

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



Charlie Becker, EAA Lifetime #515808
Director of Chapters, Communities & Homebuilt
Community Manager
Sonex completed, Building a Super Cub clone
www.facebook.com/PirateCub
EAA Chapter 252 President www.eaa252.org





John's Jabberings...

By John Glasford

Well, the month of April has been a typical South Dakota spring... if there is such a thing! Anyway, the good flying days have been a little sparse. Better weather is coming and we are going to start up the burger burns. This is always a good time to get back together with old friends and get to know new ones.

We have a couple of project aircraft that we could get started on, but we need volunteers who are interested in learning and helping. The summer will be here before we know it, so some plans need to be discussed for the airport open house that will include the Ford Tri-motor. The rides will be more affordable than the B-17 from last year, so hopefully more people can participate.

I'm always looking for new ideas for our programs at our meetings that will interest the membership. I recently built a Stratux (poor man's ADS-B in) that many of you may have read about in several of the aviation magazines. If members would like to learn how to do build this or get some help I could do a presentation showing its use and construction.

Our program for this month is Rob Burton giving a presentation on the Freeman Company that was a supplier to many of the large aircraft manufacturers and was right here in South Dakota. Rob will also have some freebies that were surplus when Rob left the company. Should be interesting!

Hope to see everyone at the meeting.

The upcoming South Dakota Pilots Association bimonthly meeting will be held Saturday, June 11 at the SD Air and Space Museum. Chuck Childs will be giving a presentation (I think on the Berlin Airlift) prior to the meeting. I believe Chuck's presentation will start at 12:30 and the meeting will begin at 13:30.

Submitted by Tim

Sign hanging above U2 Squadron Entrance : In God We Trust ...all others we monitor

Submitted by Darrel

For Sale....Garmin 496 and accessories. check the link to E Bay. <http://www.ebay.com/itm/GARMIN-GPSMAP-496-AVIATION-GPS-XM-SATELLITE-MAY-2016-DATABASE-/191857181127>

Mine has all accessories pictured plus an added internal data chip.

You can update the data bases of your choice with a Garmin account.

This is the only device you will ever need to navigate.

I used this in the US, through Canada and Europe and was always amazed at the information it contains.

No airplane for years, so it is tired of sitting in the box.

\$650.0 Submitted by Larry McIntyre 605-4840-3571

Next Meeting:

Tuesday, May 10

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: Rob Burton will be doing a presentation. See page 7 for more information.



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

Chapter Work Project

Our chapter work project on Gary S.'s RV8 will begin on the afternoon of May 5. If you're interested in working on the project, contact Gary at gandschroeder@hotmail.com or call his cell at 381-3492.

If you're a Young Eagle volunteer, you need to get your training and background checks done. It's easy and quick to do. [Click here](#) to get started.

Have you paid your 2016 chapter dues?



May Birthdays:

Jerry Petersen—4th
Hilary Cole—5th
Shawn Gab—7th

TREASURER'S REPORT

By Scott Christiansen

Balance brought forward.....\$2421.66

Income:

New donations for Grove's Memorial.....65.00
(total of \$225)

Balance on hand.....\$2486.66

April Minutes

By Gary Schroeder

- Meeting was held at the club house
- John called the meeting to order at 7:00
- Minutes read and approved
- Treasurer's report given, balance \$2421.66

Old Business

- The brochure was discussed and Arie showed us the second draft. Bruce said he would take it to a friend to have 300 copies printed.
- Scott reported on the memorial for Grove.
- Milo advised the Tri-motor is scheduled for Aug 18th thru the 21st for rides, more info to come.
- IMC club –Rick advised that not very many have contacted him so it is postponed at this time.
- Gary can start on the RV8 on Thursdays starting in May. Contact Gary at gandtschroeder@gmail.com
- Pete offered his Wag Aero Cubby as a project and told us a little more about the project
- Jerry P explained the Young Eagles background checks and how to do it on line.
- Update on the Bear Butte Flying Club. The planes were sold and the hanger is going to the highest bidder.
- Molly needed more articles for the newsletters.
- John requested new ideas for meeting programs and will set up a planning meeting. He will send out an email to let us know the time and place.

New Business

- The burger burns will start in May at Rick's hangar. Arie and Don will be cooking; bring something to share.
- Darrel asked if we would like to have another Sturgis fly-in and possibly include Young Eagles event. Possible date to come.
- Alf asked if anyone would be interested in participating in a flyover June 11th over the new soccer fields north of the Flying J, for Black Hill Rapids Soccer Club. He is working with EAFB and the SD Guard to get some heavy metal to participate as well.
- Darrel suggested we get name tags to wear at the meetings.

Program

Jerry D gave us some great ideas to have less bad surprises when we start flying this spring.

Meeting adjourned



Arie presents the brochure he did for the chapter.

Member Profile

By Don Williamson

It was during the early fifties that a friend of my dad's landed his J-3 Cub in our pasture near Vale, South Dakota, and that was my first real exposure to airplanes and the world of aviation. The pilot gave me a ride in the Cub and he let me manipulate the controls once we were in the air. What a thrill that was for a young farm boy, and from that time on I was hooked. Several years later, when I was old enough, I started taking flying lessons in an Ercoupe at the Belle Fourche airport under the instruction of Ivan Ellis. I joined the Belle Fourche Flying Cub and enjoyed flying "The Coupe" for 50 hours or so. I later joined the



Newell Flying Club, which had a Tri-Pacer that I obtained my private and commercial license in. I was still working on the family farm near Vale at this time when I decided to pursue the mechanical end of aviation when I could not find employment as a pilot. I enrolled at Colorado and obtained my A&P certificate in 1969. My first mechanic job was with Arnold Kolb in Spearfish, SD, and along the way I had obtained a CFI. I did

mechanical work, flew as co-pilot on the B-17 fire bombers from time to time, and did some charter work. When Arnold Kolb moved the tanker base to New Mexico, I decided to go to work for Hawkins and Powers in Greybull, Wyoming. I worked as an A&P on the fire tankers which were PBY-4's, the Navy version of the B-24. I also got some co-pilot time on these planes during the two summers spent in Alaska with the tankers fighting fires. When I was back in Wyoming with Hawkins and Powers, I did mechanical work. When I was not doing that, I was flying predator control, spraying crops, charter work, instructing and rebuilding Super Cubs. I moved to Sheridan and started working for Big Horn Airways, which was a subsidiary of Hawkins and Powers, in 1981. I moved there as a mechanic and then started flying aerial game surveys for the Wyoming Game and Fish, US Fish and Wildlife, and various coal mines that needed to do wildlife surveys on their properties. I flew over 5000 hours doing game surveys in the state of Wyoming, most of which was at 100 feet AGL or less, out on the prairie as well as in the mountains and am proud to say it was all done accident free. The flying slowed down in Wyoming and I took a job with Horizon Airways in Spokane, Washington as a mechanic and was there for a couple of years. I then went to work for Western Air Research out of Driggs, Idaho, flying a Maule doing game surveys for three years. I worked for various companies throughout Wyoming until I moved back to Rapid City in 1999 and went to work for different contract companies on the National Guard C12 (Beechcraft King Air 200) until I retired a couple of years ago. In going through my log books for this profile it brought back memories of the various airplanes that I have had the

opportunity to fly, mostly for business, but some for pleasure. I have flown most of the Cessna, Piper, Beechcraft, and Mooney single engine aircraft, along with a scattering of Maules, Aeroncas, Ercoupes, Call Air, and other agricultural aircraft, accumulating over 7500 hours. During my career I have obtained a Private license, along with Commercial, Instrument, CFI, and Glider ratings. I am also an A&P and IA. I have owned a J-3 Cub, Aeronca Champ, Bellanca 7GCBC, Cessna 175, Stitts Playboy and a VariEze. Currently I own an Aeronca 7CCM and a Piper J-3 which I try and fly weekly. My future goals are to get my float plane rating this summer and flying whenever I can.



Is Too MUCH aviation possible?



Submitted by Al N.

Editor's Note: The April meeting was a hoot—lots of laughing and joking mixed in with the business of the night. This is the way the meetings should be. No negativity. If members have issues with others, they should be taken up somewhere else.

EDGAR FREEMAN: South Dakota Aviation Pioneer and Entrepreneur



Completed in 1945, the Freeman Company factory is located just off Hwy 81 in downtown Yankton



1929 Kari-Keen Sioux Coupe 60



Production area with multi-axis CNC lathes and mills.



Final Inspection area with CMM equipment linked to design and engineering systems.

Born the same year as the Wright Brother's first flight, Elk Point native Edgar Freeman's contributions to the aviation industry continue to this day through the Yankton company that bears his name. While an engineering student at USD in Vermillion, Edgar joined forces with Swen Swanson in 1923 to design, build, and fly a single-seat biplane named the Canary. Swanson went on to design several aircraft, including the Kari-Keen 60 which was built in Sioux City. Later, Swanson and Freeman operated the Swanson Aircraft Company in Richmond, Virginia until the depression finally shuttered their factory.

Freeman returned to South Dakota, eventually forming the Croll-Freeman company in Yankton in 1937 as a manufacturer of machined aircraft parts and assemblies. During WWII the firm greatly expanded its operations, running three shifts seven days a week to support the war effort. A new factory building was completed early in 1945, the same year Edgar became sole owner of the firm. Until his death in 1982 Freeman managed the plant that produced thousands of AN-MS-NAS standard items such as rod ends, control rods, and wire rope terminals for the major producers of civil, military, and commercial aircraft world wide.

In 1988 the firm expanded to produce more complex components and assemblies to proprietary drawings for the A-6 re-wing program for Boeing Military aircraft in Wichita. Technologies and competencies gained on this project opened the doors for Freeman, starting with Boeing Commercial aircraft and expanding to several Boeing subcontractors, allowing the firm to become a qualified supplier to major airframe manufacturers. Metal forming of tubular parts through rotary swaging created opportunities in a wide range of flight critical components for fixed and rotary wing platforms. Core capabilities include close tolerance turning, milling, grinding, and assembly, along with in-house non-destructive testing (MPI and FPI).

The firm has achieved qualified supplier status with Boeing, Northrop-Grumman, Cessna, Bell Helicopter, Hamilton-Sundstrand, Gulfstream, Lockheed-Martin, TRW-Lucas Aerospace, Moog, and Goodrich Aero. In addition it holds Qualified Supplier status (QSML) with the DOD/DSCP for Class 2 and 3 threaded fasteners.

Since 1993 Freeman has remained the sole-source supplier to Boeing-Commercial for the bifurcation trackliner, a component housed deep in each engine nacelle that operates the thrust reverser mechanism. Essentially a long thin-walled slotted 17-7 stainless steel tube, the trackliner supports the moving portion of the nacelle that directs bypass fan air forward to slow the aircraft after landing. First used on the 757, the trackliner is utilized on all subsequent airframes—737NG, 747, 767, 777, and 787. Every commercial aircraft produced by Boeing since 1993 depend on parts that are produced by the talented folks in Yankton. A proud legacy for Edgar Freeman, the boy from Elk Point who followed his dreams to the skies.

Free Stuff :

- Tubing
- Fasteners
- Threaded Rods
- Misc. Parts



Bring a box, bucket, or just your curiosity, as I will be disposing of miscellaneous machined parts from the Freeman Company at our May Burger Burn. Program on Freeman to follow the meal. See you then—Rob Burton