was Braniff, but I could be wrong. Then, one of my classmates lost her father in a company small airplane crash that occurred while taking some Phillips Petroleum Co. executives from Bartlesville to Tulsa. Not a fond memory.

My next meaningful experience was as a 19 year old, newly enlisted sailor, travelling from Tulsa, OK to San Diego, CA for US Navy boot camp and Interior Communications Electrician school. The airplane was a Boeing 707. Sitting next to me was an equally new sailor who was nervous as a cat. It turned out he repaired 707s as his day job before enlisting in the Navy. That didn't do much for my hopes for a safe arrival in San Diego. We made it safely, as you may have guessed.

Nothing meaningful aviation-wise occurred the rest of my enlisted time, during my undergraduate education (Oklahoma State University), or during medical school (Tulane Medical School, New Orleans, LA).

After my Surgery internship at Charity hospital in New Orleans, LA, I went back into the US Navy, this time as a General Medical Officer. The local Navy recruiter offered to put me in the back of his jet, fly me to Pensacola, FL, and show me the Navy Flight Surgery program. His intent was to get me into that program. I turned down the jet ride and the flight surgery program. What a mistake!

So there I was, a general medical officer, on board USS Denver, LPD 9, with a full complement of US Marines on board. We were with three other amphibious ships invading Montague Island, which is located South of Anchorage Alaska. I went backpacking with the Marines (I think they called it something else) on the island. We got there in CH-46 helicopters. I'm please to report that we were successful in our invasion of the island, defeating soundly the aggressor forces located there. Later, I grounded one of the CH-46 pilots due to an upper respiratory infection, and a bad side effect from the decongestants he was taking. He later took me out into one of the helicopters on deck and gave me a thirty minute ground school, which he assured me, qualified me to fly one. As an aside, it is amazing that more sailors and marines aren't injured or worse doing things like that. Anyway, later that day, two pilots who weren't grounded took me up in the CH-46. They put me in the left seat and convinced me I was actually flying it. What a blast. We did three landings on the Denver. I was hooked. I was determined to learn to fly for real.

I suffered a bit of a delay in my flight training, as I entered my Anesthesiology Residency at Naval Regional Medical Center, San Diego the next month. The residency was two years long and there was no time for flight training. Unfortunately, PSA Flight 182 had a midair collision with a Cessna 172 over San Diego in September 1978. 144 souls were lost in that crash and my desire to fly perished with it. I believe that is the crash that resulted in the FAA's "sterile" cockpit below 10,000 feet rule.

After my active duty stint in the Navy, I moved my family to Rapid City. At some point, I don't remember when, Dr. Geoff Slingsby gave my son and me a ride in his Cessna 210. After that, Geoff, two others, and I went on a ski trip in his 210. I got to sit in the right front seat on one of the legs of that trip. What a blast. I was hooked again.

After leaving active duty in the Navy, I convinced the Navy to let me stay in the Navy Reserve in Rapid City, SD. This was no small feat for the Navy to let me meet my drill requirements in a decidedly US Air Force town. So, again, I was introduced to helicopters. I was assigned to the Army National Guard 1085th air ambulance unit. Flying around the Black Hills and the Badlands in a helicopter is enough to get anyone excited about aviation.

I then began what eventually took five years to get my private pilot ASEL license. It was a typical on again, off again deal. Work at the hospital as an anesthesiologist, work as a Reserve Police Officer, and meeting my Naval Reserve Medical Officer drill requirements didn't allow much time for flight training. The final motivating factor was my wife pointing out that with the kids going to college, it sure would be handy to have an airplane to go visit. Only the most fortunate of pilots have such insightful wives!

My training was in Cessna 150s, 152s, and 172s. The first airplane I bought was a Cessna R182, often incorrectly referred to as a 182RG. What a great airplane. It was perfect for going someplace. Later, my insightful wife made the casual statement that we needed a faster airplane. So my current airplane is my Mooney Ovation 2. An even better go someplace airplane.

I enjoy instrument flying, meeting other pilots and hearing their stories, and my annual trip to EAA Oshkosh with my wife and grandboys. After I retire from Rapid City Regional Hospital, I'll do flight physicals in the daytime and actually get to see you at the local EAA chapter meetings.

Until then, fly safe.



Dr. Allen's Ovation N211TS
(His is the one in front.) 😊

Builders Corner



Wood Wing Rib Jig Construction



Dave Clark shares some tips on making a wood wing rib jig. Dave and other members of Chapter 1311 are helping Paul Poberezny construct a replica of the Mechanix Illustrated Baby Ace.

<http://www.eaavideo.org/video.aspx?v=931142635001>

A pilot gets home late.....

He left home about 8:30 a.m. to do some work in his hanger at the airport with his friends. On the way out the door he answered his wife's "what time will you be home?" question with "probably about 1:30, I'll have lunch at the airport."

1:30 came & went, 3:00 passed, 6:15, still not home, finally at about 7:00 pm he rolls in the driveway, and presents his wife with a pizza, and begins the apologetic story.

"I finished cleaning the plane about 11:30, had lunch, and I started home, when alongside the road I saw this attractive girl with a flat tire on her car. I stopped to help, got the tire changed, and looked around for a place to wash my hands.

She offered money, but I refused, so she suggested that I at least allow her to buy me a beer. She said there's a tavern just up the road, and they have a restroom, you can clean up a bit. I agreed to stop, we had a beer, then another beer, then a couple more, and I realized that this girl was not only pretty, she was very friendly, and a good companion to spend time with. Before I knew it, we were in the motel next door having sex. And that is why I am so late getting home."

His wife looked him right in the eye and said, "Don't BS me. YOU WENT FLYING, DIDN'T YOU?"

(Thanks to Al Neal)

Cool Links

BE-200 Multipurpose Aircraft



<http://www.youtube.com/watch?v=xFIFMumvoFQ>

P-47s at War



P-47 thunderbolts in action during WWII

<http://www.youtube.com/watch?v=OA4M9n-sJuo>

World Air Traffic



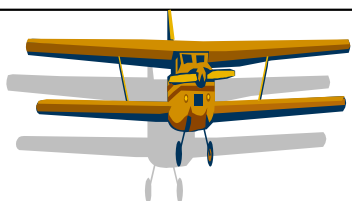
World Air Traffic in one 24 Hour period. The yellow dots are airplanes in the sky during a 24 hour period.

<http://www.youtube.com/watch?v=CyE2UKmg-Us>

Roadable Aircraft



http://www.eaa.org/news/2011/2011-05-26_roadable.asp



Classified Ads

For Sale...New 36'x42' Miracle Truss Hangar, located at Hot Springs Airport. Heated, bifold door and paid 40 yr lease, which can be re-negotiated w/ city \$65,000. Larry McIntyre 605-484-3571

Continental 0200, disassembled, cam shaft and followers are yellow tagged. Crank shaft magnifluxed and mics to factory specs. 2 cylinders serviceable. Case and all parts clean. No accessories. \$3000.00 Milo Schindler 605-381-1600

Ed. Note: Going to AIRVENTURE, so there will not be an Aug. issue.