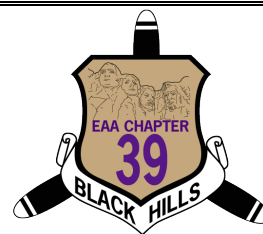


**EAA CHAPTER 39 NEWSLETTER**  
**RAPID CITY, SD**  
**HTTP://WWW.39.EAACHAPTER.ORG**

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**MARCH 2018**  
**VOLUME 21, ISSUE 3**



**Chapter 39 Officers**

<b>President:</b>	John Glasford (605)858-5850 <a href="mailto:glasfordjo@gmail.com">glasfordjo@gmail.com</a>
<b>Vice President:</b>	Harold Samdal
<b>Secretary:</b>	Gary Schroeder
<b>Treasurer:</b>	Scott Christiansen
<b><u>Volunteers:</u></b>	
<b>Newsletter</b>	Julie Glasford (605)718-7352 <a href="mailto:glasford@midco.net">glasford@midco.net</a>
<b>Web Manager</b>	Molly Benkert
<b>Young Eagles</b>	Brenda Nolan
<b>Safety Officer:</b>	Jerry Densmore
<b>Tech Advisor:</b>	Jerry Densmore

**NEWSLETTER UPDATE**

A **BIG** thank you goes to **Molly Benkert** for all of her hard work on keeping up with the Chapter Newsletter.

Effective February 2018, John's wife, Julie will be putting the monthly newsletter together.

To have a newsletter, we need articles, photos, announcements, NEWS, etc. and your input. Please forward the above to Julie at [glasford@midco.net](mailto:glasford@midco.net) OR send your articles or pictures to John at [glasfordjo@gmail.com](mailto:glasfordjo@gmail.com). **Please send any email and address changes too!**

***HAPPY ST. PATRICK'S DAY!***

**ST. PATRICK'S DAY TRIVIA**

- St. Patrick is a patron saint of Ireland who ministered Christianity in Ireland during the fifth century.
- The Shamrock is a symbol of the Holy Trinity.
- St. Patrick wasn't born in Ireland.
- St. Patrick's Day became a national holiday in Ireland in 1903.
- The first St. Patrick's Day parade was in 1762 when British soldiers from Ireland marched through the streets of New York City to honor St. Patrick.
- Green has not always been the color associated with St. Patrick's Day, it was blue.





## JOHN'S JABBERINGS

We're on the way!! I have been working with EAA National and we are on the schedule to get the Ford Tri-Motor here again. We have a lot of work ahead of us but it was well worth it! The plane and crew are scheduled to be here June 18<sup>th</sup> and we will start flying June 21<sup>st</sup> through the 24<sup>th</sup>. The plane and crew will leave for their next stop on Monday, June 25<sup>th</sup>. I will be forming up groups and assigning tasks so we can share the load. I'll go over the details at the next meeting on March 13<sup>th</sup> so please plan to attend this very important meeting.

I met with the Rapid City Regional Airport Director, Patrick Dame and discussed the open house in conjunction with the Tri-Motor event. We set the open house date for Saturday, June 23<sup>rd</sup>. The airport will handle the logistics of the event, we just need to get the word out and form up the crews for the Tri-Motor support.

Rick Belsaas will be kicking off the IMC Club in March. Keep looking for the exact date but this will be a great opportunity for instrument and non-instrument rated pilots as well to learn from each other. I have some video/audio scenarios that I will share to make you think about how you might have handled the proposed situation with discussion. It will be a good time to learn from each other and make ourselves safer pilots. EAA National also has a VMC Club that is about VFR flying that is always a possibility for us too!

I want to get more events on the calendar so we can have a FUN year and grow this chapter. I'm working on a couple of possibilities. Be thinking about a fly-in somewhere or a pancake breakfast we can go to or host. I would like to host one here in KRAP!

I've been continuing to work on my Citabria disassembling...readying it for cleaning, priming, etc. I'll share a couple of update photos at the March meeting. If you have some spare time and are interested in helping let me know.

See you all at the meeting!!

John

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## *February 2018 Treasurer's Report*

Scott Christianson, Treasurer

## **REMINDER: 2018 MEMBERSHIP DUES**

Balance brought forward:	\$
Income:	\$
Dues:	\$
Expenses:	\$
Balance on hand	\$ 8964.07

Please remember to pay your 2018 membership dues. Dues are \$20 for the year .

You can mail them to Scott Christianson, 13091 Mission Hill Loop 57702 OR pay them at the meeting.

## *February, 2018 Meeting Minutes*

Gary Schroeder, Secretary

2/13/2018

John started the meeting at 7:00.

We watched 2 videos: Restoring the B29's Doc and FiFi and the February EAA chapter video from national.

- Treasures report - \$8964.07
- Minutes - none due to the Christmas party in January.
- John told us about the Citabria project and showed us pictures.
- IMC club - Rick plans to start in March at his house, there should be an email with more info.
- Julie will be writing the newsletter, she will need articles to share with us.
- Trevor Puckett joined us as a visitor.
- We were given an update about Al Neal.
- The date for the Tri-motor date offered by the EAA is June 21-24. There was discussion about whether those dates would work. Rick made a motion, Scott 2<sup>nd</sup> the motion, and the motion passed.
- Young Eagles – we need someone to coordinate the YE event during the open house.
  - 2019 Christmas party – we need to start planning now to find a different venue and program for the party.

Meeting adjourned

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The annual Christmas Banquet was held at the Elks Club on January 13, 2018. John Glasford did a slide show and talked about his experience with Joint STARS and Operation Desert Storm.





**Next Meeting:**  
March 13, 2018

**Chapter 39 Clubhouse  
7:00 Program**

Jerry Densmore will discuss  
preparing your aircraft for  
flying

Followed by meeting

## CALENDAR OF EVENTS

EAA CHAPTER 39 MEETING  
MARCH 13, 2018, 6:30 P.M.  
RC HANGER INSIDE GATE 12

EAA CHAPTER 39 MEETING  
APRIL 10, 2018, 6:30 P.M.  
RC HANGER INSIDE GATE 12

EAA CHAPTER 39 MEETING  
MAY 8, 2018, 6:30 P.M.  
RC HANGER INSIDE GATE 12

IMC CLUB STARTING IN MARCH

SPECIAL EVENT – FORD TRI-MOTOR  
OPEN HOUSE ON JUNE 23, 2018  
TRI MOTOR WILL FLY THE 21<sup>ST</sup>-24<sup>TH</sup>

SPECIAL EVENT –EAA AIR VENTURE  
OSHKOSH, WISCONSIN  
JULY 23-29, 2018  
SEE [WWW.EAA.ORG/EN/AIRVENTURE](http://WWW.EAA.ORG/EN/AIRVENTURE)

## MARCH BIRTHDAYS



Wayne McAfee – March 12  
Larry Nelson – March 18

Update on Al Neal from Pete Shouldis

2/22/2018

Al went home yesterday after an 11 day stint in the Krankenhaus. He will be taking it easy for a while. His lungs were as much a problem – fluid etc. – as anything else. I heard the Dr. say Al's heart was just fine, nothing wrong with it. He had a blockage in the stint which was placed some 10 years ago. That was the onset. I think he will be progressing slowly at home. Pete (2/28/2018)

Al has started in home therapy today and it is to continue for 6 – 8 weeks. He is getting stronger. He was really knocked down while in the hospital not only with his health issues but his brother in FL died also just as all this happened. There were cumulative events / things going on. Give him a call at 342-5717.

# 10 THINGS “REAL PILOTS” DO

John Zimmerman

**H**ave you ever met a “real pilot?” I sure haven’t—at least not the ones some aviation experts talk about. According to them, real pilots only fly taildraggers, real pilots don’t use GPS, real pilots don’t cancel flights, etc. Apparently, like many things in life, the new generation of pilots is a bunch of sissies. But I have a different definition of a real pilot. It starts with someone who is smart enough to stay alive while flying, and it ends with someone who has fun doing it. So with apologies to those experts (you know who you are), here’s *my* list of 10 things real pilots do:

- 1. Real pilots help a fellow aviator when in need.** While the extent of a pilot fellowship can be debated, I do believe real pilots go out of their way to help a fellow aviator. Whether it’s helping to tie down an airplane in the rain or offering to share operating expenses, most pilots recognize that our group is a small one and needs all the support it can get.
  - 2. Real pilots don’t get into arguments on CTAF.** Is there anything more pathetic than listening to a couple of arrogant pilots arguing about who cut the other guy off in the pattern? Real pilots know that such arguments only make flying more dangerous, so they avoid them. Even better, real pilots fly a standard traffic pattern if it’s busy.
  - 3. Real pilots are not afraid to cancel a flight.** There is no purple heart in aviation, in spite of what some NTSB reports suggest. A real pilot feels no shame in canceling a flight, whether it’s due to weather, mechanical issues or just not feeling up to it. Unless you’re in the military, no flight is worth dying over.
  - 4. Real pilots are also not afraid to push themselves.** Just because real pilots are humble enough to cancel a flight does not mean they lack confidence. To keep improving, they have to deliberately—but safely—push their boundaries. That means taking on a 15 knot crosswind when the time is right, or opting for annual recurrent training instead of the minimum BFR.
  - 5. Real pilots embrace new technology, but never become slaves to it.** There is no extra credit for completing a flight without a GPS. Sure, it’s a fun thing to do in a Cub on a beautiful day, and real pilots know how to fly without the latest gadgets, but only a dyed-in-the-wool contrarian would suggest that a KX170B is better than a GTN 750. Likewise, nobody is impressed if you don’t use the autopilot. Real pilots use all the tools at their disposal.
  - 6. Real pilots are polite to FBO staff.** Some pilots step out of their flying machines as if they are John Wayne inspecting the crew of a World War II battleship. Real pilots know better. Line techs and FBO staff are partners, not employees, and just might bail out a needy pilot one day. Best not to burn that bridge.
-

**7. Real pilots fly the right airplane for their mission, skills and budget.** One of my least favorite phrases in all of aviation is, “I *only* fly a Cessna 172.” Real pilots don’t care if they are flying a fancy new King Air or a well-loved Skyhawk. Both are excellent airplanes, depending on the mission, and both require real pilots to fly them. Likewise, the position of the third wheel does not determine the skill of a real pilot.

**8. Real pilots view ATC as a friend, not an enemy.** Air Traffic Control, far from being the aerial police, is an invaluable resource for anyone willing to use it. Real pilots aren’t afraid to ask for a controller’s advice on weather or to request progressive taxi instructions at a big airport. Amateurs try to fake it; pros ask for help.

**9. Real pilots are humble.** Mother Nature, gravity and Murphy’s Law are constantly working against a light airplane. Real pilots understand this, and appreciate the fine balance that’s required to complete a flight safely. That means they never overestimate their abilities or their airplane’s performance. It also means they are open to criticism, whether it’s from a flight instructor or from themselves during a post-flight debriefing.

**10. Real pilots act like ambassadors for personal aviation—all the time.** Just like a professional athlete or a politician, pilots are “always on,” at least in terms of representing personal aviation to others. Real pilots don’t brag about breaking the rules or tell dare devil stories at a cocktail party. Real pilots share the honest truth about flying: that it’s hard work and involves risk, but that it’s immensely rewarding and incredibly powerful.

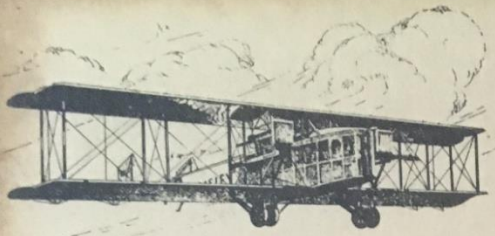
Are you a real pilot? What would you add to this list?

### About the Author..... John Zimmerman



Coming from an aviation family, John grew up in the back of small airplanes and learned to fly as a teenager. Ever since, he has been hooked on anything with wings and regularly flies a Citabria, a Pilatus PC-12 and a Robinson R44 helicopter. He is an ATP and also holds ratings for multiengine, seaplanes, gliders, and helicopters. In addition to being Editor-in-Chief of Air Facts, John is a Vice President at Sporty’s Pilot Shop, responsible for new product development and marketing.

From Curt Groote:



# REGULATIONS

Operation of aircraft as set forth by  
the UNITED STATES AIR SERVICE.

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning short, have someone lift the tail around.
4. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
5. Pilots should carry hankies in a handy position to wipe off goggles.
6. Riding on the steps, wings, or tail of a machine is prohibited.
7. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
8. No machine must taxi faster than a man can walk.
9. Do not trust altitude instruments.
10. If you see another machine near you, get out of its way.
11. Before you begin a landing glide, see that no machines are under you.
12. Hedge-hopping will not be tolerated.
13. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
14. Pilots will not wear spurs while flying.
15. If emergency occurs while flying, land as soon as you can.

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