

DHC1 DeHavilland Chipmunk

By Bruce Bowen

My interest in the Chipmunk started over 50 years ago when I saw Harold Krier perform at a local air show in his Super Chipmunk. I thought then that it was a beautiful airplane and that it just seemed to glide through the air.

Arie and I spent some time looking at the three Chipmunks that we found at Oshkosh parked in the War bird Area. We happened to meet a gentleman that told me about one that was for sale in Montana, but he didn't know how to contact the owner or much about the airplane. When I got home, I started calling around some Montana airports and finally got in touch with the owner. I asked him if I could come and look at the airplane. He sounded very British on the phone and graciously invited me to come. Early in September a friend and I drove to Montana to see the Chipmunk and hopefully get a ride. The owner is a 78 year old former RAF pilot, retired airline pilot, an A&P, an IA, a CFI and holds about every rating imaginable along with over 15,000 hrs of flight time. He spent several hours going over the details of the airplane with me and showing me the extensive log books and other documents. He declined to give me a ride, because he had been taking some medication that made him uncomfortable. He did, however, take me out for some taxi practice. It was a great experience.

On September 23, my wife and I traveled to Sywell Aerodrome in England for a fly-in that was featuring the Chipmunk. I was a little disappointed that there were only about 10 "Chippys" there but had a great time and saw many other interesting airplanes and meet some wonderful people.



Chipmunk in Montana that I went to look at. It is a former Royal Navy Aircraft and still carries the military markings.



formation flying when I was in England.

Bruce will be doing a show and tell on the Chipmunk and his trip to England at the November meeting.

Looking Forward...

2017 EAA Labor Day Camping and Breakfast

By Oliver Hasse

Again, this year thirty-five EAA members, families and friends met at Custer State Park for the second annual Labor Day breakfast. A wonderful breakfast was prepared by the EAA families who camped in the Calvin Coolidge Group Area, which is located next to the Game Lodge Campground. Although no one decided to fly-in this year, we had plenty of folks drive in for Milo's fresh flipped pancakes and Mac's biscuits and gravy. The breakfast made for a great starting point for Saturday's adventures around Custer State Park and the Black Hills. Thanks to all of those who could make it out.

Those who chose to camp, had a wonderful weekend. Once again, Mac showed his outstanding cooking skills over a campfire and Betty Schindler provide her famous brownies. No one went hungry. In the evening, movies were shown and the kids all made quick friends with games of hide-n-seek in the dark. Although the smoke from the Montana fires made for not the clearest of air, the days were still fun and adventure packed as we closed out the summer of 2017.

We already have plans for August, 31 to September, 3 of next year! The group site is already reserved. Those who camped in the site this year will have the first chance hold a site next year. However, when the group site fills up, there are plenty of other great camping sites available outside of the group area but still within a short walk. If you would like to camp, it is to best to reserve a spot in the **Game Lodge Campground** across from the group site **NOW**. Of course, tent camping is always available at the group site for anyone interested. If you wish a pull-in site, as of October, 28 2017 sites 48E, 51E, and 16E are the only ones still open. Make your reservation at 1-800-710-2267 or camps.com.

Whether you come just for the breakfast or spend the weekend, come out to enjoy Labor Day with friends and take advantage of our beautiful area.



This is the group site. We were having so much fun, we forgot to take pictures!

SDPA

Nov 11, 2017: SDPA meeting at Westhills Village (255 Texas Street), [Rapid City, SD](#). 11:00am: Steve Rathbun will talk about his record-breaking glider flight on July 9, 2016, from Cedar Valley Airport (30 miles south of Salt Lake City) to Hot Springs Airport, SD. **Noon:** pizza & pop (\$5.00). **1:00pm:** SDPA meeting (cookies). NOTE: Westhills Village has limited parking. Please consider carpooling from the Wal-Mart parking located at end of 5th Street, a mile south of Westhills Village. Contact Steve Hamilton at [605-665-8448](tel:605-665-8448) or skyhawk@iw.net

Next Meeting:

Tuesday, November 14

at **Chapter 39 Clubhouse**

7:00 Program

Bruce will be doing a show and tell on the Chipmunk and his trip to England at the November meeting.

Followed by meeting



Chapter Notes

We will be discussing the Christmas dinner at the November meeting. The Air & Space Museum will be closed the months of January & February, but the December 30 date is available. Are there other locations we could use? Come with any & all ideas.

You can start paying your \$20 dues for 2018 any time. Remember, Scott knows where you live. 😊

Dues may be paid at the meetings or mailed to Scott Christenson. 13091 Mission Hill Loop, RC 57702.

Name Tags

The following people have yet to pick up their name tags from Scott: Jim & Linda Hayward, Howard Larsen, Pat Johnson, & Levi Leivestad.



November Birthdays:

- Jim Hayward—19th
- Allen Belcher—28th
- Bruce Bowen—28th

Chapter 39

Officers

President	John Glasford
Vice President	Arie LaCroix
Secretary	Gary Schroeder
Treasurer	Scott Christiansen

Volunteers

Newsletter & Web Manager	Molly Benkert
Young Eagles	Brenda Nolan
Safety Officer	Jerry Densmore

Tech Advisor Jerry Densmore

TREASURER'S REPORT

By Scott Christainsen

Balance brought forward.....	8921.10
Income:	
Burger Burn.....	\$62.00
Expenses:	
Burger Burn.....	25.16
Balance on hand.....	\$8957.94

October Minutes

By Gary Schroeder

The burger burn started as scheduled at 6:00.

- John called the meeting to order at 7:03.
- Darrel Sauder talked about flying into back country strips in Utah and showed us some awesome pictures and videos of the airfields and the landscape.
- Treasures report was relayed by John. Scott advised it was unchanged from last month.
- No Minutes from last month.
- Louis Peukan and Tim and Bri Sauder visited us tonight.

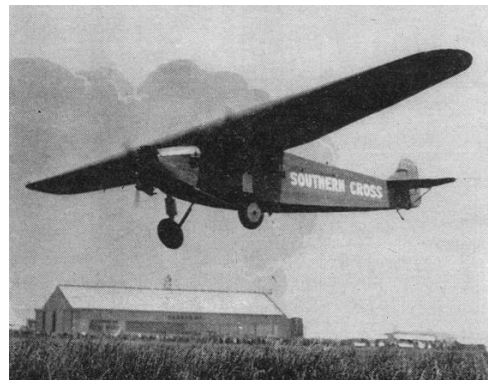
- Arie is going to National Guard Camp so we need a Vice President in his absence.
- The Christmas Party was discussed. Possibly in January and at the EAFB Museum.
- No scheduled Young Eagles event this fall due to unpredictable weather. But there may be a special event for a small group if things work out.
- Molly advised we will need a new newsletter editor by spring.
- The Benkert fly in is canceled due to weather.

Upcoming events

November program will be Bruce talking about his trip to England.

Meeting adjourned 8:10

Flight of the Southern Cross



Conquering the vast Pacific ocean by air was a challenge still facing aviators in the late 1920s. Ready to accept the challenge was Squadron Leader Charles E. Kingsford-Smith who on the morning of May 31, 1928 was prepared to takeoff from Oakland airport in California for an estimated 8000 mile journey over water on a flight to Brisbane, Australia

His aircraft was a Fokker C-2 powered with three Wright J-5 "Whirlwind" engines each producing 220 hp. Smith's huge wood, tube and fabric tri-motor was named The "Southern Cross". [Full story >>](#)

What it takes to be one sharp pilot – start with awareness

by [Richard Collins](#)

A sharp pilot is:

Aware

Intelligent

Coordinated

Realistic

Pragmatic

Confident

Risk-Averse

Rich

Okay, I was just kidding on the last one but we all know that does figure into the equation. You are all welcome to add to this list as you see fit.

am going to offer thoughts on these attributes in small bites, not all at once.

I put *aware* first, and am going to address it first, because I think it is the most important. It has been written about as situational awareness or positional awareness but plain old awareness covers it best.

What it means in relation to flying is that you are aware of everything that is going on with, in and

around the airplane at all times. I will discuss this in relation to one of the simplest accident causes as well as a complex situation.

A lot of time is spent on stall training. I have said before that I think this is largely a waste of time. Why? Because it teaches a pilot how to do stalls and recover from stalls but it does nothing to make a pilot aware of what leads to low altitude inadvertent stalls which are the type that end in bad crashes. How much time is spent teaching pilots about the relationship between back pressure on the elevator control and increasing use of opposite aileron to combat overbanking? For most pilots who spin in, the answer is: “not enough.”

Most stall/spin accidents occur in more basic airplanes being flown recreationally but that by no means excludes other airplanes from exposure. From a low-powered experimental to a jet, if you go too slow too low you crash. Airspeed awareness is critical.



Why did he do that?” we often ask. Start with awareness.

For the full article, [click here](#).