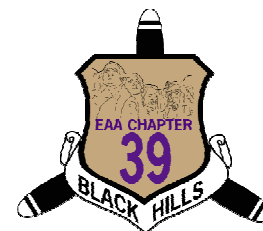




Volume 15 Issue 8
August 2012

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

FLYBOY NEWS



Gary's picture of Don's Champ



Darrel landing his Citabria



Don's Cub, Don's Champ, Darrel's Citabria



Rick landing his Cub



Checking out Darrel's latest Citabria



Utter's hangar & strip

Thanks to Jennifer & Dave for the fly-in. Great food and great company! Thanks to those of you who supported the fly-in; a lot of time and effort go into hosting these events. *(photos by Brenda Nolan)*

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return. --- Leonardo da Vinci



THE PREZ SEZ...

by Darrel Sauder

Well, summer is marching along with wind, thunderstorms, and oh, yes, almost forgot...plenty of heat and high density altitudes (only pilots associate heat with high density altitudes).

July's burger burn had the usual variety of great food...Milo is keeping up his usual performance. By the way, if you want to show up a little early, say 5:30 or so next meeting, Milo can always use help setting up.

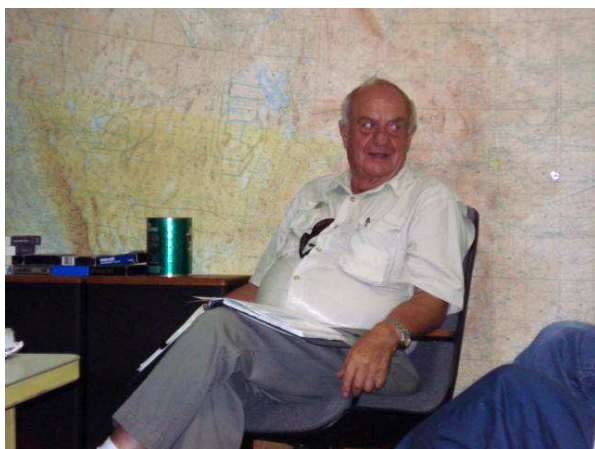
Dennis Johnson's presentation on his and Al's experiences flying his Zenith 701 was interesting and informative. His slide show, complete with music and flying scenery pictures was also very interesting. Time and effort were evident.

Dave Utter's Fly In breakfast at his airstrip on the 14th was attended by six fly in aircraft and about twice that many people. The rest of you missed a great breakfast, good coffee, and much aviation talk.

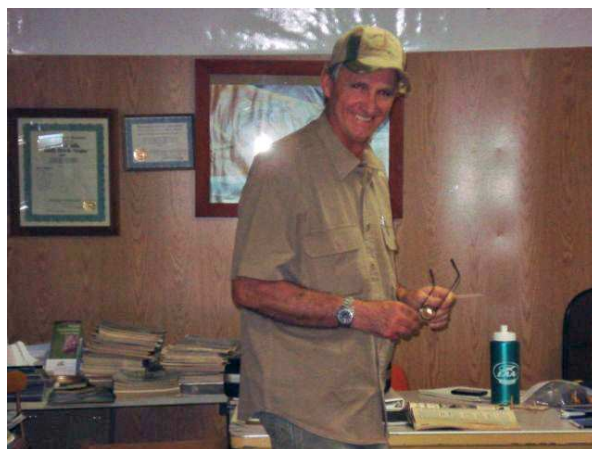
Oshkosh will have occurred by the time you read this. Those of us that are attending will hopefully have some interesting stories to relate to you at the August meeting. Speaking of the August meeting, I won't be there (fishing vacation-Alaska) so you should have a free-for-all...probably the best meeting of the year.

Don't forget the fly out to Wall for breakfast on the 4th of August...plan to be in Wall at 8:00 AM.

Don't forget to floss.



Milo is thanked for all his work in setting up and cooking for our burger burns.



Dennis getting ready to give his presentation

CAN YOU NAME THIS PLANE?



The first one to email me (teachmolly@gmail.com) with the correct answer will get a raffle ticket for a chance for a free ride at the August meeting.

Next Meeting:

Tuesday, Aug. 7
at Chapter 39 Clubhouse

6:00 Burger Burn

Bring a side dish, dessert, or munchies

7:00 Meeting

Then hear about the experiences of the attendees of at AirVenture 2012.



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

Upcoming Events

Starting June 2 Weekly Burger Burn Hot Springs Airport Saturdays from 11:30-1

August 4 Fly-in Breakfast at Wall Be at the Wall Airport at 8.

August 9-11 American Barnstormers tour Fargo Airport (FAR), Fargo, ND

Sept. 14-16 North Central Plains Ultralite Club fly-in Kimball (6A6), SD Contact Jerry Konechne at 605-778-6527 or jerrysbodyshop77@hotmail.com

More events can be found on our webpage.



August Birthdays:

Jerry D.—20th
Charlie S.—21st

Scholarship fund set up to honor Vern Kraemer:

The scholarship is for a second year Aviation Maintenance student at Lake Area Technical Institute at Watertown. Annually a student will receive \$500 in memory of Vern. Vern maintained that anyone can be a pilot, but it takes talent to be a mechanic.

If people want to contribute the address is:
Lake Area Technical Institute Foundation
ATTN: Tom Paulson
PO Box 730
Watertown, SD 57201

It should be designated to benefit the Luverne "Vern" Kraemer Memorial Scholarship fund.

TREASURER'S REPORT

Milo Schindler

Ed. Note: Milo sent the treasurer's report, but I lost it in cyberspace. Sorry!

SECRETARY'S MINUTES

by Gary Schroeder

- Meeting was held at the clubhouse
- Burger burn at 6:00 PM
- Darrel called the meeting to order at 7:15
- Monthly drawing for an airplane ride Dennis won with ticket# 726874
- July birthdays were Paul, Chuck, Harold, and Grove
- New secretary installed, Gary Schroeder
- Minutes read and approved
- Treasures report given, balance \$2500.39 Bills paid were Copy Country, Sam's Club, and stamps

Old Business

- Darrel thanks for attendance at the Sturgis Fly-in
- Club house clean-up - to be rescheduled to fall when it is cooler
- Dan talked about carpet for the club house
- Motion (by Scott C and second by Dan B) to wait on the carpet until the clean-up date
- Porta Potty discussion *Idea flushed*
- Airport fly-in arranged by RCRA the airport requested the EAA take over arrangements and the airport advised they don't have time to organize for a fly-in for 2012
- Fly-in at Dave Utter's airstrip to be this Saturday 7/14/2012 at 8:00 AM
- Fly-in at Wall Saturday 8/4/2012 Meet at Wall airport at 8:00 AM

New Business

- RV 4 was built into a float by Dave U and is available to use in the parade of lights
- Publicity project for Chuck in the Starduster II Saturday 7/14/2012 at Dan's airstrip
- Request for Airventure reports at next meeting
- Request for Out your back door reports and Your favorite aviation experience stories for the news letter

Program

- * Dennis talked about his Zenith and the overheating experience and he created a tribute to Vern Kramer to share with the chapter
- * Meeting adjourned at 8:25 PM

SAFETY NOTE

By Jerry Densmore

Weather or Not

Over the years, I've had the opportunity to fly light aircraft in many different parts of this great country. Rain and clouds were not a worry in the Mojave Desert of California. Summer visibility greater than 10 miles wasn't gonna happen in Virginia. Visibility unlimited under a 2500 foot cloud deck in southern Alaska. Every where I've been I would hear, "If you don't like the weather, wait ten minutes!" Folks, I can tell you that in our part of the county that is a mostly true statement (although it is probably more like wait five minutes).

This summer the weather has been off kilter with the really dry weather. Usually this time of year would yield cumulus build-ups in the late afternoon. You can look to the northwest, check the winds at the airport and make an educated guess about what will happen. But, you can still be surprised when a quick moving front shows up. I've seen the winds shift 180 degrees in less than five minutes. I had an instrument student setting up for a VOR 14 approach to the east of Ellsworth. Things were going quite well when suddenly we were tossed about the sky two miles from FERMI. The students internal gyro tumbled after the third bank exceeding 60 degrees, so we let approach know we were terminating and heading back to the airport. We landed on 14 with a 12 knot head wind, turned off on A4 and suddenly had a 25 knot headwind going back on taxiway alpha to the GA ramp! My timing usually isn't that good.

There are so many ways to check weather these days. DUATS, AOPA, NOAA, the Weather Channel, the list goes on. Radar movements are a good way to get an idea how things are moving. If you don't like to interpret a forecast or airport info, you can get it in plain language. We've come a long way since the days of the FSS weather briefing, although I used to stop in whenever I was in the area of an FSS. It was nice to put a face to the voices you had talked to. Nowadays with the regional FSSs, a lot of the time the briefer isn't sure where South Dakota is! It's still a good idea to get the weather, however you prefer, anytime you plan to leave the traffic pattern. Until next time, keep a weather eye on the atmosphere and commit aviation safely!



July Burger Burn

PROJECT UPDATE

by Bill Reishus RV6 N164DC

This RV6 started life in Port Orchard Washington, when Clifton Delmar built it as an RV6 tail-dragger. It was built with a Subaru engine, NSI gear reduction, ignition and propeller in 1996

Peter Kovarik, a Catholic priest in Hot Springs South Dakota, traded his Ercoupe for this RV6 in 2009. After a number of flight hours, part of the NSI ignition system stopped working. Peter called NSI and they had a temporary fix that allowed him to keep flying. The NSI gear reduction failed next and when he called to get the gear reduction fixed, he found that NSI had gone out of business and a fix was unavailable.

In August of 2010, Peter offered Bill Reishus a new pilot, a share in the plane if he would fix the gear reduction in the RV. Bill did some research and found that Maxwell Propulsion Systems out of Harvey field in Washington state, just north of Seattle, had picked up where NSI had left off. He purchased a new gear reduction unit and with the help of Les Mettleider at L& D Aero services got the RV6 back in working condition.

Peter flew the RV to Seattle, Washington, and back to Rapid City, South Dakota, when he and Bill noticed more problems with the plane. At this time Peter and Bill invited TJ Nicolai, a flight instructor to join the partnership to help with the additional problems. TJ and Charlie Summers spent time flying the plane and found that the ground handling was not very good. The right wing and elevator had signs of a bad ground loop, and they felt it would be only a matter of time before a less experienced pilot would do the same. The RV has a small vertical stabilizer and virtually no rudder authority at low speeds. The group, Peter, Bill & TJ, decided to convert the RV 6 into an RV6A, thinking "How long could it take to swap the gear and put a nose wheel on the plane?"

The group found that the panel needed to be updated and the Kracomatic stereo system was not much of a flight instrument. Bill and TJ went to Tony Fremo and had him build them a new panel. Bill contacted Maxwell Propulsion Systems and had them send a diagram of the ignition and fuel delivery system so he could fix the cobbled together ignition system.

Bill began changing the landing gear and found that the main gear was straight forward but the nose wheel proved to be a little more difficult. He found that with the plane's Subaru engine he would have to design a new mounting bracket for the nose wheel. Bill went to Les and Jerry at L& D Aero again and they made it stand on its own three legs.

While Tony was working on the panel, Bill tried to contact Maxwell Propulsion Systems again, only to find out that they too had gone out of business. Bill searched for a good, reliable ignition system to replace the NSI system in the plane and found Simple Digital Systems out of Calgary, Alberta, Canada. One of the people there has an RV6A with a Subaru engine and allowed the group to copy his fuel delivery system. The group also installed the company's ignition system. Now it was up to Tony to finish the panel so the group could put it all back together.

The plane has a nice new Garmin 430 and a Dynon d100. When Tony Fremo was offered and took a job with Fugro Horizons, it meant that he would no longer operate Tri State Avionics and that he could no longer work on other peoples' planes. Tony started the panel for the RV6 in August of 2010, and it was the last panel made by Tri State Avionics.

The plane has been put back together and has made it through its 5 hours of mandatory flight time for a major alteration. There are still some bugs so the project continues, but there is light at the end of the tunnel.



KR2-S Fuselage This is not the stretched version (KR2-S) but the original one. The lower half of the fuselage is complete with the tail structure started and wing stubs in place. **FREE** Call Jim Hayward 393-0190

Also from Jim: I can't remember if I ever mentioned the "Challengers101.com" website. It was started about 10 years ago by Art Freeman who had done a site for historical buffs. While it's mainly for Challenger aircraft builders, we've found over the years that others use/refer to it as well.



Darrel & grandson Luke fly into Dan's airstrip for a morning of fishing.

ME AND MY PLANE

By Chuck Childs



The B-25 was a favorite of mine even though it was the loudest plane I every flew and I flew 22 different Air Force Planes.

When I came home from WWII I was put in the Air Transport Command and ferried beat up planes all over the US. We would pick up B-25's out of Laurel, Mississippi and fly them to Aberdeen, Maryland, where they used them for gunnery practice and blow them up. I started flying B-25's in 1943. One of the B-25's had nose art of Willie, from the Joe and Willie cartoons during WWII by William Mauldin. I was proud to ferry that one. We would kick the tires and take off, hoping that the plane would fly.



Dan & Chuck Childs, WWII B-17 Pilot



Darrel & Hillary Cole, WWII P-51, Spitfire, and A-26 Pilot

Chapter Members Give Their Own Version of Honor Flights