



Pioneer Museum of Flight

By Dan Benkert

I recently had a three night layover in San Antonio which gave me the opportunity to visit old friends and make some new ones. First goal was to spend some time at the Pioneer Museum of Flight at Old Kingsbury, Texas. It is mostly a WW1 vintage museum/business for building, restoring, and flying the likes of a Fokker Tri-plane, a Fokker DR7, a Canuck which is basically a Canadian Jenny, and other WW1 warplanes. I went out there on Saturday morning not knowing it was a volunteer work day for the members. About 20 plus people were working on and test flying airplanes/engines and re-erecting a donated vintage steel hangar from the 1920s that originally stood at a nearby Army flying field. Roger, the airdrome owner gave me a personal tour of the aircraft hangars and the vintage auto shop filled with Model Ts, Model As, etc. which also had a motorcycle collection of early Harley's, Triumphs, Indians.. I was invited to join them for lunch and the inevitable hangar flying stories. After lunch I observed progress on the nearly complete (except for covering) SE5 project and then observed the troubleshooting of a magneto in the effort to get the Canuck airborne again. I left for the day to visit friends nearby.

I returned to a much quieter museum Sunday after lunch. Roger, myself and one other mechanic visited, sat around and talked about vintage aircraft restorations for about 4 hours. Roger got his start at the Paul Mantz and Frank Talman Museum in California many years ago. He took us to various projects to see and demo the use of tools necessary for the wood and metal work they do. They often have to design and build the specialty tools themselves. I felt like I was sitting in on a graduate level course in vintage airplane maintenance. The wing ribs, fittings, and other parts are laser cut to extreme accuracy on their CNC machine which has about a 6 foot by 8 foot table. When cutting wood they blow nitrogen to prevent burning. When cutting up to 1/4in steel, they blow oxygen to increase the heat. Also saw a collection of trinkets they manufacture and sell to maximize use of the machine. Taking in all the info I was getting was kind of like trying to drink water from a fire hose, so I will obviously need to return in the future.

I did go back on Monday morning after hitting the ATM to give them a donation. Then I got another surprise. Roger asked if I needed any tools. It seems as though they get all kinds of donated tools, some functional and many others easily repairable. He went thru drawers of hand tools, then showed me a large box of old air tools. I was told to take any or all, as he was going to throw out the rest. I was restricted by weight and volume for the flight home but still managed to box up about 50lbs of air tools and two 1/4 drive Snap On torque wrenches. All in all, it was one of those special trips not to be forgotten.



Canuck



Fokker Tri-plane



Thomas-Morse Scout



Bleriot



Indian motorcycle



Model T truck

For more on the Pioneer Museum of Flight, [click here](#).

Our sincerest sympathy to Gary Telkamp and his family on the passing of Gary's father on Sunday, February 27.



John's Jabberings...

By John Glasford

If you missed the February meeting Bill Eldridge gave a great presentation on his experiences flying the B2. What an aircraft--or should we say computers with wings?!

There hasn't been too much going on this past month. The weather has been on and off for flying and I've been trying to keep my students in the air as much as possible. I'm hoping everyone takes advantage of every decent day to fly. It's either been low ceilings and calm or clear and winds at 40 knots (sometimes higher)!

This month I want to keep driving towards getting a project setup for the chapter to work on. We will discuss it at the meeting and start using the vast talent and knowledge base we have in the chapter.

We will also be discussing the IMC Club headed by Rick Belsaas. This will be a great opportunity to improve your flying skills whether you are a VFR or IFR pilot.

I need input on ideas and speakers for the meetings. Otherwise I'm going to start talking about gardening and how to can vegetables!! Let's see how much feedback I get on this. Is anyone reading this?

At our March meeting Dan Benkert will speak about his adventure in bringing home his new (old) tri-champ.

Hope to see everyone at the meeting.

Now you *know* that general aviation has fallen on hard times! Sedona, Arizona, in front of airport restaurant

Submitted by Darrel



E6B Computer: Celebrating 75 Years Of Flight



A moment of honored silence for THE computer that never has batteries to run down, doesn't care if GPS goes down. This only works for Antique Aviators who realize the sun still rises in the East. The Purple path pilot would think the battery was dead.

Submitted by Al

Next Meeting:
Tuesday, March 8

at **Chapter 39 Clubhouse**

6:30 Hangar Talk
(No one volunteered to bring treats.)

7:00 Meeting

Program: Matt will give us a presentation about Foreflight on the Ipad.



Member Input Helps Simplify Youth Protection Policy. [Click here for more information.](#) This pertains to our Young Eagles program, so it's important to all of us.

ATC Privatization Legislation Update
[Click for more information.](#)

Have you paid your 2016 chapter dues?

If you haven't, checks should be made out to EAA Chapter 39 and mailed to Scott Christiansen at 13091 Mission Hill Loop, RC 57702



March Birthday:

Al Neal—18th

Chapter 39

Officers

President	John Glasford
Vice President	Mike Harmon
Secretary	Gary Schroeder
Treasurer	Scott Christiansen

Volunteers

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

Tech Advisor Jerry Densmore

TREASURER'S REPORT

By Scott Christiansen

Balance brought forward.....	\$2155.47
Income:	
Dues x 4.....	80.00
Expenses:	
Stamps & ink.....	93.81
Balance on hand.....	\$2141.66

February Minutes

By Gary Schroeder

- Meeting was held at the Club house
- John called the meeting to order at 7:00
- Minutes read and approved
- Treasurers report given, balance \$2155.47

Old Business

- The Christmas Party was a great success. Thanks to Milo and Betty
- The Ford Tri-Motor – No new info at this time.
- The brochure for the chapter was discussed and we still need to move forward to develop the idea more. Arie will work on this project.
- Bill Eldridge gave us an airport update:
 - The airport still has 4 hangers available.
 - The airport budget is in good shape.
 - They are starting the hanger inspections to establish an accurate list of the aircraft on the field for the FAA.
 - The airport is acquiring some new snow equipment.
 - The goose problem was discussed, with a little info about what is being done to mitigate the problem.
- Molly always needs articles for the newsletters.
- John requested new ideas for meeting programs and will set up a planning meeting, He will send out an email to let us know the time and place.

New Business

- Matt will give us a presentation about Foreflight on the iPad in March.
- Tim McDermott suggested Jim Dulin as a speaker. He talks about his back country flying and his book Contact flying.
- There was a suggestion to have a fly-in/camp under the wing at Custer State Park on Labor Day.
- There was discussion about the FAA privatizing ATC and possible problems with the change.

Program

Bill Eldridge told us about his experience flying the B2. Wouldn't this be everyone's idea of the ideal job? LOL

Meeting adjourned

This is a goose problem!



Member Profile

by Gary Telkamp

It all began when my Dad (who started flying when he was 14 years old) met my Mother (who later became a pilot) and they went on their first date in a brand new Luscombe 8A, which he purchased after returning from the service. I came along several years thereafter and have many fond memories of riding around in the back seat of a Stinson 108 Voyager, all by myself, lots of room and very comfortable for a young boy. Dad had a grass strip a mile outside of Armour, SD and also usually had a cross country airplane that he kept at the Wagner Airport. I spent many a day at the flying fields, hanging around airplanes, pilots and exercising the local jackrabbits with my 22 rifle. I was exposed to quite a variety of airplanes at an early age, there were (various models), Aeronca's (various models), Pacers, Tri-Pacers, Cessna's, Stearman's, Apaches, Cherokees, Bonanza's, Ag planes,



etc. that I had the opportunity to ride in and fly from time to time. I even had the opportunity to manipulate the controls from the right seat of a Ford Trimotor that was barnstorming and giving rides at the Wagner Airport. This all happened before I was 14 years old, so I had a fair amount of aviation exposure prior to soloing a Cessna 150 and an Aeronca Champ on the same day, while I was still in high school. My Dad would not let me drive the car until I soloed, so there was some motivation there! Following high school, I went away to college at SDSU, but would go back home during the weekends and aerial hunt fox and coyote, which supplemented my summer income of helping out with the agriculture spraying business. Following graduation from college, I bought a Taylorcraft BC12D, which I kept at Larchwood, Iowa and flew it rather extensively. I also had access to my Dads J3 and a Grumman AA1A, which was my cross country plane at the time. One of the stories that I like to tell is when I was going to go up to Minneapolis for the weekend and my Mom asked if I was going to drive or take the plane. I told her that I was planning on taking the plane and she said "oh, that is good; I always worry about you so much when you drive." One of the best flying airplanes that I have owned was my Bellanca 14-3-2, tail wheel, low wing plane with a 165hp Franklin engine. When people ask me which airplane do you like the best, the answer is the one that I am flying at the time. All of the flying is great and the stories get better each time I hear them, but the best part of flying is all of the great people and friends that I have made through the world of aviation. If it were not for aviation, I would not have met Brenda, also a pilot, at Oshkosh, where she was on loan from FAA Headquarters to work air traffic control. She is now the Young Eagles Co-Chairman for our local EAA Chapter. Looking forward to meeting new people and promoting aviation at every opportunity.



Labor Day Camping at the State Game Lodge Custer State Park and

Fly-in at Custer State Park Airport (3V0)

**** Book camping reservations now if you plan to camp at the State Game Lodge Campground****

EAA Chapter 39 will hold a Fly-in, camping cookout on Labor Day 2-5 September 2016 at Custer State Park Game Lodge Campground to close out the summer.

Fly-in: Details will be finalized as the Labor Day approaches for Custer State Park Airport (3V0). The airfield is approximately three miles from the Game Lodge campground. We will either gather at the campground or at the airfield depending on interest. The Hasse's and Schindler's will be prepared to transport airport arrivals to and from the campground.

Airfield Camping: Tent camping is available at the Airport for \$19 dollars per day. No hard side campers at the airfield. The point of contact at Custer State Park Airport is Doug Scott at 605-255-4255.

State Game Lodge Camping:

If anyone is interested in camping at the Game Lodge at Custer State Park for Labor Day weekend 2016, this is the time to make a reservation for a tent, camper, or cabin site.

As of 14 FEB State Game Lodge campground availability:

Cabins: Three available – Cabin 1, 2, & 3 (\$50 dollars per night).

Tent Camping: Fourteen Tent sites available with both electric (\$25 dollars per night) and non-electric (\$21 dollars per night).

Camper Camping: Eleven Camper sites all with electric (\$25 dollars per night). Currently, we have site 35, 21E, and 19E reserved.

State Game Lodge Campground Reservations:

- Website: <http://travel.campsd.com/Campgrounds-and-RV-Parks/All/Custer-State-Park/Reservations>
- Telephone: (605) 255-4515

State Game Lodge & Creekside Lodge Rooms: If anyone would like to get a hotel room at State Game Lodge or Creekside Lodge, they are one mile away from the Campground. Additional information on these accommodations are available at <http://custerresorts.com/> or (888) 875-0001.

Questions or additional information: Oliver Hasse (334) 237-2501

