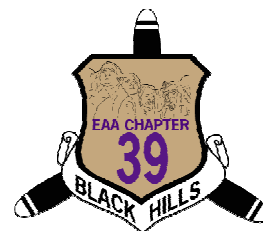




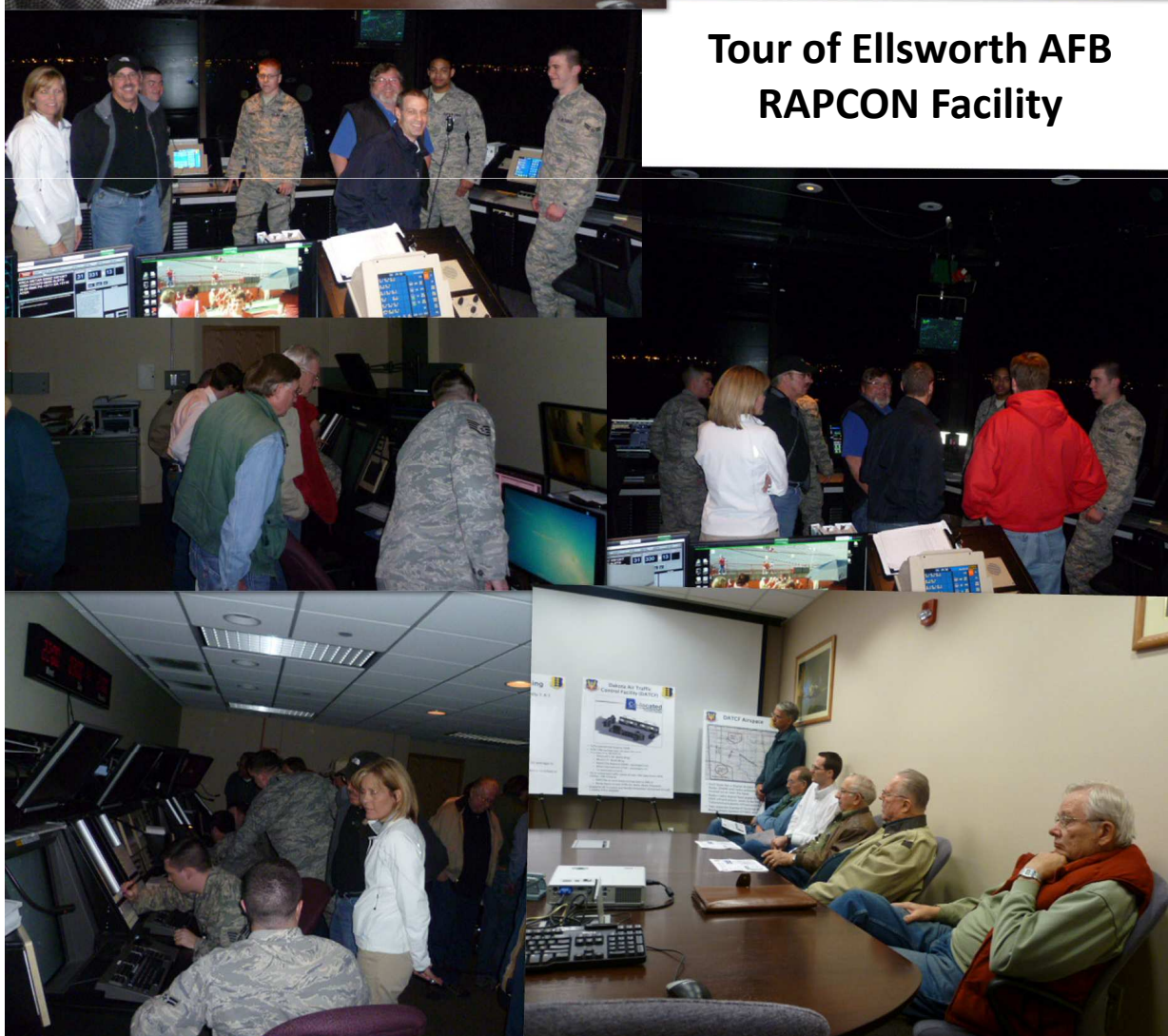
Volume 14 Issue 4
May 2011

EAA Chapter 39
Rapid City, SD
www.eaa39.org

FLYBOY NEWS



Tour of Ellsworth AFB RAPCON Facility





President's Column

May, 2011

Dave Utter,
President, Chapter 39

Our April meeting was outstanding. We toured the Ellsworth RAPCON facility, and for the night owls in the group, we got to see the tower. It was a real treat to see how the approach controllers do their job. We were able to watch a B-1 take off in the dark while in the tower. That is a show!

I would like to give a special thank you to Darrell Sauder for arranging the Ellsworth tour. He spent some time getting this event set up and scheduled. It went off without a hitch.

Before we toured the RAPCON control room, we spent some time in a question and Answer session with the controllers. They gave us information about what they do and how they do it. We spent some time talking about the airspace issues and sharing the sky with our big, fast bombers.

I am sure summer will get here. I hope we even have a little bit of spring in there some where. As we plan for summer, we are always looking for meeting ideas. If you come up with something contact me, Milo or Darrell Sauder.

Get out there and enjoy the sky.

Keep selling those raffle tickets. Bring ticket stubs and money to the chapter meetings.



87 days to EAA
AirVenture 2011!

Pacific Aviation Museum Ford Island, Hawaii



<http://www.pacificaviationmuseum.org/>

Secretary's Notes

Jerry Peterson

April 12, 2011 Twenty-three chapter members met at the gate to Ellsworth Air Force base. After a brief wait a bus arrived and transported the group to the approach facility. We were greeted by Sgt. Cousey from the approach control facility. He briefed us on the facility, their mission and the training they do. He was joined by Maj. Durr who gave a broader picture of what was being done at the facility and the combined operation with Minot Air Force base. After a period of questions by the group we were split into two groups to observe the controllers in the approach control facility. We observed the control operations in both the Minot area and the Rapid City area on the multiple screens in the facility. We were able to observe B1's doing some pattern work and observed Dan Benkert's approach to RC Regional.

After both groups had completed their observations we were transported back to the gate. After dropping off those that had to call it a night, seven of us were then taken to the facility tower. Tower operations and training procedures were explained as a B1 took off for a night training exercise. After completing our visit there we were transported back to the gate and completed the evening.



Scott Christiansen flew his Ellipse into "Dan's Airport" for a short visit.

Chapter 39

Officers

| | |
|----------------|----------------|
| President | Dave Utter |
| Vice President | Marty Larson |
| Secretary | Jerry Peterson |
| Treasurer | Milo Schindler |

Volunteers

| | |
|----------------|-----------------|
| Newsletter | Molly Benkert |
| Web Editor | Daniel Peterson |
| Young Eagles | Gary Schroeder |
| Activity Cord. | Darrel Sauder |

Tech Advisor Randy Daughenbaugh

Treasurer's Report

Milo Schindler

Income:

dues 35.00

Balance on hand1886.87

Can You Identify This Airport?



(Note the street crossing the runway.)

Answer on last page

Next Meeting:

Thursday, May 5

7 pm

at L&D Aero

Rapid City Regional Airport

Meeting will consist of seminar by South Dakota FAA Team on Light Sport Aviation and a myriad of safety and general interest items. No burger burn.



This is a site you should take a look at; signing up is free.

Pilot's Tip of the Week by Pilots Workshop.

<http://www.pilotworkshop.com/tips.htm>



Mark Your Calendars!!!

Darrel and Sharon Sauder will host their annual Fly in Breakfast at their hanger at the Sturgis Airport on May 14 with weather alternate dates of May 21 and May 28. Breakfast will be available from 0800 to 10000. Fly in, drive in, or walk in. Bring appetite!

Upcoming Events

May 11 **AOPA Air Safety Institute Seminar**, Spearfish, 7-9pm at Holiday Inn (305 North 27th Street). "Close Calls: Lessons Learned" Free to all pilots; no registration.

May 14 **Sauders' Annual Fly-in Breakfast** at their Sturgis hangar from 8-10

May 21-22 **Blaine Aviation Days Fly-in** Blaine, MN, This event will feature an open house tour of the Golden Wings Museum and its collection of more than 25 vintage aircraft, daily warbird and military flyovers, kids activities, a parade of antique and classic cars, aviation exhibitors and vendors, and FAA pilot safety seminars. <http://bad2011.org/>

June 3-4 **National Biplane Fly-In**, Freeman Field, Junction City, KS
<http://www.nationalbiplane-flyin.com>

June 4 **Dakota Thunder Open House**, EAFB
<http://www.ellsworth.af.mil/airshow/fly-in-information.asp>

Fly the Fortress!

EAA is offering historic flight experiences in its beautifully restored B-17G Flying Fortress "Aluminum Overcast." This aircraft is an example of the American heavy bomber that helped turn the tide of battle in World War II. Fly a mission back in time and feel the might of this magnificent aircraft, just as those brave young men did more than 50 years ago.



Spring Tour Schedule

<http://www.b17.org/tour/>

A Safety Note

By Darrel Sauder



In view of the disaster at Sun and Fun this year (over 11 aircraft upset, torn loose, blown into other aircraft, totally destroyed) caused by 80 to 90 mph winds, perhaps some thoughts on tying our aircraft down properly would be worth evaluating.

When to tie down...you be the judge of that. How long are you going to leave the immediate vicinity? How far away are you going to be? Most importantly: What are the current and forecast weather conditions?

How secure are the tie down points on your airplane and on the tarmac or ground? Of equal importance, how strong are your tie down straps, rope, or chains? I personally do not trust the airport's tie down ropes. They may look thick and strong but they have usually been out in the weather for months so may be half deteriorated. I don't believe the often used loosely braided yellow nylon rope is very substantial either. One ideal tie down rope, if you can get your hands on it, is used mountain climbing rope. Just ask yourself: "Is the tie down rope you are using capable of withstanding a 90 mph wind and will the tiedown points on your aircraft and the ground withstand the same?"

What about chain? I don't have an authoritative answer. However, I have heard it said that chain "has no give" and will yank your tie down points out or damage the area around them (on the aircraft). I've also heard that tying down with no slack in the chain makes a very strong tie-down.

How tight to tie down? Again, you be the judge. My logic seems to tell me that firmly tied down, ie. taut, is better than looseness in the tie down ropes, straps, chains, etc. Tautness, it seems, would not let movement from a gust to throw the momentum of aircraft against the tie-down points.

What about tie-down stakes? There are several commercial ones on the market. It is always a good idea to have some with you. Don't forget one for the tail wheel on tail draggers.

Set the brakes and use chocks? Yes.

What about gust locks or locking or tying the controls? Common sense should prevail here...use them

Let's all hope we never face an 80 or 90 mph wind with our airplanes outside. If we do, and our airplanes move around or blow over, was it an act of God, or an act of negligence on our part?

Fly Safe!

Wisdom from Aviators *(submitted by Dan Benkert)*

Flying is a hard way to earn an easy living.

Both optimists and pessimists contribute to society. The optimist invented the airplane, the pessimist the parachute.

If helicopters are so safe, how come there are no vintage helicopter fly-ins?

Death is just nature's way of telling you to watch your airspeed.

Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two.

Member Profile

Charlie Summers

What Charlie Summers has been doing in aviation the past 56 years!

As I look at my five pilot logbooks on the shelf, it does bring back many memories of good flights and a few not so good but all memorable. My love of flight began as a young boy during WWII as I watched many large formations of military aircraft fly over the farm in Hershey, Nebraska. My thought, most of the time, was how much nicer it would be up there in an airplane compared to a hot hay field and it sure didn't look like work to me. I was lucky to only live a mile north of the center of all flying activities in Hershey and that was the Rousch Brothers crop spraying operation. They had an old Stearman they flew for fun and I got the honor of going up with Pete and after that flight my full attention was on becoming a crop duster and killing everything that crawled anywhere in Nebraska. To that end, I soloed in a J-3 on April 14, 1955 after my instructor, Dave Bornemeir, CAA No. 397010, said he could see no future for himself by staying in old N70954 with me while I learned the finer points of how to land. I was restricted to the large grass runway and all adjacent areas as needed. I finished my flight training at Lincoln Aviation, Union Airport, Lincoln Nebraska, with a CAA Commercial certificate and all training was in the trusty J-3 Cub. Oh, I also spent 4 years at the University of Nebraska, my secondary mission in Lincoln, and graduated with a BS degree, a commission in the USAF and a secondary teacher's certificate. I immediately went to Pete Rousch for that spray pilot job and was turned down and I later found out my parents had talked to him about how dangerous crop dusting would be and that I would be safer going in the Air Force as a 2nd Lt to become a fighter pilot.

I am fortunate and happy to have had a diverse flight experience from faster than the speed of sound in the North American F-100 and McDonnell Douglass F-4 to the Powered Parachute (Sport Pilot) speed of 25 mph. I have also had the opportunity to fly over 166 different make/model aircraft as a PIC. I have flown civilian, then military and back to general aviation and really enjoyed the varied aviation challenges of these different categories of aircraft. The military flying I enjoyed most was formation and weapons deliveries because one could easily see the results. I did have a small problem getting back into formation flying after a midair collision in a thunderstorm: fortunately both of us were able to land safely after we got our damaged aircraft out of the thunderstorm and jettisoned a few unneeded damaged parts on the New Mexico landscape. My military flying gave me the most opportunities to practice emergency procedures. I had to dead stick two F-100's into landings with just Ram Air Turbine for flight controls, one at Wheelus, Tripoli, Libya and the other at Indian Springs, Nevada. I also had a flameout in an F-100 at 500 kts, inverted at 350 feet AGL, on a simulated nuclear bomb delivery. Fortunately, at that speed, it is easy to climb once you get the shiny side up. My worst flight ever, to date, resulted in a takeoff in my log book with no landing which is not good in a single seat aircraft. I can still remember every event in the ejection sequence as if it were yesterday: I pull the seat handles up, the canopy departs on schedule then the ejection triggers were armed. I released the armrests, reached for the seat triggers and squeeze the left trigger with my left hand as my right hand was still pulling hard on the stick. Unfortunately I had both feet on the instrument panel trying to pull the aircraft up out of a descent when the seat fired and that compressed 2 or 3 vertebra in my back. I went out at only 500 feet AGL so things had to work fast and correctly. I remember being outside the aircraft on the left side just above the vertical fin, inverted, when the butt snapper fired and I tumbled out of the seat. Since my zero lanyard was attached to the D ring, the

weight of the seat pulled the parachute D ring. The chute opened very fast but was a welcome feeling even though it broke one of my ribs. After that, an all together new adventure in my life began in Southern Vietnam as I reluctantly joined the enemy that had shot me down after I had just bombed and strafed them. Thankfully, the U.S. Army was able to eventually rescue me so I could live another day to continue my dreams of flying! After a career in the Air Force of 24 years, I retired and moved on to a career in civilian aviation, forming Summers Aero Services.

I think in civilian flying nothing can be more thrilling and challenging than flying into a Super Cell thunderstorm on a weather research flight. I was fortunate to have flown thunderstorm research flights for 10 years in the T-28 and was able to enhance my experience through the years so the really big storms at the end of the program seemed more manageable. I did burn up a generator and had a lot of smoke in the cockpit while in the middle of a thunderstorm near Denver which resulted in declaring an emergency. This caused ATC some problems as to just how I was going to get out of the storm and where I wanted to land. I finally flew on through the storm as it was the closest way to get to Greeley and thankfully didn't have any traffic in my way. Currently the most enjoyable flying I do is soaring because of the challenges it presents using the atmospheric conditions to generate performance out of an aircraft with no engine. I also enjoy flying with lots of different pilots on FAA flight checks as a DPE although I am sure that I'm the only person on the flight check that is enjoying it. Aviation has taken me many places and given me many thrills and when I am flying I, like Lou Gehrig, "consider myself the luckiest man on the face of the earth."



Charlie and his glider



Charlie and the T28 used for thunderstorm research



Submitted by Darrel Sauder

Ed. Note: Please continue sending me articles, pictures, links, and other info. Submissions need to be to me by the 25th of month for publishing in the next month's newsletter. Thanks! teachmolly@gmail.com

Member Project

There are no member projects this month, but Larry Vetterman and Curt Groote have promised us one on their RANS S7 with a Lycoming 233 for next month. Also hope to get one from Pete Shouldis on his RANS S7 with a Rotax 912. (No pressure there, Pete.)

Since we don't have one of our own, check out this one!



Beautifully Restored P-40

It only took three days to put her all back together and everything works!

We pulled P-40E AVG #67 out of Hangar 79 at about 4:00 PM local time yesterday to a growing crowd of starry eyed onlookers. It looks beautiful out on the grass next to "The Ford Island Tower."

All this would never had happened if it were not for the generosity of Mr. Fred Smith of FedEx. The crew of John and Cory from Fighter Rebuilders LLC; Tom Camp a former owner of this P-40E; John W. Hazlet, the last guy to fly it, and David Sutton from FedEx. What a delightful group of guys, but then again, if you love airplanes it is sort of in your blood.

As for things this P-40 is famous for it was the P-40 John Belushi used on the movie "1941" and in the movie, "Tora-Tora-Tora". Everything works, the engine only has 50+ hours since new in 1944, the landing gear works as do all of the electronics. It will remain in flyable condition from now until I'm long gone.

To say that I am having the time of my life would not be an exaggeration. The staff that I work with are some of the greatest people I have ever had the pleasure of knowing, and every one of them are characters in their own right. I fit right in!

Jim Goodall, Associate Curator
Pacific Aviation Museum
Historic Hangar 37
Ford Island, Pearl Harbor

To see all the gorgeous pictures, go to

http://www.waltsrchanger.com/html/restored_p-40e.html

120 Volunteers needed!

What: Airport Emergency Exercise

Where: Rapid City Regional Airport

When: 7:30am-12:00pm, Saturday, June 11th with a backup date of June 25th

Contact: Richard.Flannery@rcgov.org

My name is Richard Flannery and I am an Operations Tech out at the Rapid City Airport. We will be having our tri-annual emergency exercise that is required by the FAA and we are in need of volunteers to play victims, family members, etc. If you or anyone you know is interested in participating, please contact me.

Builders Corner

This comes from Randy Reihing, of Chapter 582 in Toledo, Ohio



Metal Gage to Thickness Chart Tubing follows the Birmingham Wire gage sometimes called the Stubs wire gage as follows:

(Source: Aircraft Maintenance by Daniel J. Brimm, Jr. and H. Edward Boggess, Pitman Publishing Corporation, New York-Chicago, 1940.)

| ga. | decimal |
|-----|---------|
| 11 | .120 |
| 12 | .109 |

Use the following for sheet steel:

| ga. | decimal |
|-----|---------|
| 11 | .125 |
| 12 | .100 |
| 13 | .090 |
| 14 | .080 |
| 16 | .063 |
| 18 | .050 |
| 20 | .040 |
| 22 | .032 |
| 24 | .025 |

Here is a sweet little addition for your shop wall. Randy Reihing has put together this chart that shows the relation ship of gauge to thickness expressed in thousands of an inch. I just happened to use it before I even wrote this NL. I needed to get some square tubing for the glider trailer and they only use the gauge method at most local steel companies. By looking at this chart I was able to determine the gauge by find the thickness in thousands which is a measurement us airplane builders are more familiar with. Cut this bad boy out and hang it on wall next to your decimal equivalent scale and you are all set.

Simple Small Fairings

March 30, 2011 - John Monnett shows how to use common Plumber's Putty to make simple, small fairings. John Monnett is the founder of Sonex Aircraft, is an aircraft designer & builder and is an inductee in the EAA Homebuilders Hall of Fame.

<http://www.eaavideo.org/video.aspx?v=870261092001>



Ed. Note: If you have tips or articles for this page, please e-mail them to me (teachmolly@gmail.com). I'd love to have someone volunteer to do this column. Any one of you is more knowledgeable about this than I am!

Cool Links

Piper Cub Makes Tight Landing

Submitted by Dan Benkert



<http://www.youtube.com/watch?v=yigO7r-j22I>

Old "666"

Submitted by Dan Benkert



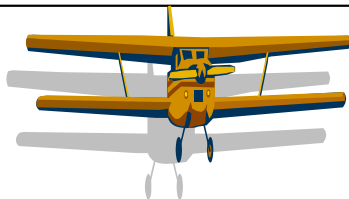
<http://www.youtube.com/watch?v=6Im086TCu3I>

360 Degree Cockpit Views

Submitted by Dan Benkert



http://www.nms.ac.uk/our_museums/museum_of_flight/360_degree_cockpit_views.aspx



For Sale...New 36'x42' Miracle Truss Hangar, located at Hot Springs Airport. Heated, bifold door and paid 40 yr lease, which can be re-negotiated w/ city \$65,000. Larry McIntyre 605-484-3571

Classified Ads

Continental 0200, disassembled, cam shaft and followers are yellow tagged. Crank shaft magnifluxed and mics to factory specs. 2 cylinders serviceable. Case and all parts clean. No accessories. \$3000.00 Milo Schindler 605-381-1600

Can You Identify This Airport?

Gibraltar Airport