



Sauder's Annual "Fly-in" Breakfast





The Prez Sez...

by Darrel Sauder

Sharon's and my annual fly in breakfast at our hangar at Sturgis turned into the usual "drive in". Winds were forecast to be 30 to 40 mph in the PM so most airplanes remained in their hangars. However, one intrepid aviator, Scott Christiansen, and his trusting passenger Richard Brandinger flew into Sturgis despite an intimidating headwind. His Elipse was quickly tied down and Scott and Richard joined the rest of the 25 or 30 people in the hangar. We enjoyed hosting all of you and hope to do it again next year.

I missed the last meeting but understand everyone got well fed and enjoyed a tour of Switzerland courtesy of Scott. Still can't figure out why he didn't fly his airplane over there.

We should all be looking forward to Don Williamson's and Gary Telkamp's hangar open house-burger burn at Spearfish Airport on July 13th. That, by the way, will be the same day of the Ellsworth Museum's Open House. With a little effort you should be able to make both.

Summer has just started. Nights are getting longer. So-o-o...you can now either fly longer at night or get up there and fly shorter but more scenic flights in the daytime!

Oshkosh is coming soon. You should be able to find a lot of new "stuff" there as well as revisiting your favorite haunts and meeting with some of your favorite people.

As always, looking for new ideas for our Chapter. Contact any of the officers with your inputs. Enjoy the summer, keep flying, give us your ideas and ...

Don't forget to floss.



*Brenda finally gets her glider ride.
(Thanks to Gary for the pix; more on the website.)*



The first Stealth fighter goes to the Bone yard
Submitted by Al

Next Meeting:
Tuesday, July 9
at **Chapter 39 Clubhouse**

6:00 Burger Burn

Please bring a salad, dessert, or munchies to share.

7:00 Meeting

Program: Brinda Kuhn will give a presentation about the Hardrocker Aeronautics RISE Program (HARP) for students.



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

July 6 Saturday Airport Breakfast Vetterman's Hangar at Hot Springs Airport 8-10
8:00am to 10:00am Free-will donation. Get out & do some fun flying. First & Third Saturdays in June, July & August.

July 11 SD Air & Space Museum Speaker Series
SDASM, Box Elder, SD 6:00pm Speaker: Richard Lake — Vietnam. Sponsored by the Ellsworth Heritage Foundation.

July 13 Telkamp/Williamson Hangar Burger Burn Fly In Spearfish Airport Please bring a dish to share. Lunch begins at 11:30.

July Birthdays:



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

TREASURER'S REPORT

by Milo Schindler

Balance brought forward:\$1204.98

Income:

Dues x 1.....\$20.00
Burger Burn.....64.00
Sauder Breakfast..... 88.00

Expenses:

Sauder Breakfast..... 70.00
Sam's Club (burgers, etc.)..... 40.00

Balance on hand.....\$1264.98

Secretary's Minutes

by Gary Schroeder

- Burger burn in Milo's hanger Great food!
- Meeting was held at the clubhouse
- Dan called the meeting to order at 7:07
- Minutes read and approved
- Treasures report given, balance \$1202.98 Paid Sam's Club
- Guest were Tony, Brenda, and Rob

Old Business

- We talked about Darrel's Sturgis fly-in.
- Wings and Wheels on June 15th from 7:00 to 1:00 in Buffalo Wyo.

New Business

- Milo advised no one has written their blank check for camping at Oshkosh yet.
- Sioux Falls bus to Oshkosh has extra seats that opened up. The cost is \$350.00 and includes the ride, a room in the dormitories, and entry to Air Venture.
- Norma described what to expect in the dorms and how transportation works to and from the air show.

Program

- Scott shared the pictures of his and Nancy's trip to Switzerland.

* 8:18 Meeting adjourned



our very own master chef



good ole hangar talk

Two of Chapter 39's members (Norma Kraemer and Charlie Summers) are featured in this month's South Dakota Magazine. The issue features stories about aviation from all around the state.

The Texas Flying Legends

By Doug Bodine

We were originally supposed to land the evening before. We made it to 13mi out before weather drove us back to Chadron. The Rapid folks had pizza and cold drinks waiting with a crowd of people, including WWII, Korean and Vietnam vets, so it was heartbreaking not to make it in. Just so happened that Chadron had a gathering of vets from all over the state departing the next morning on an honor flight trip to Washington DC. We gave them quite a show, and it seemed like most the town came out to the airport. It was like the seven loaves parable – food and merriment just happened.

It looked like we would miss rapid all together, but some last minute wrangling made it come together. And glad it did. It was special seeing the fleet on our ramp, and the Rapid folks were great. Thanks to Don at West Jet, Les and Jerry at L&D, the Alex Johnson and Isis hospitality, EAA Ch 39 and Friends, Pete Girtz from RC Regional Apt, and esp Mark Reed, call sign "Spectre". He is a former B-1 pilot, now FedEx who provided two weeks worth of stewardship to make it happen. Without the investment made by these folks, I could not have effected the decision to include the Rapid stop.

Thanks to all the folks who came out and supported the mission of the warbird fleet of the Texas Flying Legends: To honor vets – past, present and future, and to keep awareness of the sacrifices made by a great nation in the name of God and freedom.



The 1,024 newly minted 2nd Lieutenants of the U.S. Air Force Academy Class of 2013 toss their hats in the air as the Texas Flying Legends Museum, based out of Ellington Field, Texas, provide graduation ceremony fly-by support at the Academy's Falcon Field in Colorado Springs, Colorado. May 29, 2013. (U.S. Air Force Photo Released)



37th AIR RACE CLASSIC VISITS SOUTH DAKOTA AIRPORTS

By Norma Kraemer

The Air Race Classic is an all-woman annual cross-country competition that is unique in that it allows all sorts of different production airplanes to compete in a handicapped race. Experimental aircraft are not allowed. The original All Women's Transcontinental Air Race started in 1929. This is its successor race. It is unique in that only women may compete or occupy the aircraft. That means that if you take your pet dog along, it must be a female dog.

This year it included stops in Spearfish and Brookings, SD. The race started at Pasco, Washington, with a goal of Fayetteville, Arkansas. Intermediate checkpoints were Mountain Home, ID; Logan, UT; Rawlins, WY; Spearfish, SD; Brookings, SD; Holdrege, NE; La Junta, CO; Woodward, OK. It was to start on June 18 and end by the 21st, but the trick in the race is that it is a VFR race dependent on passable weather. The start in Pasco had anything but VFR. Therefore, the race organizers turned the planes loose at their own discretion to get to Mountain Home and that would be where the timing started.

The first night out found planes scattered all over the place. One plane, #30 made it all the way to Spearfish. However, five teams stayed at Pasco, six made it to Mountain Home, ID, 18 made the overnight in Logan, UT, and the rest were scattered over Oregon and Idaho airports waiting for the weather to improve to their satisfaction to get to Mountain Home. The next day all but one aircraft that was competing had gotten past Pasco, with eight aircraft still trying to get to Mountain Home. However, many of the racers were well on their way with a large group getting to Spearfish or Brookings, with team #30 all the way to La Junta, CO.

I went up to Spearfish on the 19th to observe the activity and see what kinds of planes were competing. Eagle Aviation were the hosts for the teams coming through and Ray and Laura Jilek were rolling out the welcome mat for teams that were refueling and going on or spending the night at the local Holiday Inn. They had volunteers at the timing station sitting out next to the runway. The planes are timed at a specific point on each airport for their fly-by. Over the years, this has worked out to be the safest way to time planes. In the 1950's the pilots would actually have to land and "run" to the timers table to get their time. South Dakota's first competitor in 1959, Dorothy Lee, reported that in her rush to climb out of her plane at one stop, her foot missed the step and she cut her shin up badly on the lip of the step. This also eliminated people being delayed by air traffic controllers in towers and other interfering air traffic in a pattern.

The competitors are a mix of all kinds of pilots. There are many college teams (SDSU did not field a team) from all over the US. Liberty University, Metropolitan State University, and Embry-Riddle had several teams each. The UND team finished 19th in the competition. There are veteran racers who have been in the race for over 20 years, and fairly low-time pilots who see this as a way to gain experience in cross-country flying. The team that won, #17, was made up of Marge Thayer with 3,950 hours of flying time and Helen Beulen with 4,300 hours. They flew a Cessna 182RG. The first team to get to Fayetteville, #30, actually finished in 21st place. Dianna Stanger with 4,100 hours and Joyce Wilson with 614 hours flew a Cirrus SR22 showed that getting to Fayetteville first was not the success they had hoped it would be.

The second place team #16 showed that it is an international air race with team member Michelle Bassanesi of Rome, Italy, competing in her first air race. Her team member was Gretchen Jahn of Boulder, CO, with 17 previous Air Race Classics in her resume. The third place team was also the best University team, representing Embry-Riddle. The team consisted of Valdet Mehaj of Prishtina, Kosovo, with 415 hours, and Danielle Erlichman of Shrewsbury, MA, with 700 hours.

I had a good time visiting with one team from #24. They were flying a Maule MT-7 (although it had a nose wheel it was still a Maule.) Team member Sarah Morris seemed a little perplexed by the 25 mph winds they had to deal with or higher as a headwind as they headed to Brookings. All the teams seemed a bit unhappy about our usual breezy South Dakota flying conditions. For Sarah this was her third race and her partner Helen Helpling was competing for the first time. They finished eighth, both in landing order in Fayetteville and in the race results.

The major mishap of the race occurred in South Dakota. Team #3 made an off-airport landing near De Smet, SD. The team from Middle Tennessee State University of Alison Taylor and Alexis Hutchinson lost power in their Piper Cherokee 140 and were forced to land. No one was hurt, but they had to withdraw from the race. By the end of the race, eight planes had withdrawn and 33 completed the course. Considering the weather challenges, it was probably a major achievement to get to the finish line.

Technology has changed how one can enjoy the race, even if you are not a competitor. One of the race sponsors was "Spot" the GPS tracking device that you can have with you when you fly. It is a satellite tracking system that gives real time updates of your position. As a sponsor, they allowed you to see on their Internet web page the position of each plane. In fact, by chance I was looking to see how team #3 was doing across South Dakota when I noticed that the track showed the plane no longer headed towards Brookings from Spearfish. It showed the plane heading NW instead of east. Then the track stopped. That was the point the plane must have made its forced landing. Looks like a good thing to have in your plane for cross-country flights if you want someone looking out for you.

This race shows that experience is not necessarily the determining factor in winning. Knowing how to make your airplane perform at full throttle and read the weather is the key to success. It also creates teamwork challenges, since most planes have two or three pilots along as crew. I hope all the competitors had a great time. Who knows where they will fly to next year?



*Sponsor banner at Eagle Aviation for race.
Competing planes on the new tiedown area
behind the car parking lot.*



*Team #24 and their Maule. Helen Helpling on
left and Sarah Morris on right*

AERO FRIEDRICHSHAFEN
(a.k.a. Oshkosh AirVenture in Europe)

By Scott Christensen

For several years AERO has had a booth at Oshkosh to advertise their trade show. It is located in Friedrichshafen, Germany, on Lake Constance with Germany on the north shore and Switzerland on the south shore. The Zeppelin Company, builder of the huge dirigibles such as the Hindenburg in the 1930's is also located here. I used the trade show as an excuse to go to Germany/Switzerland for sight seeing.

AERO was April 24-27; I packed winter clothes for the trip. When I arrived, it was in the mid 80's and the only snow was on the distant mountains. My hotel was within walking distance of the AERO buildings so I decided to shed my winter clothing and walk across the apple orchards to the airport. On my way I met a young lady on horseback. I was concerned about walking across the fields but she told me that in Germany walking or hiking in the country is completely acceptable even on private property. I used a Google Earth picture of the area to find my way to the AERO buildings. The parking lots were busy with activity getting set up for opening day.

The entry fee for AERO was 15 euros per day for a senior. At 9:00 a.m. the doors opened and people rushed in. I happen to enter into the largest of the eight buildings and was greeted by beautiful sailplanes as far as I could see. I was in sailplane heaven. At the far end of this building was a large netted area for flying radio controlled model aircraft. It was amazing to watch these small aircraft flying unlimited acrobatics in a confined area. Sometimes they crashed or flew into the net, but due to their light construction they were hardly damaged. I enjoyed watching the helicopters flying inverted and the large model airship flying overhead. A lot of the sailplanes were motorgliders with retractable engines, both electric and gas. A new variety was being shown with electric motors in the nose of the sailplane with propellers that folded back flush when not in use. The electric technology for powered flight is electrifying (pun intended).

Between each building was an attached dining area with a food vendor offering different international foods. I noted that no drinking fountains were available anywhere in the buildings. If I wanted water with my lunch I had to specifically ask for tap water or I would be served mineral water at great expense. I ate well and the German potato salad was excellent.

The second day was spent looking at outside vendors and revisiting exhibits of special interest to me. The last hours spent in the sailplane hall along with the model aircraft displays.

The third day was set aside for getting the Avis rental car. I had to ferry across the lake and then take the train/bus to an airport on the Swiss side of the lake to pick up the car. I would save on the drop-off charges at the end of two weeks if the car was rented in Switzerland.

Nancy arrived on Saturday. Before she arrived, I spent the day at the Zeppelin museum downtown and the Dornier museum at the airport. I was told that at the beginning of WWII, the Dornier aircraft factory was in Friedrichshafen, Germany, but was moved across the lake to Altenrhein, Switzerland, to avoid being bombed by the Allies. The Swiss being neutral during the war allowed this to happen even though the Allies weren't happy about it. Switzerland being neutral was beneficial to both warring sides for varied reasons.

I picked up Nancy and gave her a tour of the nice motel I was staying at. We then drove to the Black Forest area to start our vacation. We got rained out the next day and drove back to Lake Constance for a visit to the Island of Mainau. At Appenzell, our hiking plans were weathered out so we took a cable car to the top of Serei Mountain. This was the highest mountain in the area and you could see for miles around. We were high on a mountain top in Switzerland but it was no higher than Harney Peak here in the Black Hills. By mid afternoon we were driving to Luzern for the night.

At AERO I had set up a tour for the Pilatus aircraft plant for Friday morning. We arrived Wednesday afternoon to check in. They canceled the tour because I hadn't called to confirm the appointment. After a few worried minutes, the tour was back on schedule. We spent Thursday on Mt. Pilatus located just outside of Luzern. On Friday the Pilatus aircraft plant tour was very interesting. The Pilatus aircraft are well engineered and built by employees that are there for their lifetime. The apprenticeship program for factory workers can start as young as high school age. We were told that the mountains around Pilatus were full of tunnels that were for military use. These facilities are slowly being decommissioned and becoming tourist attractions. Our next stop was Interlaken, one of the most visited and beautiful areas in Switzerland.

We spent two days in the Interlaken area. The clouds went away on the second day and we ventured up to the "Top of Europe" during the afternoon. The trains took us to the station at the base of the Eiger Mountain. (Do you remember the Clint Eastwood movie "The Eiger Sanction"?) From there another electric cog train took us through tunnels in the mountain to the highest train station in the world at 11,300 feet. We spent an hour at the top going through a self guided tour of the attractions. We stopped at two stations within the mountain to get off the train and walk to large windows on the mountain side to look out and straight down. The story of building of these tunnels at such steep angles was unbelievable. It took 16 years by Italian workers to complete the tunneling.

We departed Interlaken for Chamonix, France. The weather was bad so we kept on driving to Geneva and on to Lausanne. The next day we went to tour the Chateau de Chillon on Lake Geneva. The medieval castle built on a rocky island has always been inhabited and maintained for over 800 years. We spent the night in Gruyeres and went on a cheese factory tour. From our hotel room we saw a plane in the valley. I looked at the map and found a grass strip down below the village. We drove down to the airport. Most planes were in hangers or in sailplane trailers. I saw very little general aviation activity during my visit. There was lots of paragliders giving rides in the Interlaken area. I was told that the fees charged to airplane owners for operating in controlled areas made private flying expensive. I saw these fees when looking up airport information for the Altenrhein airport. I figure the high cost of avgas also takes its toll.

After a night on the lake in Murten, we drove on to Zurich. We checked into our hotel near the airport around noon. We found an aviation museum nearby at an old military field. We found out that none of the static displays had English descriptions. I could see interesting displays through the large windows in the gift shop and decided to go in. We spent several hours there and enjoyed ourselves. We returned to the hotel and decided to return the rental car to the airport instead of

the next morning. After returning the car, we caught the airport motel shuttle and had a nice dinner in the Italian restaurant in the motel. At that time we were looking to spend the rest of our Swiss francs before leaving Switzerland. We paid our hotel bill in cash and spent the rest on breakfast.

At the Zurich airport our flight to Frankfort was delayed for several hours. The connection time in Frankfort was now close. However, we made the connection and boarded a Boeing 747 bound for Denver. The airline was Lufthansa and they did a great job. We got fed two full meals on the 9 hour flight and they kept coming back with drinks during the entire flight. The hot towels between meals and before landing were a nice touch. We had unlimited video/movie viewing on the back of each seat to pass the time away. With all the time zones we flew through, the sun hardly moved during our flight. The flight path took us north of Scotland, over Iceland, across Greenland, down over Hudson Bay and Canada, across the Dakotas (we saw Harney Peak and Mount Rushmore from 36,000 ft), then over the foothills of Colorado. While clearing customs, Nancy was picked out by cutest beagle dog because of the apple smell in her backpack. This caused delay since she had to show there was no fruit in her bags. We then had to go back through security to check in for our connecting flight. The remaining flight to Rapid City was uneventful and we were glad to be home again in the Black Hills.



(more of Scott's pix on the website)

Classifieds

Garmin 560 GPS
used twice. Great deal at \$1000.00
Terry 863-0425

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