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

# FLYBOY NEWS



*Scott's Ellipse*



*Don's Champ landing*



*Dan's Starduster Too*

The Benkert's 2<sup>nd</sup> Annual Fly-in/Drive-in Picnic was held September 29<sup>th</sup> at Dan's airstrip. The usual gusty winds kept the Cubs from flying in, but we still had 5 planes, 1 glider, and 40+ people. We all enjoyed watching the planes fly in, the scintillating hangar talk, and the great food. Special thanks to photographer Joe Drab.

Randy Daughenbaugh's fly-in is October 13<sup>th</sup>. If you can't fly in, the drive should be beautiful!



*Jerry D. & Robert arrive in a 172 (Nice to have you back, Robert.)*



*Marty flying the tow plane, Charlie in the glider.*



*Marty coming in to land in Charlie's 172*



*Charlie gliding in...*



*to some welcoming fans.*



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Talking about airplanes is a very pleasant mental disease.  
— Sergei Sikorsky, AOPA Pilot magazine, February 2003.



# The Prez Sez...

*by Darrel Sauder*

I was right! Indian Summer is here! What a great time of year to do anything; particularly flying and fly ins, Eagle Flights, Young Eagle Flights, and giving flights with friends.

I will be giving my first official Eagle Flight to an excited participant. I think this EAA program was way overdue and will reap great benefits for the aviation community by getting wanna be pilots off the ground (pun intended).

Speaking of Eagles...our chapter will be sponsoring Young Eagle Flights on October 20. Participants are already being signed up. If you know of a young person between the ages of 8 and 17 who would like to fly contact Jerry Peterson or Rick Belsaas for further details.

Our last Burger Burn of the year will occur at our October meeting...your last chance for home made ice cream!

Dan and Molly Benkert's fly in was great. Four planes and 1 glider flew in with an interested cheering section watching. Food and hangar flying tales were the order of the day. My hat is off (removed before flight) to Molly and Dan for hosting this event.

Randy Daughenbaugh's fly in is fast approaching on October 13. Details in this newsletter. They have a beautiful place just off Sheridan Lake Road. Bring the family and enjoy an airstrip in the Black Hills.

On a more somber note: There have been two private pilot accidents in SD this summer resulting in fatalities. There have been three aircraft damaged due to pilot error. That's five in a few short months! I have not seen the accident reports on the fatalities. One of these was a friend of mine who in fact, was flying the first trike that I used to own. I had put 95 hours on it, sold it through a dealer to a guy in Iowa who put 30 or so hours on it, and then my friend bought it and put over a hundred hours on it before his fatal accident a few weeks ago. In view of these accidents so close to home I've been thinking that maybe it is time to reflect on what I am doing. Am I following safety measures as close as I used to? Are my preflights really thorough? Am I taking unnecessary chances that could result in bending me or my airplane? Am I ignoring or taking shortcuts on maintenance of my aircraft? Is my attitude when I fly on the straight and level? Am I getting complacent because I have done this so many times before? Am I practicing and thinking about emergency procedures every time I fly? Is there an area where I feel I may be a little rusty on and should get some instruction? Am I teaching myself on maneuvers that I should be getting instruction on? My list could go on and on. How about your list? Maybe this is a good time to reflect and evaluate exactly where we are in this flying game.

Don't forget to floss.

**Can You Name This Plane?**



The first one to email me ([teachmolly@gmail.com](mailto:teachmolly@gmail.com)) with the correct answer will get a raffle ticket at the October meeting for a chance for a free ride.  
 Last month's plane: Douglas B-18 Bolo bomber served with the [United States Army Air Corps](#) and the [Royal Canadian Air Force](#) (as the Douglas Digby) during the late 1930s and early 1940s.

**Next Meeting:**

Tuesday, October 9  
 at **Chapter 39 Clubhouse**

**6:00 Burger Burn**

Bring a side dish, dessert, or munchies

**7:00 Meeting**

**Program:** Brenda Nolan will talk about what aircraft controllers would like pilots to know.



**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 Oct. 5 Weekly Friday Gathering of HSR Wind Socks** Hot Springs Airport on Fridays from 9:30-11:30. Coffee, treats & conversation.

**Oct. 6 Clubhouse Clean-up Day** 9:00 Come do your part and help out.

**Oct. 13 Daughenbaugh's Fly-in/Drive/in** 12:00 (more info will follow)

**Oct. 20 Young Eagles** 9:00 at Regional Airport (more info will follow)

An old pilot is one who can remember when flying was dangerous and sex was safe.

Experience is something you don't get until just after you need it.

*Submitted by AI*



**October Birthdays:**

Randy S.—14<sup>th</sup>  
 Scott C.—28<sup>th</sup>

**TREASURER'S REPORT**

*by Milo Schindler*

Income:  
 Raffle .....\$21.00  
 Burger Burn.....72.00

Expenses:  
 Copy Country.....21.20  
 Sam's (burgers).....23.89

Balance on hand.....\$2509.71  
 \*check for \$50.00 to Chapter 806 was returned

# Secretary's Minutes

By Gary Schroeder

- Meeting was held at the clubhouse
- Burger burn at 6:00 PM
- Darryl called the meeting to order at 7:10
- Monthly drawing for plane ride Brenda, Molly, and Dennis won rides
- Welcome visitors from Spearfish
- September birthdays Paul, Les , and Pete
- Treasures report given, balance \$2416.00 discussed a scholarship \$400 to \$500

## Old Business

- Club house clean up scheduled for Sunday Oct 7 2012. Please notify Molly if coming to help.
- The shadow box for Vern was discussed and Jerry can build the box still need more info from Norma
- Young Eagles in Spearfish - Darryl, Don and Rob flew about 15 Young Eagles
- The next Young Eagles is scheduled for October 6th in Rapid City at 9:00 AM
- Eagle flights - applications are in the file box at the club house for the same insurance as the Young Eagles
- Dan's fly-in is Sept 29th 2012 at 11:30 with member/aircraft pictures, should fly in at 12:00
- Randy's fly-in is Oct 13<sup>th</sup> 2012 at 12:00
- Projector purchased by Rick and delivered to the club house (still needs to be paid for) still need a screen

## New Business

- Christmas Party will be at the Elks (with the new chef Al Hammerquist) on Jan 19<sup>th</sup> 2013, at 5:00 the menu will be a choice of 3 meats with a salad bar and desert bar. The speaker will be Chuck talking about the Berlin airlift
  - Meeting the 9<sup>th</sup> of Oct will be a burger burn at 6:00 and Brenda will speak about ATC
  - Meeting in Nov will be at the new fire station with Marty Larson as speaker
  - Meeting in Dec will have Larry Vetterman as speaker
  - Discussion about an EAA section at the museum at Ellsworth to be brought up at the next meeting
- The Meeting adjourned at 7:45 PM

The speaker was Darryl about the flight he and Dennis flew over Igloo with a slide show of that flight and from his last trip to Alaska

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## Kulula Airlines:

On a flight with a very "senior" flight attendant crew, the pilot said,  
"Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

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"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane."

Submitted by Jerry P. 5

## Fourth Annual Badlands RV Fly-In

*By Norma Kraemer*

Hot Springs Airport again was a mecca for RV aircraft of all models the second weekend of September with the fourth annual Badlands Fly-In. The event started on Thursday with people arriving through Saturday. By Friday afternoon there were already 52 planes tied down, with eventually 58 becoming part of the fun.

This group flies in from all over, and organizer Larry Vetterman was ecstatic that it was now an “international” fly-in with three Canadian aircraft attending. There were also a few RV wannabees in attendance. There was a RANS S-19 Venterra piloted by the RANS founder Randy Schlitter. Also in attendance was a Super Cub with serial number one from Montana piloted by Roger Meggars. The RANS could give a passerby a pause to wonder if it might be an RV, but a Super Cub?

By midafternoon on Friday, tiedowns were becoming a premium. It was a nice problem to have. The group has a great way of enjoying their fly-in. Tours are planned for attendees, great food is provided, and of course, lots of hangar flying is always available. They also have a great Saturday flyout with taking in the sights from Devils Tower to Wall.

Already Larry Vetterman is planning next year’s event. Put it on your calendars for the weekend after Labor Day. You are bound to have a good time.



# Safety Note

*by Jerry Densmore*

## Are You Prepared?

Well it looks like summer has come and gone and old man winter is just around the corner. I hope you had the opportunity to commit aviation many times this summer. But, with winter coming it's time to think about getting your aerial steed ready for cold weather and here are a few things you can do.

When was the last time you washed the aircraft? Are all the bugs cleaned off the leading edges of wings, tail structures, gear legs, etc.? Now would be a good time while the water is still in a liquid state. Once you have cleaned everything a good waxing wouldn't hurt. It will help protect the paint, might help frost or snow to be cleaned off easier, and will keep the bugs from sticking as much.

If you use a straight weight oil, switching to a lighter weight oil will help with winter starts, and let you go into the cold season with fresh oil. It wouldn't hurt to add a corrosion prevention additive to help protect the engine during extended periods of inactivity. Also some of the oil companies are producing oils with enhanced corrosion preventative additives. Taking care of the engine will help ensure it continues to get you where you want to go!

If you have an engine preheating system such as Tanis or Reiff, have you plugged them in to make sure all the elements are heating properly? If you haven't Murphy will probably show up and render them inop when you need it most. An old quilt or sleeping bag draped over the cowling will help retain heat and raise the temperature a few more degrees. There are some small ceramic heaters on the market now that you can use to preheat the cabin while you are preflighting the aircraft. Not only is a warm cockpit nice to get into, warming up instruments such as gyros can extend their life. If you have glass panel displays they will function better when warmed up.

Last but not least, how is your battery? Has it been install for a few years? Is it cranking the engine strongly or just getting by? As the temperature goes down so does the capability of batteries. If the battery is on the firewall should be reasonably warm from the engine heater if the cowl is covered. There are battery heaters available that can be useful if the battery is located aft in the aircraft as in some Cessnas and Mooneys.

I provide these tidbits of knowledge with the assumption that the aircraft is kept in an unheated hanger. If you have a heated hangar, great; but what happens when you are on a trip? Winter is a great time to fly, the cold weather is like having a few extra ponies under the cowl. Taking care of your magic carpet now will help ensure trouble free operations in the coming months. Until next time continue committing aviation safely!!

# Me and my Plane

By Rob Burton



“My Favorite Airplane” - I struggled with this title, as I suspect that like myself, most certified airplane nuts will struggle when forced to identify *ONE* favorite airplane!

The subject of this article - the Mooney M-10 Cadet - is a bit of a rare bird and *one* of my favorites in that I was lucky enough to do my flight training in the M-10 back in the early 1980s at Martin’s Field, South Sioux City Nebraska.

The August issue of *EAA Vintage Airplane* has a great story on the M-10, but for those who’ve not read the article here’s a bit of background on what appears to be “the last Ercoupe”.

The M-10 traces its lineage back to the two-control twin fin Ercoupe, which was produced in great numbers right after WWII. Like the Luscombe 8 series, Ercoupe production started and stopped several times during the 1950s and early 1960s, with Alon producing the final Ercoupe design, the A-2, between 1964 and 1967.

Mooney Aircraft acquired the design in 1967, made minor modifications to the main airframe and most importantly, replaced the iconic twin fin tail with the familiar Mooney single fin forward cant tail that first appeared on the Mooney Mite. The new three control trainer was titled the M-10 Cadet, and 59 units were produced between 1968 and 1970. The M-10 was produced with both tubular spring gear, as seen on the Alon A-2, as well as the trailing link gear from the Ercoupe

When I arrived at Martin’s Field in 1980, I already had a few hours in my log book, mostly in the Ercoupe that belonged to the Belle Fourche Flying Club in the early 1960’s, so the two M-10s on the field were a welcome but curious



sight. A third could be seen behind the hangars, critically bent by training mishap and now a parts donor for the remaining fleet.

The little Mooney was great fun in the air - a bit heavier on the controls with a heavier wing loading than the C150. The full span ailerons with differential deflection had significantly greater travel above the wing than below, requiring little rudder input during turns. A generous elevator allowed for the full range of stalls required for training, and a good break

let you know when the wing was through flying, unlike the gentle mush of the Ercoupe. If a wing dropped during a stall, it could be picked up easily with rudder or aileron. And unlike the Ercoupe, the Cadet could

be cross-controlled for forward or side slips – a handy tool given the lack of flaps, and useful for crosswind landings. Cadets equipped with the Ercoupe style trailing link landing gear were particularly cross wind friendly, as this gear design allowed the Ercoupe to be landed in a crab with the wings level during cross wind operations.

The C-90 Continental pulled the M-10 along at 100-110 mph at best, with a rate of climb around 800fpm. Empty weight of 950lb and a useful load of 500lb combined for a gross weight of 1450lb. Twin wing tanks

each held 9 gallons, which transferred to the 4 gallon fuselage header tank, complete with the time-honored wire/cork bobber fuel management system.

All in all, a great little airplane, with decent speed and range, excellent visibility, and a whole lot of fun to fly. The M-10 will always be close to my heart, as it carried me through my first solo, first cross-country trips, and that dreaded FAA check ride while enduring my budding but marginal piloting skills!



Vern Kraemer's third homebuilt, a Stits Playboy, was sold to Fred Patterson of San Francisco, CA. It was hanging on the back of Vern's hangar to make room for other airplanes, so volunteers from EAA Chapter 39 came out to help take it down and apart for trailering to California. Jerry Petersen, Rick Belsaas, Don Williamson, Dan Benkert, and Jerry Densmore were a talented crew to help make the airplane ready for the road. They arrived at 8 a.m. and by 11 a.m. the plane was ready to go. Thank you guys!



*And In preparation for Brenda's presentation:*

#### CONTROL TOWER INSTRUCTIONS:

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."

TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "*What was your last known position?*"

Student: "*When I was number one for takeoff.*"

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said:

*"What a cute little plane. Did you make it all by yourself?"*

The Cherokee pilot, not about to let the insult go by, came back with a real zinger:

*"I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."*

Submitted by Darrel