

*Circa 1928-1929:*

## Oldest Boeing Airliner in Flying Condition

The four passengers are in two closed cabins, and the lone pilot is in an open cockpit -- maybe so the air will make him stay awake!



The airplane is in Spokane, WA and is the oldest airworthy Boeing in the World. After eight years of repair and rebuilding and 8,000 hours of toil the Boeing 40C rolled out last winter as a finished airplane. They had to wait a few weeks for the snow to melt to fly this baby. They received their Standard Airworthiness Certificate from the FAA and completed the engine pre-oil and fuel flow tests for the first of the taxi tests.



### Facts for the Boeing 40 project:

- The airplane weighs 4,080 lbs empty and has a gross weight of 6,075 lbs.
- It is 34 feet long and 13 feet tall with a wingspan of over 44 feet.
- Wing loading is 10 lbs per sq ft and power loading is 10 lbs per HP.
- The wings have 33,000 individual parts in them.
- It should cruise at 115 mph using 28 GPH and 32 GPH at 120 mph.
- It carries 120 gallons of fuel in three tanks.

- It should cruise at 115 mph using 28 GPH and 32 GPH at 120 mph.
- Over 221 gallons of dope/reducer and 120 yards of 102 ceconite fabric; twelve gallons of polyurethane paint for the sheet metal; and three-hundred-and-fifty 2" brushes were used to apply six gallons of West Systems epoxy.
- One-hundred-eighty-one rolls of paper towels were needed for cleanup.



- There were a total of 62 volunteers who worked on the project to some degree. Twenty-one of the volunteers did a significant amount of the work and nine of the volunteers worked continuously during the eight-year project.

*Submitted by Chuck Childs*



# The Prez Sez...

*by Darrel Sauder*

OK..now what? You have successfully elected the lot of us as your “new officers.” Where do you want us to go from here? We have been at our present posts for two years. What we need to know from you is what direction you want your chapter to fly. Sooo...we need your inputs.

You all know the basic pattern for the last two years: someone speaking or demonstrating an aviation related topic at our meetings, Christmas party in January, burger burns when spring finally arrives, fly ins throughout late spring, summer, and fall (weather permitting). A monthly newsletter and web page faithfully posted. If you like the way we are doing things, we need to know that. If you do not, or if you have some suggestions we need to know that too. How do you do that? Seems there is this old fashioned, almost dead, thing called communication. Here's how that is supposed to work....you have a thought...you want to tell someone...you do! Wow! What a novel idea. Here's how you can tell us...telephone, email, text. speak. Our phone numbers are posted on the chapters web site and newsletter. Just in case here are phone numbers and emails:

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Vice: Dan Benkert [605 431 6060](tel:6054316060) [dusterdan2000@yahoo.com](mailto:dusterdan2000@yahoo.com)

Sec: Gary Schroeder [605 381 3492](tel:6053813492) [gandtschroeder@hotmail.com](mailto:gandtschroeder@hotmail.com)

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I see it like this: our chapter can be a hanger queen, a barely-able- to-keep-airborne machine, or a well maintained, proud to be a part of a well and cared for chapter by a group of proficient participants. Again, we need your inputs. If you remain silent, we maintain straight and level or descend. Your inputs can help us gain altitude and attitude.

I am sure you are all looking forward to spring as much as I am. Wonder if we remember how to fly?

Don't forget to floss.

## 2014 Chapter Dues

If you have not yet paid your \$20 chapter dues for 2014, please mail to Milo Schindler at 3711 Dawn Lane, Rapid City 57703. If you're not sure if you've paid, call Milo at 381-1600 or 393-0030.

**'If the enemy is in range, so are you.'**

**- Infantry Journal-**

**'It is generally inadvisable to eject directly over the area you just bombed.'**

**- US.Air Force Manual –**

**'Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.'**

**- General MacArthur -**

## Congratulations, Aspen!



*Aspen Eatherton, seen here in the Kitfox she and her dad Jason are building, won the scholarship from our area to attend the EAA Air Academy in Oshkosh this summer. The scholarship was donated by the Hayward Air Rally. The rally planes should be*

*at RAP July 25<sup>th</sup> and departing the next day, arriving at AirVenture on the 27<sup>th</sup>.*

### Next Meeting:

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

### 6:30 Hangar Talk

Treats provided by Al & Molly

### 7:00 Meeting

**Program:** Norma Kraemer will teach us how to fly a zeppelin.



## Homebuilt-aircraft tax credit passes in SD

February 20, 2014

By Dan Namowitz

The South Dakota Legislature has passed and forwarded to Gov. Dennis Daugaard for signing a bill providing relief from double taxation for aircraft homebuilders.

[Senate Bill 80](#), which was introduced in January, provides a tax credit for sales and/or use taxes assessed on a homebuilt aircraft's individual components, once the original aircraft registration fee is paid. Following Senate approval, the measure won unanimous passage in the state House of Representatives on Feb. 12.

AOPA actively [advocated](#) for the bill on behalf of more than 1,400 AOPA members in South Dakota. The association pointed out in a letter that numerous homebuilt aircraft are subject to double taxation as a result of taxation of components, placing at risk the vibrancy of the aircraft homebuilding industry in South Dakota.

The newly passed measure represents a major step toward creating a fair and equitable tax structure for the state's general aviation pilots, whose activity generates \$300 million to the state economy, said Bryan Budds, AOPA Great Lakes regional manager, in the [letter to state Sen. Ernie Otten](#) (R-District 6), chair of the Taxation Committee, during review of the bill. AOPA expressed its appreciation to Chief Sponsor Sen, Bob Ewing (R-Dist. 31) and the committee chairmen for taking quick action on Senate Bill 80.

## Chapter 39

### Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
Treasurer	Milo Schindler

### Volunteers

Newsletter & Web Manager	Molly Benkert
Young Eagles	Jerry Petersen
	Brenda Nolan
Safety Officer	Jerry Densmore

**Tech Advisor** Randy Daughenbaugh



### March Birthday:

Al N.—18<sup>th</sup>

## TREASURER'S REPORT

by Milo Schindler

Balance on hand.....\$870.50



# Secretary's Minutes

By Marty Larspn

- The meeting was called to order at 7:00 by Dan Benkert.
- Marty Larson was appointed temporary secretary. (Ed note: Marty's underlined that.)
- Minutes approved as read.
- Treasury report by Milo Schindler.
- Aspen Eatherton received the Hayward Rally scholarship to attend the Air Academy at Oshkosh. Congratulations!
- New members: Ken McGirr and Matt Martin. Aspen Eatherton was a guest.
- March treats--Al Neal and Molly Benkert. April treats—Bruce Bowen and Jason Eatherton.

## Old Business

- Need more members to bring in "me & my plane" pictures to hang on the wall. Pictures need to be 8 x 10; frames provided.

## New Business

- Discussed ideas for meeting programs. Possibilities include talks on drones, Spooky gunships. B-1.
- Kathy Brandiger donated Richard's tapes to the chapter.
- Craig Goodrich invited us to the G-1000 training on March 22<sup>nd</sup> and 23<sup>rd</sup>.
- Elections were held. There are no changes except for the Young Eagle coordinators. They will be Brenda Nolan and Jerry Petersen.

## Program

Jerry Densmore talked about aircraft maintenance and took questions and comments from those in attendance.



Hangar Talk



The meeting is about to start.



Jerry talks about aircraft maintenance.

# Member Profile

*By Patrick Ely*

An Indiana country boy, my first interaction with aviation was flying with my family on a vacation to California. We flew from KIND to KSFO aboard an ATA 727-200, back in the days when children were still permitted to visit the cockpit during the flight. Sadly, those days are now gone and my children will never have such an opportunity in this country. Touched by the opportunity, I became a flight simulator buff equipped with a 486 PC, joystick and a copy of Falcon 3d.

On September 11, 2001, the world became a less certain place while my interests focused. One of the news stories in the days following the attack was that the terrorists used Microsoft Flight Simulator (FS) 2000 as a training platform to perfect their routine. Copies of the software were cut from merchants shelves as a hysterical population pointed to flight simulator enthusiasts as potential terrorists-in-training. Of course, September 11<sup>th</sup> was a great loss to our country, but something about the event actually inspired my pursuits in aviation. I acknowledge this in the full probability that all of you will think twice before joining me for a flight.

A newly bought copy of FS 2000 in hand, I entered into the realm of the virtual airlines. Flying initially for Cresent Airways, I proudly wore the title of “President of Operations” at the young age of 14. We were known as the misspelled airline with service extending from Juneau, AK to the Pacific Northwest.

Once one begins the dive into virtual aviation at such a ripe age, it can only get worse. By 16, I was flying for Air Canadian Airlines on the VATSIM network simulating not just real world Air Canada routes, but also interacting with other 16 year-old-wanna-be air traffic controllers. Needless to say, my real world friendships were stressed while I didn’t understand why my peers couldn’t shoot the Macey 2 Arrival into KATL or discuss the later adaptation of RNAV operations. Such makes for unusual conversation to that age group.

During the social isolation of my junior year of high school, I moved to Kinmundy, IL where I got a job as a butchers’ apprentice for a family owned small town grocery store. My boss, Rick Robinson, a private pilot and fellow aviation buff, became my inspiration and encouraged me to take the plunge into real world aviation. I soon joined the Salem, IL Flying Club and became part owner of a Cessna 150 – a cheap source of introductory lessons.

Initial concerns about my ability to get a medical prompted my interest in the newly formed Sport Pilot category. I soon made contact with Tom Baker – FBO at the Olney, IL airport. Tom offered sport pilot lessons in a new Flight Design CTLS aircraft at a good price. While the drive was a bit far from Kinmundy, the aviation bug bit hard and made me do it.

As I’ve told my wife, Laura, learning to fly was both one of the most rewarding and most challenging things I’ve ever done in my life. On some lessons, I’d feel it all coming together and I’d leave feeling on top of the world. The very next time, I’d fowl up the entire flight and earn enough barking from my instructor to leave with my tail between my legs. Pressured by a strict deadline with plans to attend the School of Mines for my BS in the Atmospheric Sciences, I passed my check ride just in time to load up the car and move 1,000 miles away.

Meeting my wife in university, we were married on November 11, 2011 (11/11/11 @ 11:11 for those paying attention at home). Of course, one of the necessary pre-conditions of our marriage was that she would have to tolerate my love of airplanes and virtual aviation hobbies. To those unbeknownst to what this means, imagine your husband abandoning cuddle time to go land a 777 in London that took off some 8 hours before. Some may marvel how I found such an accommodating woman, but no road is without two lanes... I have learned to embrace her British cultured television choices and paleontological decor. Those entering our home will either think I married a paleontologist or a witch doctor.

Over the years of relationship, my interests in aviation also became hers. Last February 2013, we attended a Zenith rudder workshop in Mexico, MO and began building a Zenith Zodiac CH 650B. While having completed the rudder together and learned much about metal working, we placed an order for the horizontal stabilizer. Taking a job in Alaska, most would see the end to the project. Refusing to give in, I shipped the horizontal stabilizer kit still in its unopened crate to Alaska to be completed. However, losing my federally supported research position in Alaska to government sequestration, I needed to move back to South Dakota on short notice last August. On that move, the shipping company destroyed the kit and only recently settled the claim.

My wife and I have been developing a property north of Box Elder with plans to finish the aircraft in a properly-sized garage. While I haven't yet been able to convince her that we need a private 4000' paved runway with a fully functional ILS, she has been unbelievably supportive of the entire project. Through her participation in the project, she too has refined her aviation interests and started flying lessons last summer with Marty Larson, before suffering a back injury and getting busy with the final semesters of her graduate degree in Paleontology.

As one of the youngest Zodiac builders, I look forward to getting to know all of you more and draw from your building experience as I dig deeper into my own project. This summer, I'm looking forward to baptizing my wife to the Oshkosh experience – after all, she already dragged me to the North American Paleontological Conference this spring.







### Volksplane

It uses regular gas and can land on any two-lane road.

*Submitted by Grove*



On 13th June 1992 flamboyant Russian test-pilot Anatoly Kvotchur in his Sukhoi Su-27P "Flanker" arrived at the Air Tattoo International at RAF Boscombe Down in company with his T-134A "Crusty" support aircraft. He maintained formation as the Tupolev completed the let down and landed and stayed in position until the transport engaged reverse thrust.

*Submitted by AI*



**Piper Cub:** Sometimes, the difference between ground and aircraft is quite literally... inches. A Piper Cub comes as close as possible to a wing strike without damage.



**South African Air Force Harvard trainer:** A South African Air Force Harvard trainer rips up a beach on the Atlantic coast near Saldanha Bay with its propeller tips no more than three feet from the sandy surface. A group of Army officer candidates walking up the beach are just now realizing that their lives are in jeopardy. In the far distance you can just make out three other Harvards.