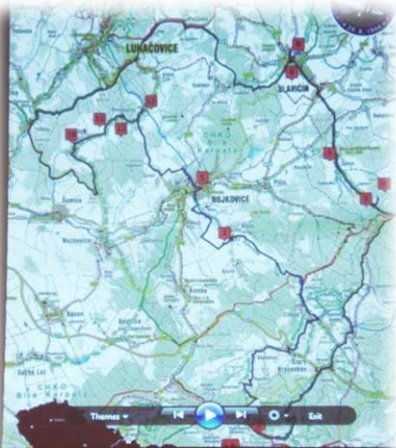




The Annual Christmas Dinner

(clockwise from upper left) hangar talk before dinner, dinner, thanking officers and volunteers, map showing the memorial sites Chuck visited in Czechoslovakia, one of the memorials, and Ken Post being honored as one of our original members

(more photos can be found on our webpage:
<http://39.eaachapter.org>)





The Prez Sez...

by Darrel Sauder

All went well at the Christmas Party on January 17. Milo and Betty spent a lot of time, energy, and effort to assure all was in order. The food was great, served on time, portions were generous, and anyone could enjoy second helpings if they desired. All of the women went away with flowers that decorated the tables and banquet hall. Thank you, Milo and Betty, for all of your work.

Chuck Childs gave his usual great delivery. His story about his recent visit to ten B-17 (one B-24) crash sites in the Czech Republic was very interesting and sobering. The Czech Republic people are still very grateful for all that we did for them during WWII. They still feel very obligated and pleased to honor the airmen that perished in those crashes. We are fortunate to have Chuck and Grace in our midst, as well as Hilary and Vivian Cole, another WWII pilot and wife team. If you have not made it a point to get to know these two couples, please do so. You will be blessed.

Chuck was recently injured when a fast moving car nearly hit him in Oklahoma City (Jan 21). He jumped out of the way but hit the ground, cut his head, and cracked his left shoulder ball. A lot of pain ensued but he is recovering at home.

Jerry McDow brought and set up the background music for the banquet. He and Chuck actually played in many of the pieces he presented. (Jerry on the banjo, Chuck on drums).

Let me give you a quick run down of the people that keep our Chapter's propeller turning: Dan Benkert, vice president, gives behind the scenes well received advice and guidance. Gary Schroeder, secretary, faithfully records our minutes and attends all of our planning meetings. Milo Schindler, treasurer, keeps a tight eye on our spending and has many colorful inputs at our meetings. Jerry Peterson and Rick Belsaas do a great job with our Young Eagles program as well as run our burger burns and volunteer in many of our other activities. Rick is our audio visual guru. He set up our banquet audio visual equipment. Jerry Densmore, our safety column writer, has submitted many informative safety articles for our newsletter. Molly Benkert is the rope that holds our chapter together. Her newsletter and web site are second to none. However, the newsletter's contents are only as good as your inputs to it!

Many of you have contributed to our chapter. Like I said, our chapter is made up of you people and you are what will keep it going. Thank you for your support.

Don't forget to floss.

The Greatest Lies in Aviation

I'm from the FAA and I'm here to help you.

Sure I can fly it -- it has wings, doesn't it?

Me? I've never busted minimums.

I'm always glad to see the FAA.



Can you identify this plane? Answer next month.

Gary Schroeder's dream: this would be my dream if I won the lottery. **WWII planes in a large Texas barn** (see on our *Cool Links page on our web page* <http://39.eaachapter.org>)

Next Meeting:

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

6:30 Hangar Talk

John Glasford is providing treats.

7:00 Meeting

Program: Jerry McDow is going to talk about some of the airfields that used to be in the area. Norma Kraemer will be on hand to add tidbits of information. (Remember-- she wrote the book.)



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

Reminder: 2015 Membership Dues

Please remember to pay Milo Schindler your 2015 membership dues to continue receiving the Flyboy News. Dues are \$20. Either send Milo a check made out to EAA Chapter 39 or pay him at our February meeting. Milo's address is 3711 Dawn Lane, Rapid City, SD 57703.

Coming in the March Flyboy News:
Oshkosh 2015 Tips by Kristen Hasse

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

February Birthdays:



Milo Schindler—4th
Darrel Sauder—9th
Molly Benkert—9th
Randy Daughenbaugh—10th
Dan Benkert—10th
Rob Burton—11th
Don Williamson—21st
Howard Larsen—24th
Larry Vail—25th
Ken Post—27th

TREASURER'S REPORT

by Milo Schindler

Balance brought forward.....	\$2198.01
Income:	
Dues, dinner auction.....	1277.00
Expenses:	
EAA insurance.....	445.00
Dinner:	
gifts/flowers/Elks.....	1723.04
Balance on hand.....	\$1306.97

Member Profile

By Brenda Nolan



Brenda's 1st solo

My interest in aviation began when I was about 8 years old when my parents took me to an air show at Cannon Air Force Base in Clovis, NM. I was amazed at the performance and precision of the aircraft and wondered what it would be like to fly. Problem was, I was from Ft. Sumner NM, a small farming community in eastern New Mexico where there were only a couple of pilots and a very run down airport (old military base), so I went a different direction to begin with. I

went to college to be a surgical technician and worked in the medical field for about 4 years before a career in aviation seemed as though it may be a possibility. I decided to take the Federal Employee test to see if I could score high enough to attend the FAA Academy to become an air traffic controller. That was the spring of 1985 and with a child under the age of 1, I reported to the academy on December 27, 1985. After completing the academy in Oklahoma City, my first place of employment was Champaign IL, where I was a controller for 5 years. After the having a second child there, I felt the need to be closer to family and put in for a job in Lubbock, TX. My FAA career took me from Lubbock as a controller to Midland, TX as a supervisor, to Washington DC as a Plans and Procedures Specialist and then finally to Green Bay WI as a Manager.

During my 25 years as an air traffic controller, some of the high points of my career were working many Commemorative Air Force Air shows in Midland, TX which then gave me an opportunity to work the biggest air show of all – Oshkosh WI in 2008 where I met Gary Telkamp and Don Williamson while working at Fisk. Shortly after meeting Gary, he encouraged me to become a pilot starting with taking ground school at the University of Wisconsin in Green Bay and receiving my pilots license in November 2010.

My career in the FAA and now being a pilot has afforded me the opportunity to meet a unique cast of characters. Some of the airplanes I have had the opportunity to fly are a T-37 (Air Force Tweet), Milo's RV9, Don's Champ, Charlie's glider, Forest's RV12 (with an Al Neal check out) and Gary's J3 Cub. I really enjoy flying and love to talk about my career with all my pilot friends.

This would not be a complete story of my life without telling you about my family. I have two great parents, two siblings, two wonder kids and three awesome grandkids. My son and daughter now both live in Houston TX, with my son being an air traffic controller at George Bush Intercontinental Tower and my daughter a stay at home mom having recently moved back from Taiwan. My hobbies include flying, sports, anything outdoors and woodwork. Gary and I recently built a house at Johnson Siding and we did the finish work ourselves which has allowed me to showcase my woodwork and tiling abilities (or lack thereof).

As I am sure all you know, we live in the most beautiful state, in the best country of the world.

FAR SOUTH AVIATION ADVENTURES

By Norma Kraemer

A few weeks ago, I ventured to a new country, South Africa, to see the flora and fauna and visit my niece that works in Johannesburg for Doctors without Borders. I planned the trip so I would get there before the official tour started to spend time with Julia. I arranged for a helicopter tour of Johannesburg before I left South Dakota because I know that South Africa has a vibrant aviation community. I was not disappointed!

Julia picked me up at the hotel to go to the airport with two friends and her dog Laika along for the ride. When we arrived at Rand Airport, SE of Johannesburg, it was a very busy towered general aviation airport with multiple flying schools and even a great restaurant with a deck that you could eat and enjoy looking at the airplanes. We found the helicopter center that our flight was to depart and found a picnic area that Julia's friends and Laika could watch our flight. We met our pilot, Debbie Goosen of Skyview Helicopters, and she gave us a preflight briefing before we headed out to her Robinson R44.



Once we were buckled into our seats, Debbie contacted the tower for takeoff. The half hour flight went in a counterclockwise path around Johannesburg. We stayed below the TCA of the commercial airport where I had landed the day before, OR Tambo International Airport. We were in constant contact with air traffic control, the entire flight.

Metropolitan Johannesburg has a population over 10 million people, and, from the air, is a study in contrasts from the very rich to the very poor. Its wealth is based on gold and diamond mining. Since it is spring/summer in the southern hemisphere, Johannesburg was in all its glory of blooming jacaranda trees. From the air, there was a checkerboard of purple flowers in almost all directions. By chance the path of the helicopter took us over Julia's house. We also saw downtown's many skyscrapers, towers, gold mine tailings the size of the great pyramid in Egypt, and numerous sports stadiums. Even though Johannesburg is at an elevation over 6,000 msl, the helicopter was a real performer in the warm weather.

All too soon the half hour trip was approaching the end and Debbie headed back to the Rand airport. After landing, Julia took the obligatory picture of Debbie and me by her helicopter. Little did I know that was just the beginning of my aviation adventure!

Julia announced we were to go to the restaurant to have lunch with other friends that would be joining us. I had a monster hamburger named the "Dacotah Burger," named after the plane not the state, as we watched airplanes taxi in and out, take off, and land. The new person to join us for lunch, Bonnie Jeanne Medeossi, said her husband was up flying his motorglider and we should go visit him after he landed.



We met Michael Medeossi at the airport operations center, where he was paying his landing fee for his flight just completed (yes, every time you take off and land at their airport you pay a fee.) Michael then led us to the helicopter hangar and let us in the building (security in South Africa makes security here look non-existent.) We walked through a huge hangar full of Robinson helicopters and out to the ramp where his Lambada motorglider was sitting. What a sleek, graceful aircraft it is. As Michael's is configured, it has a 42.8 ft. wingspan (extensions can be added to make it 49.2 ft.) It is powered by a Rotax 912ULS engine with fully featherable composite propeller, and has a steerable tailwheel. It has two seats and dual controls, except the brake is a switch on the left control stick only. It is a mid-wing all composite aircraft with flaperons and air brakes. It qualifies as a light sport aircraft with a gross weight of 1,042 pounds. After my oohing and aahing, Michael asked if I would like to fly it. Dumb question, wasn't it? Of course, I would love to fly it.



The challenge was my getting in. The ramp had a slope, so the nose was up in the air even more than it would be on flat ground. The sole step to get in was above my waist. Even in my slimmest and most agile days, that was not going to happen. Michael was gracious and found a ladder. Once in the cockpit, I discovered that composite construction is very "slick." Even though I had on rubber-soled shoes, it was a challenge to get any footing. My toes barely reached the rudders. The seats, like many gliders, are semi-reclining in configuration, so pillows were not going to get me closer to the rudders like I use in all my airplanes. After Michael pointed out various controls, instruments and expected performance readings he started the engine. As we taxied out, he said I should do the takeoff. I told him he should keep his feet on the rudders, just in case, because of the challenge I had in reaching them. The plane took off quickly and right away was very responsive.

Once airborne we saw a huge thunderstorm (similar to our own Dakota thunderstorms) to the west of Johannesburg. It altered where we had planned to go, so we went clockwise around Johannesburg, closer to downtown than the helicopter flight had been. Especially when heading back to Rand Airport there was quite a crosswind, but it made sightseeing on my side of the plane even better. As we got near the airport we had to keep a lookout for traffic, but Michael took over for the landing. That actually made me happy, because I am not used to such long wings and I was afraid of scraping the beautiful wingtips on the ground. The thunderstorm made the entire flight a little turbulent, but never got to what I would call moderate or above. Since the motorglider has a three-point harness, I never worried about hitting my head on the canopy. It was a huge leap in performance from the old Schweizer 2-33 I earned my glider rating in, not to mention I did not have to deal with ground handling and getting a tow plane. Michael made my trip to South Africa even better than I could have hoped.

Wow! What an opportunity to enjoy flying!

(more photos on web page <http://39.eeachapter.org>)

And this from Marty Larson:

How many of you saw the announcement (ok, advertisement...) that Synthetic Vision is now available on ForeFlight?? In addition to that in-flight feature, they also added a great pre-flight planning feature – MOS forecasts.

What in the world is a MOS forecast? Basically, the way that ForeFlight presents it, we can think of it as an unofficial (meaning, we can't use it to satisfy IFR alternate requirements) Terminal Area Forecast (TAF), with some limitations. If you want more of an explanation than that, I'll leave it up to you to check out the articles on <http://blog.foreflight.com>.

This seemed to me like it could be a huge deal. After all, here in South Dakota, our aviation forecast points are few and far between. Anything that helps to fill in some of the gaps could be very useful. So, I compiled this list of airports that are served by TAFs and MOSs.

The following **eight** South Dakota airports are served by TAFs: Aberdeen (ABR), Ellsworth AFB (RCA), Huron (HON), Mobridge (MBG), Pierre (PIR), Rapid City (RAP), Sioux Falls (FSD) and Watertown (ATY).

In addition, TAF-like MOS forecasts are now available for these **11** South Dakota airports: Brookings (BKX), Buffalo (9D2), Chamberlain (9V9), Custer (CUT), Faith (D07), Mitchell (MHE), Philip (PHP), Pine Ridge (IEN), Sisseton (8D3), Winner (ICR) and Yankton (YKN).

In general, the airports with MOS also report METARs. The one exception to this is Brookings, which has a MOS but no METAR. And, Madison (MDS) and Spearfish (SPF) report METARs, but do not have a MOS.

And, while we're talking about pre-flight planning, don't forget to check NOTAMs and TFRs. I know it's easy to think that nothing interesting happens in our local area, but runway closures (due to snow or construction), glider activity, and firefighting are fairly common occurrences.



Rick & Jerry's RVs

Ed. Note: I would like to add my thanks to Betty & Milo for all the time and effort they put into making our Christmas dinner so enjoyable! Betty even made dish clothes for all the women! Those of you who couldn't make it missed a wonderful evening.