



Volume 15 Issue 4
April 2012

EAA Chapter 39
Rapid City, SD
<http://39.eaachapter.org>

FLYBOY NEWS



EAA YOUNG EAGLES



Story on page 2

"Aviation is proof, that given the will, we have the capacity to achieve the impossible."
- Eddie Rickenbacker

Chapter 39 Young Eagles Report

Gary Schroeder contacted me in early February stating that he had been contacted by a Boy Scout leader hoping to coordinate a Young Eagle day for some of his scouts. Gary gave him my name and we were able to agree to attempt to fly his scouts on March 3rd. This date was a part of a day for scouts to concentrate on a specific merit badge.

Gary was very helpful communicating with various scout leaders and other entities involved in scheduling the event. Scout leaders planned to hold their lessons in the fire station conference room. Knowing this we coordinated with fire officials and airport operations personnel for necessary access to the ramp. Terry Olson of Fugro had volunteered to let us use their ramp area for staging the flights.

The scheduled day arrived in typical early March fashion with clouds, snow showers, and a stronger than desired wind. Volunteers arrived in unexpected numbers and we watched to see if the weather might improve. Rick Belsaas decided he would take a group around the planned pattern to check for quality of ride. After a positive completion of this first flight, he and Scott Christiansen flew the remaining scouts as the weather continued to improve.

Pizza was provided by the scouts to the scouts and the volunteers. Special thanks to the volunteers: Milo Schindler, Larry Vale, Jerry Densmore, Dan Benkert, Molly Benkert, Linda Petersen, Gary Schroeder, Scott Christensen, Rick Belsaas, Terry Olson, Bill Reishus, and a special thanks to Brad Docken for making arrangements to fly a scout who was unable to fly in the available aircraft. My apologies if I missed anyone.

Fifteen scouts were flown. Some came from Rapid City, and the remainder came from Gillette, Chadron, Bison, Belle Fourche, and Box Elder. They went on to spend the afternoon at Ellsworth Tower and approach control.

Thanks again to all who helped.
Jerry

Ed. Note: more pix on the web site.

Raffle for Rides

Exciting news! Planes available for rides: Trike, Beryl, Ellipse. Kitfox, RV 9 & 10s, 172, Eclipse, and now Charlie Summers is offering a ride in his Champ and a free glider ride. Tickets are only \$1 a chance, and the money goes to help pay for the gas for the pilots who donate their time and money to offer Young Eagle flights. Even if you don't want one of these rides, you must know someone who would love the ride you win. (Ed. Note: I'm trying to win a ride for my grandson.) **Please support our chapter and buy a ticket at our next meeting.**

SEND MORE STUFF!! It can be anything from an anecdote to a pointer to a new product to a good joke to a picture. I can edit it; I just need your words and/or images. Send it to me at teachmolly@gmail.com.



THE PREZ SEZ...

by Darrel Sauder

Well, there are about 15 or so more young people that may very well be much more enthusiastic about aviation. Although I was out of town for the Young Eagles event at the Rapid City Airport, I have heard nothing but good reports on the days activities. Thanks go to Jerry Petersen & Linda Petersen, Scott Christensen, Bill Reishus, Gary Schroeder, Rick Belsaas, Dan and Molly Benkert, Milo Schindler, and others who both flew as well as helped. We all appreciate the efforts that made the event a success.

Al Neal's presentation at our March meeting on his experiences with the FAA and accident investigation was very informative and entertaining. Thank you Al for sharing with us.

I may as well spill the beans. My wife insisted I needed another airplane so, to get her off my back, I sought out and purchased a 1972 GCAA (150 horse, no flaps) Citaibria. I decided to bore you with a few details, so included a couple of pictures and a few comments about the purchase and flight back from Amarillo, Texas, elsewhere in this newsletter. Feel free to read or skip it. Will I be getting rid of my trike?...never...too much fun (but not in the winter) .

Our next meeting in April will hopefully prove interesting...flew my trike to Moab, Utah, last summer and have some pictures and stories I will share with you.

Exciting times are ahead for our chapter. Many upcoming events on the agenda. Burger burns begin with the April meeting (at our clubhouse). Perhaps I will bring some home made ice cream as a pittance for making you listen to my rendition of my trip to Moab!

As always, keep getting the word out about our chapter, invite a friend, and get out there and fly!

Don't forget to floss

More words from the Prez...

Boudreaux and Trosclair were a couple of drinking buddies who work as aircraft mechanics at de Bayou Teche , Louisiana , International Airport . One day de airport was fogged in and dey were stuck in the hangar with nothing to do. Boudreaux say, 'Man, I wish we had something to drink!' Trosclair say, 'Me too. Y' know, I've hear you can drink de jet fuel and get a buzz.' So dey pour demselves a couple of glasses of high octane gas and get completely smashed.

De next morning Boudreaux wake himsef' up and is surprise at how good he feel. In fact he feel GREAT! NO hangover! NO bad side effects. No ting! Then de phone is ring. It's Trosclair. Trosclair say, 'Hey mon, how you are this morning?' Boudreaux say, 'Mon, I feel great, how bout you?' Trosclair say, 'I feel great, too. You don' have hangover?' Boudreaux say, 'No dat jet fuel is great stuff -- no hangover, nuttin'. We mought do dis more often..' Trosclair say, ' Yeah, well dey's just one ting..' 'What's that?' 'Have you fart yet dis mornin' ? 'No.' 'Well, DON'T cause I did and I'm in Shreveport now!'

WHERE IN SD?



Answer on page 8

Next Meeting:

Tuesday, April 10
at **Chapter 39 Clubhouse**

6:00 Burger Burn
Bring a side dish, dessert, or munchies

7:00 Meeting
Darrel will do a visual presentation of his trike flight to Utah.



Watch out for those wires!

Upcoming Events

April 5 **Chapter 39 Planning Get-together**, 12:00 at Alternate Fuel Coffee House, 620 Main St. Y'all come!

May 19-20 **Rocky Mountain Light Sport Aircraft Expo**, Watkins, CO Contact Name: Brian [Garrett](#) Contact Phone: [303-564-5328](tel:303-564-5328)

May 31-June 3 **National Biplane Fly-in**, Junction City, KS Contact Name: Jim [Clark](#) Contact Phone: (785) 210-7500

Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Forrest Foster
Treasurer	Milo Schindler

Volunteers

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

Tech Advisor Randy Daughenbaugh

TREASURER'S REPORT

Milo Schindler

Balance brought forward..... \$2110.81

Income

dues55.00
raffle.....9.00

Expenses

Copy Country)13.23

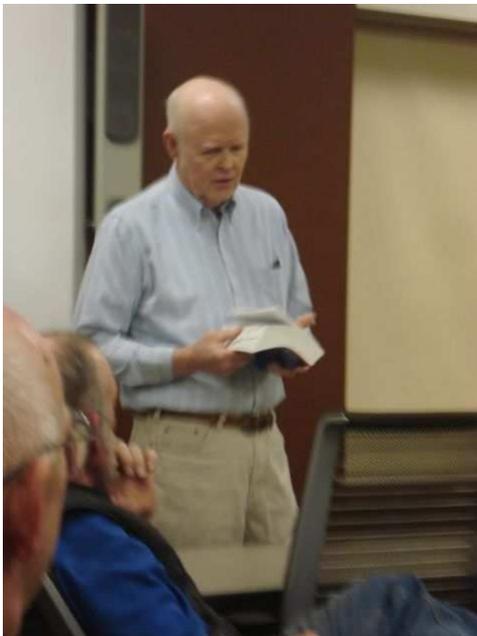
Balance on hand \$2161.68

SECRETARY'S MINUTES

Filling in this month: Dan Benkert

The March Chapter 39 meeting was called or order by president Darrel Sauder at 7 pm at the Airport Firehouse Meeting Room. The February minutes were read by Dan Benkert and approved.

- The treasurer's report by Milo stated a current balance of \$2110.
- Guests Tim Sauder and new member, Jed LeMaster were introduced.
- The free flight drawing was held and won by Jed.
- Jerry Petersen reported that 15 Young Eagles were flown on March 3rd by pilots Rick Belsaas and Scott Christiansen. Thanks were given to all who participated.
- Discussion was held on the club purchase of a new EAA banner for \$20 to include our chapter number. Motion by Belsaas, 2nd by Petersen. The motion carried.
- Discussion on the place for the next meeting to be at the clubhouse, preceded by a burger burn. Approved.
- Discussion to move the next Young Eagles date to June 2nd with rain date the following Saturday. Approved.
- Darrel volunteered to give a presentation of his Trike trip to Utah at the April meeting and told about his trip to return his newly acquired Citabria from Armadillo, TX.
- Norma requested help on April 3rd or 5th to move the triwing from Kraemers to RAP Regional for permanent display. Will email firm date. (ED. Note: Norma reported the date has been pushed back. Watch for emails with the new dates.)
- Al Neal spoke on his previous experiences as an FAA Accident Investigator.
 - Rule # 1: Don't hurt anybody.
 - Rule #2: If you do, FAA & insurance company will make your life difficult.
 - Rule #3: You must know and plan for everything on every flight, and all rules must be complied with.
 - Rule #4: 99% of all accidents are caused by electrical (short between the ears) or mechanical (loose nut behind the wheel) problems.
- Meeting was adjourned at 8 pm.



Al Neal gives some sage advice.



good old hangar talk

Ed. Note: more pix on our website

A SAFETY NOTE

If It's Broke, Fix It

By [Dan Grunloh](#), Editor - *Light Plane World*, EAA 173888

It began as an occasional single drop of fuel from a brass fuel shutoff valve at the lowest point of the fuel system on a weight-shift-control experimental light-sport aircraft. It was rarely noticed, and never apparent when operating from sod airstrips. The owner considered it to be little more than an inconvenience for months, until it was parked for a time on a concrete tarmac for breakfast at a local airport restaurant.

The concerns about the hazards of the flammable fuel we use in our aircraft can never be overstated. The history of aviation right up to today proves that an in-flight fire is about the worst thing that can happen short of the wings falling off. Our fathers or grandfathers suffered with it in the war years, and fuel fires on the ground after accidents still occur to remind us of the danger. Ultralights and light planes can be more susceptible because our fuel lines and other fuel system hardware may not be as robust as those used in heavier aircraft. Many years ago an ultralight struck power lines, slicing a plastic fuel tank open and igniting the fuel (and wing fabric) on its way to the ground. More recently a powered paraglider pilot found himself tangled in lines with the canopy on fire due to leaking fuel. These are spectacular examples to be sure, but you can still get hurt badly in a much more mundane manner. Now that she has departed this world I can write that one of the kindest and most generous women you could ever meet in aviation, Sharon Wescott, always wore long-sleeves shirts (even in hot weather) because her arms were badly scarred in a fuel fire. The fire was caused by static electricity while filling a wing tank with fuel cans.

We tend to think that it can't happen to us, that we have been pouring fuel from cans for decades with no problems. The sweater or jacket we are wearing, or that rug or carpet scrap on the hangar floor may change our fate. The same is true for the occasional drop of fuel leaking from an airplane. All it takes is a careless bystander tossing a cigarette that gets rolled under the plane by the wind. It is for good reason we all keep a lookout for fuel leaks and for the ban on smoking near airplanes. The outcome could be much worse than having to leave your plate of scrambled eggs and walk through a room full of pilots because someone saw a drop of fuel under the plane. Admitting that it was only a slow leak wouldn't help the picture much.

The message I always try to communicate to my fellow EAA chapter members at this time of the year is that now is the best time for doing your maintenance or annual condition inspections. The key to "happy flying safely" (to borrow an expression from Duane Cole) is to have that airplane ready to go when the flying season really gets started in about two months in our area. Do it now or get it done now because you don't know what will be needed until you begin. We have good flying weather here in Illinois all the way into January, and then it begins again in April. So I do my annual inspection in February or March. Now I have to go replace a fuel valve.



March Birthday:

Marv H.--25

Marv will receive a free raffle ticket if he's at the April meeting.

NEW ADDITION TO THE HANGER

1972 Citabria (N11XX), Birthdate: 1972, Horsepower: 150, Hours TTAF: 864, Place of origin: River Falls Airport, Amarillo, Tx (flown there from an estate sale, Alamogordo, NM).

Just after getting my private license, I got checked out in an Aeronca Champ. I owned three Citabrias (two in partnership) while I was stationed in Alaska. I never really got rid of the Champ/Citabria bug and it really bit me about three months ago. In early February I went to Tulsa, Oklahoma to look at a 1959, 140 horse Champ, but passed. Then I heard about this Citabria from Jerry Burnam, Airport Manager at Sturgis. I talked at length with the A&P who had performed the last annual and another A&P who had performed a pre-buy for another guy. Both sounded encouraging.

A "weather window" finally opened up and I flew to Amarillo, Texas to take a hands on look, test flight, and then fly it back to Sturgis. Simple plan, nothing should go wrong. Good thing my sister lives in Amarillo...a good bed and breakfast for several days.

I had not flown a tail dragger for over 10 years so decided it would be prudent to get some time with an instructor pilot before I launched on my own. I would like to brag and tell you that it was a "piece of cake" but was surprised at how rusty I was at wheel landings and crosswind management. We had about a 10 to 12 knot crosswind so it was good training. I am pleased to say that "it all came back". There is an often ignored aviation lesson here: No matter how much of a "legend in your own mind" that you are; better to humble yourself and get some instruction if you haven't flown a particular airplane in awhile. Be right up front with your instructor on how long it has been and what you think you need work on so you both understand the playing field and you will go well.

Now, the trying part of the trip. I had the weather figured out and Monday was shaping up to be perfect for a flight back to Sturgis. I soloed around the pattern on Sunday. After topping off with fuel, a little surprise happened....the engine would barely turn over. Hmmmm....bad battery?, alternator?, voltage regulator? Turned out to be the alternator. I had paid for the airplane six hours before...I was hoping...and they did..replace the alternator at no cost to me. Problem was...part had to be ordered Monday morning....would not get there till noon on Tuesday and then had to be installed.

You guessed it! Weather set in Tuesday afternoon (40 mph winds), Wednesday was the same, Thursday brought freezing drizzle to SW Colorado, possible improvement on Friday and Saturday was looking good. I, of course checked the weather every day. Saturday still looked better than Friday so I slept in on Friday. I woke up to a blue bird weather day. Flight Service said good weather all the way to Sturgis. I wanted to get off at the butt crack of dawn; however, actual launch was closer to 10:00 AM.

It would make a more interesting story to tell you about all of the harrowing experiences I endured flying across the panhandles of Texas and Oklahoma, Eastern Colorado, Western Kansas, Western Nebraska and Southwestern South Dakota; However, the flight was uneventful (except for a lousy radio). I refueled at Wray, Colorado (3hrs, 20 min).

Made a radio call to Ellsworth Approach near Hot Springs to let them know my position and ask about traffic in the area. I almost felt I had made a mistake. I bet I had at least seven more inquiries about my position from that initial radio call until I was almost as to Sturgis. Must have been "controller training in progress". Wished I had a transponder at times like those. The leg from Wray to Sturgis took a little less than three hours. Got home safe and sound with plenty of daylight left.

An interesting footnote: At our last chapter meeting Paul Embry asked me who the previous owner was. I replied "Arnold Kolb". Paul got a big smile on his face and said, "He taught me how to fly". Arnold lived in Western South Dakota and became well known for pioneering the use of large airplanes for slurry bombing forest fires. Small world, aye?



Definitions submitted by AI

Pilots: People who drive airplanes.

Aviators: Cold, steely eyed, weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average Aviator, despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings just don't involve anyone else.

NEW CLASSIFIED

For Sale

1985 Christen Eagle II

480TT IO 360A1A, 200 HP OSMOH. Hartzell constant prop "B" Hub OSMOH. Many new parts & mods. Some assembly required :-) \$40,000. Call Terry Olson 605 863-0425

