



Volume 15 Issue 1
January 2012

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

FLYBOY NEWS



Paul Harwig, CEO of FUGRO Horizons, explains their mapping operation.



Chuck Childs, a WWII B-17 combat veteran, chats with Joe Drabb and Dan Benkert. Chuck will be the speaker at our Christmas party.



Terry Olson (in back), maintenance supervisor for Horizons and one of our chapter members, talks about the Helio Courier.



Doug Bodine brought his EFB for people try out and ask questions about.

Our December meeting was held at the FUGRO Horizons hangar.



THE PREZ SEZ...

by Darrel Sauder

Well, here's hoping Santa Claus didn't wreck his sleigh on your roof top and that you were able to slide into the New Year without running off your runway, driveway, sidewalk, path, or whatever.

December's meeting was great! Paul Harwig, CEO of FUGRO Horizons gave an outstanding presentation on their operation. Great hors d'oeuvres were enjoyed by all. Ten or so aircraft were available to examine including a Helio Courier (undergoing refurbishment). Their hanger is state of the art (previously USA). I saw several people eating off the hanger floor. Thank you again, Paul.

The New Year is all ready underway. It should be an interesting one for our chapter. Do not miss our Christmas Party/Banquet on Jan 7. Chuck Childs, a WWII B-17 Combat Veteran will be our speaker. The following meeting in February should prove interesting. The Air Force Museum folks at Ellsworth are hosting us. Lots of interesting displays and airplanes and some interesting stories about how the museum acquired them and how the museum is ran.

EAA Chapter 39 calling cards were handed out at the December meeting. They are purposefully generic (i.e.. timeless) with just our emblem, Rapid City South Dakota and our website. The idea is to hand them out to anyone who might be interested in joining us. You can add whatever information you want when you hand them out. You can tell them that all of our chapter information (meeting times, events, etc) can be found on the website. Cards will be available at each of our meetings.

Events planned for this year include: interesting presentations, tours, fly ins, breakfasts, and burger burns. Your inputs and ideas for meetings, activities, and newsletter are always needed and welcomed. Our Chapter will only be as interesting as you make it.

Don't forget to floss.



Reasons Why Airplanes Are Easier to Live With Than Women

Submitted by Darrel Sauder

Airplanes usually kill you quickly; a woman takes her time.
Airplanes come with manuals to explain their operation.
Airplanes have strict weight and balance limitations.
Airplanes don't come with in-laws.
Airplanes don't mind if you look at other airplanes.
Airplanes don't mind if you buy airplane magazines.
Airplanes don't comment on your piloting skills.
Airplanes don't whine unless something is really wrong.
However, when airplanes go quiet, just like women, it's usually not good.

Where in the World?



(answer on page 5)

Annual Christmas Dinner



The annual Christmas party will be on January 7th at the lower level of the Elk's Club. Social hour begins at 5:30 followed by dinner at 6:30. Menu choices are prime rib (\$22) and chicken cordon bleu (\$17.50). The price includes tax and gratuity. Reservations need to be given to Jerry Petersen (348-1871 or 431-0366) no later than December 31st. Please state your choice of meals when responding. Meals can be paid for at the door.



Upcoming Events

Jan. 3 **Planning Meeting**, Alternative Fuel at 12:00

Jan. 7 **Annual Christmas Party**, Elk's Club

March 12-15 **Fabric Covering Workshop**, Lake Area Technical Institute Aviation Maintenance Program at the Watertown Airport (ATY), SD
Lynn Bauer will conduct the workshop. She has presented a mini-version of this workshop every year at Oshkosh AirVenture. The course will be an intense 4 day affair with heavy emphasis on hands-on skill-building in which we'll be covering a pair of wings for a J-3 Cub, a Schweizer 2-22 fuselage, and various flight control surfaces. The cost is \$200 and interested parties can contact Greg Klein at kleing@lakeareatech.edu or 605-882-6311 and ask for Greg or Tony Weigman to register.

May 19-20 **Rocky Mountain Light Sport Aircraft Expo**, Watkins, CO Contact Name: Brian Garrett
Contact Phone: [303-564-5328](tel:303-564-5328)

May 31-June 3 **National Biplane Fly-in**, Junction City, KS Contact Name: Jim Clark Contact Phone: [\(785\) 210-7500](tel:785-210-7500)

Membership dues **must** be paid by January. Membership renewal forms and dues should be sent to Milo. If you need a renewal form, e-mail me at teachmolly@gmail.com. A few forms will be available at the Christmas dinner.

The monthly raffle will begin at the February meeting. At each meeting, for \$1 you can put your name in for a chance at winning a plane ride. One name will be drawn at each meeting. So far, the pilots who have offered to donate a ride are Darrel S., Dan B., Scott C., Randy D., Rick B., Jerry P., and Curt G. Raffle winners have their choice of the plane they want to ride in. (Each pilot will donate 1 ride only.)

There will be a quarterly planning meeting at noon on January 3 at Alternative Fuel Coffee House (620 Main St.). All members are invited to attend and to give their input.

Ed. Note: The Cool Links page and the Classifieds are now on our web page (<http://39.eaachapter.org>) I really need you to contribute to the newsletter and/or website! Thanks.

SECRETARY'S MINUTES

Forrest Foster

Meeting was hosted on 12/13/2011 by FUGRO Horizons, Inc.

President Darrel Sauder called the meeting to order at 7:05 PM and welcomed everybody.

Guests were introduced: Olan & Lance Rom, Don Wickler, Lyn Weaver, and Chuck Childs.

Old business:

Discussion about donating our old 16 mm film to the Heritage Museum

Al so moved, Scott seconded. Motion carried.

Discussion about donating the projector to the Heritage Museum

Al so moved, Forrest seconded. Motion carried.

New Business:

Christmas Party

January 7 at the Elk's Club

Call or email Jerry Peterson with RSVP

Can pay at door

Darrel handed out generic chapter business cards; if you need some please contact Darrel.

Doug Bodine brought an EFB for people to look over and ask questions about.

February's meeting will be held at the Air force Museum at the Base.

7:15 Darrel introduced Paul Harwig.

Paul moved to Rapid City 3.5 years ago to manage FUGRO Horizons, Inc

Paul gave a short description of his background and all the neat stuff that FUGRO Horizons, Inc does in General Aviation.

Paul answered general question from members

7:46 Meeting adjourned.

Members were able to look over FUGRO's building and equipment and ask any questions.

Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Forrest Foster
Treasurer	Milo Schindler

Volunteers

Newsletter	Molly Benkert
Web Manager	Molly Benkert
Young Eagles	Rick Belsaas
	Jerry Petersen
Safety Officer	Jerry Densmore

Tech Advisor Randy Daughenbaugh

TREASURER'S REPORT

Milo Schindler

Balance brought forward..... \$2270.88

Income

dues x 15 (2012).....250.00

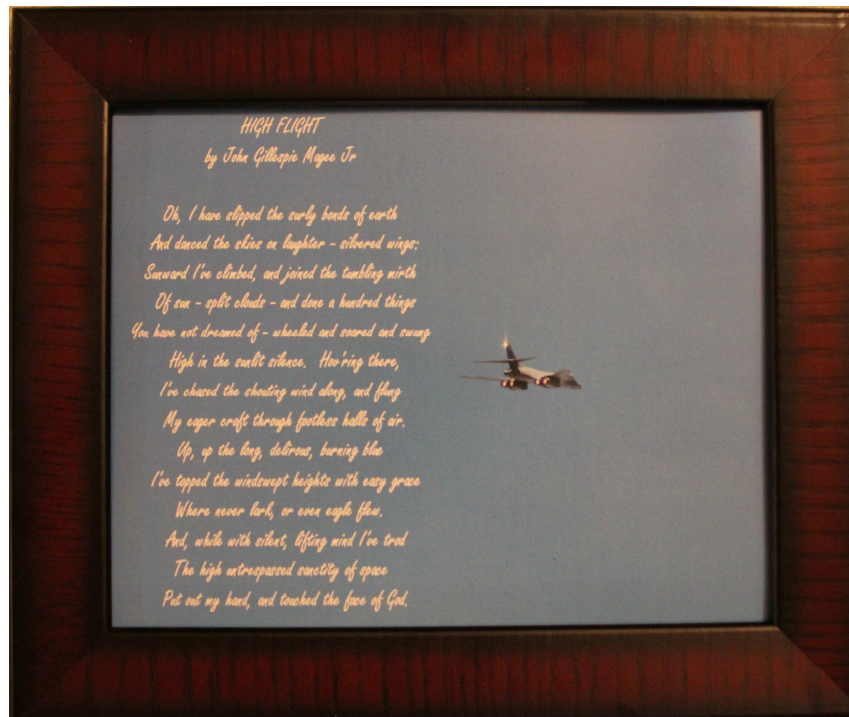
Expenses

printing..... 18.65

stamps.....49.60

ad (Benkert)..... 64.20

Balance on hand \$2388.43



Joe Drabb, a lifetime member of EAA, contributed this beautiful rendition of High Flight to our chapter. Joe took the picture, a B-1 in full afterburner, and incorporated High Flight into the picture. It will hang in our clubhouse. Take a look at it at one of our meetings. Thank you Joe, we appreciate it.

High Flight
By John Gillespie Magee, Jr.

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious, burning blue,
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew -
And, while with silent lifting mind I've trod
The high untresspassed sanctity of space,
Put out my hand and touched the face of God.

Where in the World? Catalina Island, CA

A SAFETY NOTE

By Jerry Densmore

Practice?

Remember all those maneuvers you had to learn in order to get a pilot's certificate? Steep turns, turns about a point, S turns across a road, slow flight, stalls, you get the idea. They are intended to teach you about flying the aircraft in a safe controlled manner and you probably got pretty good at them. How about takeoff and landings? Short field, soft field, and cross wind techniques helped you with airspeed control in climbs and descents to a good rectangular pattern ending with a controlled approach to a precise touchdown point. Yeah, yeah you say; everyone knows that, what's your point? I'm glad you asked.

When someone approaches me about a flight review, I like to chat with them about their flying routine, i.e. typical flight, how often they fly etc. I then give them the profile we will fly for the review. It never ceases to amaze me with the number of pilots who haven't done turns about a point since their check ride, haven't done stalls in years, and the only time they do slow flight is on short final (most of them, some don't reach slow flight until sometime after the flare!). I have to ask them why? Well they fly to go some where or they don't think about it when they are out enjoying a nice day. As a result of the lack of practice, some of the maneuvers turn out to be interesting. So here is my challenge to you.

Every flight you are going to make a takeoff and at least one landing. Why not do a short or soft field takeoff and short or soft field landing. I find it helps to keep them the same and is a good way to start and end a flight. While you are enroute do a steep turn left and right (make sure your passengers are okay with it) it will only cost you a few minutes. You can do the same with slow flight, maintain heading and altitude while you slow the aircraft to 1.3 Vs for one minute then accelerate back to cruise speed again on heading and altitude. If there are other maneuvers you are uncomfortable with, grab an instructor and go do them, reestablish your skills! Flight reviews are just that, a review of your flying skills and ability to make sound decisions. You don't fail a flight review, it just becomes a training flight.

Remember the old axiom of demonstrating superior judgment so you don't have to demonstrate superior skills. Keep your superior skills honed so they will be available if you have a lapse in your superior judgment! Until next time, be safe while committing aviation.





THE LAST CHECK RIDE

I hope there's a place way up in the sky,
where old flyers can go on the day they die.
A place where a guy can buy a cold beer,
for a friend and a comrade, whose memory is dear.

A place where no doctor or lawyer can tread,
nor an FAA type would 'ere be caught dead.
Just a quaint little place, kind of dark, full of smoke,
where they like to sing loud, and love a good joke.

The kind of a place where a lady could go,
and feel safe and protected by the men she would know.
There must be a place where old flyers go,
when their flying is finished, and their airspeed gets low.

Where the whiskey is old, and the women are young,
and songs about flying and dying are sung.
Where you'd see all the fellows who'd flown west before,
and they'd call out your name, as you came through the door.

Who would buy you a drink, if your thirst should be bad,
and relate to others, "He was quite a good lad".

And then through the mist, you'd spot an old guy,
you had not seen in years, though he taught you to fly.
He'd nod his old head, and grin ear to ear,
And say, "Welcome, my son, I'm pleased that you're here.

For this is the place where the true flyers come,
when their journey is over, and their war has been won.

They've come here at last to be safe and alone,
from the government clerk, and the management clone,
Politicians and lawyers, the Feds and the noise,
where all hours are happy, and they're all good ole' boys.

You can relax with a cold one,
maybe deal from a deck, this is heaven my son.....
You've passed your last check!"



Author Unknown

(Submitted by Al Neal)