



EAA Chapter 39 Christmas Dinner





Darrel presents EAA certificates to officers and volunteer workers.



and I get a gift certificate to Herbergers.



Chuck Childs is our speaker again...



talking about his experiences as a pilot during the Berlin Airlift.



Darrel introduces the Childs and the Coles.

The Christmas dinner was a huge success. About 65 members, spouses, and friends enjoyed the delicious buffet Betty & Milo arranged. The festivities culminated with Chuck's presentation of his experiences during the Berlin Airlift. It was a great evening!



The Prez Sez...

by Darrel Sauder

Any of you who did not enjoy our annual Christmas party at the Elk's Club were not there! Good food, good camaraderie, good activities, great video, and a great speaker. Thanks to Milo and Betty for setting up the Elk's Club and the caterer and taking care of tickets and membership renewal. Thanks to Rick for setting up the sound and power point system and Dan and Molly for handling the hat sales. A special thanks to Chuck Childs for explaining the history of the Berlin Airlift and his part in it. I believe all of us were touched by his story.

I did visit (along with Milo) the Rapid City Regional Airport General Aviation meeting and presented the idea we discussed at our last meeting, i.e., our chapter supporting a Rapid City Regional aviation event. It was met with interest and passed on to the board. I also wrote a letter from our chapter to the Board of Directors and sent a copy to the Rapid City Visitors and Tourism Bureau (Chamber of Commerce) informing them of our offer to assist in such an event. The Mayor sent us a "Thank you for your offer and interest" note. Right now, the board is looking for a chairperson. Doug Bodine, one of our members, said that he would co-chair. So if this idea gets airborne, we will be involved.

Winter flying is in full swing. A friend of mine near DeSmet has his plane on skis. I'd just as soon live out here, remain on wheels, and fly on the nice days that we have been enjoying.

Speaking of winter flying; Charlie Summers checked me out in simple aerobatics in my Citabria. I think he is still amazed at how I managed to "butcher" almost every maneuver. However, we didn't have to use the chutes and didn't bend the airplane, so I guess all ended well. It took me a couple of hours to "uncage" my head. Charlie was shaking his head as he walked across the Sturgis ramp to his 172 (but not because his head needed uncaged). He tactfully offered to go again anytime I wanted.

Hope all of you have picked up your Chapter patch. If not, come to our next meeting and pick it up. While your are at it, pick up a few of our calling cards and hand them out to potential members. Speaking of our next meeting, Marty Larsen will be enlightening us on the use of a homemade apparatus to check out our pitot static systems. A couple of other members will be telling about some of their recent interesting experiences.

Our January planning meeting produced the "Calendar of Events" Molly printed up in this issue. Any and all of your ideas are welcomed and can easily be added to this year's agenda. Our chapter is only as good as you make it. As mentioned at our Christmas Party, EAA-Oshkosh hit it on the head when they mentioned the four P's: Planes, People, Passion, and Participation. All are very much a part of the "small" and "big" picture. Sooo....keep building and flying (Planes), talking to each other (People), keep up the enthusiasm (Passion), and keep coming to our meetings and events (Participation).

And.....don't forget to floss.

Tentative 2013 Chapter 39 Events

May 5—Young Eagles

June 2—Sauder's Hangar Breakfast

July 13—Telkamp's/Williamson's Hangar
Burger Burn

Aug. 24—Newcastle Fly In hosted by Dennis
Johnson

Sept. 28—Benkert's Fly In Picnic

Oct. 12—Daughenbaugh's Fly In

Next Meeting:

Tuesday, February 12
at **Chapter 39 Clubhouse**

6:30 Social

Treats will be provided by Gary & Darrel

7:00 Meeting

Program: Marty Larson will demonstrate
the construction and use of the
manometer.



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

Starting Oct. 5 Weekly Friday Gathering of HSR
Wind Socks Hot Springs Airport on Fridays from
9:30-11:30. Coffee, treats & conversation.

EAA Webinars Register at
<http://www.eaa.org/webinars/>

Feb. 6 How Healthy Is Your Engine? 7 pm

Feb. 19 Maintaining Aircraft Control & How to
Avoid Loss of Control 6 pm

Feb. 27 Fuel System Testing 6 pm

February Birthdays:



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

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....	\$3357.49
Income:	
Dues x 18.....	\$360.00
Dinner x 35.....	770.00
Expenses:	
Sauder (patches).....	478.15
EAA (Ins. & dues)	420.00
Elks Lodge (setup-room)	250.00
Angels Catering (dinner).....	1430.00
Sauder (hats & gifts).....	131.27
SD Sec/State.....	10.00
Balance on hand.....	\$1768.42

MUSEUMS WITH AIRPLANES
Museo Nazionale della Scienza e della Tecnologia Leonardo da Vinci

By Norma Kraemer

The Christmas holidays brought a new museum to explore with airplanes, the Museo Nazionale della Scienza e della tecnologia Leonardo da Vinci in Milan, Italy. It was not the highlight of my tour to Italy, but it was the best I could find with limited time to wander from the tour. They advertise that they are the country's premier museum for science and technology since 1953. One of the outbuildings is devoted to marine and aviation technology. In the main museum, housed in a 16th century monastery, they have models illustrating many of Leonardo da Vinci designs, including some of his aviation designs. It is obvious that Leonardo never got off the ground.

The annex with airplanes has several models sitting outside in the weather, looking much the worse for the damp climate. The only truly Italian jet on display was a Fiat G91R that saw service with the Italian, West German, and Portuguese Air Forces. It was designed as a light tactical support aircraft that was to be fairly inexpensive and expendable. 174 aircraft served the Italian Air Force from 1958 until 1994. Germany built 294 by a consortium of Heinkel, Dornier, and Messerschmitt. The Germans were unimpressed by its performance and some aircraft had pigs painted on the fuselage as a comment of what they thought of the planes' performance. The Portuguese Air Force bought 50 aircraft from the Germans from the 50 that had been built for Greece and Turkey but they never taken delivery. The Portuguese had a checkered use of these planes in trying to suppress rebellions in their African colonies with other world powers imposing arms embargoes on the country. Eventually, the colonies gained independence because of a revolution in Portugal that toppled the government. The Portuguese Air Force discontinued their use in 1993. The Italians did build F-86s under contract from North American for use by the Italian Air Force and two of those were on display.

Inside the annex was a modest display of aircraft from an early Farman and Bleriot, up through WWII fighters of Italian design. They especially had some nice helicopters like the Agusta A109 on display, which makes sense since Agusta is one of the world's big suppliers of civilian helicopters. They even had an autogiro C-30 built in 1934 by De la Cierva hanging up. It was De la Cierva's work in Spain that helped Harold Pitcairn in the United States with his successful designs for autogiros. The Maachi MC 205 V was one of the fighters produced during WWII in Italy.

If you find yourself in Milan with some free time, it is worth figuring out the subway system to see this museum. It is only a few short blocks from the station. Do not bother thinking you can drive a car there. From my time in Italy, I do not think that a car is the way to get around. There is nowhere to park, not to mention the traffic and the driving habits of the locals.





Darrel sent a thank you to Craig Willan, thanking him for speaking at our December meeting, and got the following reply:

“Thanks for your kind words and I really had a lot of fun talking, i.e., rambling on! Guys, I’ve been to many EAA Chapter meetings in Texas, but they have always seem pretty cold and boring. Not so up there in Rapid! Therefore.....Darrel, can you send me the necessary paperwork so I can join Chapter 39? I’ll keep in mind my travels back and forth to Rapid so I can attend as many chapter meetings as possible.”

They invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

The FAA Motto: We're not happy till you're not happy .

Experience is something you don't get until just after you need it.

For Sale

Blueprints

EAA Biplane blueprints dated 1957 -- \$10
Corb Aircraft Meteor Biplane dated 1948 - \$5
Corb Aircraft Redbird Trainer -- \$5
Piper PA-11 Rigging Drawings -- \$10
J3Cub --\$15
Wag Aero Cub-y Sport Trainer dated 1975 - \$15
Knight Twister (2 sets) -- \$5 each
Cessna 190 Gear Drawings -- \$5
French Flea -- \$5
Church Aircraft \$10
Bullet Race Plane -- \$5
Splate drawings for J3, PA-11, PA-18 - \$10

Pictures

3 Beechcraft promotional photographs of Bonanzas - \$5
Frontier Airlines (original company) picture of B-727 -- \$2

Other publications

Pre-WWII Data brochure for Bücker Jungmeister – printed in Berlin - \$2
Reed Aircraft Modification Manual for Piper J3C-65 © 1953 -- \$5
Narco Omnigator Manual dated 1958 - \$2

If you are interested in any of these items contact Norma Kraemer 605-342-2339 or nkraemer@q.com

This newsletter is only as good as the items you submit. I need member profiles/project updates, Me & my Plane articles, favorite museums, humor, pictures, and anything else you want to send.