



Benkert's Annual Fall Fly-in/Drive-in Picnic

What a great day! Perfect weather, wonderful people, and the tasty food we've all come to expect. Having a fly-in is well worth the effort when you all provide your support! Thank you one and all! And a special thank you to those who helped load and unload the tables, to Jenni for taking all the pictures, and to Haley for directing traffic and passing out name tags.
(These and more pics on our webpage <http://39.eaachapter.org>)



The Prez Sez...

by Darrel Sauder

Well, for those of you who were absent from our last meeting: You missed two great presentations!

Jack Dillion, a former WWII B-29 pilot gave us an outstanding and spellbinding account of flying a "diversion mission" during the dropping of the first atomic bomb. They were told not to turn around or look back until told to do so. When they were given the command to return to base their eyes fell upon giant mushroom cloud....the rest is history. Any of you flown a B-29 under the Golden Gate Bridge? Talk to Jack about how it's done!

Following Jack's account, "Buck" DeWeese, a Delta 767-757 captain, gave us another spellbinding account of how he and his First Officer figured out how to maneuver and land a Boeing 757 airliner with a spoiler sticking (stuck) up on one wing. Talk about a near disaster. Both of these guys are heroes in my book.

If you missed Dan and Molly's Fly In then you missed a perfect day to fly, good conversational story-telling, and a great picnic. Thank you Dan and Molly for a great time.

The bidding on the Midget Mustang and associated parts and tools is over. A total of four bids were submitted. Dan Benkert "won" with a \$1000 bid. Thank you Dan!

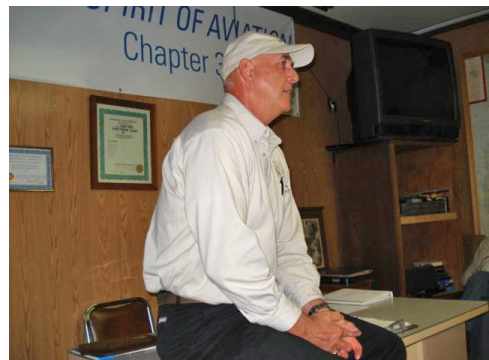
Next meeting should prove interesting and informative. Aspen and her dad will be telling us about her adventures at EAA's Flight Academy.

Hope you are taking advantage of these great blue bird Indian Summer days. If you are not you must have the flu so you can't fly (sorry-had to try that one out)

Don't forget to floss.



Jerry



Buck

This from Chuck Childs:

I just returned from Czech. Attached is a picture of one crash site high in the mountains. We were taken up there by US Army Jeeps, US Army Trucks and a US armored car. The drivers were all dressed in US Army Uniforms and lots of US Flag. The Czechs have a memorial service every year at the sites. They love the Americans. When I returned to Minneapolis I stopped by the Fagen Fighters WWII Museum – on internet – and got to fly a PT-26 WWII trainer. I flew it from after takeoff to landing and really had fun, especially when I realized I could still fly, keep altitude in turns and even buss the museum. The mixture control is backwards on the PT-26. To lean the mixture you push the control forward instead of pull backwards. FUN.



Next Meeting:

Tuesday, October 14
at **Chapter 39 Clubhouse**

6:00 Burger Burn

(weather permitting; watch you email)

Please bring a salad, dessert, or munchies to share.

7:00 Meeting

Program: Aspen Eatherton's adventures at EAA's Flight Academy



TREASURER'S REPORT

by Milo Schindler

Balance brought forward..... \$885.34

Income:

Burger Burn.....54.00

Bid from Auction.....1,000.00
(Mitchell's Mustang)

Expenses:

Milo.....119.00
(burgers, pop, stamps, buns)

Milo (pop/cheese).....10.00

Balance on hand..... \$1820.34

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's Mystery Plane was a Corporation M-14 Thunderbird.



Another one of Darrel's "toys"

Secretary's Minutes

By Gary Schroeder

- Meeting was held at the clubhouse
- Burger burn in Rick's hanger
- Darrel called the meeting to order at 7:05
- Minutes read and approved
- Treasures report given, balance \$1863.24

Old Business

• Hayward Air Rally Discussion about all the activities and thanks for help to get it done. Shawn reported his plan to disperse the money from the breakfast and lunch donations between the chapter and CAP. There was a motion and second to decline the donation to the chapter. Discussion revealed the loss of \$1986.00. Thanks to Shawn for leading the project.

New Business

- Dan talked about their trip to Wisconsin to visit family but had to go to the Brodhead fly-in where up to 150 antique aircraft flew in.
- Molly requested more member profiles "Me and my airplane" or "Pilot dream, I won the lottery" or "Bucket list".
- Thanks Rick for the burger burn and next month WX will determine if we burn the burgers or not.
- Benkert Fly-in will be the 27th rain or shine. The planes should arrive around noon.
- Jack Dillion talked about some of his WWII experiences over the Pacific. Wow

Program

Buck DeWeese told us about his midnight flight from Hawaii to San Francisco. Wow
Meeting adjourned 8:25 PM



Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.

Fly it until the last piece stops moving.

There are some flight instructors where the student is important, and there are some instructors where the instructor is important. Pick carefully.

Member Profile

By Forrest Foster

My interest in aviation didn't really start out as much. One of our neighbors had an airplane and he would fly over and buzz my dad every once in a while. I asked my dad if I would be able to get an airplane ride with the neighbor, so my dad talked to him, he came over and looked at one of our newer hay fields and decided that it would be a good place to land. Unfortunately he never came over to give me and my brother a ride.

Another friend of mine, Warren, who is from Mississippi would fly up every year to go pheasant hunting in his RV6 that he had built. One year, while talking to him about it, he told me that he was in the process of building another one, this time an RV8. One afternoon he had a little bit of time and asked me if I wanted to go for a ride; Of course the answer was yes. He warned me that it was a little windy and that it may be a little bumpy. Warren showed me how to fuel the plane, do a preflight and went over the systems. I was a little nervous and didn't know how this flight was going to go. I'm not a big fan of heights. On takeoff, I remember looking out at the runway and thinking how cool it was. Five feet off the ground my nerves calmed and away we went. We flew over a ranch where I looked down and saw my best friend hunting. After a few minutes Warren had me take the controls and fly it for a while. He showed me that we had nothing to worry about if the engine quit and then he asked me if I wanted to do a roll. We then headed over Angostura, which was really cool for me. We had a great time that day and the next day Warren gave me a current issue of Kit Planes which had the same RV6 kit in it. I wanted to build my own airplane from that day on.

While attending college at SDSM&T I learned that they had a flying club, an although I had an interest in aviation, I didn't join or get my license while I was in school, which I have always regretted. I kept the dream, and thought in the back of my mind – I will be a pilot someday and build my own airplane.

After moving to back to Rapid City, I joined our local EAA chapter and my then wife Susie, was tired of hearing me talk about it and finally gave me the go ahead to get my license.

After airplane availability issues, the birth of a new baby (Cody) and I wasn't even half way through training, Susie was starting to lose her patience. I had to have a discussion with my instructor and let him know that I had a "must finish by date" and it was coming soon.

On September 27, 2010 I took my check ride with Charlie Summers which is a story in itself.

During and after my training I have had the pleasure of being able to go flying with Milo in his RV9a. He has really spoiled me!

I've bought and sold some airplane kits in my time. I have to give Al Neal some credit here. **Warning for wives**, you may want to keep your husband's away from Al. I first had and sold a Glastar when I decided that an RV would make more sense financially. Then I found an RV6a quick build kit. After getting it home and working on it for a while I was looking on barnstormers and I saw what appeared to be a good deal on a RV12. I knew that I could have it flying in under a year, which would be much faster than I would get the RV6a done. So I went ahead and bought it and then sold the RV6a. It took a little over a month before the RV12 made its way from Florida to its new home in South Dakota.

Milo, Scott and others thought that I would not get it finished in my time frame goal.

Using vacation days and part of the two weeks that I was unfortunately laid off from work, I made very good progress. Nine months after buying the RV12, it was ready for its inspection. On April 14, 2014, it was officially an airplane. By May 16, 2014, I had the test period flown off and took my first real, long cross country to Denver. Since then I've been to Hulett WY, Chicago IL, Pierre SD, and Mississippi. All of these trips having great memories. I've been able to see people that I wouldn't have seen otherwise. What a great year of flying it's been.

I have currently put over 130 hours on the RV12 and it is going to a new home soon. It looks like the next chapter will be starting this fall with a RV9a. I'm looking forward to it!

I challenge all of you to dust off the plane, blow out the cobwebs and go enjoy flying. Life is short, and you never know when you may not have the opportunity to fly again. Take someone with you. Give someone their first ride; you never know where that ride might take them.

The friendships and memories that I've gained are priceless.



Warren's Carbon Cub



Warren's strip & hangar in Mississippi

A Safety Note

by Jerry Densmore

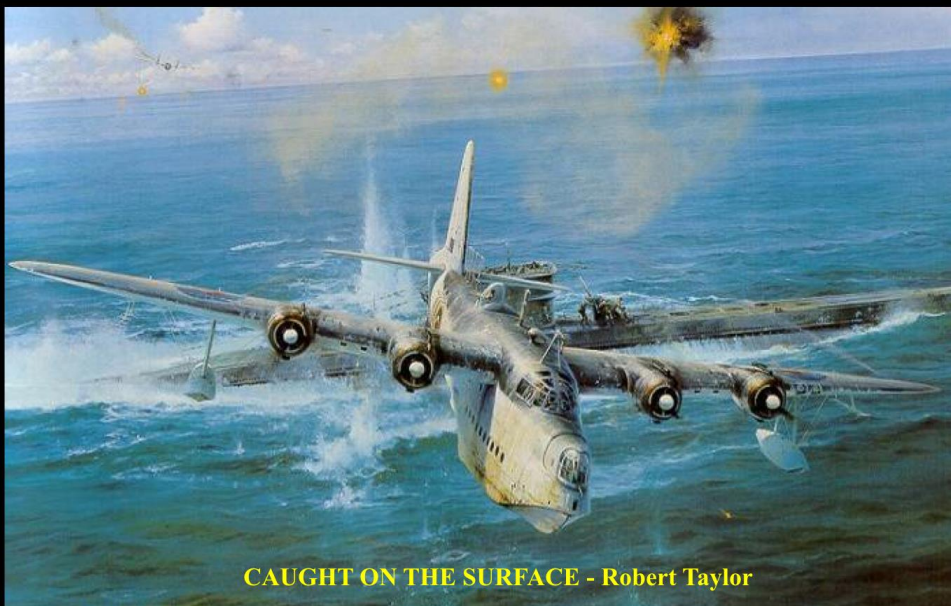
Cool Weather Times Ahead

Where has the year gone? It's almost time for turkey again. The weather cooling down and the days are getting shorter. Have you taken the time to wash off the summer bugs and get your aerial chariot ready for the winter? It's been a strange fall with the blizzard dumping snow before a decent frost, but does give rise to being prepared for winter flying.

This time of year it can be prudent to pay closer attention to weather forecasts, especially when it comes to icing. Most of our aircraft are not equipped for nor certified for flight into icing conditions. So it is best to avoid this type of weather to the best of our abilities. With the cooler mornings frost can be a factor if the aircraft has spent the night on tiedown. The best way to get rid of frost is a warm hanger while you preflight. If that is not possible, angle the aircraft to maximize sunshine on the bird (if the sun is out). It can be quite effective and as you are using solar power, maybe you'll qualify for some type of tax credit!

Now is also a good time to check out the engine preheat system. It's as simple as opening the cowling necessary to be able to feel the heating elements, plugging in the heater and waiting a few minutes. Carefully feel around each element for a temperature rise, but be aware that the elements can heat quickly and a misplaced finger may get burnt. Ask me how I know! And a scorched finger isn't nearly as effective as a detection device.

Wintertime can be a great time to fly, it just requires a bit more planning. Until next time, fly safe!



CAUGHT ON THE SURFACE - Robert Taylor

JUL 1943 - A Sunderland of 461 Sqn RAAF, identification letter U, destroys submarine U-461, a type XIV tanker, one of three German submarines caught on the surface by Allied aircraft in the Bay of Biscay on July 30, 1943. At extreme low level, Sunderland U braves a barrage of gunfire from all three encircling German submarines to deliver a successful depth charge attack, sinking U-461 in a single pass. In an act of grace, the Sunderland pilot returned to the scene to drop a dingy to the U-boat survivors.