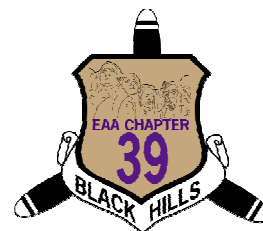




Volume 15 Issue 6
June 2012

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

FLYBOY NEWS



More pix on our website: <http://39.eaachapter.org>

"To most people, the sky is the limit. To those who love aviation, the sky is home."
— anon.



THE PREZ SEZ...

by Darrel Sauder

We had a very good turnout at our last meeting. Milo did his usual outstanding job at "burger burning" and people were generous with side dishes and desserts.

Charlie Summer's rendition of his experiences as a F-100 Forward Air Controller in Viet Nam held us spellbound. It is a rare opportunity when you can get a first hand, "on the scene" description, complete with radio calls and rescues, of what goes on in a war zone. Reminded me of a 1950's television series, "You Are There" narrated by Walter Cronkite (one of my life's heroes - he also narrated all of the "Air Power" series).

The Ellsworth AFB museum open house on May 19 was a little disappointing as far as turnout numbers (about half of last year's). However, the people that came by our well set up table (complete with our banner hanging from a homebuilt overhead) became well-informed about EAA and our Chapter. Set up crew included Milo Schindler, Rick Belsaas (set up projector and screen with video of Oshkosh), Marty Larson and myself. Following shifts included Brad Docken, Jerry Peterson, Rick Belsaas, and Dan and Molly Benkert. Unfortunately, Vern's tri-wing homebuilt didn't make it. Vern had health issue appointments, so Norma had to cancel the tri-wing idea. However, the tri-plane was hung at the Rapid City Regional Airport on May 24th. Shawn Gab donated the use of his trailer to transport it from Nemo to the airport. About a dozen chapter members helped Norma assemble it and get it hung. Norma took Vern to the airport the next day to see the display—and it got his "smile of approval."

Don't miss participating in our next Young Eagles event June 2 (alternate June 9). Sharon and my annual Hanger Fly In Breakfast at the Sturgis Airport will be on June 9 (in case of Young Eagles conflict, will reschedule).

Our next meeting is on June 12, complete with burger burn and sage words about flying safety wisdom from Dan Benkert. Dan tells me he would like to point out some safety concerns he has observed over the years, including many he has witnessed out his back door watching flying activities at Rapid City Regional.

We need participation, ideas, and what you'd like to see happening with our chapter, particularly at our meetings and events. I am sure every one of you have some ideas and someone that you think could come up with an interesting meeting topic. This chapter will only stay active as long as we are interested in participating as active members and not just observers. Let the chapter officers know of your ideas and they can keep the propeller turning.

Meanwhile, in between all the time you are spending in deep thought about our chapter...Get Out There And Fly!

Don't forget to floss.



Our banner hangs proudly at the Air & Space Museum Open House.



June Birthday:
Vern K.—1st

Happy 95th, Vern!

WHERE IN SD?



The first one to email me (teachmolly@gmail.com) with the correct answer will get a raffle ticket for a free ride at the June meeting. (Norma won last month's contest.)

Next Meeting:

Tuesday, June 12
at Chapter 39 Clubhouse

6:00 Burger Burn

Bring a side dish, dessert, or munchies

7:00 Meeting

Dan Benkert will discuss some safety concerns he has observed.



Upcoming Events

June 2 **Young Eagles**, RC Regional Airport 9-12

Starting June 2 **Weekly Burger Burn** Hot Springs Airport 11:30-1

June 9 **Sauder's Fly in Breakfast**, Sturgis Airport 7:30-12

June 10 **De Smet Annual Fly-in** De Smet, SD 11-3

More events can be found on our webpage.



Milo's grandkids' pedal plane was a big hit!

Chapter 39

Officers

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

Volunteers

Newsletter & 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..... \$2818.50

Income

Dues.....	30.00
Burger burn.....	86.00
Raffle.....	32.00
Check from SPF (Berke).....	719.22

Expenses

Secretary of State.....	10.00
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Balance on hand \$2956.50

SECRETARY'S MINUTES

Forrest Foster

- ◆ Meeting was held at the clubhouse 5/8/2012
- ◆ President Darrel called the meeting to order at 7:15 PM and welcomed everybody.
- ◆ We held our monthly drawing for a plane ride. Newest member Olan Rom was the lucky winner.
- ◆ Old business to cover:
 - New chapter banner was revealed
 - Club house cleanup has been moved to sometime in June.
- ◆ New Business:
 - Vern's plane to be moved to Ellsworth Museum for the Open House
 - Moved by Milo, Seconded by Brad, Motion carried
 - Volunteers Brad, Norma, Milo, Ron, & Jerry
 - Anyone wanting any of the pictures in the club house may have them, but first check with Scott to make sure it is ok. We would like to have pictures of members and their airplanes to put up.
- ◆ Treasurers Report \$2,814.49
- ◆ Update: Vern is not doing well. We are all wishing him well. Anyone wishing to stop by and see him please do. Contact Norma or Milo for Info.
- ◆ Young Eagles scheduled for June 2nd with alternate of the 9th.
- ◆ Discussed adding a "Blast from the Past" section in the News letter.
 - Molly will look into incorporating this into the News letter.
- ◆ Meeting adjourned
- ◆ Charlie Summers gave a great presentation about his experiences as a Misty pilot in Vietnam.



Charlie Summers holds Bury Us Upside Down, the book about the MISTYs.



Rick & Jerry hard at work at the Open House.

MEMBER PROFILE

Grove Rathbun



My first airplane was an open-cockpit, all-metal monoplane, which served me well. A few years later I took flying lesson at the Newell, SD, airport from Allen C. McDonald who has since been elected to the SD Aviation Hall of Fame. So I had a good start. It was in 1947 and the cost of flying a J-3 Cub was \$3/hr, wet. With the instructor it was \$6/hr. I had a cache of \$100 and this got me about 13 hours dual and 9 hours of solo time.

From then on I flew when I had money in my pocket and it wasn't until 1951 that I got my private license. By 1954 I had 100 hours total time and heard that the Air National Guard was looking for wannabe pilots and would send them through the Air Force Pilot Training program if they enlisted in ANG. I was in northern Minnesota near Duluth, which had an ANG unit. I decided this was an opportunity that I couldn't pass up; besides, I was going to be drafted.

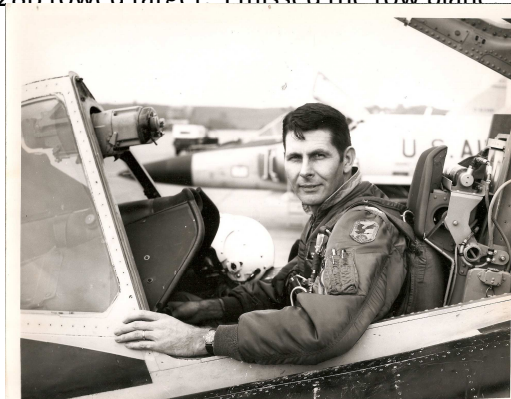
The Air Force training went from March, 1954 to November, 1955. The Duluth ANG unit was the 179th Fighter Interceptor Squadron flying F-51 Mustangs. So, I automatically went through the single-engine training program. However, while I was in training they transitioned into the Lockheed F-94A/B, an all-weather jet interceptor. It was basically a T-33 with a radar nose and an afterburner. It fired 50 caliber machine-guns. No rockets or guided missiles.

During the next few years we transitioned into the F-94C, which did fire rockets. Later yet we got the Northrop F-89J which fired an unguided missile, the Genie. The Genie had an atomic warhead so it didn't need to be guided. It was like a hand grenade; close was good enough.

I was working for the United States Steel Corp. as a mining engineer, which was a sideline to my ANG participation, at least that's the way USS saw it. In 1965 USS transferred me to Pittsburgh, PA and I was able to transfer to the PA ANG. The unit I joined was the 146th FIS flying the Convair F-102A. The F-102A was a single-seat interceptor, so I had to learn how to run the radar and fly the aircraft. The F-102A was easy to fly, but the radar took a little longer. Its armament was a mixed load of radar-guided and heat-seeking missiles.

In 1974 the 146th FIS was nominated to participate in the William Tell Weapons Meet at Tyndall AFB in Florida. We were competing against other ANG units and units from the active duty Air Force. While we didn't win the meet I did shoot down one drone and one TDU-28R towed target. I missed the tow plane.

William Tell was the last hurrah for the Air Defense Command, but from 1960 to 1975 the ANG provided the bulk of the fighter interceptor air defense for the US. While I worked days for USS, I could "pull" alert shifts at night and on weekends. In that 15 years I accumulated about five years of active duty one-day at a time.



In the spring of 1975 we transferred to the Tactical Air Command and transitioned into the LTV A-7D fighter-bomber. It was more bomber than fighter, although it was a single-seat, single-engine aircraft. This was an all together different mission. Instead of just jumping into an aircraft and “scrambling” to intercept an unknown target, we now had to plan our missions. We were now on the offense and had to have target information, in and egress routes, knowledge of known defenses, types and location, selection of armament and of course weather conditions. While this planning was often tedious the mission itself was an experience to fly.

In 1977 the squadron deployed for two weeks to Ingolstadt, Germany so we could be familiar working with other than USAF forward air controllers (FAC). If there had been a need for us in Europe, there were not enough USAF FACs to handle all the aircraft that could be deployed so a lot of USAF aircraft would be working with German and other NATO FACs.

In 1979 we participated in a two week Red Flag exercise at Nellis AFB. Red Flag is one of the most realistic training exercises that the USAF has developed. Studies have shown that if you can survive your first ten combat missions that your future survival rate makes a quantum improvement. Red Flag is designed to provide those first ten missions.

I retired in 1981 from the PA ANG with the rank of Colonel, the aeronautical rating of Command Pilot and 27 years of service in the USAF & ANG. It was now time to get back to basics. Since 1981 I have been flying general aviation aircraft, mostly Cessna. I bought a Cessna 182J in 1994 and it is hangared here in Rapid City. I use it for my own pleasure, giving sight seeing tours of the area, cross-country flights with my wife, and to organizational meetings. I have belonged to the SD Pilots Association since 1994 and have held several offices. I received The Wright Brothers “Master Pilot” Award in 2005 from the FAA.

I did get married and we raised three sons, only one of whom took up flying. He flies hang-gliders and soaring planes. Two are engineers and one a gun-smith.

I am not an aircraft builder, but have been a member of EAA since 1996, to Oshkosh three times and was active in the introduction of the launch site for the AirVenture Cup Race from Mitchell, SD to Oshkosh, WI in 2008. And, I love a good Burger Burn, thanks Milo.



TWO ELLIPSES MEET IN IDAHO

By Scott Christensen

The Ellipse that Al Neal sold to Mike Hauger in Grangeville, ID has been flying since spring of 2011. Nancy and I flew to Stevensville, MT on Tuesday to visit her son's family including the most recent sixth grandchild. Our flight was via a southerly route over Yellowstone Park. The Park was not as exciting from the air as I imagined and there weren't any emergency landing areas, anywhere! There was still snow and ice on the lakes and no activity we could see from the air. As we approached the Beaverhead Mts. the scenery improved as we flew north along the MT/ID state line to our destination. On Wednesday I flew to the Grangeville airport to see the second Ellipse kit completed in the US. (The original Ellipse is now in France but still registered to Dean Wilson???) Mike has done an exceptional job on his Ellipse and has given me some ideas for improving my Ellipse. After lunch Mike let me fly his Ellipse. The ten minute flight was fun but stressful because I hoped his airplane landed like mine. Grangeville is the home to all Ellipse kits. I went to the original manufacturing hanger and saw literally hundreds of jigs for nearly every part of the airplane. I saw completed tail surfaces, a fuselage, a left wing, wing struts, seat frames, engine mount, and other misc. parts. These parts could be parts of serial #2 Ellipse which thus far we had no information or that it even existed. Sadly, these parts will end up disappearing some day as the current owner has no prospective buyers for these jigs and parts. It would take a miracle for anyone to bring the Ellipse kit back to life after 14 years. Dean Wilson, the designer of the Ellipse, Avid Flyer line (and other unique aircraft) lives in Clarkston, OR. He was very helpful to Mike during the project and will be proud to know that both kits he sold have been completed and successfully flying. Mike is now taking flying lessons in both his Ellipse and a Cessna 150. Mike is an exceptional craftsman and makes a living as a farmer in the Grangeville area. He showed me some antique cars he restored to better-than-new condition and many projects around the farm that were overwhelming to me. Lots of pictures were taken of both Ellipses and on Thursday morning we went flying together for some air-to-air photography. We got to see each others' plane flying and took several good pictures suitable for publication. Grangeville offered a very picturesque background and after 15 minutes of formation flying, we returned to the airport. Later that day I returned to Stevensville airport south of Missoula, MT. The hour flight over the Idaho backcountry was beautiful but there was no place to go if anything were to go wrong. On Friday I visited the Mountain Flying museum at the Missoula airport and was very impressed with the flying history of Montana and Idaho regarding the hardships of weather and



The history of the smoker jumpers was very interesting. Flying accidents in the backcountry were many in olden times and rescue attempts heroic. This museum was worth seeing again, but it is open only in the summer. On Saturday Nancy and I departed for an uneventful flight to Rapid City. The usual winds met us at the RAP airport, but I expected as much. It's always good to be safely home again.



Words of Wisdom From Aviators:

Flying is a hard way to earn an easy living.

Both optimists and pessimists contribute to society. The optimist invents the airplane, the pessimist, the parachute.

If helicopters are so safe, how come there are no vintage helicopter fly-ins?

The fear of death is just nature's way of telling you to watch your airspeed.

Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two.

There are only three things the copilot should ever say:

- 1. Nice landing, Sir.**
- 2. I'll buy the first round.**
- 3. I'll take the fat one.**

As a pilot, only two bad things can happen to you and one of them will.

- a. One day you will walk out to the aircraft knowing that it is your last flight.**
- b. One day you will walk out to the aircraft not knowing that it is your last flight.**

submitted by AI

A BLAST FROM THE PAST

by Norma Kraemer

In the 1960's EAA's flagship publication Sport Aviation had a monthly column called: "Chatting with the Chapters" written by Leo J. Kohn, EAA 4. Chapters from around the world would send in reports on member's activities that he would report. The following excerpt from the March 1964 issue is the first report from Black Hills Chapter 39. The format for the articles was the address of the reporter, in this case Vern Kraemer who lived in town at the time on Circle Drive, and then the report. In this and all subsequent reports, Mr. Kohn calls Vern "Larry." As far as Vern can remember, it is the only time someone called him Larry. Since the chapter received its charter in 1963 from EAA, it is apparent that the new membership enthusiastically embraced building planes. Of the members in the article, three are still members of the chapter, Vern Kraemer, Ken Post, and Wayne McAfee. Vern still gets Christmas cards from Dave Kerzie, who now flies his own RV-8 from California, where he worked as a test pilot for Lockheed before retiring. Vern has lost contact or they have 'gone west' with the others mentioned.

Next to the Chapter 39 report is an interesting Aircraft Spruce Advertisement. Love those old prices!

• BLACK HILLS, S.D. CHAPTER 39

Luverne A. Kraemer
4322 Circle Dr.
Rapid City, S.D.

In the shadow of Dinosaur Park, Larry Kraemer has his modified Stits "Playboy" in final assembly, and demonstrated for the members some of the problems encountered in the fabrication of the single - piece fiberglass cowling for his ship. Dave Kerzie has his "Playboy" about two thirds completed now.

Jack Tyrell is making good progress on his Stolp-Adams "Starduster", and Wayne McAfee is beginning to show results in building his "Miniplane."

Ken Post, while not too far along, is showing some excellent workmanship on the parts for his "Little Toot." Glen Anderson is nearing the half-way mark with his EAA "Biplane", and the members had an opportunity to examine it at one of their regular meetings.

Merwyn Moore is putting his Bensen "Gyro-Copter" together, and expects to get it airborne by summer, and Frank Almeter is starting to re-cover his Aerona "Chief."

KITS FOR HOMEBUILTS

EAA BIPLANE	\$99.25
MINIPLANE	79.16
TAILWIND	67.30

Kits include finished wing and aileron spars. (No beveling, tapering, or drilling). Material for stringers, ribs, etc. All spruce is certified aircraft grade. Write for list showing what each kit includes. Prices are FOB, Washington.

CERTIFIED SPARS

EAA BIPLANE	\$74.50
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