



Baddeck, Nova Scotia
The birthplace of Canadian Aviation
by Norma Kraemer

Everyone remembers that Alexander Graham Bell invented the telephone, but most people would not know of his involvement in the early developments of heavier-than-air flight at the beginnings of the 20th Century. Indirectly he was also responsible for the first plane to fly in South Dakota. There is a lovely museum in Baddeck, Nova Scotia, that pays tribute to the man and his inventions that look out over the place of the first flight in Canada in 1909.

While the Wright brothers first flew at Kitty Hawk, NC, in 1903, they were certainly in no rush to publicly demonstrate their efforts to fly. Their strategy was to obtain patents to protect their invention and fend off any competitors. However, the mania that people had in trying to fly was not to be controlled by the two brothers.

Alexander Graham Bell invented the telephone in 1875, while teaching deaf students in Boston, Massachusetts. After some struggles at patenting the telephone first in Great Britain and then the United States, his company persevered and he was secure financially for life. This gave him the opportunity to spend the rest of his life as an inventor. By 1891, Bell included aviation in his inventions with his design and building of a variety of kites. In 1907, he formed the Aerial Experiment Association with Glenn Curtiss, Thomas Selfridge, J.A.D. McCurdy, and Frederick W. Baldwin. Bell's wife, Mabel, decided that the group should be properly financed, so she sold some of her real estate holdings to provide the funds needed (Mabel was not only Alexander's wife, but his business manager.)

By 1908, the group was able to fly its first aeroplane, *The Red Wing*, at Keuka Lake in New York state, since Glenn Curtiss had his motorcycle manufacturing plant there. This should be noted that this was the first public demonstration of flight, since the Wright brothers had not demonstrated their aircraft publicly in the time between their first flight in 1903 and this date.

The Aerial Experiment Association was pleased with their first aeroplane and went on to build the *White Wing* and *June Bug*. They invented the aileron and tail rudder that proved to be a more practical way to control the aircraft than the wing warping employed by the Wright brothers.

By 1909, the association built their last aircraft, the *Silver Dart*. It was flown off the frozen waters of Bras d'Or Lake at Baddeck, Nova Scotia, on February 23, 1909. This was the first plane to be flown in the British Empire. After this demonstration the association broke up, partly due to the death of Selfridge in a crash of the Wright brother's plane at Fort Myer, VA, the previous fall and the exhaustion of the funds. Glenn Curtiss went on to form his own aircraft manufacturing company in the United States and provided the first plane to fly in Rapid City, SD, in 1911.

In 1952, the Bell's daughters gave the government of Canada the memorabilia of their parents to establish the Alexander Graham Bell National Historic Site at Baddeck, overlooking the location of the first flight in Canada. Today it is a part of Parks Canada for the public to see and appreciate all that the Bell family did for mankind. It includes a replica of the *Silver Dart* that was flown in 2009, in honor of the first flight in Canada. This flight in 2009, inspired me to eventually write my book, [South Dakota's First Century of Flight](#) and to travel to Baddeck this October to see the *Silver Dart* in person. It was a great trip!



Curtiss engine used for the first Canadian built aircraft



Replica Silver Dart flown in 2009



Alexander Graham Bell museum building



John's Jabberings...

By John Glasford

Well after a hard fought campaign, I have the honor of being elected as president of this EAA Chapter. Oh, wait... there were no other candidates? Darrel told me there were lots of others just waiting in the wings! Well, no matter, I am looking forward to helping this chapter move ahead. There are many of you that I don't know, and I'm sure many are asking who I am. I hope to get introduced to each and every one of you and learn what I can from the vast aviation knowledge base we have in this chapter. I am looking to each of you to help me with ideas, events and projects that will attract new members. As a flight instructor I love to teach, but I also love to learn. That's what makes this position so exciting--the opportunity to learn. I am only here to lead as the membership desires, so you need to be active in the direction this chapter takes. As we all are very aware, our membership is becoming very 'seasoned'. I want to find what it takes to interest our younger aviators and and to make them want to become aviators into our chapter. I believe it is essential to keeping general aviation and homebuilding alive. I also see a number of homebuilt projects out there where the builders are not part of our chapter. I would like to hear why they aren't part of our organization. What we can do to help these builders become involved in our chapter and what the chapter membership can do to help them.

I am also seeking ideas for guest speakers and programs at our meetings. My knowledge of who is available and the interest of our membership is limited. So please don't hesitate to call or email me and give me your ideas.

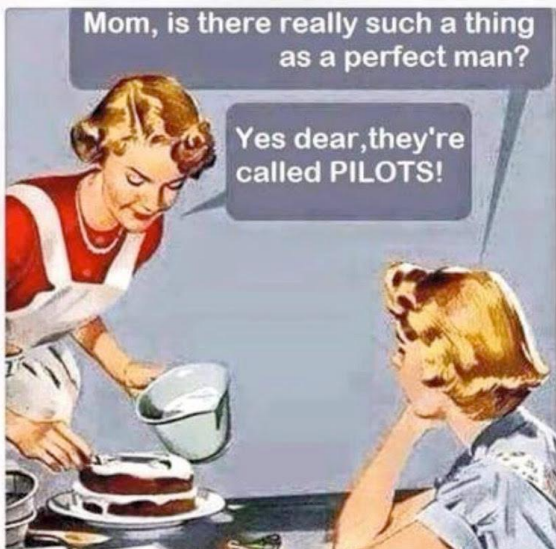
Don't forget t the Christmas party is coming up soon. Please RSVP as soon as possible. so we can have a good count on how many will be there

See you at the meeting!



B1 for Sale

[Read the story.](#)



Annual Christmas Dinner

January 16 at 5:30 at the Air & Space Museum
(Transportation will be available for don't wish to drive.)

Meat choice:

Sliced London Broil and ham

Starch choice:

Roasted rosemary potatoes and Rice Pilaf

Vegetable choices:

Steamed broccoli and balsamic vegetables

Salad Choice:

Marinated cucumbers/tomato salad and bowtie pasta with seasoned vegetables

Dessert choice:

Peach cobbler

RSVP for the dinner has to be Milo by December 31, 015.

phone # 393-0030 (home) 381-1600 (cell)

Price for meal is \$28.00 per person

This includes room, gratuity and tax. Cash bar will be available.

Next Meeting:

Tuesday, December 8

at **Chapter 39 Clubhouse**

6:30 Hangar Talk

(Jerry P. will provide treats.)

7:00 Meeting

Program: Rick will tell us more about the IMC Cub, with a follow-up by Dan.



December Birthdays:

Al Fisher—1st

Forrest Foster—1st

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

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....\$1941.73

Income:

Dinner x 4.....112.00

Dues x 9..... 180.00

Expenses:

Ink for newsletter.....79.26

Balance on

hand.....\$2154.47

November Minutes

By Gary Schroeder

- Meeting was held at the Club house
- Darrel called the meeting to order at 7:05
- Minutes read and approved
- Treasures report given, balance \$1941.73
- Marsha Sumpter, Lee Vaughan, and Dale Freeman were guests tonight
- Jim, Allen, and Bruce have birthdays this month

Old Business

- The Christmas Party: 27 people sent in their requests for meals please RSVP by December 1st.
- The Ford Tri-motor: Shawn, Milo, and Darrel have been working on coordinating this and they still need to find out if and when it can come. More info to come.
- Molly needed more articles for the newsletters

New Business

- Darrel told us about the IMC Club which partners with EAA chapters to present scenarios of accidents to discuss and learn possible solutions to avoid or survive similar situations.
- Molly asked if we could make more brochures that Norma had created, so we will research the cost to possibly get more to recruit new members
- The display in the airport terminal was dedicated today and Milo recommended that everybody check it out. Very nice display Norma
- Chuck told us about the trip to Germany and Czech Republic with the Ozark College students from Branson.
- Norma recommended the Alexander Graham Bell museum in Nova Scotia, it displayed his aviation interests.
- Scott recommended the movie "The Bridge of Spies"
- Elections were held

President	John Glasford
Vise President	Mike Harmon
Treasurer	Scott Christiansen
Secretary	Gary Schroeder
Young Eagles	Brenda Nolan
Technical advisor	Jerry Densmore

Meeting adjourned

Many thanks to Darrel, Dan, Milo, and Jerry for their years of service to the chapter!
And to Gary for sticking around for another term.

No Sale

By Scott Christiansen

After spending the night in the hanger clubhouse, I pulled out the Ellipse, so I could get to the Aeronca for a sunrise departure. The sun was just starting to show as I taxied out for my departure for Yankton. I was hoping for a calm morning but the wind was already blowing from the northwest. That was a good direction. I called the tower for taxi clearance and added that I was eastbound and not intending to return with the Aeronca. Shortly after takeoff I noticed the ground speed to be only 64 mph. The wind had shifted from the east. I decided to climb hoping for a tailwind from the west, but no such luck. My flight to Yankton would be with a wind from the south. After several hours I arrived at Yankton and was glad they had short runway into the wind. Not knowing if I still remembered how to land the Aeronca, the headwind made the landing so slow I thought I was going to stall out. It was a long taxi to the fuel pumps. I found a tie-down spot that sheltered the plane from the wind and took the courtesy car to Subway for lunch. Departure from Yankton was an hour later and I proceeded to Ames, Iowa for an overnight stay with Kathy's daughter Tam and her husband John. I knew several days earlier that there was a college football game that day and a TFR would be in effect during my arrival. I had to call Des Moines approach control several days before departing Rapid City to coordinate an arrival into Ames. Not having a transponder didn't help the approval process. I called back before leaving Rapid and "Johnny" at approach control had cleared my arrival into Ames. Arriving at Ames several hours later, a quick call on my handheld radio to Des Moines cleared my landing at Ames. I found one tie-down spot amongst the corporate jets that were there for the game. My GPS had stopped working an hour before reaching Ames so I knew I had to charge the portable battery before further flight. I did have paper maps with me as a backup but I was surprised at how much the GPS made the cross country flight so much easier. I grabbed my bags and went to the FBO to check in. They said to call the Des Moines FAA tower. NOW WHAT? I already had the number in my phone so I called them. Turned out another aircraft had just landed after me and was being tracked for a TFR violation. It wasn't me they wanted, but the other aircraft didn't stop and just taxied around the airport before departing. I needed a Saint Louis sectional for my destination the next day and the FBO had an expired one to give me. John and Tam were there to pick me up and helped me tie the plane down. We drove out of the airport and John pointed out their Farmers Insurance office just off the road to the right. Well I didn't see the office because right next door was an Interstate Battery business. I said turn here now! By then I realized that I had forgotten my battery charger for the GPS and I was hoping I could find one here. Luck was with me today, they had an exact replacement battery to purchase and the owner of the store mentioned they might have a charger in the "misc." box in the back AND it was not expensive. Back into the car and home for the night. I didn't get a real early departure the next morning. I got fuel and departed for Louisville, KY. I stopped for fuel at Casey, Illinois. The winds were still unfavorable but the runway was into the wind. They had a really nice FBO with lots of telephone numbers posted that nobody answered. I called the local police number and told them I was at the airport and needed fuel. An hour passed by before I received a call from an owner of the airport who was out of town for the day. He told me how to get the gas pump working and said to leave my name and number on a slip of paper so they could bill me by mail. I was finally on

my way again for Louisville. Now I didn't know if I could make my destination before dark. Almost there, I changed course for Clark airport north of Louisville. My original destination was a private grass strip just south of Ft. Knox. I landed at Clark just after sunset and taxied around before I could find a tie-down spot. After a couple of hours at the FBO, a local corporate pilot had landed and was doing paperwork in the lounge. I asked him for a ride to the motel and he said OK. The gal at the counter said she could pick me up in the morning if I could be ready at 6:30am. Had a nice room/breakfast at the Hampton Inn that night. The next morning I found the Aeronca covered with frost. I knew I wasn't going anywhere with frost on the plane. Out came the credit card and I started scraping. I borrowed the ladder from the fuel truck and did the top of the wing. A T-shirt came out of my bag to help reach the center of the wing. After an hour and a half I was ready to start up and depart for my final destination. It took me 45 minutes to fly around the controlled airspace at Louisville. I called the tower at Ft. Knox and got permission to fly over the airport and land at Vine Grove. Ft. Knox is a big army training base and is a restricted area, but just south of the tower is the square building that contains the country's gold reserves. I flew right over it as it was not in the restricted airspace. Landing on grass was a nice change of pace. Mark showed up a couple of minutes after landing. As I unpacked the plane he started removing inspection panels from the left wing. I could hear him grumbling as I made the airplane ready for his ownership. As I finished unpacking he started complaining about the fabric work and the interior of the wing. I told him that the covering job was done by a previous owner and was not a professional job. I had sent him over 50 pictures of the plane and this was very clear in the photographs. He tried to point out discrepancies in the wing through the inspection panels, but I could not see what he was talking about. He said he would call his IA to come out and look at the plane, but he would be hard to contact because of his odd working hours. We pushed the airplane over to the shed hanger and tied it down. By this time I could see that making the 3 p.m. flight back to Rapid was going to be impossible. I called Kathy to let her know what was going on. AAA travel told me I had to cancel the flight before 3 p.m. and they could rebook a flight at a later date once we knew what was going on. Of course this would cost extra bucks. Mark took me to a hotel in Shepardsville and said he would try to contact his IA to look at the plane. I didn't hear from him the rest of the day. I used the lobby computer and educated myself with the AD note he was having problems with. Mark kept saying "what if" the next annual inspection showed discrepancies that would cost him lots of money to correct. Nothing that I said made any difference to him and he thought he was buying a "project" aircraft. I stayed two nights at this motel. The next day I started calling motels near the Vine Grove airport for reservations and a future ride to the airport in the morning. Only one motel would consider my request and they had rooms available. Mark gave me a ride back to the airport and I checked the fuel and retrieved the ignition key. Mark couldn't reach his IA or any other mechanic. He was thoroughly convinced that he couldn't purchase the Aeronca. He dropped me off at the motel. I stayed there for two nights waiting for the weather (winds) to improve. I departed Friday morning for home. There was no wind that morning and just after takeoff I had a nice tailwind. I knew a snowstorm was going to happen north of Des Moines so I planned my route south of there. When I finally arrive in the Des Moines area, I was met by snow showers to the west and northwest of my route. All I could do was to fly northward to see if I could get close to Ames in order to stay with John and Tam again. I was getting into light snow

showers when I arrived at Chariton, IA, and it had a runway into the wind. I forgot to mention that I had great tailwinds (100+ gs) after crossing the Ohio River, and I didn't want to give up flying early in the day. I landed and parked behind some big hangers for protection from the wind. There were no tie-downs on the field. I called the Chamber of Commerce to see about a hanger for the night. They said the old hangers on the south side might be available. I called John and he said they would drive down to pick me up in about an hour and a half. The snow was intermittent and it was cold. I walked around the dilapidated hangers and found one that looked like I could get into. It took awhile to figure how the door system worked but soon I was out of the weather. I started the long process of drying off the plane so it wouldn't be icy when I returned to fly home. Good thing I had the rest of the afternoon waiting for my ride. It was getting dark when I finished. The plane was still wet but I thought it might dry out in the hanger before the next flight. I retreated to the FBO building to thaw out and rest. The drive to Ames took over three hours in blizzard conditions. We saw lots of cars sliding off into the ditches as we crawled along the interstates and back roads to John and Tam's house. I decided to make Saturday a day of rest and wait for better weather. On Sunday morning we left the house at 7 a.m. and arrived at Chariton around 8:40 a.m. There were several men hanging out in the FBO, and they helped us get the plane out of the hanger. There was drifting snow and ice everywhere. I packed the plane while it was still in the hanger and then pulled it out to the ramp where there was a small patch of dry concrete. I set the brakes and tried to start the engine for twenty minutes. I wasn't priming it enough, and it would run but not stay running. I think I may have flooded it but not sure. My arms sure got a lot of exercise that morning. Finally it started. It was cold and windy, and I taxied to the end of the runway to warm up the engine. I spun the tail around into the wind and started my takeoff roll. I did a quick mag check and carb heat check as I was starting to drift on the icy runway. Before I had time to worry about it, the plane reached 60mph and lifted off. My next stop was Yankton at a dizzying groundspeed of 65mph (maybe). At Yankton I knew I could not make it to Rapid before dark. I called the assistance number at the FBO and asked about a hanger for the night. I fueled up and called Kathy Brandiger. Kathy arraigned an overnight stay with friends. I put the plane into the hanger for the night. My ride was already there as I took my bag out for the night. I departed Yankton at 9 a.m. the next morning. Around the Missouri River I flew across the flight paths of Monarch butterflies heading to Mexico. I was near 1,000 ft. above the ground, so at first I didn't recognize them as butterflies. They seemed to be flying in small groups of a 100 or less. At that time I still had a wind from the north, and they were making better speed than I was! I had a tailwind shortly after passing the Missouri River and was scooting across the SD countryside at 90-98mph. It was a good way to end the adventure, and I was glad to be home again. By the way, the Aeronca is still for sale.