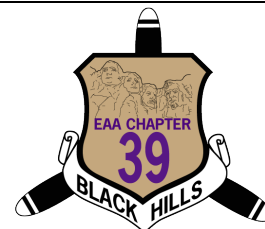


EAA CHAPTER 39 NEWSLETTER
RAPID CITY, SD
HTTP://WWW.39.EAACHAPTER.ORG



MAY 2018
VOLUME 21, ISSUE 4



Chapter 39 Officers

President: John Glasford
(605)858-5850
glasfordjo@gmail.com

Vice President: Harold Samdal
Secretary: Gary Schroeder
Treasurer: Scott Christiansen

Volunteers:
Newsletter Julie Glasford
(605)718-7352
glasford@midco.net

Web Manager Molly Benkert
Young Eagles Open!
Safety Officer: Jerry Densmore
Tech Advisor: Jerry Densmore

**Wanted: Items for the
Newsletter**

To have a newsletter, we need articles, photos, announcements, NEWS, etc. and your input. Please forward the above to Julie at glasford@midco.net OR send your articles or pictures to John at glasfordjo@gmail.com. **Please send any email and address changes too!**



Memorial Day.....

Dates back to the Civil War.

Who exactly created it and where are unclear, legend has it that the tradition began in 1864 when three women from Boalsburg, Pennsylvania, put flowers on the graves of loved ones who had died in the war, including a young man killed in the Battle of Gettysburg. The first national Memorial Day occurred in 1868, but was called "Decoration Day". During that year, May 30 was set aside for "the purpose of strewing with flowers, or otherwise decorating the graves of comrades who died in defense of their country during the late rebellion and whose bodies now lie in almost every city, village and hamlet churchyard in the land," General John Logan wrote at the time.



JOHN'S JABBERINGS

The only focus right now is to get everyone on board for the airport open house and the Tri-Motor tour!

Please come to the meeting so we can get all the necessary details and logistics worked out. Rick Belsaas will be kicking off the IMC club this Thursday April 26th, 6:30 PM at the club house hangar. Come out and see what it is about and learn about flying!

I am in need of speakers for our monthly meetings. Send me your ideas or contacts so we can get some speakers lined up.

The Citabria restoration continues. I have stalled a bit due to a ton of other things going on but I hope to have the frame cleaned and primed soon.

See you all at the meeting!!

John

April 2018 Treasurer's Report

Scott Christianson, Treasurer

REMINDER: 2018 MEMBERSHIP DUES

Balance brought forward:	\$	
Income:	\$	
Dues:	\$	60.00
Expenses:	\$	
Balance on hand	\$	9,084.07

Please remember to pay your 2018 membership dues. Dues are \$20 for the year.

You can mail them to Scott Christianson, 13091 Mission Hill Loop 57702 OR pay them at the meeting.

Chapter 39 Meeting Minutes

April 2018

Gary Schroeder, Secretary

4/13/2018

John started the meeting at 7:00.

We watched a video about the record breaking skydive in 2012 by Felix Baumgartner. The dive was from 128,000 feet with a 4 minute-19 second freefall reaching over 700 MPH.

We watched the EAA video newsletter and highlights from 2017 Airventure.

- Treasures report - \$9024.07
- Minutes were read and approved.
- John wants to separate the chapter money from the open house event money.
- Rick, Shawn, and Dan volunteered to direct the Tri-motor/open house event.
- There was discussion about details for the open house.
 - EAA materials
 - Westjet hanger will be paid for by EAA if not donated.
 - EAA will cover the startup expenses, so no upfront or required minimum cost to the chapter.
 - We need to get the word out to get people to attend the event.
 - Possibly a burger burn to meet the crew of the Tri-motor.
 - CAP will have cadet and senior members to volunteer their help.
- Young Eagles – we need someone to coordinate the YE.
- Julie and John would like articles and feedback for the newsletter.
- We need speakers for the meetings.
- There is a meeting date change to May 1st to get a head start on the open house.
- Upcoming events:
 - Bruce is planning the monthly fly-in breakfast in Sturgis again this year.
 - The Benkert fly-in again this year, weather permitting.
 - 2018 Airventure, Milo will arrange the campsite again this year.
 - Labor Day campout/breakfast/fly-in at Custer State Park is planned again this year.
- Meeting adjourned.

Next Meeting:

May 8, 2018

NOTE: DATE CHANGE

Chapter 39 Clubhouse

7:00 Program

We need Speakers!
EAA National Video
Followed by meeting

MAY BIRTHDAYS



Dwight Pladsen, May 4
Hilary Cole, May 5

**LIBERTY FORD
TRI-MOTOR 5-AT-B... HISTORY**

The plane was sold to Transcontinental Air Transport (TAT, the logo on its fuselage today) in January 1929 when it became NC9645 and was named City of Wichita. It inaugurated westbound transcontinental commercial air service on July 7, 1929; with sister ship City of Columbus. In April 1931, ownership of the aircraft was transferred to TWA. Here the aircraft helped in the development of TWA's route system. In July 1935, NC9645 was sold to G. Ruckstill and entered the fleet at Grand Canyon Airlines. From there the Tin Goose was sold to Boulder Dam Tours in February 1937, where it entered sightseeing air tour service. The Ford was registered AN-AAS with Transporter Aeros del Continente Americano (TACA) in Honduras in December 1937, where it stayed until 1942 when purchased by an operator in Compeche, Mexico and registered as XA-FUB. 1951 brought major overhaul and repairs for serial no. 8, including removal of the aircraft's corrugated skin, which was replaced with flat sheet metal. This change earned it the nickname of "the smooth-skin Ford."

to be continued...

CALENDAR OF EVENTS

IMC CLUB

APRIL 26, 2018, 6:30 P.M.
CLUBHOUSE

EAA CHAPTER 39 MEETING

MAY 8, 2018, 6:30 P.M.
RC HANGER INSIDE GATE 12

SPECIAL EVENT – FORD TRI-MOTOR

OPEN HOUSE ON JUNE 23, 2018

TRI MOTOR WILL FLY THE 21ST-24TH

EAA CHAPTER 39 MEETING

JULY 17, 2018, 6:30 P.M.
RC HANGER INSIDE GATE 12

SPECIAL EVENT –EAA AIR VENTURE

OSHKOSH, WISCONSIN

JULY 23-29, 2018

SEE WWW.EAA.ORG/EN/AIRVENTURE



MARK YOUR CALENDARS NOW.....

**SEPTEMBER 1, 2018, SCHINDLER/HASSE LABOR DAY PICNIC
CUSTER STATE PARK**

CAMPING AUGUST 31-SEPTEMBER 3

CONTACT OLIVER @ 334-237-2501 FOR MORE INFORMATION

MORE DETAILS TO FOLLOW.....

OCTOBER 6, 2018, BENKERTS' FALL PICNIC

MORE DETAILS TO FOLLOW.....

AIRVENTURE 2018...

JULY 23-29, 2018

OSHKOSH, WISCONSIN

SEE WWW.EAA.ORG/EN/AIRVENTURE

**IF YOU ARE INTERESTED IN CHAPTER CAMPING SPACE, CONTACT
MILO SCHINDLER AT 381-1600**

VOLUNTEER OPPORTUNITIES....

CHAPTER COORDINATOR FOR YOUNG EAGLES

As Chapter Coordinator, you will organize Young Eagle events; gather forms, schedule student sign-ups, organize pilots and rides. For more information, contact John Glasford at 605-858-5850.

PROPERLY CLEAR OF THE PROP

By *Phillip Zamagias*

How many times have we been told 'treat every propeller as if it is live'?

Like many things in aviation, years of doing repetitive tasks with no apparent danger can breed a familiarity that must never be allowed to overshadow good training.

Learning how to be a bush pilot in the Northern Territory, I was shown how to handle a propeller with due care. I was also shown how to 'hand start' an engine should the need ever arise. Good stuff!

Many years later, having never hand swung a prop to start an engine, or had an engine fire up unexpectedly, I came within a whisker of being 'sliced and diced'.

While getting ready for an early departure from a remote bush airstrip, I began the very familiar routine of a daily inspection on my recently acquired plane. It was a near-new Piper 6XT with glass cockpit.

I had less than 100 hours on type, but more than 3500hrs on Cessna-206s, which had formed the mainstay of my bush flying career. The Piper brought with it a significant change in ergonomics that almost cost me dearly.

Not only were the cockpit instruments a radical departure from the F and G-model Cessna 206s I had traversed the country in, but the ignition switches were very different.

In single-engine Cessnas the ignition is operated by a key. On shutdown a pilot typically performs a magneto check before reducing the mixture control to idle cut-off. Once the engine has stopped, the key is rotated to the 'ignition off' position and the key is removed. Simple.

Having the keys in your pocket, especially when you are the sole pilot and away from home base, gives you a feeling of security. Of course, there is always the chance of a magneto going open-circuit and therefore being live. That's why we are told to treat every propeller as live.

In the Piper, the ignition switches are conveniently located on the eyebrow panel above the pilot's head. A proper shutdown check would ensure that the switches are in the 'Off' position after the engine is shut down.

I clearly missed that part of the checklist on shutdown and before starting the pre-flight for the next day's trip. The friend I had been visiting came out to the airstrip and was filming my pre-flight in preparation for a close-up shot of takeoff.

What Richard saw shocked him almost as much as it did me. As I checked the propeller's leading edges for stone damage and pulled one blade through compression, the engine fired!

I felt the blade just graze my forearm and narrowly miss my head. Not enough to break any skin or leave a mark, but enough for me to feel the proximity of the blade.

My reaction is obvious from the video clip. I ran! (View the clip at: <https://www.facebook.com/CivilAviationSafetyAuthority/videos/447427165450310/>)

As this close call shows, every propeller can potentially bite. Treat every prop as if it's live and stay well away whenever possible.

Read more about this close call at www.flightsafetyaustralia.com/2014/03/properly-clear-of-the-prop.

I was surprisingly calm in the presence of my friend and the passenger who was coming with me on the next flight. I dismissed it with the calm detachment of a professional pilot and soldiered on. Six years later I have given up flying and have been reflecting on that incident. I am submitting this article as a means of sharing what I learned that day.

Firstly, it can happen to you. Always maintain an attitude of vigilance and safety so that if (and when) something goes wrong, it doesn't have to spell disaster.

Secondly, be extra careful when changing aircraft type, especially when changing manufacturers. Some basics carry over from model to model, but there are often significant differences in standard operating procedures across different brands of aircraft or engines. Take, for example, the use of fuel pumps in high-wing and low-wing aircraft.

Thirdly, no matter how comfortable you feel about your aeroplane, use checklists for shutdown and do a safety check before starting a pre-flight on an aeroplane. You might have missed something or, if it is a line aircraft, someone else might have left the switches in an unsafe position.

Finally, every propeller can potentially bite. Make sure you never have any body parts (or anyone else's) in the arc of a propeller. Stand clear and be ready to jump away should the engine fire up. I attribute my miraculous escape to the subliminal residue of the training I had received many years ago that just made me wary of any propeller.

However it was also something of a miracle that day.

Maybe God isn't finished with me yet?