

IMC Club

By Rick Belsaas

I hope everyone had a great holiday! At the last meeting, I introduced the latest offering from EAA: the IMC (Instrument Meteorological Conditions) club. It was great (and a bit surprising) to see the number of hands raised in response to the question, "Who has an IFR rating?" I think as many as half the group raised their hands! As for how many maintain currency and actually use their rating, the number is a lot smaller. The truth is it doesn't matter whether you only fly VFR, an IFR rating makes you a better pilot! You're more comfortable using your instruments, flying into large cities, understanding navigation aids, and are much less likely to get into trouble in marginal conditions.

EAA is encouraging chapters to form IMC clubs to share knowledge and techniques among those interested in both fine tuning and maintaining their instrument skills. I see this as a chance to not only review approach plates, STARs, SIDs, and weather, but also to share real life experiences, whether good or bad, and review what was done right or wrong.

EAA offers a library of videos and handouts as well as an outline of topics to get started. My plan would be for the club to meet once every couple months. This would also be a great way to find safety pilots, for those who need to get approaches in every six months.

If you're interested, text me at (605)390-2352 or email me at braids01@gmail.com. We'll get this club off the ground! There is no additional membership cost: access to the materials is included with the EAA membership. We should take advantage of it!



Have you paid your 2016 chapter dues?



John's Jabberings...

By John Glasford

Another year gone by... I'm not sure what the difference in one day makes in the grand scheme of things, but we sure seem to make a big deal of it all. It is amazing though that we feel like everything is reset, resolutions made and a new start. What I like about it is that I can look at the past and see what I want to do into the future.

So it is with this chapter. I would like to make changes that will spark interest in homebuilt projects. I am looking at finding a project that the chapter can collectively work on to help the owner and perhaps get others interested in starting their own projects as well. I know I would like to see the vast experience of our membership shared with those of us, myself included, that are seeking the knowledge and experience needed to build a plane.

I am excited for the coming year to see what our chapter can do! Rick Belsaas will be organizing the newly adopted IMC Club that has become part of the EAA. This will let our chapter members become more proficient and safe instrument pilots by sharing information and experiences. You are saying, "I'm not an instrument pilot." I would encourage anyone who wants to become a better pilot to participate, and perhaps you may want to become an instrument rated pilot. We have several instructors in the chapter that certainly can help you in that quest.

I would also like to use our program time at the meetings to educate each of us to become safer and more proficient pilots. Some topics that come to mind are weather, airspace, the mandated ADS-B out and the services from ADS-B in. Our local airport is changing and we should stay actively involved with those changes as well.

This month we are having our Christmas banquet at the Ellsworth Air & Space Museum. I will try to introduce myself to each of you. Please seek me out with ideas and suggestions on what you would like to see happening in our chapter. This is YOUR chapter so become involved!

See you at the banquet!



Interesting Runways

Gisborne Airport , New Zealand

Submitted by Jerry P.

Mystery Plane



Answer on page 4

No January Meeting

Annual Christmas Dinner

At the Ellsworth Air & Space Museum

5:30 Social Hour

6:00 Dinner

Transportation will be available for those don't wish to drive. Contact Milo at 393-0030 (H) or 381-1600 (C).



Aviation 101

Takeoff's are optional. Landings are mandatory.

If God meant man to fly, He'd have given him more money.

If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. (Unless you keep pulling the stick back -then they get bigger again)

Flying is not dangerous; crashing is dangerous.

It's better to be down here wishing you were up there, than up there wishing you were down here. The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

Submitted by Al N.



January Birthdays:

Randy Bagby—10th
Norma Kraemer—21st

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

Scott Christiansen

Balance brought forward.....	\$2174.47
Income:	
Dinner x 5.....	140.00
Dues x 5.....	100.00
Balance on hand.....	\$2414.47

December Minutes

By Gary Schroeder

- Meeting was held at the Club house
- John called the meeting to order at 7:00
- Minutes read and approved
- Treasures report given, balance \$2174.47
- Bill Eldridge was our guest tonight

Old Business

- The Christmas Party - The Director of the EAFB museum will be the speaker for the event
- The Ford Tri - Christi Bussy is the contact for scheduling the event. After discussion mid to late Aug would possibly be the best time for the event. More info to come.
- The brochure form for the chapter was discussed and the cost to print would be approximately \$80 per 250 copies. It was recommended that we design a new brochure and move forward with the idea. Arie will spearhead the project.
- Molly needs more contributions (pictures and/or articles) from members for the newsletters.

New Business

- Bill Eldridge gave us a report from the airport board about the “Morris” hangers, now being rented out by the airport and their discussion about infrastructure such as water, sewer, and replacement of the old hangers. Bill also volunteered to be the speaker in February and tell us about the B2.
- John asked for ideas for programs for the monthly meeting.
- John asked for ideas about projects the members would be interested in working on as a chapter.
- Molly wanted us to know Chuck fell and hurt his foot and he isn’t able to get around.
- John is asking for ideas for new members, to try to reach the younger crowd.

Program

Rick talked about the IMC Club which is now part of the EAA and showed a video to give us an idea of how it works.

Meeting adjourned

The mystery plane is a Johnson Uniplane. It was designed by Richard B. Johnson of Chicago, IL. Mr. Johnson was issued U. S. patent #1,887,411 on November 8, 1932 for the airplane. One prototype was built (serial number UNPN-1), and was registered as NX13680 in 1934. It featured a blended Church mid-wing fuselage, circular flying wing, no horizontal stabilizer, conventional landing gear, and a single seat open cockpit. The Uniplane was powered by a 41 horse power Church Marathon J-3 in-line engine. The airplane had no ailerons (only rudders and elevators). The picture is from the original design which featured two vertical fins, however, at some point later the tail was changed to a single vertical fin from an Alexander Eaglerock.

Ode to a Taildragger

Author unknown

Taildragger, I hate your guts.
I've licenses, ratings, and such,
But to make you go straight is driving me nuts.
With hours of teaching, and the controls in my clutch
It takes a little rudder (no...less, a little too much);

You see, I learned to fly in a tricycle gear,
With one up front and two back there.
She was sleek and clean and easy to steer.
But this miserable thing with wires and struts
Takes a little of rudder (easy, that's too much).

It demands your full attention on the take-off roll,
Or it'll head toward the boonies as you pour on the coal.
Gotta hang loose, don't over-control.
This wicked little plane is just too much.
Give her more rudder (OOPS, that's too much).

With a lot of zigzagging and words obscene
I think I've mastered this slippery machine.
In fact, I think I like this thing.
It's not too bad if you've got the touch.
Just a little rudder (easy...easy, not too much).

I relax for a second and from the corner of my eye,
I suddenly see, with a gasp and a cry,
That's MY own tail swinging by!
You ground-looping wreck, I hate your guts.
Give her rudder. GREAT SCOTT!!
That's WAY too much!

Submitted by Al N.

