



Richard Cole, Co-Pilot for Jimmy Doolittle for the raid on Tokyo

AirVenture 2012

Photos by Jerry Petersen and Joe Drab



David Thatcher, crew member of plane #7 "Ruptured Duck" which was flown by Ted Lawson("30 Seconds Over Tokyo"-Author)



The very existence of aviation is proof that man, given the will, has the capacity to accomplish deeds that seem impossible. — Eddie Rickenbacker, Rickenbacker: An Autobiography, 1967. 1

Above and Beyond
by Scott Christiansen

Chapter 39 has a new hero. We all know Richard Brandiger as a knowledgeable friend or as a FAA person in the Rapid City FSDO that has helped many aviators with their projects and problems. He continued on after retirement as a DAR getting our projects certified and flying.

At the 2012 AirVenture, Richard again proved himself as a selfless person when he stopped an unknown, young adult from doing extensive damage to my plane, the Ellipse. At 1:00 a.m., Richard and I were awakened by someone running outside our tent, tripping on tent cables and banging on my airplane like a mad drummer. I shouted, "Stop that" several times as Richard and I were getting out of the tent to see what was happening. Neither Richard nor I remember how we got out so quickly because two zippered doors needed to be opened in order to exit the tent. Richard immediately ran to the opposite side of the Ellipse and pulled the attacker off the rear fuselage and wrestled him to the ground. This young adult was very strong, but it was obvious that he was either drunk or on drugs. His speech was incoherent and he ranted strange words and phrases. I helped Richard get the attacker under control before going back into the tent to get my phone to call 911. As quickly as I got through to 911, I had to drop the phone and help Richard restrain the attacker again. Once we had him under control again, it was what seemed like a long time waiting for the sheriff and security officials to arrive at the campsite.

After the deputies arrived, it was over for Richard and me. I stood around in shock and after a while I notice the damage done to the Ellipse. The deputies called for an ambulance. It was quiet again when they left with the attacker secured on a stretcher and on his way to the hospital and later to jail in the morning. I don't know what drugs were involved or who the attacker was, however, I do know he was attending EAA AirVenture with his dad and was from Minnesota. Later the Ellipse was inspected and found not to be too damaged, so at the end of the week Richard and I returned to Rapid City without further incident.

I am not aware that anything like this has ever happen at the Fly-In before. Too bad it had to be my plane instead of any one of the hundreds around us. It was ironic that no one came out of their tents to see what was going on; I found out later that several campers thought it was a domestic dispute between Richard and me. Nether of us thought to call for help in the heat of the moment. Without Richard's immediate response to the situation and without regard to his personal safety, it is probable that extensive damage would have been done to my plane as well as to other planes around us.

Thank you Richard for your courage and quick response to a situation that could have resulted in extensive damage to my plane and perhaps to many others that night. You are a good friend and an asset to our EAA chapter.

Scott & Richard brought back the "dailies" from AirVenture; if you'd like to read them, they're in the clubhouse.



The Prez Sez...

by Darrel Sauder

Well, summer (the primary three months of summer anyway) is coming to a close. However that just means that great flying weather should be ahead; ie those perfect Indian Summer days that we wait for all year.

Oshkosh was...well, Oshkosh! Pretty much the same: tons of airplanes, aerobatics till they became almost ho-hum, and shall I say, just a few vendors. However the pre-show flybys of warbirds were worth the trip. Anyone who was not touched by these WWII vintage fighters and bombers probably doesn't get out and vote. One can't imagine the time, energy, effort (and did I mention money?) that goes into each warbird. My hat is off to, and I salute those guys. Some may say..."only for the rich..they are the only ones that can play with such expensive toys." That is part of the whole point...if it were not for them and their organizations, the rest of us could not enjoy them. I am glad there are those around that have and spend their money in support of the warbirds!

Meeting and talking with people is always a big part of Oshkosh. I talked briefly to a WWII P-51 ACE who invited me over to his book signing the next day. A lot of young people were around asking a lot of questions.

There were a lot of interesting innovations to look at. There was a light sport tail dragger with folding wings, main landing gear that squatted and were steerable via a small steering wheel in front of the pilot's seat. Road power was provided by a detachable rear half of a motorcycle mounted around the tailwheel. The propeller was held horizontally stationary for road travel. Want one?....278K

The new "Eagles Program" that our mother organization is promoting should prove interesting. Basically any of us can fly a "person interested in becoming a pilot" and EAA will provide the same coverage on insurance as they do with the current "Young Eagles" program. The interested person is required to "sign up". This will qualify you for insurance coverage and he will receive promotional pilot materials and a six month subscription to the EAA magazine. The idea is obvious...cultivate enthusiasm in an individual that is all ready interested in becoming a pilot

Don't forget the fly in at Spearfish on September 8.
Static displays, followed by the "Aviation Hall of Fame" steak feed and presentation that evening.

Don't forget to floss.

Can You Name This Plane?



The first one to email me (teachmolly@gmail.com) with the correct answer will get a raffle ticket at the September meeting for a chance for a free ride.

Last month's plane: a Grumman Albatross, an amphibian twin-engined airplane--The aircraft was manufactured between 1949 and 1961. It held 10 passengers and started out as a military plane before entering the civilian market. Of the 464 built, 43 still exist. 30 are flyable and 13 are stored.

Next Meeting:

Tuesday, September 11
at **Chapter 39 Clubhouse**

6:00 Burger Burn

Bring a side dish, dessert, or munchies

7:00 Meeting

Program: Dennis volunteered Darrel to do a PowerPoint presentation of their flight to Igloo.



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 June 2 Weekly Burger Burn Hot Springs Airport Saturdays from 11:30-1

Sept. 8 SD Aviation Hall of Fame Clyde Ice Field, Spearfish, SD Contact Ted Miller at Black Hills Aero 605 642-0277

Sept. 14-16 North Central Plains Ultralite Club fly-in Kimball (6A6), SD Contact Jerry Konechne at 605-778-6527 or jerrysbodyshop77@hotmail.com

Sept. 29 Annual Fall Picnic and Fly-in/Drive-in Benkert's Airstrip, 11:30-?? More info provided at the Sept. meeting



September Birthdays:

Paul H.—1st
Pete S.—6th
Les M.—13th

The following website and video might be a good one to share with people interested in Eagle Flights:

<http://abovetheordinary.org>

http://www.youtube.com/watch?v=-QHj5FRLX_I

TREASURER'S REPORT

by Milo Schindler

Income:

Raffle for July.....	\$17.00
Raffle for Aug.....	23.00
Burger Burn.....	93.00
Change from Clubhouse.....	43.58

Expenses:

Utter (breakfast).....	62.33
Copy Country.....	23.07
Sam's (burgers).....	47.64
Ace (mousetrap).....	20.13

Balance on hand.....\$2641.80

Secretary's Minutes

Brad Docken filling in for Gary Schroeder

- Burger Burn at 6 pm
- Dan called the meeting to order qt 7
- 2 guests were introduced: Eric Masses (sp?,) owner of Flags & Wheels, and Jerry Thompson
- Monthly drawing for an airplane ride was won by Bruce Bowen.

Old Business:

- Cleaning clubhouse—still waiting for cooler weather
- File cabinets- 2 2-drawer cabinets delivered
- Rick bought an overhead projector & cable for DVD and ceiling mount, screen paint for the wall for \$143. Motion by Milo to buy. Voted on and passed.

New Business:

- Dan told about the “On the Wings of Dreams—Around the World & USA in an RV7” — brochures were available
- Young Eagles—Sept. date is the same as the Spearfish fly-in, so it is tentatively set for the 8th at Spearfish. Rick and Jerry will go the ground work.
- Eagles Flights—not quantity, but interest
- Small library of various media—checkout and return
- Shadowbox discussion—size, etc. Norma will come up with some ideas.
- Discussed the Spearfish fly-in. Rick moved to donate \$50 towards their purchase of an IPAD to be given away at their Nerf-ball drop. Voted on and passed.
- Dennis volunteered Darrel to show pictures from his Igloo trip at the next meeting.

Program:

- Richard told about his and Scott’s horror story from Oshkosh—and the dangers of using “bath salts.”
- Richard also talked about everyone using proper tied downs.



I'm a Young Eagle now!



flying home from Hot Springs (photo courtesy of Ray in Charlie's 172)

Safety Note

by Jerry Densmore

Where Do I Go Now?

What do you do when the air conditioner (you know the big fan on the front that keeps the pilot and crew comfortable) ceases to function? What are your actions and where will you go? To a larger extent your actions will determine where you end up! Think back to your flight training and flight reviews, what actions did you take? I'll bet that having an appropriate landing spot was not at the top of the list. Let's take a walk through the process, kind of a memory jogger. We'll look at landing area, actions to take, and practice.

When I'm out committing aviation, I always try to have a spot picked out that I could use if the engine stops. In the practice areas both east of RAP and south that's not too difficult. The aircraft usually stays in a relatively small area of sky. When I'm going from point A to point B, I like to pick a spot and as I get there, I pick the next and so on. By doing this I generally have one or two options at any given time. What I notice when I'm giving a flight review or with students, there is a tendency to pick a spot that is too far out or a spot is picked, then a better looking spot is seen and the aircraft heads for that location. This sometimes includes more than two locations and always results in none of the locations being reachable because of altitude loss. The other common error is picking a spot that is beyond glide range. How can this be overcome?

When you are out flying, practice. Pick out a spot you think looks good, note your current altitude above ground level, reduce the power, and see if you can make the chosen spot (and don't forget about wind direction and speed). How did it work out? Do this several times so you become familiar with your aircraft's glide characteristics. Try this from different altitudes so you will know which locations are reachable and those that are too far out. I was out with a student one fall day when we had an engine quit. I asked him if he had a spot picked and he pointed out a field at the extreme edge of the Cub's range. So I asked him if he had noticed the pasture below us to the right. He said the grass looks kind of high, and my response was, "Do we have a choice?" Turns out the grass wasn't that tall and after getting the engine running again (bad case of carb ice) we returned to the airport. I guess the point is to look at the area below the aircraft and work your way outward when looking for likely spots.

Okay, so the engine has quit, you have a reachable landing site picked out, now what? Review your pilot operating handbook or flight manual for the appropriate actions. This is usually in section 3 (emergencies) or the emergency section of the flight manual. Read the steps to be taken; there is a reason they are provided, and commit them to memory. It can sometimes help if you arrange the steps in a logical flow (so you aren't reaching back and forth across the cockpit), just make sure you include everything they call for and then practice. Sit in the aircraft and go through the steps touching each item. Do this until it becomes familiar. Pilots that undergo regular recurrent training (airlines, corporate aircraft, etc) spend a large part of the training on emergency procedures. That is why there are successful outcomes like the Hudson River landing! The more prepared you are, the greater the chance for a safe landing. Until next time, practice committing aviation in safe manner!

Pilot's Philosophy—*submitted by AI*

A check ride ought to be like a skirt. Short enough to be interesting, but long enough to cover everything.

Speed is life. Altitude is life insurance.

It only takes two things to fly:
Airspeed, and money.

Me and my Plane

By Bill Brown

My interest in aviation and airplanes began at a very early age. One of the first things I remember is sitting on my Mother's lap riding in my father's airplane, a late 1940's T-Craft. Unfortunately the plane was destroyed along with several others, when a tornado hit the Walhalla, ND airport. This tragedy did not end my interest in airplanes or diminish my curiosity in learning everything I could about these marvelous flying machines.

As a young person, I'd run outside to search for any airplanes that would fly over the farm. One of the memories I have was when my Dad and neighbors were sitting in our home, enjoying another 3 o'clock coffee, the house suddenly had a slight vibration. We went outside to see what was causing this and witnessed several B-36 bombers flying low level over our farm, an impressive sight. Realizing now that the B-36 is a very large airplane, they may have not been that low!

When teaching school in Minnesota, I started taking lessons in a 150 Cessna, but I soon realized that with an addition to our family and buying and remodeling a home, flying was not in the budget. Several years later I had a career change and moved to Stanley, North Dakota. For several years, friends and I discussed flying and ownership, and finally it happened; we formed a flying partnership and bought our first plane N4122C, a 1953 Piper Tri Pacer 135.

A couple of years later, I was offered a new position within the company, and moved to Norfolk, Nebraska. As we traveled back and forth to North Dakota in a Cessna 172, there always seemed to be a strong headwind, both ways, so we finally upgraded to a 1973 Bellanca Super Viking; at that time I obtained my instrument rating. I was able to use the plane for business, which proved to be a very valuable means of transportation, because I could be home each night. That was probably the pinnacle of my flying experience, averaging 180 hours per year. For pleasure we were also able to enjoy flights to Canada, Southern United States, and as far as the Virgin Islands.

Over the course of 35 years, I have owned several planes---the Tri Pacer, Bellanca Viking, 180 Comanche, Cherokee, and currently an Archer. Of all the planes I've owned, the Bellanca Super Viking is by far my favorite, it; felt like my personal sports car in the air.

I'm not a builder of airplanes, nor have the ability to build an airplane (tools are dangerous in my hands), but we have traveled several times to the Mecca of the Aviation World – Oshkosh, thoroughly enjoying every aspect of the convention. I hope to return in the very near future.

I feel very fortunate to have been able to accomplish a lifelong dream of aviation and experiencing the freedom of flight.



Wall Fly-in

by Kathy Reishus

On August 4th a few of us braved the wind and flew into Wall for breakfast. Bill and Kathy Reishus arrived first in their Piper Cherokee, then Jerry Petersen in his RV10, followed by Dan Benkert and his grandson Lucas in the Starduster Too, and Sharon and Darrel Sauder in their Citabria.

We all gathered at the edge of the parking lot and made sure that all the planes were chocked and/or tied down before walking into town for breakfast. The group had breakfast at the restaurant in the back of Wall Drug store on Main Street. The group sat at a large table and the guys talked about Oshkosh and their airplanes; the ladies talked about their families.

The group walked back to the airport and arrived to find that the winds had picked up with some strong crosswind. The guys stood around, talked and did their flight prep. Then Darrel and Dan took off, not realizing that Jerry had a problem. Jerry found he had a dead battery on his RV10. Bill Reishus looked around to see if he could help with the battery. Just about then Mayor Dave Hahn arrived, as well as one of the local crop dusters. The crop duster had jumper cables in his truck, so he pulled up to the RV10 and gave Jerry a jump start. Jerry was doing his flight prep when Mayor Hahn let us know that there was a courtesy car at the Wall airport and that a phone number was posted if any pilot needs help. He gave us all flashlights with his number and email on them. (Mayor Dave Hahn/ 6V4 Airport "wall" "davehahn@gwtc.net ph.# 605-279-2666) Jerry headed home in his RV10 and Sharon caught a ride with Bill and Kathy in the Piper Cherokee.

All arrived safely back at their airports and are waiting for the next adventure. Hopefully it won't be so windy and more people will be able to join us.



Darrel in the Citabria



Dan in the Starduster Too



Bill & his Cherokee (He didn't get his picture landing at Wall, because he & Kathy were the ones with the camera!)



Jerry in the RV10