



Sauders' Annual Fly-In Breakfast

As always, good food, good company, and a good time had by all!





John's Jabberings...

By John Glasford

Seems as though the months are whizzing by, and here we are into July. July will be our opportunity to participate in AirVenture 2016 at Oshkosh. If you are planning to attend Oshkosh contact Milo for camping spots and other information. (*see page 6*)

The plans for the Rapid City Regional Airport open house continue to develop. We will need volunteers to be at our booth on Saturday August 20th. I will discuss this at our next meeting and setting time slots up for people to man the booth. There will be help needed on the Ford Tri-motor shuttling crews, getting people signed up for rides, etc. Milo is the contact on the Tri-motor arrangements, so get with him to help on that piece of the open house project.

Our participation on the builds has been light. I know with summer activities we have a lot of shiny objects to capture our attention and things to do. As we get into the cooler months. I hope we can focus more of our attention and help those who are building. I would also like to know if there are others building who could benefit from help in the chapter.

Our program for this month is on ADS-B. I will be discussing what it is, do you need it even given the January 1, 2020 mandate and what are the options for equipping your aircraft. What benefits does ADS-B give us and how will the FAA/ARTCC use it? Also are there cost effective solutions for us as homebuilders?

Hope to see everyone at the meeting.



18 Things You May Not Know About The B-52 Stratofortress

[Read the story here.](#)

Submitted by Dan

If old airline pilots designed cars:



Submitted by Al

Next Meeting:

Tuesday, July 12

at Chapter 39 Clubhouse

6:00 Burger Burn

Please bring a salad, dessert, or munchies to share. A donation to cover the cost of the burgers, buns, & other supplies is also appreciated.

7:00 Meeting

Program: John Glasford will discuss the ADS-B.



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

"Every time I fly and am forced to remove my shoes. I'm grateful Richard Reid is not known as the Underwear Bomber."

--- **Douglas Manuel**

My definition of an optimist has to be the Luftwaffe F-104 pilot who gave up smoking!

---**John Wiley**

You know they invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

— **Marty Caidin**



Benkerts' Annual Fly-in/Drive-in Picnic

October 8

July Birthdays:



Scott Christiansen—2nd
Harold Samdal—7th
Gary Telkamp—14th
Chuck Childs—17th
Mike Harmon—29th

TREASURER'S REPORT

By Scott Christiansen

Balance brought forward.....	\$2160.66
Income:	
Burger Burn.....	57.23
Dues.....	60.00
Expenses:	
Burger Burn Expenses (Rock).....	40.56
Ink & paper supplies (Milo).....	76.67
Balance on hand.....	\$2319.99

June Minutes

By Gary Schroeder (with help by Arie LaCroix)

Meeting was held at the Club house
John called the meeting to order at 7:01.
Minutes were read and approved.
Treasures report given by Scott Christiansen.

Old Business

- SDPA Meeting will be July 11th.
- We raised \$222 towards the \$350 for Groves memorial.
- The tri-motor will arrive Aug 18th, and the open house will be on the 20th. We need to post fliers around the area to advertise the event. Darrel had them printed.
- The Sauder fly-in is scheduled for June 25th in Sturgis.

New Business

- Air Venture is coming up soon. If you want to camp with the group, get Milo a check.
- We are going to get name tags. They will cost about \$7.00, and we need a list of people who want them.

Program

Dr. Robert Allen gave us a great presentation about the changes that the FAA has made to the Medical exam process and advised what you need to have before the appointment to make things go quickly and avoid delays in issuing your certificate.

Meeting adjourned



Haley's 1st solo in a 172



*Haley and Andrew Jennings at graduation and commissioning
(They married soon after.)*

Exciting News for Craig & Pat Johnson

Their daughter, Haley Johnson Jennings, just graduated from the Naval Academy. During her last year at the Academy, Haley received her top selection for her service assignment - Navy Pilot. She graduated and was commissioned an Ensign in the Navy this past May. Haley will start basic flight training in July. We hope to be there in Florida when Haley gets her Navy Wings. After that, based on performance in basic and her interests, Haley will select a platform aircraft for her career. She is interested in helicopters but also the larger fixed wing airplanes like the P3 or the P8.



*geared up for helicopter
flight training in Mayport,
FL*

MYSTERY PLANE:



The CHAMPION 402 LANCER

One of the great things about small uncontrolled airports like Sturgis are the treasures you find sitting on the ramp from time to time. Spotted a few weeks ago was N9962Y, a rare twin-engine Champion Lancer. It was developed from the tricycle-gear 7FC Tri-Traveler and was marketed as a low-cost twin-engine trainer in the early 1960's. Only 36 were built, due to its marginal performance (single-engine ceiling 2000ft) and the fact that the FAA ruled that multi-engine ratings earned in the Lancer were valid only in the type. Tandem seats (yoke control in front, stick in the back) placed the pilot's head squarely between the twin O-200 Continentals, spinning fixed-pitch props. Noise levels were quite high, and visibility in turns was hampered by the nacelles. The inability to feather a prop meant the dead engine continued to windmill, adding to the drag already created by the massive fixed gear and the wing struts. Single engine best climb rates were jokingly referred to as "best rate of slowest decent". Champion did install a mock gear selector lever, complete with green and red indicator lights, for students to replicate the gear retraction and extension skills they might need in more complex aircraft. Fiberglass covers the conventionally constructed airframe, reducing maintenance chores but increasing weight. Overall performance was described as "unspectacular" in period reviews. Coupled with the higher operating costs of the second engine and the limits placed on the ratings by the FAA, one can understand why sales were dismal, and production run was short. Despite all the aircraft's shortcomings, the owner of this particular Lancer seemed quite proud of his rare and unique bird, as he loaded up his gear, fired up the matching Continentals and disappeared to the West. Beauty is often in the eye of the beholder when it comes to rare aircraft!

Aircraft	Year	HP	Empty Wt.	Gross Wt.	Cruise	Stall
Aeronca Champion 7AC	1946	65	740lb	1220lb	85MPH	40MPH
Champion Tri-Traveler 7FC	1955	90	980lb	1450lb	100MPH	43MPH
Champion 402 Lancer	1961	200	1790lb	2450lb	115MPH	64MPH

MYSTERY PLANE BONUS POINTS—Can you name two more civilian twin engine piston powered aircraft with only 2 seats? See the answers on the last page.



Aeronca Champ heritage easily seen in the fuselage



No fabric on this airframe—factory fiberglass covering



Engine/prop placement make for a noisy front seat and greatly reduced visibility for the pilot when turning.



This is a reminder of chapter camping at Oshkosh AirVenture:

Schindlers will be leaving for Osh on the 13 or 14th of July to begin their volunteer work. If anyone is planning on camping with Chapter 39 and wants to reserve a spot with us, send along a check with your EAA Number.

We have to begin paying for the spots we reserve by Wednesday before the show starts. This will amount to \$300.00 from July 20th till the end of Air venture. If you leave before the last day of Air venture, you will receive a refund.

Milo and Betty will be gone camping (Yellowstone and Montana) from the last week in June till about the 8-9 of July. We are then home to refresh and clean the camper before we head for Oshkosh.

We try to get camped in the same area every year, but we find that the campsites are getting harder to find for a group. EAA now lets you order your site online, and EAA reserves these sites for those campers.

Contact us at 393-0030 (home)

Milo's cell 381-1600

Betty's cell 381-8600

Some 2016 AirVenture Highlights



Snowbirds



World's Largest Flying Water Bomber



Bi-planes and Tri-planes

Memorial Wall Induction Ceremony

Sunday, July 31 - Sunday, July 31

10:00 AM - 12:00 PM

Location: [Memorial Wall](#)

If you're planning on attending, parking passes are available. Let John know ASAP at 858-5850 or glasfordjo@gmail.com

MYSTERY PLANE BONUS POINTS - TWO MORE TWIN PISTON ENGINE TWO-SEAT AIRCRAFT



deHavilland DH.88 Comet Racer— Designed for the 1934 MacRobertson Air Race. Max speed 237mph, Range 2925mi.



Wing Derringer— Designed by John Thorp. Max speed 231mph Range 626mi. First flew 1964, 12 built between 1964 and 1982