



*Rick's Cub—the only plane to fly in*



*Randy's Kit Fox*

## Mary & Randy Daughenbaugh's Fly In

Wish more of you could have joined us. It was a beautiful day; the hangar talk was great, and the pulled pork sandwiches were fantastic! Thanks, Mary & Randy!



One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said:  
"What a cute little plane. Did you make it yourself?"  
Our hero the Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

**One day, long, long ago, there was this pilot who, surprisingly, was not full of bull,  
But it was a long time ago.....and just for one day.**

*~Anonymous*



# The Prez Sez...

by Darrel Sauder

Well, the summer and most of the fall flying seasons (what there was of them) are coming to a close. If you are like me, you didn't get in as much flying as you'd have liked. However, life is a matter of priorities and they have a way of getting in the way of flying--unless flying is your only priority. (I hope not). Enough.

Looks like Chuck Childs made President--of the Berlin Airlift Veterans Organization, that is. Yes, he's still going strong. His wife, Grace, says his den, what with all of the memorabilia hanging on the walls, looks like he is living in the past. Well, when you are 93 a lot of life has passed. However, Chuck has not just passed through life, he has lived every minute of it!

It was a beautiful day for Randy and Mary Daughenbaugh's fly in. Thanks to those of you who attended and for our gracious hosts.

We can all thank Marty for bringing us up to snuff on flying with an iPad. Anyone remember what a plotter and wind wheel calculator was?

Looking forward to Grove's November presentation of his aviation exploits. Les and Jerry are going to fill us in on winter care and feeding of aircraft and their engines in December.

Get out there and fly when you can. I think it is safe to say to take advantage of the nice days; there may not be many of them left. (That's why people speak so fondly of "The Good Old Days;" there weren't very many of them either!)

Don't forget to floss.



**Legendary Aviators and Aircraft of WWI**

<http://acepilots.com/wwi/main.html>



**The Hall of Fame of the Air**

<http://acepilots.com/wwi/hfa.htm>

*submitted by AI; more coming in future issues*



At the annual reunion of the Berlin Airlift Veterans Association in Montgomery, Alabama, Chuck Childs was chosen as president for the next 3 years.

The first that Chuck is facing is to get 56 veterans to Berlin for the 65<sup>th</sup> anniversary in May 2014 of the lifting of the blockade by Stalin.

## Upcoming Events

**Nov. 2 FAA Approved Flight Instructor Refresher Course** at Sioux Falls at Holiday Inn Express (2501 South Shirley Avenue, Sioux Falls, SD)  
Earn a CFI Certificate Renewal in only 2 days.  
Speaker: Allan Skramstad . Course GL2151699 .  
Contact Information: Allan Skramstad, Phone: (701) 238-6304, askramstad@ideaone.net

**Next Meeting:**  
Tuesday, November 12  
at **Chapter 39 Clubhouse**

**6:30 Hangar Talk**  
Treats provided by Brinda K. & Gary S.

**7:00 Meeting**  
**Program:** Grove will talk about his aviation experiences.



## November Birthdays:



Dennis J.—20<sup>th</sup>  
Bruce B.—28<sup>th</sup>

Mark your calendars!!!

**EAA Chapter 39  
Christmas Party**

January 18, 2014

more info to follow



## Chapter 39

### Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
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

*by Milo Schindler*

Balance brought forward: .....	\$1404.29
Income:	
Dues.....	20.00
Expenses:	
Office Max (ink).....	33.91
Stamps.....	46.00
Balance on hand.....	\$1344.88

# Secretary's Minutes

By Gary Schroeder

- Meeting was held at the clubhouse
- Darrel called the meeting to order at 7:02
- Minutes read and approved

## Old Business

- Talked about the Benkert fly-in
- News Letter great job Molly. Could use more articles
- Talked about the construction and notams
- Scott advised he had more keys made for the clubhouse if someone needs one contact him.

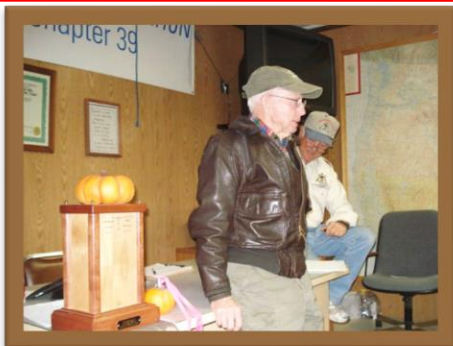
## New Business

- Chuck is the president for the Berlin Airlift Assoc. and is arranging his trip to Germany.
- Charlie invited everyone to the Great Pumpkin Drop in Hot Springs with competition for accuracy with a pumpkin from the air, distance from a point on the runway while landing, and a pumpkin decorating contest. They plan to demonstrate auto launches.
- Kathy Reishus requested a Young Eagles event; Rick and Jerry advised they would try to set something up. Also the glider club could help, possibly in the spring.
- Discussed the Christmas Party, but nothing has been arranged yet. Had some discussion about the date.
- November Program will be by Grove
- December Program possibly Jerry Densmore
- February Program possibly Norma
- Meeting time for the winter months will be hanger talk at 6:00 and start the meeting at 6:30.
- Daughenbaugh fly-in Saturday, arrivals about 11:00 then the potluck.

## Program

Marty demonstrated to the use of electronic flight bags (like the iPad and tablets) and explained the regulations that pertain to their use in the air.

8:30 Meeting adjourned



*Charlie, with the trophy for the Great Pumpkin Drop*



*Marty demonstrating the electronic flight bags*



# Member Profile

*By Rob Burton*



I was fortunate enough to be born in the Black Hills into a family whose aviation roots dated back to the 1930s. Although first ride was with my father at 14 days of age, my first recollection of flying was when I was about 3 years old. I have fond memories of trips to the old Halley airport in Rapid City, as well as air shows at the Spearfish airport in the mid 1950s. Growing up, my toy box was filled with airplanes, my walls with airplane pictures or hanging models, and my school work usually had airplane sketches in the margins.

I was lucky enough to have two uncles that worked at the Spearfish airport and later at Bus Field in Belle Fourche. Breaks from school over Christmas, Easter, or the summer allowed me to spend time hanging around the airport. If I was lucky, I got to tag along on a charter flight or post-annual test hop, and student instruction when back seats were available. Days were spent in the shop watching the mechanics at work, fetching a tool here and there, but mostly trying not to be a pest. Looking back now, those were probably some of the most enjoyable days of my life.



By the late 1960s cars, motorcycles, and girls started to compete with airplanes in my life, although I never was without a stack of airplane magazines wherever I traveled, and I always knew where the nearest airport was located.

Time and money allowed me to acquire my private license in 1981, flying out of Martin Field near Sioux City. Most of my flight time was gained in a Mooney M10 Cadet, a straight tailed version of the Ercoupe. After moving to Rapid City in 1983 I continued to fly, renting a C150 from B&L Aviation. Like many, trying to support a family, a growing business, and flying was not possible so I had to the put away the log book for about 10 years.

By 1993 the business I had acquired in Yankton, South Dakota, had grown to the point that it would support my flying habit, so I purchased a half interest in a 1963 C182. My partner eventually lost his medical and I became sole owner. Since that time I have logged about 850 hours in this plane, which is currently based at the Custer airport.

Looking back over my logbook while writing this profile revealed several memorable flights – some for the wrong reasons, related to poor decisions – and a few priceless flights with family and friends. I've had the honor of dropping the ashes of two relatives who were life-long pilots over the Black Hills. I've also seen the joy of flight spread across the faces of many Young Eagles over the years, as well as the amazement of friends and family members when they fly into Oshkosh for the first time.

In September I completed what will probably be one of my most memorable flights, as well as my longest trip to date, covering 23 states and 5300 miles. I reached 60 this year and my faithful Skylane turned 50, so with each annual seeming to be more expensive for the airplane and each medical inspection more extensive and frustrating for me, I hatched a plan to fly coast to coast while I still was able. The flight took me to the Pacific via Wyoming, Utah, Nevada, Idaho, and Oregon, then down the Coast and across the southwest, eventually hitting the Atlantic at Charleston, South Carolina. Dwindling funds and uncooperative weather resulted in a rather direct flight back to South Dakota, but all in all, a wonderful experience. Happy to report general aviation is still alive across the country, despite ever rising gas prices and an aging pilot population. And those small airports maintained and serviced by dedicated folks whose love of aviation helps offset the limited financial rewards of their profession are still out there, little changed from my childhood days at the Belle Fourche airport.

