



EAA Chapter 39 Annual Christmas Dinner

Our annual Christmas dinner was held at the Elk's Club on January 18. Betty and Milo Schindler did a great job organizing the event for all of us to enjoy. After everyone signed in and enjoyed visiting time, Milo opened the festivities by drawing the winners of the door prizes (the beautiful plants that were on each table and various gift certificates). After dinner, Jerry Petersen presented the EAA certificates to chapter officers and volunteers. Thank you all for the \$50 gift certificate to the Alpine Inn! Bob Liebman, a board member of the Ellsworth Heritage Foundation, presented an interesting and informative talk about the SD Air and Space Museum. And some of our members were able to tell him some things about the planes he hadn't previously known! All in all, it was a wonderful evening. Again thanks to Betty and Milo for all their hard work and to Bob for sharing his time with us.



The Prez Sez...

by Darrel Sauder

Sharon and I decided that we would escape to Arizona for a few months, so we are down here enjoying the continuous Indian Summer days and many of the events and activities going on around Phoenix. Haven't been to any airplane fly ins or events, but have spent many evenings visiting with local pilots at a 1950's vintage flying field a few miles from where we are staying.

A couple of Saturdays ago, at this same flying field, the Arizona Back Country Pilot's association was holding a meeting/seminar on back country flying. I wanted to attend in the worst way but company came first. However, I did look over a few planes that had been flown in by pilots attending the meeting. Two of the aircraft were very close to new Carbon Cubs (approaching 200K). I couldn't help but reminisce about flying in the Alaskan bush in my Citabria. None of us had GPS back then, no glass cockpit of any sort, just basic round dials that included an ADF and that funny floating round thing called a compass. We actually used paper charts and a pencil to draw and fly our course on! The Carbon Cubs were "all decked out"...pristine clean, glass panels, Bose sound suppression headsets...the works. I'm willing to bet their "back country bush" landing strips may have been landed on many times before. Do I detect a bit of sarcasm here or is it pilot envy.....actually it is probably classic old(er) age.

We missed the Christmas Party but understand it came off very well. Sounds like the speaker was interesting and gave a good presentation.

Jerry Densmore will give you a good rundown on the care and keeping of engines and airframes at the next meeting. Norma Kraemer will follow in March with a presentation on Zeppelins.

I did not bring my trike down here this year but did bring six other airplanes...all models...been flying them several times a week. Figure if I have a mishap, I can walk away unscathed (except for my ego).

Hope all is well with all of you and that your propellers are turning and blowing a lot of fresh air (some of it hot of course)

Don't forget to floss.



Safety Note: A good reason for doing "S-Turns" while taxing!. Just 12 more inches to the pilot's head. That must have been real scary for that little RV8 airplane pilot.

submitted by Al N.

2014 Chapter Dues

If you have not yet paid your \$20 chapter dues for 2014, please mail to Milo Schindler at 3711 Dawn Lane, Rapid City 57703. If you're not sure if you've paid, call Milo at 381-1600 or 393-0030.

Chapter member Paul Embree has been in hospice care at the VA Hospital. I'm sure he'd appreciate seeing or hearing from those of you who know him.

January Birthdays:

Randy B.—10th
Norma K.—21st

February Birthdays:

Milo S.—4th
Darrel S.—9th
Molly B.—9th
Randy D.—10th
Dan B.—10th
Don W.—21st
Larry V.—25th
Ken P.—27th



Next Meeting:

Tuesday, February 11
at **Chapter 39 Clubhouse**

6:30 Hangar Talk

Treats provided by Les M. & Marty Larson

7:00 Meeting (elections will be held)

Program: Jerry Densmore will discuss aircraft maintenance.



TREASURER'S REPORT

by Milo Schindler

Balance brought forward:\$1424.88

Income:

dues x 3 (12-11-13)60.00
dinner x 2 (12-11-13).....102.00
dues x 9 (1-7-14).....180.00
dinner x 6 (1-7-14).....168.00
dues & dinner (1-13-14)116.00
dues & dinner (1-18-14)1102.00

Expenses:

Lake Area Tech Foundation
(Vern Kraemer memorial).....350.00
Office Max (ink).....66.77
EAA (ins. and fee)455.00
Sec. of State10.00
Gift Certs.(grocery x 6)150.00
Sauder (hats/keys/flowers)137.27
Jolly Lane (plants for party).....76.32
Elks Lodge(set up and bar)318.00
Milo Schindler1034.00
(reimbursed for personal
check for Angels Catering-
Christmas dinner)

Balance on hand.....\$585.52

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

Aerostar Tour

By Norma Kraemer

The South Dakota Pilots Association gave its members a unique opportunity for its November meeting by arranging a tour of the Raven Industries Aerostar hangar and research campus at Baltic, SD. Aerostar is the lighter-than-air segment of Raven's manufacturing. While they no longer manufacture sport balloons, they are still very much a powerhouse in the manufacture of aerostats, research balloons, the balloons at Macy's Thanksgiving Day Parade, and military applications of balloons. Not only do they manufacture the balloon, but all of the associated equipment so that the military can keep an eye on things.

The campus consists of several buildings, including a really big hangar designed to hold inflated aerostats. It can accommodate three of their medium size aerostats or one of their large ones. While we were there it held a partially inflated high altitude balloon they are doing research with for Google. It was inflated so they could look for leaks. They explained that they have been contracted by Google to produce balloons that would be stationed over the parts of the earth that have no Internet connectivity at approximately the altitude where the stratosphere begins. With solar power they would essentially be a router that could pick up signals and rebroadcast them to their intended recipient. Two-thirds of the earth has no Internet currently, and Google hopes to be able to offer inexpensive connectivity. The balloon in the hangar had successfully demonstrated its usefulness on a test flight earlier this year and they are hoping to mount a more robust test next spring.



A medium-size aerostat



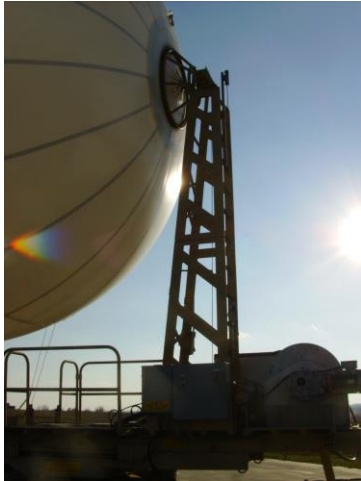
Instrument package on structure under the balloon. Can be radar, camera, or scientific instruments to customer's specifications

After their chief technology officer, Mark West, explained the Google Loon project he went on to explain their other applications using Aerostats. Those are tethered balloons with scientific instrument packages that can provide all sorts of information. The tethers can be up to 3,000 ft long, although most applications are not that high. He explained safety issues for aircraft in the vicinity of these specialized aerostats. The main concept is "stay away." The cable is only about two inches in diameter so you are not going to see it, even though they can come with strobe lights or flags. For example, the Baltic hangar is not very far from the approach to the Sioux Falls

airport, so they have worked out an agreement with the tower for the safety of instrument approaches and the the aerostat (it will not be higher than 1,000 agl.)

Mark then took us outside to see the aerostat currently moored at the hangar, explaining the various parts of the set up. It can survive up to 70 mph winds on its mooring mast. They get a bit nervous about thunderstorm season and will try to move it inside the hangar if there is room.

When we returned to the hangar the tower chief for FSD explained his working with the Raven people and how their work should translate into other parts of the country being able to integrate aerostats into airspace around the United States.



While on the ground the aerostat is tethered to a mast that allows it to weathervane. The mast also provides power to keep the aerostat and its equipment stable.



A Beech Baron Meets A Goose at 11,000 F

Meeting a goose at 11,000 ft. doing 185 knots.

The pilot was injured but was able to land the aircraft (Beech Baron) safely.

Imagine the outcome had the goose hit on the pilots side.

submitted by Al N.

Recently John Spangler, a retired doctor, hosted Darrel Sauder and myself, Chuck Childs, in the basement of his house and allowed us to fly his remarkable flight simulator. The simulator almost equals the B-1 simulator that I have had the privilege to fly in. Mr. Spangler can put you in any plane that you might have flown and have you land on the airport of your choice. The instrument panel of a B-17 and the four throttles and mixture control were so real that I felt like I was again in a B-17. You could put down and raise the gear and flaps, along with a trim tab, and you had to watch the temperature gauge, as it could heat up. It also had pedals with brakes. The color graphics and recognizable scenery was remarkable. You can fly through thunder storms and land at night. You can have air traffic controllers to talk you through the flight from within the flight simulator. "United 1723 – turn right 240, vector to final. Cleared for the visual, contact tower now 123.45" This is all so real. A great thrill and a feeling of a real flight.

The following is from an article that Mr. Spangler wrote, quote: Recently I had the honor of hosting 93 year old WWII B-17 pilot Chuck Childs and retired United 747 Captain Darrel Sauder for a flight on my home Microsoft Flight Simulator. Darrel has over 15,000 hours logged with United Airlines and the USAF, and Chuck has 37 WWII bombing combat missions over Europe to his credit. In preparation I was able to find an excellent Boeing 347-400 for Darrel to fly, and an accurate Boeing B-17 for Chuck. During WWII Chuck was stationed in Italy at the Amendola Airbase. I was able to set up a scenery package for Amendola set in the 1940's. With all these files installed in the Flight Simulator it was time to "Kick the tires and light the fires." What happened thereafter was truly amazing. In spite of the fact that Chuck had not been in a B-17 since 1947, he taxied out, made a smooth takeoff, throttled back for cruise climb and enjoyed the Italian scenery. After leveling off at 6000' it became evident that the old skills were still there. Altitude and airspeed were spot on. Fantastic piloting skills after 66 years. Then a minor disaster. The author changed the out-the-window view direction on the scenery monitor. This is very disorienting for a pilot to say the least. A grave yard spiral resulted which ended in a steep nose down crash in an Italian farmer's field. No harm done – we just restarted the flight which proceeded to a far better ending at the Amendola Air base. After Chuck rolled her on and braked to a stop he said, "It was so real. After I lost it, I saw the houses and field coming up in the spiral – I was frightened! I could die here! Luckily no such event occurred. Darrel likewise reported he had a great experience saying, "The sound of both the jet engines and the old radials was wonderful. It really added to the entire experience." Now he wants to return to get some time in a P-51.

John Spangler

