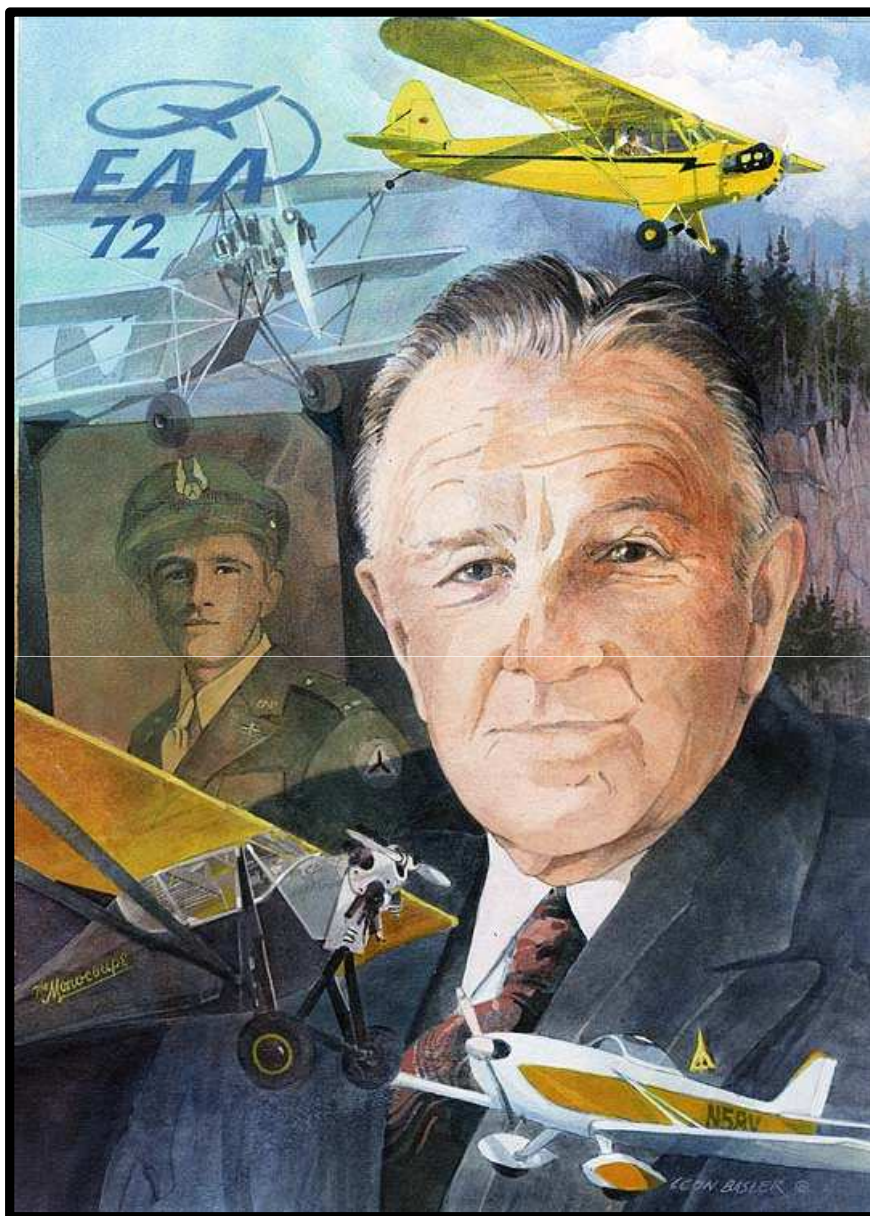
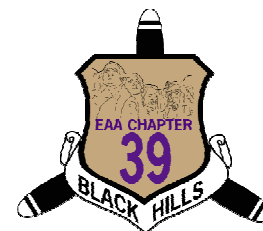




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EAA Chapter 39
Rapid City, SD
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FLYBOY NEWS



Luverne "Vern" A. Kraemer
EAA 72
1917-2012

by Leon Basler

Obituary on p. 2

Any pilot can describe the mechanics of flying. What it can do for the spirit of man is beyond description. ¹
— Barry M. Goldwater, US senator

Luverne 'Vern' Kraemer

RAPID CITY | Luverne "Vern" Kraemer, a pioneer of South Dakota aviation, died Wednesday, June 20, 2012, in Rapid City at the age of 95.

Luverne (Vern) Kraemer was born June 1, 1917, at Parker, the son of Paulina and Adolph Kraemer. In 1928, he moved with his parents and sister, Virginia, to Wood. In 1932, to escape the dust bowl of the "dirty 30s," the family moved to Nemo. He learned blacksmithing from his father and worked as one for several years, but soon began a love affair with airplanes that spanned eight decades. He earned his private pilot's license and trained as an airplane mechanic at the Spearfish airport.

When WWII broke out, Vern moved to Wichita, KS, and worked as a mechanic for Boeing Aircraft on B-29 bombers. Soon, Civil Air Patrol asked him to join Patrol Base #1 at Atlantic City, NJ, to work as a pilot, observer, and mechanic in CAP's efforts to find and sink German U-boats terrorizing the East Coast. After the U-boats went home, Vern continued to fly for CAP until the war's end as a tow target pilot and liaison pilot.

After the war, he moved to Puyallup, WA, and worked as a commercial pilot, mechanic, and flying instructor, then headed to Alaska to try his hand at being a bush pilot for Petersen Flying Service. Vern returned to South Dakota in 1949 and started working for Marshall Flying Service in Rapid City.

In 1952, he built the first licensed homebuilt aircraft in the state of South Dakota, the American Triwing. It is now on display at the terminal at Rapid City Regional Airport. He also built several other homebuilt airplanes during his life, while working as a pilot and mechanic for the rest of his life. In 1953, he joined a new organization, the Experimental Aircraft Association, with membership number 72, becoming a life member. In 1963, he started Black Hills Chapter 39 of the Experimental Aircraft Association and over the years mentored countless builders of experimental airplanes.

After working for Snedigar Flying Service at Rapid City Municipal Airport after Halley Airport closed, Vern opened his own fixed base operation at the airport in 1975, B&K Aircraft, Inc. He retired in 1986 and moved his shop to his ranch at Nemo where he continued to restore antique airplanes.

Vern received numerous aviation awards throughout his life including FAA Mechanic of the Year award for South Dakota and the Great Lakes Region. In 1994, the International Forest of Friendship in Atchison, KS, a park dedicated to aviation pioneers from around the world, placed a plaque in his honor. That same year he was inducted into the South Dakota Aviation Hall of Fame. The Experimental Aircraft Association honored him with their Major Achievement Award in 2001 at the annual fly-in at Oshkosh, WI. The FAA again honored Vern with the Charles Taylor Master Mechanics Award in 1995 and the Wright Brothers Master Pilot Award in 2007. Vern was honored at a banquet at the Smithsonian's National Air and Space Museum in 1992 for his service in Civil Air Patrol as part of Civil Air Patrol's 60th anniversary.

His parents; his sisters, Gertrude and Virginia; and his first wife, Bertha preceded him in death. His wife Norma Kraemer, Nemo; daughter, Linda Collings, Burnsville, MN; and three grandchildren survive him.

YOUNG EAGLES



We held a Young Eagles event on June 2. We had a disappointing number of Young Eagles show up, but 2 of them are eager to learn to fly. That's a very positive outcome!

Thanks to all the chapter members who turned out to help.

SAUDER'S ANNUAL FLY-IN BREAKFAST





THE PREZ SEZ...

by Darrel Sauder

Well, a lot has happened and is going on since you read the last newsletter. For one thing the summer is flying passed so fast that we are now on the fall side of solstice and the days are getting shorter.

I am sure that most of you know that Vern Kraemer, Norma's husband, passed away. The funeral, well attended by our chapter, was gracious, and paid an honorable tribute to Vern, an aviator's aviator. Vern touched many of our lives, including mine. (I learned to fly my ultralight at his airfield in the mid 90's with some sage advice from Vern when he couldn't stand to watch me any longer.) Our chapter contributed a beautiful flower arrangement (ordered and selected by Betty Schlinder). Our chapter will also be ordering a plaque honoring Vern that will be hung on The Aviator's Wall in the museum at Oshkosh. You may read Vern's obituary in this newsletter.

Sharon's and my Annual Fly In Hangar Breakfast on June 9 came off quite well and was well attended by over 30 of you. Although a bit windy, five or six brave aviators flew in, including Randy Daughenbaugh in his light weight tail dragger, a Kitfox. Over 80 cups of coffee were consumed as well as several dozen eggs, biscuits and gravy, and pounds of bacon. A lot of "hanger flying" occurred....I believe a good time was had by all.

Don't know quite how to put this next item. Seems I was all excited to tell you about my new (to me) Citabria that I flew up here from Texas. Well, an opportunity presented itself to buy another one (I was just going to go look at it), and try as I might, could not talk myself out of it. John Hillard's (his wife, Carol Hillard was Lt Governor) came up for sale in Sioux Falls. It passed from John's estate to Business Aviation in Sioux Falls to the owners I bought it from. It came complete with flaps, built in GPS, big tires, transponder, and vortex generators. I knew I absolutely needed two Citabrias, so I bought it. I was extremely fortunate to sell my other one within two hours of announcing it was for sale (sale completed within 48 hours). Whew! I am done airplane swapping for the foreseeable future and consider myself very blessed with the ease of these transactions.

Every one should be looking forward to our next meeting. Dennis Johnson is going to tell of his adventures in learning to fly his Zenith 701. Rumor has it that Al Neal has been his instructor, so I am sure Al will be there to defend himself

Don't forget Dave Utter's Fly In Breakfast at his airstrip on July 14. Time, directions, Lat Long etc to follow.

Hope your are enjoying the summer. Remember...flying normally gets progressively better as we approach midsummer, particularly mornings and evenings. Every day you don't fly is another day you didn't, (thought that one up myself)

Don't forget to floss.



WHERE IN SD?



The first one to email me (teachmolly@gmail.com) with the correct answer will get a raffle ticket for a free ride at the June meeting. (Norma won last month's contest.)

Next Meeting:

Tuesday, July 10
at **Chapter 39 Clubhouse**

6:00 Burger Burn

Bring a side dish, dessert, or munchies

7:00 Meeting

Dennis Johnson will be telling about the training and taming of his Zenith 701 with the aid of that intrepid aviator; Al Neal.



Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Forrest Foster
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 June 2 Weekly Burger Burn Hot Springs Airport Saturdays from 11:30-1

July 13-15 Two Rivers Light Sport and Ultra Light Fly-In Vermillion, SD Contact Lowell Rahn at 605-670-0256 or Dean Erickson at 605-661-7870 for details.

July 14 Dave Utter's Breakfast Fly-in Utter's Airstrip (more details to follow)

July 23-29 EAA AirVenture 2012 Oshkosh, WI

More events can be found on our webpage.

July Birthdays:



Paul...3rd
Gary T....14th
Chuck C....17th
Grove...24th
Harold S....26th

Apologies to Gary S.; I missed his on June 24th.

TREASURER'S REPORT

Milo Schindler

Balance brought forward..... \$2956.50

Income

Dues.....	60.00
Burger burn.....	21.00
Raffle.....	21.00
Sauder's breakfast.....	70.00

Expenses

Burgers & Buns.....	27.00
Copy Country.....	32.43
Scott Christansen.....	120.00
(heat & lights)	

Balance on hand \$2949.07

SECRETARY'S MINUTES

Forrest Foster

- ◆ Meeting was held at the clubhouse 6/13/2012
- ◆ President Darrel called the meeting to order at 7:07 PM and welcomed everybody.
- ◆ We held our monthly drawing for a plane ride
- ◆ Ticket # 726847 Belonging to Scott was the lucky winner
- ◆ Guest were welcomed and introduced
 - Loren Collins hasn't flown for the last 38 years and ready to get flying again
 - Al Belcher has an Avid Mark4 and is our newest member
 - Larry brought his son Lane with him
 - Shawn Gab brought his wife Susie and kids Jana and Jena
- ◆ Old business to cover,
 - Filing cabinet
 - Rick will find us one to use
 - 4 drawer
 - Club house cleanup has been moved to 6/30/2012 with a rain date of July
 - Food will be provided
- ◆ Young eagles report
 - Molly mentioned that we had received a letter from one of the parents of a young eagle thanking us. The kid is now hooked on flying and wants to get his license.
 - Mention having a media night before the next event and also talking to people who Home School.
 - The next Young Eagle event is tentatively scheduled for some time in September.
- ◆ 10 volunteers helped with moving Vern's plane to the Rapid City Airport Terminal
 - Norma wanted to thank everybody and noted that there were people more capable than her there and she just kept her mouth shut and let them take care of it.
 - The next day Vern went to the airport to see the plane
 - The following days he only wanted to talk about it
- ◆ Darrel's fly-in breakfast had 5 airplane brave the wind and many members
- ◆ New Business
 - July 14th Fly-in at Dave Utter's
 - More information at the next meeting
 - Molly reported that she has received many articles for the newsletter, keep it up
 - Meeting program ideas
 - Grand Canyon mapping flights
 - Dan will call Russ and see if we can get them
 - Please express what you would like to do to Darrel
 - Discussed the rental of a porta-potty for the meetings
 - Milo will check into the cost
- ◆ Treasurers Report approximately \$3,000
- ◆ Meeting adjourned at 7:42
- ◆ Dan had a talk over some of the safety concerns that he has see out at the airport over the years. He also shared some of his own experiences over the years and close calls.

PHOENIX RISING

By Norma Kraemer EAA 129511

The Rapid City Regional Airport in South Dakota recently honored one of EAA's founding members, Luverne "Vern" Kraemer EAA 72. His first homebuilt, an American Triwing, built in 1952 and the first licensed homebuilt in the state of South Dakota, was restored by Vern and myself and hung in the terminal serving western South Dakota. The airport terminal is undergoing a multimillion-dollar renovation and members of Black Hills Chapter 39 of the Experimental Aircraft Association campaigned for years for the terminal to feature this unique aircraft in the terminal to honor South Dakotans that love to fly.

Vern built the aircraft in 1952 and flew it in the Rapid City area. He joined EAA in 1953 when he heard about the group, receiving membership number 72. By 1959, he read in Sport Aviation that the group wanted to start an aviation museum at its headquarters at Hales Corners, WI. The first plane donated was Steve Wittman's Bonzo. Therefore, Vern contacted headquarters, and Paul Poberezny flew a Wisconsin Air National Guard C-47 to Halley Airport in Rapid City to pick it up and fly it back to the new museum. Vern never had a chance to visit the plane at Hales Corners because he was too busy working. He did attend the fly-ins but they had already moved to Rockford, IL by then. In a February 1967, issue of Sport Aviation there is a nice picture showing the triwing on display. By 1977, it was listed as accessible for study. In 1984, the collection of the museum was being moved to Oshkosh for the new EAA Aviation Center which included the organization's headquarters and a larger museum space. When Vern attended the 1986 fly-in at Oshkosh he looked for his plane, asked about it, but was not given any answers. After returning to South Dakota, he called the headquarters every couple of months to ask about his airplane. After this went on for two years, he finally talked to a man who claimed he was the new museum curator. He reported that his predecessor had burned the plane up. Vern asked if there was anything left and the man replied, "maybe the fuselage." Vern asked for it back. Several months later, a box arrived at his home with the steel tubing cut up into three-foot sections, the wheels, the gas tank, and the firewall. They did not return the engine, its accessories, or the instruments. Vern was devastated. He asked about the engine and they claimed it was on display without his permission. Vern carefully welded the fuselage back together and hung it up in his hangar. There it languished until 2002, when he found the blueprints he had made in 1952 and started building new wings.

EAA Chapter 39 member Milo Schindler started attending Rapid City Regional Airport board meetings and advocating that the airport have displays about aviation, instead of paleontology for the traveling public to enjoy. In 2006 that got the local Rapid City Journal newspaper reporter that covered board meetings, Dan Daly, to write a story about the triwing and how the airport should consider putting it on display. The 2006 newspaper article spurred Vern to get serious about reconstruction of the plane. Of course, he really got busy in winter doing this. Therefore, when it came time to paint the wings he did it in the living room, rather than try to heat the hangar during a cold South Dakota winter. The distinctive fuselage logo of the western hemisphere surrounded by the words "The American Triwing" was recreated on my computer so that a local sign company could create decals.

Since the original aircraft had no cowling over the engine, a Lycoming O-145 engine was purchased on eBay since the only engines we have on hand are Continentals. From Vern's stash of aircraft parts some of the instruments were fitted into the panel, a propeller was found, magnetos and a carburetor put in place. His saving old spark plugs helped in getting the engine looking ready to go, after getting a magneto harness on eBay. The plane had straight pipes for an exhaust system in Vern's photographs, so none of the exhaust systems in the loft would work. Larry Vetterman, who builds custom exhausts for RVs, took up the challenge to create the missing intake tubes and the exhaust stacks. They were the icing on the cake that made the plane look ready to fly.

After numerous delays in remodeling the airport terminal, an architect in charge of the new terminal design, Tim Roach, visited Vern's hangar to get the dimensions of the plane so that it could be incorporated into the airport

terminal design. The chosen display area was next to the escalator that all passengers have to use to get to the departure gates.

By March 2012, it looked like things might finally be coming together to get the plane on display at the terminal. However, construction delays kept pushing the date later and later for hanging the plane. Finally, the architect said that they wanted the plane on May 24. There was a narrow window for unloading the plane and assembling it in the middle of where passengers traipse through the terminal. The airport has minimal traffic between 3 p.m. and 5 p.m. so we had to get everything ready to go for the building contractor to lift the plane up in the 18' high ceiling in a short time period.

EAA Chapter 39 members got an e-mail letting them know the schedule of when to show up at the ranch to load the plane in the morning and then head to the airport to assemble the plane. A few members of EAA Chapter 806 in Spearfish, SD, also were great to show up and lend a hand as well. Since Vern was unable to help with any of this because he had been hospitalized since mid-March, having experienced homebuilders do the final tasks were the key to success. By having many knowledgeable volunteers, both sides of the fuselage had the wings attached simultaneously compared to when I did it at two different temporary museum venues in 2011. When I left the terminal at 6 p.m. on the 24th, the airport manager, Cameron Humphres, assured me the plane would be hanging up by the time I was able to get Vern transported to the airport the next morning. The construction crew was still playing with laser lights on the ceiling to determine position when I left.

When I picked Vern up at the nursing home the next morning to take him out to the airport, the nursing assistant who got him ready reported that her Dad was on the construction crew. He had put in a 20-hour day getting the plane hung up. That means the plane finally made it to its perch in the wee hours of the 25th. Wheelchair Services of the Black Hills transported Vern to the terminal and we had to wake Vern up to see the plane. We were unsure if he realized what was going on, but we finally got him to smile long enough to get a good picture of him and his airplane. The construction crew moved a lot of equipment out of the way on the upper level of the airport so Vern could see things from above, since he was not up to an escalator ride. While Vern seemed oblivious to the happenings at the airport at the time, the next day all he could talk about was how great it was that his triwing was hanging at the airport terminal.

So after 63 years after leaving Rapid City, his plane has risen from the ashes and returned to its hometown, to be shared with the flying public. It is a tribute to not only Vern's love of aviation, but to the EAA chapter members and the chapter he started in 1963.





Dan & grandson Logan return from an evening flight.



Darrel's grandson Caleb: "Grampa, I've got it!"



Darrel's Yellow Citabria Turned Red

Dear Darrel and members of Chapter 39,

Thank you so much for the flowers for Vern's funeral service. Even more awesome was people taking time out of their busy day to be there in person. Vern always cherished the Chapter and its members, and it's obvious the feeling is mutual.

Your kind expression of sympathy and friendship will always remain in our memories.

Thank you for your thoughtfulness.

Norma

One of the questions from a career placement test given applicants for job placement was:
"Rearrange the letters (P N E S I) to spell out an important part of human body that is more useful when erect!"

Those who spelled SPINE became doctors.....the rest became pilots.