



The Exceptionally Eclectic Ellipse



Designer Dean Wilson (left) with builder Scott Christiansen and his Ellipse. It's one of four kits ever made. Three are still flying, but S/N 2 was never completed.



wooden interior being installed inside the steel tube fuselage.

Read the article about Scott's Ellipse in March issue of *The Experimenter*
<http://experimenter.epubxp.com/i/113663>

More US servicemen died in the Air Corps than the Marine Corps. [Actually the 8th Air Force alone suffered about 5,000 more KIA than the entire Marine Corps in WW2.] While completing the required 30 missions, an airman's chance of being killed was 71%.



The Prez Sez...

by Darrel Sauder

Well, now what? Here it is spring and your airplane is either being annualized, you're going from skis to wheels (highly doubtful) or you're going from wheels to floats (also highly doubtful). Point is, you are or should be doing something to get ready for some nice flying weather.

I did take my trike to Arizona and flew it several times. One pilot's misfortune was my good fortune. He wrecked his Challenger so his hanger was available to place my trike in. The weather was not as pristine as I thought it was going to be. Had to watch the wind, and it rained for three days. Temps at 8500 feet were in the 30's so had to bundle up some days (just like here at home). However, most days were bluebird, calm, with temps in the 60's and 70's. I was hangared just north of Phoenix at a little multi gravel strip (actually one runway was sort of paved) called Pleasant Valley Airport (P-46). To the south were all kinds of heavy duty busy Phoenix airspace, so my flying was confined to the north of Phoenix. I made 3 out and backs; Wickenburg, Sedona, and Payson. I made many "local" excursions, sharing the airspace around the airport with paragliders, powered parachutes and numerous gliders of various sizes and descriptions. Hot air balloons were almost always present about 4 miles away in the mornings and evenings. Met a lot of interesting people and I didn't miss cold weather or blizzards one bit.

Met the Scottsdale EAA Chapter president. They meet at the Scottsdale Airport and have about 125 members. He said hangar rent at the airport runs from \$250 to \$350 a month (if you can find one for rent). I heard \$350 is the going rate at other airports in Phoenix. Sooo...count yourself lucky for what you are paying around here (of course, you are not wearing the hangar doors off their hinges in the wintertime).

Made it to the Casa Grande Antique Aircraft fly in. Very interesting, with many Stearmans and 40's vintage tail draggers. Three C-47's and other old twins were present. No air show but lots of classic "flybys". Casa Grande also hosts Copperstate Fly In in October.

Stories will continue to be told at our next meeting...so come "armed" with some tall tales (tails). Burger burns may start in April DOW (Depending on Weather)

Keep your propeller spinning and ...

Don't forget to floss.



Next Meeting:
 Tuesday, April 9
 at **Chapter 39 Clubhouse**

6:30 Social
 Treats will be provided by Jerry P.

7:00 Meeting
Program: Darrel will tell about his musk ox hunt north of the Arctic Circle, flying his Citabria on skis.



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

Upcoming Events

April 4 SD Air & Space Museum Speaker Series
 SDASM, Box Elder, SD Speaker: Charles Anderson --
 B-17 Tailgunner 6:00 pm

April 6 FAA Team Safety Stand Down TSA
 Administration Building Conference Room (4275
 Airport Road), Rapid City Airport Topic: Building a
 Safety Community 9 am-noon

EAA Webinars 6:00pm-8:30pm

April 10 Surviving Inadvertent IMC

April 17 How Your Next Medical Might be a
 Whole Lot Easier

Register for Webinars at

<http://www.eaa.org/webinars/>

May 5 Young Eagles (More information to follow.)

ED. Note: *As many of you know, I was presented with a gift certificate from the chapter at the Christmas dinner. I used it to buy an electric roaster, which is available for anyone to use for a chapter event.*

TREASURER'S REPORT

by Milo Schindler

Balance brought forward:\$1696.26

Income:

Dues x 1.....\$20.00

Hats x 3.....45.00

Balance on hand.....\$1761.26

Secretary's Minutes

by Gary Schroeder

- Meeting was held at the clubhouse
- Dan called the meeting to order at 7:00
- Minutes read and approved
- Treasurers report given, balance \$1696.26
- Al Neal's birthday this month

Old Business

- Airport open house ---They still need a chairman
- Announced the visitation and services for Dave and the chapter will send a card
- May 18th international learn to fly
- FASST team meeting April 6th
- Rick said we should spend some money, the board will bring ideas to the members

New Business

- Molly bought a roaster with the gift certificate and advised the chapter is able to use it anytime
- Discussed having a Young Eagles event in May
- Impromptu stories of the good bad and ugly things that have happened in our flying careers
- Jerry will bring treats for the April meeting

8:30 Meeting adjourned

A woman was flying from Seattle to San Francisco . Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes. Everybody got off the plane except one lady who was blind. A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight. He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?" The blind lady said, "No thanks, but maybe Buddy would like to stretch his legs."

Picture this:

All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a guide dog for the blind! Even worse, the pilot was wearing sunglasses! People scattered. They not only tried to change planes, but they were trying to change airlines!

True story.....

Safety Notes

By Jerry Densmore

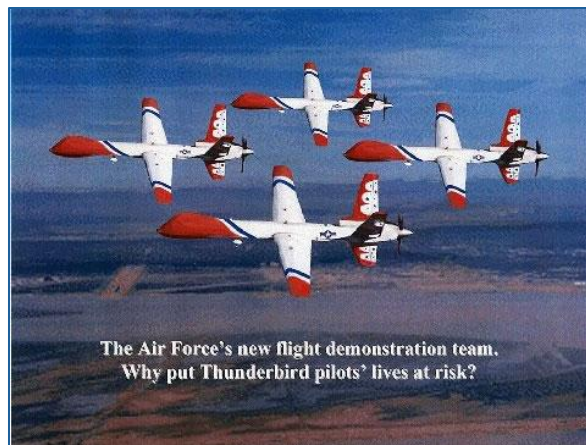
Well another winter is in the books with minimal snow (so far). It's been nice but, I suspect Mother Nature might still have a surprise or two still up her sleeve. That being said let's gear up for the upcoming flying season. Did you get a chance to fly much this winter? If not it's time to think about removing the rust from the old flying skills.

Find yourself an instructor and/or put together a plan to polish up those skills. Get back into the saddle slowly. Plan on a few trips around the pattern to knock off the rust. The first landing will probably be pretty good because of the concentration you will be using. Get ready for the next one as it will not be what you expect. After the first you will probably think "I still have it" and relax a little. Surprise, not what you expected was it? Go out to the practice area and try a couple of steep turns in each direction, how did they turn out? Work on getting the sight picture back. Now try some slow flight, are you comfortable with how the aircraft handles.

What about your gallant aerial steed? Has it been a while since you caressed the cowl? Take a good look around, using more than just visual clues. Look for wild life that may have taken up residence. When it comes to mice smell can be just as important as what you can see. Remove a few inspection panels, both fuselage and wings. Look for evidence and smell for visitors! Once you determine no addition passengers will be on the flight it's time to do a good preflight. Oil and sumps are easy but what about the tires? Use a pressure gauge and check them to ensure the proper amount of air, at the appropriate pressure, is available for flight. It is amazing how a tire can look okay yet still not have the appropriate pressure. What is the battery like (if you have one)? Nothing like a thorough preflight, pulling the aircraft out, getting ready only to have nothing happen when you turn the master on or attempt to start the engine.

Proper attention to detail and planning can lead to a fantastic first flight. Take you time prepping, wait for the right time and set forth to commit aviation. The next airspace users safety meeting will be Saturday 6 April and is being held in conjunction with the FAA's annual safety stand down. Ellsworth approach, RAP tower, the airport administration, and others will give brief presentations and then will answer questions. It will be held in the conference room at the TSA building from 9 to 12. I understand there will be drinks and goodies (with appropriate calorie content) provided.

Until next time-- Fly Safe!



Thanks, Al!

ANOTHER GLIDER PILOT'S STORY

By Charlie Summers

When we think of military glider pilots, a vision of the courageous pilots who flew the big overloaded CG-4A WW 2 gliders into French fields on D-Day the 6th of June comes to mind. There were about 6,000 glider pilots trained during WW 2 to fly the 12,000 combat gliders produced during that war. That number of brave pioneers, in a different kind of military aviation, are now in steady decline on an almost daily basis as they approach mature glider pilot ages. Military glider pilots passed into the history books in the early 1950's when the last U. S. Air Force glider was retired from the Air Force inventory.

I was fortunate to be a part of the next chapter of military glider aviation in the Air Force. In 1962 the United States Air Force Academy (USAFA) introduced gliders back into the Air Force. The soaring (gliding) airmanship training program was initiated to introduce the Air Force cadets to the basic concepts of aviation through glider training. I was fortunate to be a part of that program in 1969 when I was assigned as a military training instructor to the USAFA.

Initially I was a basic glider instructor as an additional duty and started my USAF glider training on July 21, 1969 to be a commercial glider pilot and then a glider instructor (CFIG). I completed my FAA CFIG flight check on December 6, 1969 with Mr. Muzerall who was an ops inspector with Denver FSDO. I had 55 glider flights and 7.5 hours logged and the FAA check ride was followed by a USAF instructor pilot check. The soaring program was operated as a military flying program but with the exception that all pilots had to hold both military and civilian glider ratings as we flew N number aircraft. In 1970 I was fortunate to be promoted and given the opportunity to be in charge of all the Academy aviation programs to include soaring. The soaring program during the summer was very intense as we ran two, 7 hour flying periods with 14 hours of glider flying a day, 7 days a week. We averaged over 100 flights a day and, in the month of June and July 1970, I flew 230 CFIG flights during the summer program. Those numbers are small compared with the 17,000 flights a year that the current UASFA soaring program generates.

The USAFA soaring program had many challenges and highlights. We didn't have any USAF tow planes so the Black Forest commercial soaring operation provided 180 horse Super Cubs on a contract basis. Our gliders were TG-2's (SGU 2-22) and TG-4's (SGS 2-33) which might be a little confusing as the Army also used TG designations but the USAF started over in 1962 with their own TG numbering system for training gliders at the Academy. One of the most rewarding experiences was instructing a rather exceptionally good cadet glider pilot who became a CFIG as a cadet at the USAFA. His name came up later in his flying career as Captain "Sulley" Sullenberger who was doing a little glider landing currency in the Hudson river. I am sure he has forgotten all the gems of wisdom a short fighter pilot passed on to him in the USAFA soaring program.

One interesting glider incident, which I still remember in very vivid detail, was during a summer training period when one of my best military CFIG's, Major Les Draine, was on an initial cadet training flight in the TG-2. He had a tow rope break over the Base Exchange (BX) area which was next to the Academy Prep School parade grounds. He quickly assessed the situation and initiated an off airport landing on the parade field. He made an excellent approach avoiding the flag pole and touched down with plenty of room to stop. However, it was not a good day for Les

and his cadet student as it was morning and the grass was wet with a heavy dew. Les and crew went off the parade field and into the BX parking area and took a car on with a broadside impact. The glider was bent but no one was injured and the glider flew again. This not the end of the story as I still needed to explain what happened to the Commandant of Cadets, my boss, Gen. Walter Galligan. I didn't get to sit down in his office as it was one of those meetings with lots of "YES SIR" and "NO SIR" interspersed with lots of mental notes about how to avoid these meetings in the future. The only, almost valid point I was able to make was that the car the glider hit was illegally parked. Now the tale continues with a fast forward 5 years to Osan, Korea where I am the Base Commander and my boss, once again, at 5th Air Force is Gen Galligan. As the Base Commander I was in charge of the Osan Aero Club which only had one surviving Cessna 150. I strongly supported and flew with the aero club and gave them permission to tow the C-150 to the BX parking lot for the weekend to try and get new members. This was the same weekend that the Commander of 5th AF was visiting Osan AB for an update on construction projects. I picked Gen Galligan up at base ops and we started our tour of the base and as I drove around the corner by the BX parking lot the Gen shouted "Colonel stop the car and explain quickly why you have another aircraft in the BX parking lot". I quickly explained that we had carefully TOWED the aircraft to the BX parking lot and no cars were damage in the operation. The rest of the base tour was far less exciting. This was the beginning and end of my glorious military glider career as I am strictly a civilian glider pilot now with 1710 total glider flight and counting.



Stearman at Casa Grande

The Sauders Arizona Trip



Red Rocks near Sedona



Pleasant Valley Airport north of Phoenix