

A Flight from Atlanta to Rapid City in an Aeronca

By Scott Christensen

Eight hours after leaving Rapid City I arrived at Whispering Pines, a private airstrip NE of Atlanta, GA. Here at a home with an attached hangar, Andy kept a 1946 Aeronca Chief that Richard and Kathy Brandiger wanted to purchase. I was here to close the deal and fly the plane back to RAP. We started the process with a thorough inspection for airworthiness. Andy suggested that we fly before dark, but I wanted to finish the inspection before my first flight.

When it got dark we decided to go to dinner. His wife would meet us at the restaurant. Andy mentioned that an unusually large percentage of people in the Atlanta area eat out every day.

On Saturday morning I finished the inspection. I walked down the grassy taxiway to look at the runway. This runway had tall trees growing at the end of it. Definitely a one way in and out strip, taking off downhill and landing uphill. Andy described the hand propping procedure since the aircraft has no electrical system. The 65hp engine started easily and Andy sat on the left side with the heel brakes. After a short taxi and run up, we took off into the morning haze of the Atlanta area. Andy demonstrated a normal landing onto the grass adjacent to the paved runway. We switched seats and departed again for another short flight. Landing was easy due to the oleo struts on the Chief's landing gear and the slow speed at touch-down. My checkout was complete.

Back at the house I went through the aircraft records and completed the purchase. The Aeronca now had a new owner, the Brandiger's. A new temporary registration was completed and was installed with the airworthiness certificate. Andy mailed the necessary documents to the FAA in OKC.

When Richard asked me to go to Georgia to pick up the Aeronca, I knew it was time to buy a new gps. I purchased an IFLYGPS 720 from Adventure Pilot. The 720 had all the features I wanted except one. I wanted to mount the unit both horizontally and vertically. The manufacture told me they were currently working on this software modification and it would be available when I returned. The gps was mounted on the Aeronca's panel using a RAM mount and was powered by a portable battery I had brought with me.



The Aeronca cabin is small and the plane does not carry much weight. Andy offered to mail Richard the spare parts he had collected so I included my extra clothes and stuff that I decided I would not need for the trip. I got the plane loaded and I strapped myself in. Andy gave me a push and I rolled down the taxiway toward the runway. At the bottom of the hill, Andy propped the Continental engine and I was on my way to RAP.

The solo takeoff was shorter and the climb was faster. A climb prop was installed so I knew my cruise speed would be down. After takeoff I turned left to avoid some noise sensitive homes and then another left over Andy's house to wave good bye.

My first checkpoint was Stone Mountain about nine miles to the west. It was strange seeing this large rock sticking out from the surrounding flat countryside. It was an easy waypoint to line up on. The whole mountain was a tourist attraction. A railroad went around it and a ski lift went up near the top where you could hike to the peak and look around. The place looked like it could handle a lot of visitors to see the sculpture on the north side of the rock. The sculptor that started on Stone Mountain and then left Georgia to come to the Black Hills for Mount Rushmore was Gutzon Borglum. I took several pictures before turning NW toward Chattanooga, TN.

The river southwest of Chattanooga was my next waypoint for turning westbound toward Hohenwald, south of Nashville. The winds were not in my favor, it took 4 ½ hours to go 250 miles. It took only five hours by car to drive to Atlanta from Nashville.

John Engles keeps his Bonanza 35 at Hohenwald. I met John and Betsy at Oshkosh in 1970 when we were camped next to each other. I called John when I landed and we put the Aeronca in the FBO hangar. The Aeronca was in good company with a Globe Swift, Navion, and the Bonanza. I stayed at John and Betsy's farm. John's daughter Lea lives on an adjacent farm and supplied the family with many varieties of tomatoes. We had really good salads and BLT's during my stay.

On Tuesday morning I departed Hohenwald for Oklahoma. Once airborne I realized the winds were not going to be nice to me. I turned NW and got a quartering tailwind from the south. The new gps showed my exact position as I tracked toward St. Louis. When I reached the Mississippi river I was shocked to see how low the water level was. I stopped for fuel just west of St. Louis. I borrowed the courtesy car for lunch.

I looked at the wall map in the FBO and realized I could continue NW toward Ames, IA. Richard's daughter Tamara lives near there. I landed at Ames and called Richard. He was surprised that I was there and said Tam would come and pick me up at the airport. I had just finished paying for the fuel when Tam and John walked up behind me and said welcome to Ames. We went to a pizza place for dinner and then home.

The next day I toured Tam's workplace and then departed for RAP. I had a tailwind that gave me a speed of 90-95mph. I stopped at Yankton for fuel and lunch. I still had the unusual easterly tailwind for the four hour flight to RAP. I called the RAP tower from Yankton and let them know my arrival time. I said I had a portable radio but did not know if it would work. After passing Wall, I tuned in AWOS and then the tower frequency. No transmissions on tower frequency were heard. I arrived at the microwave tower east of RAP still hoping for a tower transmission. I held the radio next to the window and held the push-to-talk button. I transmitted and the tower responded with a cleared to land on runway 14. I had arrived just before sunset, tired and hoping I still knew how to land the plane.

The photos with this story shows the day Richard and I flew his new Aeronca the first time.





The Prez Sez...

by Darrel Sauder

The year in review...that is what this time of year is all about--reflections of runways behind us, fuel burned, missed approaches, but many good landings.

Our year started out with our annual Christmas party with Chuck Childs, our WWII B-17 pilot giving an outstanding presentation. Many outstanding monthly meeting speakers followed. Al Neal had an interesting take on FAA accident investigation procedures. Carl Engwall led us through an educational Ellsworth AFB Museum tour. Charlie Summers related some of his missions as an F-100 Forward Air Controller in Viet Nam. Dennis Johnson told of his experiences building and flying his Zenith 701. Dan Benkert shared safety highlights and some of his flying adventures. I narrated Dennis Johnson's and my picture taking flight to Igloo. I also bored you with my trike flight from Sturgis to Moab, Utah. Brenda Noland's presentation and power point on her career as an Air Traffic Controller showed us the other side of aviation. Hillary Cole kept us riveted with his experiences flying A-26's, P-51's, and Spitfires in WWII. Craig Willan gave a very informative talk on the world of electric aircraft engines and their current and future applications.

We managed to fill the summer with several well attended fly ins. These included Sharon's and my fly in breakfast at the Sturgis airport, Dave and Jennifer Utter's fly in breakfast at their airstrip, breakfast in Wall, Dan and Molly's fly in at their airstrip, and Randy and Mary Daughenbaugh's fly in at their airstrip. A few of us attended the mother of all fly ins at Oshkosh.

Three Young Eagles flying events allowed over 50 Young Eagles to take to the air. Many accolades and thank you notes followed those events.

Burger burns were the camaraderie glue for the spring, summer, and early fall meetings. Thank you again, Milo.

Other events included meeting and greeting a Doolittle Raider B-25 aircraft and crew at Ellsworth AFB. Hanging Vern Kraemer's Tri-wing (the first homebuilt airplane to fly in South Dakota) in the Rapid City Regional Airport. Members helping with other member's projects. Members swapping rides in other member's airplanes and numerous aerial photos taken. Cleaning up, painting, and carpeting the clubhouse resulted in a major facelift for our meeting room.

The primary founding father of our chapter, Vern Kraemer, a true pioneer in South Dakota Aviation and friend to us all died June 22, 2012 at the age of 95. Many of you joined in the memorial service held at the Catron Funeral Home in Sturgis. He is truly missed by all of us.

I think it is safe to say that it was a good year for our chapter. What about this upcoming year? Come to our planning meeting (watch for time and place via email) and help us decide. We can only do what you want if you are a part of it.

I would like to close with a heartfelt "Thank You" to all of you for pitching in and making our chapter what it is. I would particularly thank our officers for all of their work and especially Molly Benkert for editing and producing our newsletter and website.

Keep up the good work, and don't forget to floss.



Chapter 39 Annual Christmas Party

When: January 19

Time: Social Hour—5

Dinner—6

Where: Elks Club—lower level

Cost: \$22 per person, payable to Milo

The buffet is being catered. Our speaker is Chuck Childs, who will be talking about his experiences flying the Berlin Airlift. It looks to be a wonderful evening. I hope lots of you plan to enjoy it.

Reservations must be in to Milo by January 16th.

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.

January 3 **Planning Meeting** at the Daily Grind (410 5th St.) in the back room at 1:00. Everyone is encouraged to come and join the planning of another great year.

Jan. 19 **Chapter 39 Annual Christmas Party**



January Birthday:

Randy B.—10th

2013 Chapter dues need to be paid in January. The dues are now \$20, which also gives you a Chapter 39 patch. Dues should be paid to Milo in person, or mailed to Milo at 3711 Dawn Lane, Rapid City.

Happy New Year!

Help us ring in 2013 at the planning meeting and the Christmas dinner!

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....	\$2513.82
Income:	
Dues x 23.....	\$465.00
Dinner x 20.....	440.00
Expenses:	
Stamps).....	45.00
Copy Country.....	16.33
Balance on hand.....	\$3357.49

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
- Treasures report given, balance \$2580.49

Old Business

- Great newsletter Molly
- Need more Me and My Airplane articles
- Bring in your pictures to be framed and hung in the clubhouse
- Terry clarified the incident with the Helio ground loop
- Sign up for the Christmas Party
- Dues are due

New Business

- Request that Hillary Cole be an honorary member of the chapter and purchase his ticket to the Christmas Party Approved
- A sample chapter patch was presented - Motion by Dan Second by Jerry Passed
- Hats with the chapter patch were displayed and are available for \$15.00
- Suggestion to have a hat table at the Christmas Party
- Ride to Oshkosh - to leave from Sioux Falls - July 1st - 4th - \$325.00 plus meals
- EAFB Museum - Women of Aviation - March 4th - 10th
- Rapid City Regional Airport open house - it was suggested we participate but not run the event also that the Chamber of Commerce be contacted to run the event
- February treats Gary and Darrel

Program

- * Craig Willan - he is an aircraft engineer, and he enlightened us about electric flight progress and possibilities
- * Meeting adjourned at 8:35 PM



Craig Willan Giving his Presentation

Me & my Plane

By Rob Burton

1940 Taylorcraft BL65 Deluxe



This pretty little ship resides in my hangar in Custer and has been in the family since 1952. Delivered from the factory to North Platte Nebraska in 1940, it spent the war years in Rapid City, owned by Harold Mills and Walter Mollers.

After several mishaps and repairs, it was acquired by Rushmore Flying Service in 1948, recovered and sold to pilot from Sturgis. A few years later it went into storage after a ground loop accident, only to be further damaged by livestock sharing its storage place. In 1952 the remains were purchased by David Ellis of Spearfish, with the intent of building a clip-wing aerobatic ship, similar to that used by Duane Cole in the early 1950's. Regretfully the wings were beyond repair, the original O-145 Lycoming had gone to an ill-fated snow sled design, but the fuselage and tail feathers were pretty much intact. The plane went into storage, first at the Spearfish airport and then in the hangar rafters at Bus Field in Belle Fourche. In the early 1980's the decision was made to restore the little T-craft, and David's father Ivan Ellis began the task of tacking down all the missing pieces and performing the restoration process. Completed in 1987, the plane was based at the Sturgis airport for several years where Ivan would occasionally fly friends and family members around the patch. I enjoyed several flights during that timeframe with Ivan, the uncle that fostered my exposure to aviation at an early age. In the mid-1990's the T-Craft relocated to Montana where Ivan's son Dick would maintain and fly it until his retirement from flying in 2010. Dick's deliverance of the plane to my hangar in Custer completed the in-family transfer in October of that year. Since then new sealed struts have been purchased and painted for eventual install, but a lack of tail-wheel endorsement has limited my activities to the occasional warm-up and short taxi around the ramp.

The gross weight limit of 1150lbs allows for LSA classification, with the emphasis on "light" given the restrained performance of the little O-145 Lycoming. Rated at 65 horsepower at 2550 RPM with the optional dual ignition, this engine was one of seven offered in 1940 - Lycomings of 50,55, and 65HP, Continentals of 50 and 65, and Franklins of 50 and 60 HP. Other factory installed optional equipment includes brakes and tailwheel, compass, extra door and window, wheel pants, cabin heater, and a 6-gallon auxiliary gas tank located behind the seat with a wobble pump to feed the main tank.

Advertised performance figures include a climb rate of 620ft/min, 35mph stall speed, 105mph top speed, 95mph cruise, and a ceiling of 17,000ft. Empty weight was stated at 640lbs, giving a useful load of 510lb.

On the inside, pre-war Taylorcrafts sport large round control wheels and a large central gauge housing the tach (reading backwards – right to left) and oil temp/oil pressure gauges. Elevator trim tabs are mounted on the fuselage, above the tail wheel and below the horizontal stabilizer, and controlled by a lever near the floor. Visibility, while not much different than similar planes of this vintage, has been compared to flying a submarine by those whose experience is limited to more modern designs.



The “glass panel” circa 1940



Fuselage mounting trim



Deluxe flight deck



With fresh fabric and paint – 1948



Trim tab



Auxiliary fuel tank behind left door

All in all a classic old airplane, made even better through the long family history of ownership. Look for it at a future Chapter events - assuming I eventually master that tail wheel endorsement!

Western Antique Aeroplane and Automobile Museum

Hood River, Oregon

By Norma Kraemer

There are some surprising new aviation museums out there. My latest find was the Western Antique Aeroplane and Automobile Museum at Hood River, Oregon. It has a stunning collection of antique airplanes as well as cars matched to the eras of the airplanes. It can be reached off I-80 at the Hood River exit by car. What is also a cool feature is that they are the active airport at Hood River, 4S2, which is operated by the Port of Hood River. It is a general aviation airport with glider activities with a paved and a grass runway. The museum offers glider rides when the weather permits. There is no published instrument approach.

Their earliest aircraft, that needs restoration, is a 1910 Curtiss Model D. The Curtiss is a minor footnote in two huge hangars filled with pristine antique airplanes and cars that span 100 years of aviation. The collection started with the airplanes owned by Terry Brandt, the museum founder. Other airplane owners and automobile owners added to the collection. Everything on display is meticulously restored and flies. It is not just a static display. On the second Saturday of the month they demonstrate some of their collection to the public. The museum director is Judy Newman, the sister of the founder. I enjoyed visiting with her and it was great to learn she has been a commercial pilot her whole life and is very active in the glider rides they offer at the museum. She said that she has had to learn about the automobiles, but the airplanes were part of her life.

Give yourself several hours to wander through the collection. It is well worth the trip!



1929 Curtiss Robertson Robin B with an OX-5 Engine



1931 Spartan C2-60 with a Jacobs L-3 radial engine



1936 Taylor J-3 Cub with Continental A-40 Engine

<http://www.waaamuseum.org/>

SD Legislation 2013

A bill in the SD Legislature for 2013 will be introduced to address the “**double taxation**” issue with parts for home-built aircraft.

Recall **SD House Bill 1209** (An Act to exempt certain parts and components used in the construction of aircraft from sales and use taxes) from the **2012 Legislature**, which we referred as the “double taxation” issue because some parts were taxed as new components such as an engine and again later as a completed aircraft when it was first registered in SD. Last year HB1209 passed in the SD House ([2/13/2012](#): Do Pass Amended, Passed, YEAS 45, NAYS 23), but failed in the SD Senate Taxation Committee where it was deferred to the “41st legislative day,” (YEAS 4, NAYS 1, Excused 2) -- “41st Legislative Day” means the bill was killed.

Representative Fred Romkema (District 31 – Lawrence County), **Randy Sachau** (Spearfish), and **Lynn Sanderson** (Conde) spoke in support of HB1209, and Jan Talley, SD Department of Revenue, spoke against HB1209. The SDPA sent letters and emails to various House and Senate members, and sent out six “legislative alerts” in support HB1209 and other aviation bills last year.

The SDPA heard rumors in September 2012 that the SD Department of Revenue was working on a **solution to the “double taxation” issue** – in spite of opposing HR1209 last year. The rumor was confirmed in the following email dated December 14, 2012 to SDPA (Steve Hamilton): Randy Sachau wrote:

Steve, As you know, you asked a few weeks ago if I was going to take another run at fixing the tax on homebuilts, and I said no thanks. Interestingly enough, the [SD] Dept of Revenue has apparently decided that I had a valid point and is in the process of writing legislation to fix that problem as well as making things consistent with other areas such as cars and perhaps boats, etc. Rep. [Fred] Romkema has been asked to be involved with it as a sponsor, and since he is going to be head of [SD House] Appropriations [Committee] this year, this could be a good start. You have to believe that if we had the House behind it last year, and we've added the [SD] Dept of Revenue as a supporter rather than an opponent, we have a good chance at success.

Fred asked me to participate, and I could not say no, so it looks like I'm back in the fray.

I'll let you know as soon as we have a bill, but I would suggest you begin to organize your troops for what I hope to be a successful project this time around.

Randy Sachau

Email date December 15, 2012 from Randy Sachau: Since this [bill] is being written and proposed by the [SD] Dept of Revenue, the timeline will be set by them, but I'll keep you in the loop as soon as I get something we can work with. Thanks for the help.
Randy

BOTTOMLINE: The SDPA has alerted Rapid City EAA Chapter 39, Sioux Falls/Tea EAA Chapter 289, Spearfish EAA Chapter 806, Yankton EAA Chapter 1029, and Yankton Regional Aviation Association about this proposed legislation.

Once this bill has been introduced and assigned a number, each organization needs to be prepared to alert their members at the appropriate time during the SD legislative session to muster support for this bill. SDPA

BE SURE TO SIGN WHEN MAKING RESERVATIONS!

EAA ANNUAL CHRISTMAS PARTY

The annual Christmas party will be held on January 19, 2013.

Happy hour 5pm Dinner 6pm

This will be held at the Elks Club Lower Level

There will be a buffet dinner with 3 choices of Meat, a complete salad bar, Potato, Coffee, Tea, Rolls and Butter.

Check 3 of your top choices for EAA member and 3 for spouse/guest

Choices of meat are:

Member	Spouse/guest
___	___ Prime Rib
___	___ Roast Pork Loin
___	___ Oven Roasted Chicken
___	___ Ham
___	___ Oven Baked Chicken
___	___ Chicken Marsala
___	___ Roast Beef
___	___ Chicken Cordon Bleu
___	___ Meat Lasagna
___	___ Grilled Salmon
___	___ Grilled or Baked Parmesan Encrusted Talapia
___	___ Grilled or Baked Cod
___	___ Walleye

The price is \$22.00/person. This includes tax and gratuity.

Please check your top 3 choices of meats and we will go with those choices.

Bring this with you at the next EAA meeting in October or RSVP 381-1600 or 393-0030 with your choices.

Or email milo.schindler@hotmail.com

As in previous years, you may pay for your meal and dues at the same time. Either pay at the door or send your check to Milo at 3711 Dawn Lawn, Rapid City, SD 57703

Milo/Betty

NAME _____