



Flyboy News

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

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CRAPPY RUNWAYS

By Phil Scott

It's known as the Pucker Factor, and everyone contracts it at that particular airport where, frankly, it sucks to land. The worst I've flown out of, ever, and I've said this time and time again, is Lincoln Park, New Jersey. Lincoln Park, 'ol N07, is not like Antarctica's McMurdo Station during the perpetual evening blizzard but it does have narrow, short Runway 1/19 — 2,942 of 40-foot wide pavement surrounded by trees 50 feet tall on the southwestern end of the threshold, displaced 840 feet.

A quirk in the airport's layout funnels a stream of western wind—in all but the calmest conditions—near the touchdown point in either direction. Just off the north end lies acre after acre of greenhouses, so when you're landing, you've got to slam it down as soon as you cross the trees and the displaced threshold on the other end. You're guaranteed to eat glass if your engine dies on takeoff. Runway 1/19 is like landing on a carrier without a tailhook. Runway 1/19 has turned the Solid Male to Jell-o.



If I may consider myself the archetypical Solid Male.

Recently I conducted a straw poll of tens of pilots which indicates that approximately 150 percent of all American GA airports present difficult landings. Interviews conducted during the same straw poll of pilots I would also consider archetypical such as myself confirms that every pilot has what might, for lack of a better term, be referred to their Great White Whale. Sometimes they have two, or three, or more whales. Take, for example...

[Read more...](#)



Two New Young Eagles
Thanks, Darrel!

Upcoming Events

September 11 & 12 Chapter 39's Custer State Park Breakfast Fly-in/Camping

will be at the group camping site. The breakfast will be from 9-11. See page 6 for new details. The goal of this year's event is to honor the life of Milo Schindler and his contributions to EAA and particularly this chapter. Milo loved nothing better than camping with friends and family and this picnic was one of his favorites

Call or email Oliver with your reservations as soon as possible.

334-237-2591 Ohasse@hotmail.com

Next Meeting:
Tuesday September 8

6:00 Burger Burn
Please bring a salad, dessert, or munchies to share.

7:00 Program TBA
Followed by meeting

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.....	\$4150.50
Income:	
•Dues x3.....	60.00
Burger Burn.....	72.00
Expenses:	
•Scott (chapter meeting room).....	180.00
•SD state feels.....	20.00
Balance on hand.....	\$4072.50
Donations received for tribute to Milo.....	1065.00
GAAC.....	\$4082.54
Basic BHFCU account.....	25.20

President's Corner

By Josh Scott

I look forward to our chapter meeting each month to talk about airplanes and each other's projects! Since my return to Rapid City, it has also been a great way to meet others in town with the same interests and spend time in community with you all. With everything that has gone on in our world since earlier this year, the outlook as an airline pilot has turned bleak and I've had to make a critical career decision. With an impending furlough from my company 1 October, I've made the decision to return to Omaha and my Air National Guard unit full-time. September's meeting will be my last that I'll be able to attend in person. With that said, we will need to look at finding a replacement. If the situation with my primary job changes drastically in the coming months, I'll happily return to Rapid City and rejoin this wonderful chapter again.

As the holiday season will be upon us before we know it, we need to begin to plan our annual Christmas party. Please consider volunteering your time to take the lead planning/organizing another great event for our chapter.

I look forward to seeing everyone on September 8th for our regular meeting and possibly our last burger burn for the season.



September Meeting



Brenda, Gary, & Forrest go Cub Flying

July Minutes

Bu Gary Schroeder, Secretary

The burger burns started at 6:00 PM

- Josh started the meeting at 7:05 PM
- We watched the EAA chapter video.

- Custer State Park camp out will be September 11th and 12th and the breakfast will be Saturday morning. There are still campsites available.

- Darrell did a PowerPoint presentation about his trip to Idaho last fall, flying into back country airstrips.

- There was discussion about a memorial for Milo at Oshkosh. The three options were:
 - Memorial wall plaque
 - A brick at the Brown Arch
 - Compass hillDwight made a motion that the chapter contribute to the plaque at the Memorial Wall
Several seconded the motion simultaneously.
The motion passed
Donations will be collected until the September meeting.

- Josh advised we need to set up a new FaceBook page for the chapter because the old page cannot be transferred to another person to manage information. Bruce had set up the original FaceBook page.

- Burt advise there is a general aviation committee meeting August 22 at 10 AM.

- Young Eagles:
 - We have five qualified pilots to give Young Eagle rides, if anyone has a young eagle that needs a ride contact Darrel.

- There is still an opening for a new airport board member. Doug Bodine is a possible candidate. If there are other candidates, have them contact the mayors office.

- The program for the October meeting will be a tour of the Blackhawks at the South Dakota National Guard hanger.

- Treasurers report. \$3837.50

- Meeting adjourned at 8:42 PM

Alas & Alack! I Need My Medical Back!

By Jay Edmiston

(Ed. Note: My apologies to Jay for the title. My words, not his.)

It's not all fun and soaring through the skies in aviation. We have to take care of a lot of mundane details, which include periodic medical exams. Occasionally, issues arise which hinder getting that certificate renewed or, at worst, you could lose your certificate permanently, as happened to me when I left my airline career after I could no longer meet standards. Having an issue come up that disqualifies you from flying is fairly common; 50% of airline pilots will spend some time on disability during a flying career. The good news is less than perfect health does not mean the end of your flying.

Obviously, the first priority is making sure you take care of any medical issues that come up. Your health is a big deal and the FAA agrees. Once you have your personal situation squared away, regaining your medical certificate might be a bit of a challenge. Each situation is as different as the pilot dealing with it, of course, but know the FAA has given a lot of consideration to just about every medical issue. There are numerous resources available to help you such as the EAA Aeromedical Advisory Program featured on the EAA website. But the best resource is your own aeromedical Medical Examiner (AME).

In my case, that was our own Dr. Robert Allen. While visiting the FAA tent at Oshkosh in 2018, I learned my situation was no longer disqualifying. That got me doing research, collecting medical records, and then reaching out to Dr. Allen. We discussed applying for the medical certificate and the entire process in terms of the FAA requirements. For me, this meant taking the FAA exam, acquiring and sending relevant medical records to the FAA, follow-up exams to assure the FAA my condition was stable, and a flight test to demonstrate my ability to function safely as pilot.

There can be a lot of back and forth with the FAA so keep in mind the FAA bureaucracy moves at its own pace. Additionally, scheduling any necessary follow-up exams can take time depending on physician schedules. Finally, because I needed to complete a medical flight test, I also had to work around the schedule of a busy FAA operations inspector at an undermanned FSDO. It can take a lot of time so be prepared for that.

Throughout the process, your AME is a solid point of contact. Dr. Allen was able to reach out on my behalf to his contacts at the FAA for status checks and clarifications. It became obvious at one point that I was going to fail to meet the FAA's 60-day deadline for delivering the results of follow-up exams. Dr. Allen explained how to request an extension and even provided the best mailing address to ensure my request got to the right people as fast as possible.

I received my Third Class Medical Certificate complete with Statement of Demonstrated Ability 210 days after my initial exam. I then went on to get a First Class, which was painless, as all the heavy lifting had already been done. Although it was an extended journey for me, each pilot's personal health situation will dictate

what exams and/or tests need to be completed. Once you get the green light, all you have to do is watch out for changes to your health and enjoy flying again.

Notices

From Kristen Hasse

Chapter 39's Annual Custer State Breakfast and Fly-In

You have the times and location. I think if we can make this pot-luck it would be better. We will have a hand washing station and servers. We can also make pancakes though I am not sure were the griddles went. We can make them all ahead of time though. People have donated to this so we can buy the plates and utensils and pancake mix

If people that are going could bring, sausage, eggs, fruit, and whatever they want to drink. They will also need to bring chairs. Sitting at the tables probably isn't a great idea.

I want to try and avoid multiple people touching the same items if possible, (coffee pot handles, creamer jar....)

Editor's note: I'm going to bring a slow cooker egg, ham, and hash browns casserole. It won't be enough to serv3e everyone, but it's a start.

Does anyone know where the griddles are?

From Les Mitleider

As most of you know by now, L & D Aero Service, Inc. will be closing their doors at the end of September, 2020. After 36 years in the business, Les and Donna have decided it's time to retire. Les has worked in the field for over 42 years. They have been planning this retirement for some time. Les says "It won't be easy, but we have a few other things they would like to do." Les and Donna want to thank their customers and the community for their business and support over the years. That being said, they are dissolving the business and all the equipment and other things they have accumulated over the years are up for grabs. Les says no reasonable offer will be refused!

Thanks,
Les & Donna

Continued...

As we work to improve operations and safety at the Rapid City Regional Airport, we look at industry standards and what other airports our size are doing or have implemented. In particular, we have recently reviewed the practice of aircraft runups. For consistency and the safety of all airport users, we are asking you to adhere to the following guidance in regards to aircraft runups.

Run-ups should be completed on the movement area as practical.

Example: At the hold short line for Runway 14-32 on Taxiway, or on Alpha Taxiway

Run-ups that need to be completed in the non-movement area should be done in the designated run-up areas.

See attached map

High power or extended run-ups should be coordinated with the Airport Operations department, who will coordinate with the ATCT, to determine the best location.

These changes are effective immediately and will be incorporated into the Airport Rules and Regulations. In regards to transient traffic, the Air Traffic Controllers will provide this information to them as needed.

We appreciate your cooperation and support as we work to make RAP a safer place for everyone.

Sincerely,

Chris Deitz, C.M.



For Sale: A "quick build kit" Cuby. The following was built by a retired Aeronautical Engineer and purchased by me a few years ago. I intended to complete it but physical constraints will not allow me to do that now.

Contents: A complete airframe with Zinc primer – all tail feathers, struts, gear, door etc. Wings are complete and made of aluminum. All flight controls, cables made to length and have been installed, wings and struts have been installed, engine O-235 with logs, engine mount and cowling have been installed as well as firewall. They are not installed now but were for “fitting up”. It has 2 sets of rudder and brake pedals, Cleveland brakes, 2 fuel tanks in the wings and a rear mounted header tank as well as made up lines. Trim is piper type with an electric trim motor and wiring / indicator. All the windows are cut to size. Two sets of Wag Aero plans – one with sketches and notes by the engineer. Airframe tubing can handle up to 150 hp. All wood longitudinal airframe former strips, wing tip bows. An assortment of engine controls and small parts.

I have photos and notes of his build process. It needs cover, assembly, propeller and certification to fly.

Perhaps anybody interested can take a cruise through the Wag Aero catalog / check out prices of the completed parts above and make me an offer.

Pete Shouldis, 605-341-5126, e-mail pds5126@rapidnet.com