



# Flyboy News

<http://39.eaachapter.org>

Volume 22, Issue 1  
December 2019



## Christmas Dinner

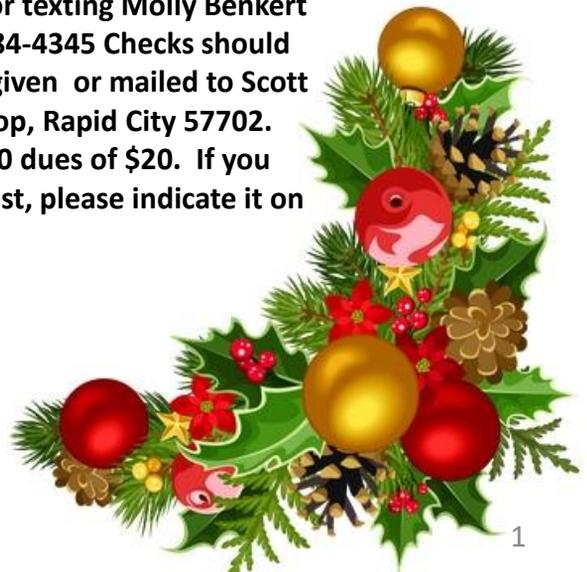
When: **January 18, 2020**  
Social Hour: **5:30-6:30**  
Dinner: **6:30**  
Program: **Arie's trip to Europe**

Menu: **chicken & roast beef, California vegetables, potatoes, carrot cake for dessert, coffee and lemonade**

**A cash bar will also be available.**

**Cost: \$20 per person**

Make your reservations by emailing or texting Molly Benkert by Jan. 4. [teachmolly@gmail.com](mailto:teachmolly@gmail.com) 484-4345 Checks should be made out to EAA Chapter 39 and given or mailed to Scott Christensen at 13091 Mission Hill Loop, Rapid City 57702. Remember it's also time for your 2020 dues of \$20. If you wish to include it with your dinner cost, please indicate it on your check.



From our new president, Josh Scott

Hello everyone! I'd like to introduce myself and tell you a little more about me. My name is Josh Scott. My son Dylan and I moved back to Rapid City a little more than a year ago after being away with the military since 2005. I'm originally from upstate NY, and first moved here in 1999 and started my career in the Air Force as a crew chief on the B-1b. I went on to get a degree with Embry-Riddle in aircraft maintenance and struck gold when the Air Force decided they would send me to pilot training. I went on to fly the E-8C JSTARS in Georgia and RC-135V/W in Omaha. In 2017 I made the decision to leave active duty to pursue an airline career with Delta Air Lines and continue my service in the Air National Guard. On the experimental aircraft side of things, I'm currently in the beginning stages of building an RV-14. I have a hangar at KRAP, #8, down by MARC facilities. I'm always willing to take advice and help from those that have been there done that!! I look forward to meeting everyone and helping you to make Chapter 39 what you want it to be!

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Ed. Notes:

*#1. Milo is still at Fountain Springs. He's improving and has appreciated the many visits from our members.*

**Next Meeting:**  
Tuesday, December 10

**At WREA**

**6:30 Hangar Talk**

**7:00 Program (TBA)  
followed by meeting**

If anyone has ideas for programs, please contact  
Josh [jscott\\_09@iCloud.com](mailto:jscott_09@iCloud.com) or Arie  
[ariemichael1@aol.com](mailto:ariemichael1@aol.com)

*#2. Remember to pay your \$20 yearly dues. More info on page 1.*

*#3. I'd like to do a member update each month. The update can be about a project, special flight. Or anything else personal and related to aviation. The writ-up can be long or short (see pages 5-7). Pictures are always a plus. Articles are also Welcome.*

### Officers

President	Josh Scott
Vice President	Arie LaCroix
Secretary	Gary Schroeder
Treasurer	Dan Benkert

### Volunteers

Newsletter	Molly Benkert
Web Manager	Molly Benkert
Young Eagles	Darrel Sauder
Safety Officer	Jerry Densmore
Tech Advisor	Jerry Densmore

# November Minutes

By Gary Schroeder

The meeting started at 6:58 PM

We watched the EAA chapter video.

Darrel and Scott gave us an update about Milo and advised he is still at Fountain Springs in room 108.

John presented the EAA service awards to Molly, Jerry, Harold, Scott, and Gary.

John advised that for our chapter to qualify for a Ray scholarship it needs to show more activity, like Young Eagle events, Eagle events, fly-ins, and other activities to promote aviation.

Josh Scott was nominated for the Chapter president position to replace John Glasford.

Arie LaCroix was nominated for the chapter vice president position.

Dan Benkert was nominated for the chapter treasurers position with Scott Christianson as the assistant treasurer.

Jerry Densmore agreed to continue as the tech advisor.

Gary Schroeder agreed to continue as the secretary.

Molly Benkert agreed to continue the chapter newsletter and website.

Darrel Sauder agreed to coordinate the Young Eagles program.

The chapter voted in the new officers.

Darrel told us about an ultralight that may be for sale and will get more information about it and report at the next meeting.

The Christmas party will be at the Eagles club on January 18, watch for more details via email.

Dan and Molly reported that their fly-in was a great success and thanked everyone who attended.

Meeting adjourned at 8:08



Thomas Koskovich, 65, was safely rescued Saturday after his Piper Cub single-engine plane became entangled in power lines in Louisville Township, Minnesota. (Scott County Sheriff's Office)

*Any landing you can walk away from is a good landing?!*

# Building the CP-750 "Beryl", Part 1, introduction

*By Scott Christainsen*

was building a Volksplane (VP-1) and his input to me was to build a simple plane like the Pietenpol Aircamper. But being 19 years old, I had my own independent thoughts and read articles on the Starduster Too and the aircraft designed by Claude Piel in France. The Piel Emeraude was a popular homebuilt in the U.S. and around the world and was factory-built in some countries. It was not aerobatic, but the Piel Beryl and the Starduster Too were. It was a difficult decision but building an extra set of wings for the Starduster versa one wing for the Beryl was the deciding factor. I ordered the plans from a Canadian who represented all of the Piel designs in 1969. When the plans arrived, they were absolutely professional and it was obvious that Claude Piel had envisioned this aircraft to be a factory-built aircraft. Many parts would require a machine shop arena which I did not have. Much of the design would have to be changed so that parts and components could be purchased from existing aircraft part sources or could be made with common hand tools. (Knowing what I know now, I should have ordered the Pietenpol plans.)

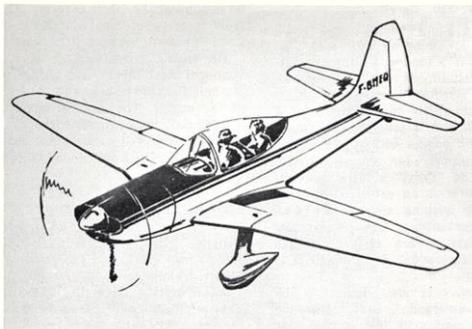
My grades during my first year at Metro State College were not good and I was told to improve or leave school. I was enrolled in the Aerospace Technology curriculum and most my first year classes were the basic college mandatory courses for the Bachelor of Science degree. For the next two years I took the aircraft mechanics course and brought up my grade point average and made the Dean's List with high grades. During these years at aircraft mechanics class I learned the art of building and maintaining aircraft. As soon as I had the skills of welding and wood working completed, I began the building of the steel tube fuselage and all the other welded parts. I also started building ribs for the wing and tail surfaces. I was juggling work at a grocery store, college classes, building flying time, and building an airplane.

During the next four years I added Multi-Engine, Instrument, and Commercial ratings to my pilot certificate and received my A&P Mechanic certificate.

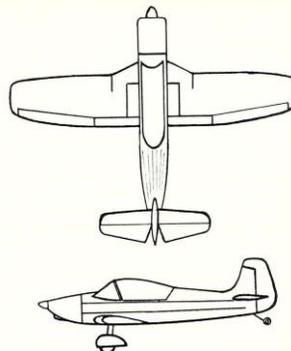
In the next couple of newsletters I will breakdown the building phases into fuselage, wing/tail surfaces, firewall forward, landing gear/fuel tank/systems, finishing, and first flight/subsequent modifications.

This was a ten year build with the first flight early 1980. The Beryl has over 2300 hours flight time, one engine failure just after departing Oshkosh '96, and the basic structure will be 50 years old in 2020. Only two pilots have flown solo in this aircraft and I have only witnessed my Beryl flying overhead one time. Those pilots that have stick time in the back seat will tell you that it is light on the controls and a great flying aircraft.

Many Young Eagles have their "first flight" experience in the Beryl.



Piel C.P. 750 "Beryl"



C.P. — 750 — BERYL

# Member Updates

*This from John Sanders:*



Getting a lot closer to firewalling the throttle. The wings are installed and fold nicely. The engine is installed but still working on the cooling plenums. Almost done wiring and getting all the instruments installed.

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## California Cubbie



*Dan & Jim load the Cubbie.*



*Ready for the tip home*



*Safely in its new home  
(Hopefully it will grow wings  
and fly this spr5ing)*

***And now, the rest of the story***

## California Cub

*by Jim Hayward*

Sunday afternoon, Nov. 17<sup>th</sup>, I get a phone call from Dan Benkert.

"Hello?" I said.

Dan said, "What's your schedule for next week?"

I said, "Dunno, I'm retired, why?"

He chuckled a little and replied, "You up for a road trip?"

I said, "I don't know... what's up?" I put the phone on speaker so wife Linda could hear.

Dan said, "I bought a Cub out in Victorville, California and want to go get it. I'd like to have some company go along if you could."

I looked at Linda, who said, "Go!!... get the hell out of here!" So I told Dan okay.

Dan picked me up about 8:30 the next morning and we headed out. It was all rather uneventful for the first day which included a couple of fuel stops. We made it to Heber City, Utah about 10 o'clock Monday night, got a bite to eat and bedded down at Mac's Motel. It was at best a one star motel; the mattresses squeaked if you moved much and the heater didn't work so well as it was either too hot or too cold during the night. In fact, Dan told me he got out of bed at one point and slept on the floor to cool off!

It hasn't bothered me to sleep late since retiring a few years ago but I can get up earlier if needed. "JIM!... you awake??" a loud voice sounded off. I must have been sleeping soundly but woke up and looked at my watch. It was almost 7 o'clock. "Yeah," I said sleepily. We got dressed and headed out toward Provo, Utah. Those mountains and curvy roadways were very impressive to me as I'd never been in this part of the country.

Another fuel stop found us crossing into California and much slower 55 mph road speeds from the 65 to 75 mph to which we'd become accustomed. Dan's brother had forewarned us about vehicles pulling trailers being limited to 55 mph which seemed so ridiculous to us but the road signs confirmed it. We could understand limiting the big rigs like that but not ours. In fact, I saw a pickup truck pulling a camper and a car with an ATV on a trailer... both at 55 mph. Welcome to wonderful California!

Another fuel stop (even with our slightly better mileage) found us cruising along about 40 miles or so from Victorville when a trucker eased up beside us and pointed repeatedly back at our trailer. We made our way over to the outside lane and pulled off. Getting out for a walk-around, we found the right rear trailer tire had shed some of its tread. What the heck is a re-tread doing on the trailer?

It was changed out for the spare Dan had brought along and about 20 minutes later we were back on the road. Dan contacted John, the Cub owner, who told us about some tire stores in town but none had what we needed as they wanted to sell us car tires. So we found a Holiday Inn Express motel for the night which was a really nice change from Mac's Motel, got some supper and turned in for the night.

About 6:30 the next morning Dan's phone rang and it was my wife, Linda, calling for me since I didn't have my phone which had been sent in for repair. Grandson Trevor lives in the house behind us that we bought a few years ago when the neighbor passed away. He had let me use his pasture for my landing strip since 2000 and his son knew we wanted first dibs on the place. The old furnace had given us problems last winter so I bought a used control board on eBay for troubleshooting purposes if the problem re-occurred which it had. Linda was asking how to help him and knew about the circuit board.

Son-in-law, Tim, came over, changed it out for Trevor, and everything worked fine but it's been too early to tell, for me anyway, since it's been an intermittent problem. At any rate, we were up now so got dressed and headed for a store to get a replacement tire. We pulled up to the store's parking lot about 15 minutes early and were waiting for it to open when a guy came out to see what we needed. Well, about 40 minutes later with the new tire, we were on our way to the airstrip and the Cub. My long-held opinion of a GPS being used mainly as a guide in less densely populated areas held true as the dang thing tried to take us cross-country across the desert to John's airstrip.

Another call to John had us going back and in the right direction where he met us part way then we followed him to his hangar. He had already removed the wings and tail pieces so we discussed the various options we had for loading and packing everything in the trailer and did some test fitting of the fuselage. After a successful test fit, it was rolled back out and after a few more discussions for loading, we said our farewells to John and his wife since he had to go to Yuma, Arizona. The rest of the time was

Spent getting the wings and tail feathers loaded and secured. The fuselage was rolled back in, air let out of the tires for some headroom and tied down. Our estimated 2 hour load time had turned out to be more like 4+ hours. Everything was given a final check and we headed out for our return trip, stopping a couple of times to check our cargo.

As we got closer to the Nevada state line we had rain sprinkles on and off. We pulled into the State Line fuel stop and got out to do a general check before refueling and found another tire that had shed some of its tread. The lady cashier said there was a tire shop in Las Vegas that would still be open by the time we got there. So, with her directions, we headed out and Dan decided along the way that we would replace the remaining intact tire as well so we'd have no more tire problems. We found the shop okay and hour later, we were back on the road and made it to Cedar City, Utah. We found a La Quinta motel so parked our rig and went inside to get a room. It was now 10:45 so Dan asked about a place to eat and was told that the McDonalds was the only thing open now.

The lady there said her son was coming on shift at 11 o'clock and she'd be glad to take us to it if we'd like. We told her that would be great but as we took our stuff up to our room, we went by a little C-store kind of niche just off the hallway and Dan saw some TV dinners among other snacks and drinks. We told her we'd just grab a couple of them so had supper in the room and turned in for a good night's rest.

The next morning we headed out just after 7 o'clock with some frosty weather and roads. As we neared the mountains we again ran into some occasional sprinkles and the temps were dropping but things were still reasonable even with some occasional light fog. We passed through Provo still with okay weather. Bypassing Salt Lake City we merged onto I-80 where we saw a sign a few miles later warning us of an accident 45 miles ahead. I noted the miles showing on the GPS and we drove on.

About 35 miles later the traffic was slowing down rather quickly and got down to a single lane where we had to finally stop. We were shut down for a good 25-30 minutes before traffic started moving slowly but never above 3 to 12 mph. On hill tops we could see traffic backed up for at least 4 to 5 miles in both directions. The roads had iced up pretty bad with black ice so we lost a good 2+ hours in that 25 to 30 mile stretch of highway. Back into the mountains and darkness, there was more snow and ice-covered roadway as well as 5 semi-trailers either off the road or jackknifed as we drove by.

We finally made it to Rawlins, Wyoming where it had snowed for the previous 24 hours ending earlier that day. We refueled and were going to stop for the night but were told the road was clear going to Casper so decided to head there for the night. About a third of the way there, we ran into dense fog that kept us traveling around 30-45 mph. We made Casper, got a bite to eat then decided go on to Douglas where we arrived around 11 o'clock. The nicer motels were all sold out so we finally found another dump and got the last room. Well, at least this one was a star and a half because the room had some space to it and the heat was so much better controlled. Also, the mattresses were rather comfortable and didn't squeak when you turned over or moved around!

A quick breakfast at Mickey D's, topping off the fuel, and we were back on the road to Rapid. As we turned off I-25 toward Lusk, we hit fog with maybe a quarter mile visibility most of the time until about 10 miles west of Lusk. The rest of the trip was uneventful and Dan dropped me off at my house right at 11:45. I walked in to a kiss and hugs from Linda who kiddingly said, "So where are you taking me to lunch??"

## Benkerts' Annual Fly-In Family Picnic

On a beautiful day in October, about 50 people gathered at Molly & Dan's for their annual fly-in family picnic. As always there was delicious food and much hangar talk.



While we ate and talked, the kids had their own activities. There was horse-back riding as usual, but Rod Samualson provided the big hit. He brought his WWII 5-ton fire truck and had activities for the kids using fire hoses for the kids to do. They also got to go for a ride, and we could hear them laughing and squealing from a long distance away. For the final ride of the day, Shawn had the honor of driving the truck!



Thanks to all who came and enjoyed the afternoon with us. See you next year!