



Wright Flyer in the Wright Brothers and the Invention of Aerial Flight gallery



Downtown gallery featuring Ford Tri-Motor, DC-3

SMITHSONIAN AIR & SPACE MUSEUM

by Norma Kraemer

If you have even a cursory interest in aviation, you need to include visits to the Smithsonian's two aviation museums in the Washington, D.C. area before you fly off into the sunset. This last December I visited it again.

The first Air & Space Museum I visited as a child was in a Quonset hut behind the Smithsonian's Arts and Industries Building. Today's incarnation is a far cry from that collection of artifacts crammed into much too small a space. Granted, at that time the Wright Flyer, their aviation premiere artifact, was hanging in the entrance hall of the Arts and Industries building, as well as the Spirit of St. Louis. In 1976, this poor tribute to aviation was replaced by the stunning Air & Space Museum that sits on the Mall today. For years, as you entered the front door, you could see the Wright Flyer directly overhead, along with the Spirit of St. Louis and other aircraft. Now, the powers that be have removed the Wright Flyer from overhead and put it on the floor in a separate gallery on the second floor. What are these people thinking?

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Enola Gay



Space Shuttle Discovery



Space Ship One

I have visited the 1976 museum on the Mall numerous times, and I am afraid it has not gotten any better. It is still worth seeing, but it appears to me that the museum is focusing on their relative new location in Virginia near Dulles International Airport. Staff at the museums reported to me that the location downtown is going to be closed in the near future, the building taken down, and then, rebuilt. They claim that the 40-year-old building is out of date. While the idea of rethinking the museum has some appeal, I still question whether they have any common sense?

Since my last visit to the Mall they have added Space Ship One to hang in the entrance hall of the museum. The Stratobowl gondola still has its same place of honor on display, as does the Ford Trimotor, the DC-3 and many of the space displays. Give yourself at least a day to cruise through the Mall location, even if it is not as good as it used to be.

In 2003, the Smithsonian finally opened the Udvar-Hazy Center near Dulles. This facility was designed to handle the much bigger airplanes that have evolved over time and seems to be given enough volume that it will be able to handle additional aircraft in the future. Maybe the best part is the ease of access. The Mall has always been a nightmare for access by car, since there is nowhere to park. At the first incarnation of the museum I visited, I can still remember my parents' frustration with finding a parking space that was only good for two hours before you had to move the car on the Mall. Now you can take the subway and the bus out to the Virginia museum or park your car in the huge parking lot. You can spend the day at leisure. They even provide free lockers to put your coat and belongings in while touring.

By dumb luck I got to the suburban museum in time to have a free guided tour of the facility. The docent was very knowledgeable, and, before we got started, I learned that his Dad had probably worked my mine at the Suitland, MD location of the National Weather Service in the 1950s. Small world! The tour did a nice job of giving you the lay of the museum so you knew where to go back and see things in further depth.

Perhaps the one advantage this museum has over downtown is the ability to display the Space Shuttle. It can also display the Enola Gay, the first Boeing 707, and a variety of foreign aircraft as well. They even have their own "control tower" you can go up in and watch the planes taking off and landing at Dulles. It gives the public a better understanding of how complex aviation has become since the Wright brothers first attempts at flight at Kitty Hawk. Wear comfortable shoes and spend the day!



Entrance to Udvar-Hazy Air & Space Museum



The Prez Sez...

by Darrel Sauder

Well, based on the last meeting, you may never drive in North Rapid again without thinking about where an airfield used to be. I understand that Jerry and Norma gave a very thorough and interesting talk on the history of Rapid City airports.

This winter weather is enough to give anyone pause and is a good time to review aircraft history. Ellsworth has a rich aviation related history; i.e. B-17's, B-29's, B-36's, B-47's, B-52's, B-1's, KC-97's, KC-135's, EC-135's, Helicopters, T-38's, (I may have missed some) and has always been a refueling stop (or an excuse stop) for transient aircraft. Many of these aircraft are at your back door....the Ellsworth Heritage Museum. Might be a good idea for a future meeting.

Winter time is also a good time for, well, winter projects, albeit maybe only cleaning and polishing your aircraft. I hope you are not one of the unfortunate souls whose aircraft's annual is due during the summer flying season. Much better if it comes due during the winter months.

Speaking again of aircraft history; at the beginning of WWII the US was scrambling to design fighter aircraft. One prototype had a canard up front and a pusher prop. It was called "The Ascender". The test pilot,, after his first flight in it, got out, looked at it, and stated' "They have misnamed this aircraft. It should be called "The Ass Ender"!"

Speaking of ending, that's it.

Don't forget to floss.



First armed plane in the Serbian Army 1915



Julia Clark in her 1911 plane. She was the 3rd woman to get her license fro the Aero Club of America and first woman pilot to die in a plane crash in 1912 in US.

Photos submitted by Chuck Childs



The story of the Emsco B-3-A cannot be told without telling the tale of Charles F. Rocheville. Like many such stories in the annals of aviation, it is an unusual tale, and it is true, and his involvement with aviation begins nearly a century ago, during The Great War.
<http://eaavintage.org/december-2015-mystery>

Reminder: 2015 Membership Dues
 A number of you have yet to renew your Chapter 39 membership. Dues are \$20. Please let Milo know your intentions ASAP. His phone numbers are 393-0030/381-1600. His address is 3711 Dawn Lane, Rapid City, SD 57703.

Aviation Quote of the Month:

He who demands everything that his aircraft can give him is a pilot;
 he who demands one iota more is a fool.
 ~Anonymous

Don't forget to send your pilot's dream and/or bucket list to me. Thanks to those who already have!

Next Meeting:

Tuesday,
 March 10th
 at **Chapter 39 Clubhouse**

6:30 Hangar Talk

7:00 Meeting

Program: Oliver Hasse will give an overview of Army aviation and share some of his experiences flying the Black Hawk.



March Birthdays:

Jason Eatherton—6th
 Al Neal—18th



Chapter 39

Officers

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
Treasurer	Milo Schindler

Volunteers

Newsletter & Web Manager	Molly Benkert
Young Eagles	Jerry Petersen
	Brenda Nolan
Safety Officer	Jerry Densmore

Tech Advisor Randy Daughenbaugh

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....	\$1306.97
Balance on hand.....	\$1908.43

February Minutes

By Scott Christensen

- Meeting was held at the clubhouse
- Dan called the meeting to order at 7:00
- Minutes read and approved; treasurer's report given by Milo.
- February birthdays announced.
- Introduced guests Pat & Craig Johnson, who have a Zenith kit. (They are now new members.)
- Introduced new member Oliver Hasse.

Old Business

- An update about Chuck Childs
- We need more member stories for the newsletter and answers to the wish list/what if I won the lottery question

New Business

- Asked for a volunteer to counsel some Boy Scouts working on their aviation merit badges.

Program

Norma Kraemer and Jerry McDow did a presentation about Halley Field and other Rapid City area airports. Showed a video and slide show. Very interesting. Thanks, Norma & Jerry.

Meeting adjourned at 8:32

Just won the lottery, and I'm going to fulfill my aviation dream by starting a regional airline, Rapid Air, to connect the booming Bakken oil fields to the Denver/Minneapolis/Calgary population centers. Rapid City would be an ideal hub for such an operation. We would pride ourselves on being the only carrier connecting KDIK with KRAP.

From Patrick Ealy

Well, after taking care of close family members and relatives, I'd start by purchasing a tract of land outside of Rapid Regional and Ellsworth airspaces, put up some hangars, and invite any EAA member to base out of there rent-free. A person would have to be an EAA member to base there and I'd set up a trust fund for said tract of land so any EAA member basing there could do so rent-free for a 25 year period. I'd then buy a faster plane to base there as well so I wouldn't have to leave 25 minutes before everyone else to go to a Wall fly-out breakfast! I'd buy a building, also set up with a trust fund, to host square dances free of admission for dancers and have big-name as well as local callers to entertain the crowd.

From Jim Hayward

Member Profile

By Mike Beason

My introduction to flying had a slow start. I grew up on a couple farms in southern Minnesota, living a life as a poor farm kid. Over the years I'd see some planes overhead and wonder what that was like. One day I got to see a plane up close when a pilot landed in our hay field (never did find out why... ran out of gas I suppose). My first flight was at a county fair when my grandparents bought me a ride on a helicopter... WOW, that was fun!

In the 60s I also remember we were close to a B-52 low level route and we'd see them every once in a while, probably the guys from Ellsworth.

I never thought much about being a pilot until one day our school guidance counselor asked me what my eyesight was like. I had just received the results of a Minnesota standardized career exam and it had indicated I might do well as an Army officer. My counselor then asked if I would like to be a pilot and go to the USAF Academy. Hummm, hadn't given college much thought (as a high school junior). Didn't know how I'd pay to attend. But this academy thing sounded interesting (funded... yeah I can do that). So I applied and was set up to take a test from a Senator and get a nomination. My counselor then showed me an application for a 4-year USAF ROTC scholarship to the college of my choice. Said we shouldn't put our hopes on just the academy nomination. So I applied there also. Long story short... the Senator nominated me to the US Naval Academy (even though I was his "top" nominee, he didn't give me the USAF nomination) and I received a scholarship from the USAF for ROTC (we were the first in the nation to get 4-year scholarships). I took the scholarship and attended college at SDSU, my first real experience with South Dakota.

Along the way, my high school science instructor and wrestling coach, took me flying in an aero club plane he was part of in Jackson, MN. My first flight in an airplane, Piper Cub. Wow, that was fun!

I did well in ROTC and after my senior year of college, with one semester to go, I began flight instruction at the Brookings airport in fall of 1973. The FBO was run by Corky (?) and he trained us all in a Grumman Trainer, AA-1A. What a fun plane to fly... Grumman's are still my favorite (the Tiger) and the last one I flew was here in Rapid, now owned by Shawn Gab. The AA-1 handles a lot like the USAFs (then) primary jet trainer, the T-37 Tweet. After the 20 hours the AF provided in the AA-1 and after graduating from college, I had a 6-month wait before entering the USAF. I was back home in Minnesota and discovered the FBO in Worthington had an AA-1. (It was a popular trainer in the 70s.) So I continued my training and got my private certificate a month later. Along the way, I met my wife-to-be, took her flying, hooked her, and 4 months later we were married.

I attended AF pilot training at Williams AFB outside of Phoenix. (It's now a closed airbase and renamed the Williams Gateway Airport. Allegiant flies into there.) I excelled in the T-37 since its flight characteristics were similar to the Grumman (landing speed 90 kts vs 70 in the Grumman). After 120 hrs in it, I went on to the T-38 Tallon, a sleek jet also flown around the country by the astronauts... and they used to be here at Ellsworth also. I didn't do as well initially in the T-38 due to several factors, but let's say I found landing at 175 kts was a bit more of a challenge...

I busted an initial check ride when I flew a profile that required an initial "heavy weight" landing, single engine, on a straight-in approach. I got a little slow on final and with the long engine windup in that jet, I touched down "gently" in the overrun... didn't really impress the instructor with that landing. From there I had to continue the ride, flying to the training area, doing all the stalls, slow flight, and acrobatics

(loved doing 10,000 ft high loops!). I ACED all that stuff and headed home for a couple more landings. I put them down on the correct side of the runway edge and finished the ride. The instructor loved my aerial work, but didn't like the landings, so I had the opportunity to do that ride over again. Ultimately I graduated from training in the top 10% of my class, therefore I WASN'T allowed to choose a follow-on assignment like the rest of the class... Instead they made me an instructor in the T-37.

One unique thing we could do in the T-37..... SPINS. I hated them as a student, but learned to love them as an instructor. There were 6 different ways we could enter a spin (nose high or low, power on or idle, etc). One type we weren't supposed to do, an inverted spin. But I had one particularly challenged student who showed me TWO of those on the same ride. He didn't pass the ride and ultimately washed out of pilot training. After 3 years and just 40 hrs shy of 1000 hrs instructor time, I left the Tweet and got an assignment to the F-4E Phantom.

In 1979 it wasn't the newest fighter in the Air Force, but there were still LOTS of them around and I found it a joy to fly. My first assignment was to Ramstein Air Base, Germany; a garden spot! I loved Germany, ultimately spending 11 years there over 4 assignments. Only the first three years was flying however. But Germany had great low level flying (500 ft at 420 kts), flying past castles on the Rhine and Mosel Rivers. It was also a great place to see many different types of aircraft from all over Europe and we could legally "jump" them and have impromptu air battles. I also had the "opportunity" once to exit a Phantom while in flight while training in Spain. I gave that jet back to the US taxpayers via a Spanish farmer... that's another story.

I went on to fly the Phantom in North Carolina and in South Korea, totaling over 1000 hrs in it. I flew a lot of "air combat" training in it, flying against F-5s, F-16s, F-14s, F-18s, and some special training vs a Mig-21 and Mig-23. Really loved the air-to-air arena. I was a pretty fair bomb dropper also, winning a "turkey shoot" in Spain against my squadron mates, taking the money on 4 of the 5 events.

When I retired from the AF in South Carolina, we decided to call Rapid City home and I've been here for 21 years. Early on, I became active in the Civil Air Patrol to give me a chance to fly. After 4 years here, I took a job with Riddle's Jewelry and became a pilot of their C-303 and later a C-421. Eight years later, I made the move to Horizons to do aerial mapping. I found that enjoyable and challenging (think of flying a 120 mile long ILS... and then turning around and doing a back course ILS, over and over). My career flying ended in 2010 when a heart issue prompted some stents. Nine months later I got the medical restored, and now am just flying in CAP.

So, there it is... from a poor farm kid who had some fabulous opportunities, to the leader I am today. I was a squadron commander for 2 years in the AF over 125 folks on a German airbase. Later, here in SD I became the wing commander of the SD CAP for 4+ years, over 350 volunteers. (Being a squadron commander was MUCH easier!) I still have a love of flying. On my bucket list is to obtain endorsements for tail wheel and seaplanes. And flying gliders is up there on the list also someday when I retire. I don't make many EAA meetings due to conflicting obligations on Tuesdays, but that too will end someday. I've been to Oshkosh twice and the Reno Air Races once, unfortunately at the one that was cut short by the crash a few years ago.

Let's go flying!

Oshkosh 2015 Tips

By Kristen Hasse

It may be a few months off yet but if you are thinking about going to EAA AirVenture 2015, it is never too early to start planning. "Oshkosh" seems to come early this year, July 20-26, 2015. So even if the temperature outside is cold and we still have snow, your planning should already be ongoing. Especially if this is your first time, you haven't been for a while, are travelling with kids, and/or you plan to take along your pets.

Luckily, we have chapter members who have been trekking across South Dakota, heading to Oshkosh for many, many years. This article is a collection of tips that may not be listed on the EAA website although that is the best place to start, <http://www.eaa.org/en/airventure>

Once you have decided to attend, you need to think about how you are going to get there. Obviously, the most thrilling mode of travel would be to fly in. However, this article is geared towards driving and camping.

The camping options are unlimited at Oshkosh. Ways to camp are as diverse as the hundreds of thousands of people who attend. One of the fun things to do is to sit by the gate and watch the parade of campers and vehicles arrive. If you choose to bring or rent a camper, there are many sites with hook-ups for electric and water. They go quickly so you need to arrive before the show starts as all sites are first-come-first-serve. Chapter 39 does not block those types of sites. Milo and Betty Schindler for many years have reserved a common Chapter 39 site where everyone can camp in a circle to better enjoy each other's company. If you are wanting to join the group, let Milo know as soon as you decide so that they know the size of site to reserve. They will need to collect your payment prior to their departure which is about one week before opening day.

Camping in a camper or a tent with no electricity or unlimited water may seem somewhat rustic for many, but it truly is the most convenient, popular and enjoyable way to experience AirVenture. If using a tent is too much wilderness for you, many companies offer RV rentals. Happy Trails RV Rentals in Neenah, WI, <http://www.happytrailsvrentals.net/> offer a great selection of trailers for rent. Happy Trails will deliver, set-up then pick-up the unit right at your site! No need for a truck to pull them.

The campground has become quite big over the past several years so bring a bike, a scooter, or you can rent scooters. You can ride the Kobussen shuttle school busses from the campground to the Bus Barn and then transfer to other busses to the Museum, the Outlet Mall, Downtown, or the Sea Plane Base. If all else fails in the walking department; find Betty and Milo's pickup at the Sheet Metal Shop in the Homebuilders Area during the day and you can hitch a ride where-ever. Walking the flight line can be a challenge for little-little kids. No bikes are allowed so a wagon that can also serve as a bed for naps or a way to haul all those found treasures is a good thing to bring. Many now fold and have canopies for shade. There are plenty of places to sit and rest along the flight line plus, EAA runs a tram system so you can just hop on.

There are many places to eat on the flight line. You can also pack a lunch and find shade under a wing to enjoy a picnic. It does get hot so plan to bring plenty of water. Finding places to refill a bottle can be a challenge. Air conditioned locations can also be found if you need a break from the heat. Don't forget the sunscreen! There are now flushable toilets in some of the shower buildings and also at one of the large exhibit hangers. Let's face it, they are important.

Pets are not allowed on the flight line nor are they allowed in the common camp sites. EAA does offer a nice pet camping area. If you don't want to leave your babies at the camper all day, you might want to try A Touch of Class Pet Resort, 2275 Omro Rd, Oshkosh, WI, <http://atouchofclasspetresort.com/>. They provide great boarding, doggy daycare and grooming services. They are located just down the road from AirVenture so you can visit your pets anytime.

Chapter 39 members like to get away from the flight line as well. Traditionally, plans are made to travel as a group to Wentz's by Lake Winnebago for GREAT perch fish fry. Another night is spent at the local Red Robin for their famous burgers. Other places to visit is Door County, which offers quaint country towns. For the kids, try a side trip to the Wisconsin Dells, which has some of the largest water parks in the US. Chicago is also close by if you are looking to get back to city life. Be sure to check out The Field Museum in Chicago as it is rated one of the best dinosaur museums in the world!

There are still plenty of things to see at AirVenture. The Museum holds KidsVenture and is a lot of fun. Also, the Ford Tent is a great entertaining place for the kids with bungee jumps and remote controlled car races. Movies are held nightly in the campground under the stars on a LARGE blow-up screen. Bring your lawn chair or blanket and mosquito repellent. Of course there are also the wonderful air shows held every day but a new addition is the great light display on Wednesday and Saturday nights.

After all that excitement you may just want to take a break at the camper. The daily EAA newspaper is delivered every morning courtesy of Jerry Petersen. Thanks Jerry. If you have questions please feel free to contact Milo or Betty Schindler. If you want to know about traveling with pets and kids, call Oliver or Kristen Hasse. Other members can also prove to be a great resource in navigating EAA AirVenture 2015. See you this summer!

