



It's always nice to have a chance for members and spouses to get together and visit.

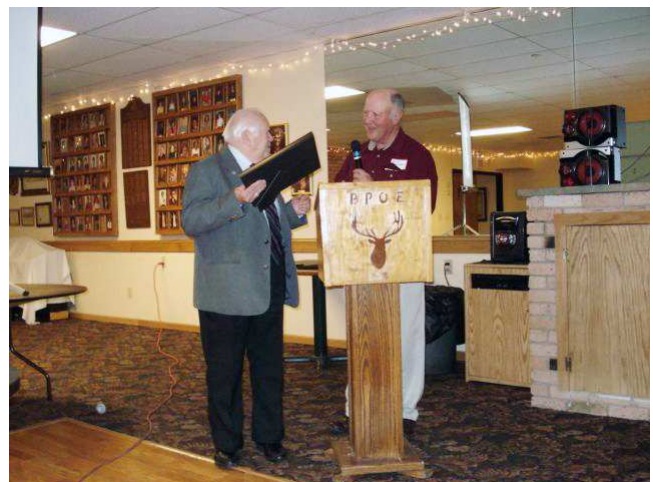


Jerry was thanked for his past service as club secretary.

Our annual January Christmas dinner was held on January 7th at the Elk's Club. Many thanks to Rick and Jerry for all their hard work putting this together for us.



Chuck Childs gave an informative and entertaining presentation of his days as a WWII B-17 pilot.



Darrel then presented Chuck with a plaque making him an honorary lifetime member of EAA Chapter 39.

QUOTE OF THE MONTH:

"To invent an airplane is nothing. To build one is something. To fly is everything"

----Otto Lilienthal,
pioneer aircraft

builder

EAA Chapter 39 Annual Christmas Dinner

By Betty Schindler

Pres. Darrel began the dinner by handing out the recognition plaques to the former officers and door prizes were given out. He welcomed members from the Spearfish chapter who attended. Curt Groote gave the invocation.

The guest speaker was Chuck Childs, who flew B-17's during WWII and also flew during the Korean War. He spoke of many of his combat missions and his many close calls.

His talk was very interesting and as I sat and listened, I thought of how far we have come in the military missions. Now we have drones and B-1's that fly so far above and so fast.

Chuck's wife, Grace was also in attendance and he mentioned they have been married 70 years. They were married before he left for these missions and I couldn't help but wonder how she had felt, not knowing or probably not hearing from him for some time. Again, how far we have come with Skype and phone calls to keep in contact with family members. It certainly does not make it any easier for those serving, but being able to hear from them more often is a blessing.

Along with Chuck, many of our EAA Chapter 39 members are to be thanked for their military service over the years. In closing Chuck received a plaque making him an honorary member of Chapter 39.

There were about 50 people in attendance and it is always good to see and talk to everyone. The party was at the Elks Club and my personal comment is the food was marginal or, may I say, not quite what I expect from the Elks Club.



Don Williamson's grandsons are enjoying the TOP-CAT Don won at our raffle.



Aaron Christianson—back from his first flight in his RV 7A—and he didn't even need the TP!



THE PREZ SEZ...

by Darrel Sauder

Well, our event of the year, i.e. our Annual Christmas Party, came off quite well. As the saying goes, "A great time was had by all". Highlights included: tipping chairs over to seek out a \$20 gift certificate to Applebee's, winning a bouquet of flowers, and listening to Chuck Child's great presentation of his experiences as a WWII B-17 Combat Pilot. He received a standing ovation and a Lifetime Membership Certificate to our EAA chapter. Our table's prime rib required several stabs with knife and fork to make it stop moving, but others tell me that prime rib is often like that. No offense intended to Jerry Peterson and Rick Belsass, who did a great job of setting up the banquet and securing the required audio visual system. Milo Schindler did his usual good job of taking our money (By the way, if you still haven't paid your dues, Milo claims that he doesn't want to pay them). Read Betty Schindler's article on the evening's events.

Our quarterly planning meeting, held at The Alternative Fuel Coffee Shop was quite fruitful. We basically planned upcoming spring, summer, and fall events. Burger burns will begin in April. Tentative event plans include:

May 19.....Young Eagles-Rapid City Regional Airport
June 9.....Sauder's Fly In Breakfast-Sturgis Airport
July 14.....Utter's Fly In-Utter's Airstrip
Aug 4.....Wall Breakfast-Wall Airport
Sept 29.....Benkert's Fly In-Benkert's Airstrip
Oct 13.....Daughenbaugh's Fly In-Daughenbaugh's Airstrip

Dates are subject to change...the Newsletter will keep you updated

Sharon and I just got back from two weeks in Arizona. We visited several local airports around Phoenix, Tucson and SE Arizona (Sharon wanted to visit a lot more but I put my foot down (on the accelerator). Anyone looking for a derelict Cessna 150 complete with flat tires? Seems a gentleman flew it down from Michigan, passed away, and for six years, no one has claimed the airplane. Contact the Douglas, AZ airport if you are interested. This could be your big chance to begin that restoration project!

Keep attending our meetings and events. They should prove interesting. Invite a guest!

Don't forget to floss.

The monthly "raffle for rides" will begin at our February meeting and will be held at each meeting until we run out of planes. Tickets will sell for \$1, and one winner will be drawn each month. The winner will get to choose one of the available planes to ride in. Only members may buy tickets, but the ride may be given to someone else. Pilots donating 1 ride each are Curt Groote (RV 10), Jerry Petersen (RV 10), Rick Belsaas (RV 10), Randy Daughenbaugh (Kitfox), Scott Christiansen (Beryl or Ellipse), Dan Benkert (Starduster and Eclipse), Darrel Sauder (Trike). If any other pilots are interested in donating a ride please let me know. (teachmolly@gmail.com) All proceeds will go to the chapter.

WHERE IN THE WORLD...?



Answer on page 7

Next Meeting:

Tuesday, February 14
at **EAFB Air & Space Museum**
(located outside the main gate at EAFB)

Social Hour—6:00 (cookies and hot spiced cider provided)

Meeting at 7:00, followed by a guided tour



February Birthdays:

Dan B.—10th
Larry V.—25th

Dan & Larry will each receive a free raffle ticket if they're at the Feb. meeting.

Upcoming Events

Feb. 20 **South Dakota Aviation Symposium**, Sioux Falls Convention Center, 7:45am – 5:00pm.
<http://www.sdpilots.com/Events.asp>

March 12-15 **Fabric Covering Workshop**,

Location: Lake Area Technical Institute Aviation Maintenance Program at the Watertown Airport (ATY) **Details:**

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

American Airlines DC-4 on Oct. 8, 1947 at El Paso, TX:

As a prank, a captain riding in the jump seat engaged the gust lock in flight. The command pilot, not knowing the gust lock had been engaged, rolled the elevator trim tab with no response. When the jump seat captain disengaged the gust lock, the aircraft went into a steep dive, executed part of an outside roll and become inverted. Neither the command nor jump seat captain had seat belts on and they accidentally feathered No. 1, 2 and 4 engines when they hit the controls with their heads. No one realized it at the time but the feathering reduced power and allowed the co-pilot, who was strapped in, to pull out of the dive 350 feet from the ground.

Submitted by Al Neal

A response from Dick Rutan . . on the AIRBUS Air France Crash

Submitted by Al Neal

Two things :

1. The Airbus computer system mathematical algorithm is designed by a bunch of computer nerds who have no understanding of aviation. (that comment is kind.)
2. The copilots were not even ' actual ' pilots . . but from the ' same World ' as the computer nerds that designed that flight system. I'll call them "computer nerd pilots" who should not be allowed to operate a wheelbarrow.

This is worse than I thought....the pitot tube ice over was just temporary . . most of time, all indications were normal. And what idiot would design a plane where the right seat pilot had no indication of what the left seat pilot was doing with that stick ?

OH yes . . . those nerds at Airbus.

To say that this was " Pilot Error "..... lacks understanding of the ramifications of this gargantuan f**k up, starting with nerds that designed this (AIRBUS) travesty and the " aircrews " that operate it. And to think someone has allowed them (AIRBUS) to put into operation a plane that can carry 400 naive souls. OMG for the sake of aviation in this centuryWHY has no one put a stop to this insanity .

Dick Rutan is an actual pilot.

Chapter 39's thought & prayers to:

Howard Larsen's wife Gina, who has been in the Clarkson Nursing Home, but was hoping to go home soon. Dennis Johnson's wife Donna, who recently had surgery at Mayo Clinic.

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..... \$2388.88

Income

dues x 15 (2012).....240.00
Christmas dinner.....994.00

Expenses

Sauder (cards).....66.00
Copy Country (printing).....23.07
Sauder (gifts).....97.18
Elks Club Dinner..... 931.86
EAA insurance.....390.00

Balance on hand \$2059.82

A SAFETY NOTE

By Jerry Densmore

Why Look

Remember when you first started flight lessons and the instructor took you around on the preflight. Look at this, check that, drain these, wiggle those, all to determine the health of the aerospace machine to ensure the health of the occupants. We followed the checklist to make sure everything was good to go. But, what has happened since the checkride. The longer it's been increases the probability that the inspection is not nearly as intense.

You might say "I'm the only one who flies the aircraft so I know what the condition is, I flew it last." Or "I check the fluids and ensure the tires are round in the proper direction." How about "I preflight once a year, the first flight after the annual inspection." However you rationalize it, if something happens and you didn't do a good preflight, you will surely be sorry. A preflight doesn't need to take long to be thorough so let's take a walk around our Avid Fliver.

I like to start at the front. Check the spinner for security, the prop for nicks and a shake for security and a check for hub leaks if it is a controllable pitch prop. Look at the alternator belt, down to the air filter then the nose gear (for tricycle gear) for security of hardware, leaks, and the tire is round. Check engine fluids and make sure no wild life has taken up residence in the cowl. On to the left wing, check the fuel, leading edge, pitot tube, wing tip for damage. Next check aileron hinge points, control rod security, balance weight attachment, flap security (if applicable), main gear for leaks and the tire is up. Drain the sump and if there is no water, empty it back into the tank. Check the fuselage for any visible damage, check the left horizontal for security, elevator attachment points, rudder security, cable attachments (if exposed), and tailwheel security for conventional gear aircraft. The tail tie down should be checked as it is susceptible to runway rash on tri gear aircraft. Now go up the right side of the aircraft inspecting the same items as on the left. When you have a good routine you can probably preflight quicker than it took me to write this.

If it will be a night flight it would be prudent to inspect the lights. During the winter check surfaces for frost and snow, their presence has been proven to be detrimental to flight. Check the flight controls for ice if the temperatures have been up and down.

A few years back, I was taking a check ride. We had flown an hour south of St Louis Missouri to a little airport where the examiner was. After the oral we went to the ramp to fly. I told the examiner I was going to do an abbreviated preflight as this would be a continuation flight. The tires were still round the struts weren't flat and there were no puddles of fluid under the aircraft, we were good to go. I fired up the engines and explained that I preferred to hold the brakes, bring up engine power a bit and then release the brakes. If the aircraft rolls after brake release then they work and my passengers don't feel like bobble heads. The examiner said fine, so I brought the power up a little, released the brakes and nothing happened. What the check the parking brake and it's released so a little more power. The third power advance brought results as I now had enough thrust to get over the chock I forgot to remove. What a way to start a check ride. We get so used to seeing things that sometimes we don't see them anymore. Things can and do fall off in flight and the whole purpose of the preflight is to catch those items before flight before something happens. Take some time to review your preflight routine and make sure you will be committing aviation safely.

LOW FLIGHT

(with apologies to John Gillespie McGee, Jr.)

Oh I've slipped through swirling clouds of dust
A few feet from the dirt,
I've flown the my craft low enough
To make my sphincter hurt.

I've searched the hills and valleys
With a passion that wouldn't quit;
Turned and scraped the treetops
So scared I threw a fit.

I've chased the frightened sheep along
Disturbing both ram and ewe,
And done a hundred other things
That most would not ever do.

I've scared the tiny sparrow, bluebird,
Robin, and all the rest.
I've buzzed baby eagles,
And blew them from their nest.

I've flown till the onset of darkness,
Just I, myself, and me.
And landed in total terror of rocks
I could not see.

I've turned my eyes toward heaven
As I sweated through the flight.
Put out my trembling hand and touched,
To check the wires still tight!

Author Unknown

Modified by Darrel W Sauder

Darrel says, "After reading last month's "High Flight", I couldn't resist submitting this rendition from an ultralight perspective. I came across the original version while I was in the Air Force. It was written by a B-52 pilot (I assume after numerous low level routes). I took the liberty of modifying many of the phrases to help fit ultralight flying. Hope you are amused and not offended."

WHERE IN THE WORLD...?

Grand Strand Airport in Myrtle Beach, S.C.