

FLYBOY NEWS





Chuck's P-51 Ride



Photos by Arie

Oshkosh AirVenture 2015

By Oliver Hasse

Oshkosh AirVenture 2015 had over 550,000 guests and over 10,000 aircraft. A few of our highlights were the Chapter 39 cook-out on Thursday night which had 28 members, friends, and family enjoying the great weather and great company. It also brought together the oldest and youngest member of our chapter with Chuck Childs and Arie LaCroix. Incidentally, it was Chuck's first trip to AirVenture.

Other highlights:

- All the airplanes – this year they had a B-52, Airbus XWB – 350, and the new Goodyear Airship for the first time. The great homebuilt, vintage, ultralight, and Warbirds sections.
- All the daily air shows and the two night air shows.
- The countless professional forums and presentations.
- The annual trip to Wendt's on the lake to enjoy good company and their fantastic perch.
- Evening concerts which were kicked off by country star Dierks Bentley.
- All the kid friendly activities to include KidVenture, the EAA museum, and the Ford promotional tents.

Special thanks to Milo and Betty for getting to Oshkosh early and securing some great camping sites amongst the 40,000 or so folks in Camp Scholler.



The Prez Sez...

by Darrel Sauder

Hard to believe summer is coming to an end. August heated up as usual but early morning and evening flights proved nice and smooth.

Oshkosh was, well, Oshkosh! Four of us made the trip to Sioux Falls and joined Chapter 289 on their Chartered Bus. Not as many as usual on the bus...about 30. As many of you know from our last meeting, Arie LaCroix helped hook a ride on a P-51 for Chuck Childs. Chuck still can't wipe the smile off his face. The pilot was giving WWII vets a free 30 minute ride in "Pecos Bill", his beautiful P-51. He has to be a very giving and sharing person. That is what is great about Oshkosh...you always meet lots of great people!

The Burger Burn at our last meeting was attended by almost 30 people. Thanks again to Rick and Jerry for setting it up and to all of you for the great dishes you brought.

The speaker for our meeting, Dick Doubraba, Vice President for Governmental Affairs, National Business Aviation Association (NBAA), a lobbyist group located in Washington DC, was unable to attend due to delayed airline connections. However, he met the next morning with those of us who could make it (great breakfast at IHOP). Basically he relayed that NBAA is working hard to convince members of Congress that privatization of ATC is wrong, general aviation does want the 3rd Class medical issue to be in favor of driver's license, Pilot's Bill of Rights is a strong issue, etc. His strongest point is for each of us to get involved--and it is very easy to email your congressman on these issues. Simply bring up NBAA on your computer...click on Advocacy and follow the prompts. It's dead easy and takes only a couple of minutes. The wording is all ready spelled out for you; all you need to do is furnish your name a bit of personal information (address, phone number etc) and press SEND. If we don't get on the band wagon and participate, we cannot say a word about the outcome! It's our future, and our future generation's future!

Although I was out of town, I am sure the Ellsworth AFB open house was well attended. Thank you to Norma, Mike Harmon, Arie LaCroix, Kathy Reishus, Jerry and Linda Petersen, and Randy & Mary Daughenbaugh, who manned our table and talked with people (understand it was quite warm). Norma made up a great brochure on our chapter and what we are about. She will have some copies available at our next meeting.

Well, to use an overused cliché; Get out there and commit aviation!

Don't forget to floss

Coming Up...



Our Oldest (Chuck) & Youngest (Arie) Members

Sep 12, 2015: SD Aviation Hall of Fame meeting at **Black Hills Airport – Clyde Ice Field (SPF), Spearfish, SD.** SDAHf Event Chairman Ted Miller, Black Hills Aero ([605-642-0277](tel:605-642-0277)). All activities at Black Hills Aero Hangar. (complete details on our website: 39.eaachapter.org)

Benkert Annual Fly in/Drive in Family Picnic on October 10

Arrivals: 11:30-12:30

Lunch: 12:30

Complete details in October Flyboy News

Next Meeting:

Tuesday, September 8

at **Chapter 39 Clubhouse**

6:00 Burger Burn (Rick's Hangar)

(Please bring salad, dessert, or munchies to share)

7:00 Meeting

Program: Update on Terry's Eagle project



September Birthdays:



Allen Belcher—1st

Curt Groote—11th

Les Mittleider—13th

John Glasford—24th

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....\$1664.76

Income:

Pop Fund.....42.59

Dues x 2.....20.00

Burger Burn (July & Aug.).....228.00

Expenses:

Rick B. (burgers)89.00

Rick B. (burgers)79.09

Betty S. (water, plates, napkins.....27.53

Balance on hand..... \$1779.73

Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
Treasurer	Milo Schindler

Volunteers

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

Tech Advisor Randy Daughenbaugh

August Minutes

By Gary Schroeder

- Meeting was held at the club house
- Burger burn in Rich's hangar
- Darrel called the meeting to order at 7:15
- Minutes read and approved
- Treasurer's report given, balance \$1590.82

Old Business

- Matt requested the forms to be filled out tonight if you wanted to fly into the air show at EAFB. He advised there would be plenty tie downs and hangar space. We have to move them ourselves and arrivals would be on Friday and departure would be Sunday at 1700.
- Our booth at the air show will be headed up By Norma and she has brochures made up (very nice) and needs help during the show. Derek will provide a canopy.
- There was discussion about the tri-motor coming to Rapid City
- Molly needs more member profiles and project updates for the newsletters

New Business

- Shawn Gab gave us a RCRA board update
 - * The master plan/layout/implementation meeting Aug 19th at 1500
 - * Char is retiring there will be a party Friday the 21st
 - * The New Airport Director will be Patrick Dame
 - * The board has discussed the idea of an airport authority
- Belle Fourche Fly-in Sept 18th-20th Info can be found at Supercub.org
- Benkerts' fly-in Oct 10th
- National Business Advisory Committee will meet us at IHOP if we have questions about user fees, FAA medical requirements, ADSB, and the pilot bill of rights
- Planning meeting at Hardees Thursday at 1200
- EAA requested a chapter patch from us

Program

Oshkosh stories

Meeting adjourned

This from former member Marv Bishop:

I've finally admitted to myself that I'll never finish my Cozy project, and would be best advised to offer it to someone who may be interested. I think it is about 1/3 complete. Price is negotiable. I also have a Lycoming O-265L2C with only 1546 hrs total time when it was removed from a Grumman for a larger engine. If you are aware of anyone who may be interested, I'd appreciate sharing this info.

Project Update

By Craig Johnson

I am currently building a Zenith CH750 STOL. This is the two place (side by side) high-wing model with leading edge slats to improve takeoff and landing performance. Zenith kits are made in the factory at Mexico, MO. I've been interested in the Zenith for quite a long time, because I'm interested in low and slow flying. As a pilot I have been involved with Search and Rescue and also with aerial surveillance and photography. I was an active member of Pennington County Search and Rescue for many years. and I am hoping I might continue as an aviation resource for them in the future.

I was involved with the 'One Week Wonder' last year at Oshkosh because I wanted to see if building an airplane was something I might be able to do. The One Week Wonder was the Zenith CH750 Cruiser model which trades STOL characteristics for better cruise speeds and endurance. I ended up not being much of a help on the project due to the fact that I had no experience, but I did learn enough to decide I could indeed (maybe) build one myself.

So shortly after Oshkosh, I put a deposit down on the Zenith. And got on the shipping schedule in late December. The crate arrived at the Conway shipping terminal in Box Elder during a blizzard in early January. Once I got it home, unloading the crate was pretty overwhelming. So many parts. Most of January I spent figuring out where to store all the parts and gathering up the various tools and things I would need for the building process.

In February I attended a metal working workshop at the Zenith factory. Over the course of two days I assembled and riveted up the rudder and developed enough confidence to continue on. At the time of this writing, I have completed the rest of the tail section – the horizontal stabilizer and the elevator. And right now I am working on the wing slats. After the slats will come the flaperons and then one at a time, the wings themselves. The fuselage is built in two sections, forward and aft, and then joined. Then will come the engine and the panel. I'm hoping I will be able to do everything short of attaching the wings in my garage. After that I will have to move to a hangar. The Zenith kit comes with everything you need up to the firewall, including the gear and nosewheel. I still need to decide on an engine. I'm looking at the Rotax 912, the Continental O-200, or maybe the 130 hp UL Power.

The building process has been fairly straightforward. Most of the ribs and skins have small predrilled pilot holes. So you assemble the parts with clecos, drill the holes larger for the rivets, take it apart, deburr and prime, reassemble and rivet. The rivets are the blind rivet type which are easy to set using a hand or pneumatic rivet puller. The rivets do not need to be bucked or hammered, so it's a fairly quiet process. If you have a problem or need to redo something, the rivets are fairly easy to drill out and redo. There is the occasional small part that you have to fabricate yourself out of aluminum sheet or L angle, but nothing very complicated.

So far I've been happy with the quality of the materials in the kit. If there are any complaints, it has to do with the quality of the instructions. It came with a series of workbooks on a DVD and a complete set of plans. Before I start a new assembly, I will print out the relevant sections of the workbook. The rudder workbook was very complete, detailing almost every step. But subsequent workbooks have not been nearly as detailed, and they take a lot for granted as far as your knowledge and experience level. So after struggling a bit with the horizontal stabilizer and getting some parts mixed up, I decided to spring for the builder videos from HomebuiltHelp.com. They have a complete video series for the CH750 which has been

extremely helpful. So I will watch a few steps on the video, then go out and do them myself in the garage. Sometimes they will do a step on the video in a few minutes and it will look really easy. Then I will go out in the garage and take several hours to do the same thing. But these videos have been a lifesaver for me.

I have learned a few things at this point, but I still consider myself a very inexperienced builder. I've never been particularly handy. I have trouble hanging a towel rack. I was probably the slowest person at the rudder workshop, and the last to leave the factory on the last day. It was a Friday afternoon and the factory was shut down and most of the workers had left. There I was still pulling rivets. But as I go along I am hoping with experience things will speed up. I do feel pretty good about the things I've completed so far. Over the past few months I have decided that I do enjoy the building process for its own sake. It's fun to go out in the garage and get a little bit of work done. This attitude has changed a lot from the idea of I need to get this thing built so I can go flying. So I am hoping to get this thing done in two years maybe. That was my original goal. It depends on the other responsibilities in my life, but it's OK if it takes longer. I would be happy to entertain anyone who's interested in the Zenith or would just like to stop by and see how things are going. I also appreciate the advice and support of EAA Chapter 39 members.

