



Guest Column: *Military Avionics: As Advanced as a C-172?*

By: Tyler Goeke, F-15 Avionics Technician

When we think of the avionics installed in US Air Force fighters we think of cutting edge technology, complete with advanced HUDs and digital displays. I had thought the same, until the first time I climbed into an F-15C. It looked as if I climbed into my dad's 1975 Cessna 172. Old school steam gauges with a multipurpose display are the set up for a very rude and crude moving map. It's safe to say the navigation systems and autopilot in these birds are stuck in 1960s – just like many general aviation airplanes. I'm assuming it was leftover parts from F-4s so Uncle Sam could save a dime.

Due to the autopilot – or lack thereof – cross country flights are usually awarded to the lowest ranking pilots in the squadron. Aircrew comfort is skimped on as well, as standard seats are replaced with an ejection seat that will give you one hell of a ride up to 200 feet above your current altitude! Sure, it uses old school navigation techniques I'm sure only Newt could admire and master, but the attack (fire control avionics) capability of this wonderful aircraft is a big part of the reason why it has an air to air combat record of 104-0.

Tyler is Private Pilot and a former lineman for Alexandria Aviation during his high school years. He is going on 9 years as an avionics technician for the US Air Force. Now stationed at RAF Lakenheath in Great Britain, he had spent several years prior at Nellis AFB in Las Vegas, NV.

Editor: Kreg Anderson | 320.760.7175 | kreg94@rea-alp.com
Airport Manager: Todd Roth | 320.492.6652 | alexav@rea-alp.com
Guest Column: Tyler Goeke | tgoeke80@gmail.com

Featured Pilot



Ken Ryan is an instructor in anatomy and physiology at Alexandria Technical and Community College. Ken took an interest to flying after joining the Air Force in 1972 and took lessons in Mississippi and Iowa before finishing his Private license in 2012 in Alexandria, followed by his Instrument rating shortly thereafter. Once a member in the Alexandria Flying Club with their Piper Cherokee, Ken now co-owns a 1973 Bellanca Super Viking, which he has taken to all three coasts of the US. He enjoys taking IFR cross countries and enjoys his role as President of the local EAA group, Chapter 702. He is also an AOPA member.

Featured Student



Kyle Johnson is a 24 year old resident of Alexandria, currently working as an Equipment Operator for Central Specialties. Kyle's interest in aviation may have been sparked by his grandfather's involvement in World War II as an aircraft mechanic, otherwise he attributes it to living underneath the pattern at KAXN. With a background in ultralight aircraft, Kyle's highlight in aviation so far is rebuilding a Kolb ultralight, while his "lowlight" is having an engine failure in his other ultralight over the Glenwood airport. A recent EAA Chapter 702 member, Kyle also enjoys snowmobiling, snowboarding, and waterskiing.



The Civil Air Patrol Alexandria Composite Squadron held a change of command on 10-Nov-16. Alan Scott was promoted to 1st Lt and assumed command of the squadron with 5 Cadets and 15 senior members. 3-Dec-16 five members attended Introductory Communications training which aided the squadron in obtaining some VHF hand held radios. Other events include Mission Scanner training 21, 22-Jan-17, a recruiting event in St. Cloud at the Robotics Competition on 4-Feb-17, SAREX Planning class the same day, and Training Leaders of Cadets 25-Feb-17. We meet every Thursday at 7pm in the meeting space in the airports maintenance building. Visitors welcome.



EAA Chapter 702 is happy to finalize Sunday, June 25th as the date of their breakfast fly-in. They strategically planned it on the 25th to align with the Vikingland Band Parade, an event which draws thousands to Alexandria. The social activity on March 25th is tentatively going to be a “Ded Reckoning Challenge” for group members. Member must only use ded reckoning to find a predetermined waypoint. The following month, a fly-out to the Black Hills area is being planned on April 14-16. If you are interested in joining, contact President Ken Ryan at (320) 815-2207. For more information on EAA’s activities, contact Leann at leannjorgensen@yahoo.com to get subscribed to their newsletter.

UNICOM: 123.0
 AWOS: 118.375
 Center: 126.1
 FSS: 122.6

Chandler Field Times

March/April 2017

Editor’s Notes:

By: Kreg Anderson

The recent spell of warm weather has brought Chandler Field back to life. After a cold and depressing January, February has seen many open hangars, transient airplanes, and first solos. While those who are trying to get their fix of ski and frozen lake flying may have their hopes dashed, many others are already gearing up towards the spring and summer flying season. A special congratulations is in store for Matt Davis and Kyle Johnson, two students from Alexandria Aviation who completed their first solos within the past month. This month’s guest columnist is Tyler Goeke, a former employee of Alexandria Aviation and Private Pilot, who shares his experiences going from a professional Piper Tomahawk fueler turned F-15 mechanic.

Events Calendar

- 3/2 – CAP Meeting, 7pm, SRE
- 3/9 – Airport Commission Mtg, 12pm, FBO Conference Room
- 3/9 – CAP Meeting, 7pm, SRE
- 3/16 – CAP Meeting, 7pm, SRE
- 3/21 – EAA Meeting, 6:30pm, SRE
- 3/23 – CAP Meeting, 7pm, SRE
- 3/25 – EAA Social Event, TBD
- 3/30 – CAP Meeting, 7pm, SRE
- 4/6 – CAP Meeting, 7pm, SRE
- 4/13 – Airport Commission Mtg, 12pm, FBO Conference Room
- 4/13 – CAP Meeting, 7pm, SRE
- 4/14-16 – EAA Black Hills Fly-out
- 4/18 – EAA Meeting, 6:30pm, SRE
- 4/20 – CAP Meeting, 7pm, SRE
- 4/27 – CAP Meeting, 7pm, SRE
- 4/28 – EAA Young Eagles, 8am, Morris

Trivia

Over the seven plus decades of existence a plethora of models and types of airplanes have graced the runways of KAXN. This edition’s trivia question is...what is the largest airplane [in terms of size] to land at Chandler Field in Alexandria?

While no one was able to name last edition’s manufacturer AND model of aircraft produced in Alexandria other than Bellanca, Gaylen Lerohl and Bailee Atchison were able to identify the manufacturer: Eagle Aircraft. The model was DW-1, a piston engine cropduster.

Airport Happenings



1st Solos!



Embraer Legacy 500



Eagle Aircraft DW-1 (from newsletter trivia)
 [Photo by Glenn Chatfield]

Support your local businesses!

- Alexandria Aviation – 320.762.2111 | www.alexandriaaviation.com
- Weber’s Aero Repair – 320.763.4066
- Alexandria Aircraft – 320.763.4088 | www.bellanca-aircraft.com
- CVI Unmanned – 320.808.8505 | www.cvi-unmanned.com
- LifeLink III – 612.638.4900 | www.lifelinkiii.com