



SDPA News

Newsletter of the South Dakota Pilots Association (www.sdpilots.org)

Volume 27, Number 1

January-February 2020

President's Column

Greetings everyone,

Well, we've got a new year underway, and I trust everyone's holidays and good cheer have been good. I do hope the trials and tribulations of life haven't taken too big of a toll on us during 2019 even though that's part of the human experience unfortunately.

Speaking of this, I'm sure everyone is aware of the recent tragedy that occurred in Chamberlain, SD, with the loss of nine (as of this writing) lives. As with any other disaster in aviation, speculation invariably takes place on the reasons for these types of events. Although it's tempting to comment myself on this accident, I'm preferring to wait until the full NTSB accident report comes out before sharing any "public" comments. Having said that, one interesting comment I've heard more than once in private discussions concerning this accident with folks is, "He's (the pilot) done this before!" *Hmm*, the significance of that statement sort of stuck with me this time around even though I've heard it many times before! In my aviation career I've "counseled" a number of pilots on their "risk management" skills and in some cases unfortunately, to no avail!

I'd like to at least bring this up as I believe many of us (including myself) have "been there and done that" ONCE! Fortunately, those of us who have "pushed the limits" learned very quickly not to make that a part of our aviation experience.

UNFORTUNATELY, there are those who never seem to "get it" or, for some reason, don't realize how dangerous that attitude is, especially in aviation. A couple of tactics I've tried in my career is the old "the next time I catch you doing this, I'll call the FAA" and on a few occasions brought these things up in front of their wives. I don't think either one was totally effective and quite honestly could have been

"injurious" to my health on the second one (sometimes from the wife)! But I would like to think that maybe, just maybe these approaches have kept at least a few less "smoking holes" from occurring. I don't think it would hurt a bit if all of us started voicing our concerns when we observe a pilot friend starting to "go off the rails" in their approach to this game. Who knows, you might just prevent another disaster such as this and if it doesn't, then you know you gave it your best shot!

Looking forward to seeing everyone at our **next meeting on Saturday, February 8, 2020, at AI's Oasis in Oacoma, SD.** We have a great presenter for our meeting. Mr. **John Mollison** is an aviation artist and has interviewed some very notable aviation icons from WW2 thru the Vietnam era.

Should be a great presentation, and I believe Steve has a poster being sent to everyone via the magic of the internet!

Take care and fly safe.

John Barney, SDPA President

"Promoting General Aviation in South Dakota - Serving all pilots, mechanics, and aviation enthusiasts" SDPA

SDPA Meeting – Feb 8

SDPA will hold a meeting on Saturday, **February 8, in Oacoma at AI's Oasis.**

11:00am: John Mollison will be our speaker. He is a Sioux Falls based aviation writer, historian and filmmaker. John's bio is at <https://www.oldguysandtheirairplanes.com/wp-content/uploads/2019/11/JSMSpeakerBio.pdf> However, John's presentation will be an interesting blend of history, personal leadership and of course, aircraft. He's presented to audiences around the world and is eager to address a friendly, South Dakota crowd of like-

minded souls. John's two websites are: JohnMollison.com and OldGuysAndTheirAirplanes.com

Noon: lunch order off menu at own expense.

1:00pm: SDPA meeting with cookies. Rides available from Chamberlain Airport (9V9).

Contact Steve Hamilton 605-665-8448 or skyhawk43v@gmail.com

Future meetings:

April 11 in Hot Springs

June 13 in Wagner

September 12 in Wall

November 14 in Redfield

SDPA

New*, Rejoined, & Renewed Members

Kelsey Beving, Garden City
Mike Bohnenkamp, Gettysburg
Bruce Bowen, Sturgis
Jeff Bradley, Rapid City
John Carruth, Danvers, MN
Bernie Christenson, Pierre
Bert Corwin, Rapid City
Jerry Densmore, Rapid City (2 years)

Eagle Med, Rosebud*

Allan "Tex" Goerger, Barney, ND*

Bryan Hauschild, Wheaton, MN

Frank Hines, Huron* LIFE

Hot Springs Airport

James Huls, Madison

Roger Hutchison, Sioux Falls

David Johnson, Rapid City (2 years)

Greg Klein, Watertown

Gregory Lair, Sioux Falls

Jerald Lytle, Oacoma

David Nauman, Pierre

Don Schaffer, Buena Park, CA

Mark Schmidt, Lennox

Mark Selting, Kadoka

Lawrence "Bud" Sittig, Centennial, CO

Jeff Veire, Sioux Falls **LIFE**

Brandon West, Sioux Falls

Nicholas Weyrich, Spearfish

Wes Wilkins, Watertown

Members who have paid for multiple years: 2020 and beyond:



John Barney, Brookings (2024)
 Rob Burton, Rapid City (2023)
 Jack Butler, Bennington, OK (2021)
 Larry Cooper, Huron (2021)
 Jerry Densmore, Rapid City (2021)
 Frank Farrar, Britton (2021)
 Chris Funk, Volga (2023)
 Doug Hansen, Garden City (2021)
 Darrell Hillestad, Aberdeen (2021)
 Mark Hunhoff, Yankton (2022)
 Huron Airport (2021)
 Don Irish, Springfield (2021)
 James Jepson, Flandreau (2022)
 David Johnson, Rapid City (2021)
 Chris Larson, Yankton (2021)
 Denny Lewis, Hot Springs (2021)
 James Loiseau, Flandreau (2022)
 Andrew Meyer, Carter (2021)
 Jerry Miller, Garrison, ND (2021)
 Keith Morford, Valley Springs (2021)
 Jim Morgan, Brookings (2023)
 Gary Myers, Onida (2022)
 Dwight Pladsen, Rapid City (2022)
 James Ryan, Sioux Falls (2021)
 Jim Schick, Miller (2021)
 Steven Thu, Tucson, AZ (2022)
 Dianna Torson, Brookings (2021)
 Chuck Trumble, Rapid City (2021)
 Dave Tunge, Yankton (2021)
 Vernon VanDerhule, Yankton (2022)
 Roger Williams, Langford (2021)

Lonnie Burnham, Rapid City **LIFE**
 Thomas Chaplin, Sioux Falls **LIFE**
 Cody Christensen, Brookings **LIFE**
 Dakota Flight Center, Mitchell **LIFE**
 Rick Daugherty, Yankton **LIFE**
 Gary Dettmar, Spearfish **LIFE**
 Scott Dorwart, Kimball **LIFE**
 Linda Ehrenfelt, Pierre **LIFE**
 Jason Erickson, Brandon **LIFE**
 Elliott Filler, Volga **LIFE**
 Rick Foss, Lemmon **LIFE**
 Clyde Fredrickson, Britton **LIFE**
 Dave Gilbert, Madison **LIFE**
 Craig Goodrich, Rapid City **LIFE**
 James Gulson, Sioux Falls **LIFE**
 Matthew Guthmiller, Aberdeen **LIFE**
 Steve Hamilton, Yankton **LIFE**
 Ty Hanson, Aberdeen **LIFE**
 Dave Hentges, Canby, MN **LIFE**
 Frank Hines, Huron **LIFE**
 Jacob Hoffner, Yankton **LIFE**
 Paul Houck, Gettysburg **LIFE**
 Tessa Howard, Winner **LIFE**
 Kristi Ivey, Livingston, MT **LIFE**
 George Jenter, Sturgis **LIFE**
 Ray Jilek, Spearfish **LIFE**
 Kurt Johnson, Sioux Falls **LIFE**
 Rolf Johnson, Mina **LIFE**
 Tom Johnson, Spearfish **LIFE**
 Dean Kirkeby, Clark **LIFE**
 Michael Klarenbeek, Harrisburg **LIFE**
 Jon Kolba, Crooks **LIFE**
 Dennis Knuckles, Custer **LIFE**
 Dale Knuth, Hartford **LIFE**
 Jake Kraft, Timber Lake **LIFE**
 Bryant Larson, Brandon **LIFE**
 Dave Luers, Pierre **LIFE**
 Trent Lutter, Hoven **LIFE**
 Donald McDaniel, Lantry **LIFE**
 Kim McLaury, Elk Piont **LIFE**
 Ryan Maher, Isabel **LIFE**
 Dean Mehlhaff, Mina **LIFE**
 Ronald Mielke, Sioux Falls **LIFE**
 Ted Miller, Spearfish **LIFE**

Mark Mount, Platte **LIFE**
 Jeff Muhlenkort, Beresford **LIFE**
 John Murphy, Rapid City **LIFE**
 John O'Connell, Custer **LIFE**
 Eric Odenbach, Eureka **LIFE**
 William Osman, Sioux Falls **LIFE**
 Dale Patterson, Wall **LIFE**
 Jim Peitz, Pierre **LIFE**
 Ron Peterson, Mitchell **LIFE**
 Bobbie Potts, Gettysburg **LIFE**
 Mary Carol Potts, Gettysburg **LIFE**
 Scott Ramsdell, Flandreau **LIFE**
 Lynn Reimer, Sioux Falls **LIFE**
 Dave Richardson, Brandon **LIFE**
 Lynn Riedesel, Brookings **LIFE**
 Brian Rippe, Yankton **LIFE**
 Brian Robbennolt, Gettysburg **LIFE**
 Chris Rounds, Pierre **LIFE**
 Verlyn Scheibe, Custer **LIFE**
 Todd Shannon, Mitchell **LIFE**
 Harvey Spieker, Clark **LIFE**
 James Spies, Watertown **LIFE**
 Murray Thompson, Pierre **LIFE**
 John Umiker, Rapid City **LIFE**
 Mark Van Den Hoek, Mitchell **LIFE**
 Brian Van Liere, Brookings **LIFE**
 Jeff Veire, Sioux Falls **LIFE**
 Larry Weelborg, Custer **LIFE**
 Aaron Weeldreyer, Bridgewater **LIFE**
 Brad Woerner, Yankton **LIFE**
 Wade Wulf, Wright, WY **LIFE**
 Mark Yonke, Yankton **LIFE**
 Randy Yost, Hayes **LIFE**

LIFE MEMBERS:

Dan Appel, Redfield **LIFE**
 Jacob Appel, Redfield **LIFE**
 John Baumiller, Chancellor **LIFE**
 Rick Belsaas, Rapid City **LIFE**
 Barry Bibler, Spearfish **LIFE**
 Don Bice, Winner **LIFE**
 George Bittner, Mitchell **LIFE**
 Bob Booth, Ridgeview **LIFE**
 Patrick Bootz, Lemmon **LIFE**
 John Bormes, Aberdeen **LIFE**
 Westin Brown, Arlington **LIFE**

We have 393 members including 91 LifeTime members. The more members, the stronger voice we carry on aviation issues in South Dakota, the Midwest, and the Nation. Send \$20 to SDPA, 307 West Blaine, Gettysburg, SD 57442-1145, along with mailing address and contact info. SDPA

Member & Guest Comments

Bert Corwin (Rapid City) wrote on his membership renewal, *“Congratulations to SDPA for all that is done to promote General Aviation in South Dakota.”*

Roger Hutchison (Sioux Falls) wrote on his membership renewal, *“Hi Mary and Steve. I want to thank you once again for all that you do for the SDPA. You both are a great asset to our organization. I look forward to receiving each and every SDPA newsletter.”*

David Johnson (Rapid City) wrote on his membership renewal, *“Please renew my membership in SDPA . (I am not sure when annual dues are payable.). Thank you, Dave Johnson Commercial pilot, SEL MEL FAA Cert.*

CFI.”

Greg Klein (Watertown) wrote on his membership renewal, *“Thanks to all the board members and members of the SDPA for all their support of our students. I’m grateful & proud to be associated with such a great group of people.”*

Jerald Lytle (Oacoma) wrote on his membership renewal, *“I really like my SDPA baseball cap.”*

Wes Wilkens (Watertown) wrote on his membership renewal, *“Thank for your efforts. I read every newsletter. Keep it up.”*

REPLY to all: Thanks for the comments – we’ll try to do our best to keep the SDPA membership informed of aviation news at the state, regional, and national levels. SDPA

Thank You for Donations

We appreciate our members continuing to send in donations for various scholarships with their membership dues or separately. Scholarships are just one way the SDPA promotes general aviation in South Dakota. For those donations marked "all," we will spread the donation across all the scholarships.

Dan Appel (Redfield) donated \$100 to the ACE Camp Scholarship Fund. This donation was Dan's second contribution. *Thank you Dan!*

Mike Bohnenkamp (Gettysburg) donated \$80 to the SDPA Scholarships Fund. This donation was Mike's third contribution. *Thank you Mike!*

Bert Corwin (Rapid City) donated \$10 to the SDPA Scholarships Fund. This donation was Bert's eighth contribution. *Thank you Bert!*

Dakota Flight Center (Mitchell) donated \$100 to the Becker-Hansen Memorial Scholarship. *Thank you Dakota Flight Center!*

Jerry Densmore (Rapid City) donated \$60 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown. This donation was Jerry's fifth contribution. *Thank you Jerry!*

James Huls (Madison) donated \$30 to the SDPA Scholarships Fund. This donation was James' second contribution. *Thank you James!*

Roger Hutchison (Sioux Falls) donated \$50 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown. This donation was Roger's tenth contribution. *Thank you Roger!*

David Johnson (Rapid City) donated \$100 to the SDPA Scholarships Fund. This donation was David's second contribution. *Thank you David!*

Greg Klein (Watertown) donated \$20 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown. This donation was Greg's sixth contribution. *Thank you Greg!*

Gregory Lair (Sioux Falls) donated \$50 to the Becker-Hansen Memorial Scholarship. This donation was Gregory's second contribution. *Thank you Gregory!*

Donald Schaffer (Buena Park, CA) donated \$900 (\$300 to the Becker-Hansen Memorial Scholarship, \$300 to the ACE Camp Scholarship, and \$300 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown). This donation was Donald's fifth contribution. *Thank you Donald!*

Lawrence "Bud" Sittig (Centennial, CO) donated \$50 to the ACE Camp Scholarship. This donation was Bud's ninth contribution. *Thank you Bud!*

Wes Wilkens (Watertown) donated \$20 to the SDPA Scholarships Fund. This donation was Wes' third contribution. *Thank you Wes!*

The SDPA provides ACE Camp scholarships (\$1,000), Becker-Hansen Memorial Scholarship (\$2,000), SDPA Aviation Maintenance Technology Scholarship at LATI (\$2,000), and sponsors prizes for the SD Aviation Art Contest (\$250) – total of \$5,250 in scholarships / prizes each year. For those members donating a total of \$200 or more,

the SDPA sends a framed Certificate of Appreciation, and for over \$400 the SDPA sends an SDPA paperweight. SDPA

SDPA Letters / Comments / Displays

The SDPA continues to actively track aviation issues at the state, regional, and national levels and promote general aviation. Here is a summary of the various activities.

Nov 21: SDPA attended the SD Aeronautics Commission meeting in Pierre and spoke in support of the ACE Camp funding request.

Nov 25: SDPA submitted a news release on the 2020 SD Aviation Art Contest to 43 media outlets.

Jan 2: SDPA checked on the status of several aviation related bills in the 116th (2019-2020) Congress:

- (1) H.R.1108: Aviation Funding Stability Act
- (2) H.R.1775: Notice to Airman Improvement Act
- (3) H.R.5118: Promoting Service in Transportation Act
- (4) H.R.5136: Aeronautics Innovation Act
- (5) S.762: Aviation Funding Stability Act
- (6) S.1713: Aeronautics Innovation Act
- (7) S.2198: PLANE, or Promoting the Launch of Aviation's Next Era, Act
- (8) S.2607: Drone Integration and Zoning Act of 2019
- (9) S.2623: American Aviator Act SDPA

SDPA Meeting – November 16

The SDPA held a meeting on Nov 16 at FLY Jet Center on the Huron Airport. Prior to the meeting, **Seth Schoenfelder**, FBO Manager, welcomed everyone to the facility. The FBO had a spread of fresh fruit (blackberries, raspberries, blueberries, mango, watermelon, kiwi fruit, grapes, cantaloupe) plus chocolate fruit dip, plus fresh vegetables (baby carrots, broccoli, cherry tomatoes, celery, radishes, cauliflower) plus vegetable dip, plus a pop dispenser, coffee, tea, two kinds of hot chocolate, popcorn, muffins, four kinds of fresh cookies, and mixed nuts. *WOW!* We were treated like VIPs. **Brenda Schoenfelder** and **Chloe Siolo** (both in Customer Service) were busy welcoming and assisting people. The entrance hallway had a 24-foot display case full of items available for guests.

Jim Scholenfelder, Maintenance Supervisor, talked about the new FBO operation. He has been in aviation maintenance for about 35 years. FLY Jet Center is owned by **John Mende** who lives in New York, and is operated by COO **Tanyika Sims**. The lobby area and offices were all remodeled and nicely decorated including an eye-level elk head mounted on a pedestal. The FBO included four hangars, one of which was a stone hangar built in 1934. That hangar was being insulated for use as a heated hangar, and crew quarters are being built inside (two bedrooms, kitchenette, restroom, etc).

The facilities were purchased to provide a mid-continent stopover for flights between the East Coast operations for FLY 60 and their West Coast operations at Van Nuys, CA. FLY 60 is the parent company of FLY Jet Center, and has 4-5 Learjet 60 aircraft and a Citation 10, and is currently adding a second Citation 10. The company also manages 14 other

jets.

Now that FLY Jet Center has a Part 145 certificate, they are working to get Skywest to hangar and service their aircraft at Huron. Future plans are to build a 200-foot wide hangar with 50-foot high door for storing and servicing large aircraft. They are also working with **Todd Priebe** of Chamberlain to provide flight instruction. Tanyika would like to see a restaurant returned to the passenger terminal, which has not been used since passenger flights stopped about 4 years ago due to the loss of Essential Air Service at the airport.

Jim handed out business cards good for a 25% discount (up to \$600 value) for annuals done by the FBO. He also said fly-ins for the meeting would get a 25-cent per gallon fuel discount. At least seven planes had flown in for the meeting from Aberdeen, Brookings, Clark, Madison, Mitchell, and Redfield. Runway 17-35 was closed for installation of LED runway lights. Airport Manager **Larry Cooper** mentioned that the lights would not include heaters, which melt snow and ice off the lights in the winter. Larry said that other LED lights on the airport have not accumulated snow and ice in the winter.

Participating in the presentation/tour were **Bobbie & Mary Carol Potts** (Gettysburg), **Gary & Pat Jones** (Huron), **Rolf Johnson** (Mina), **John Barney** (Brookings), **Dwayne LaFave** (De Smet), **Charlie Keppen** (Madison), **Jerome Janssen** (Madison), **Jack Winter** (Huron), **Brian & Frank Hines** (Huron), **Marc Molskness** (Wentworth), **George Bittner** (Mitchell), **Harvey Spieker** (Clark), **Lenny Olson** (Huron), **Larry Cooper** (Huron), and **Steve Hamilton** (Yankton).

THANK YOU FLY JET CENTER for the snacks, treats, tour of facility, and conference room for the SDPA meeting, , , , and for the plasticware, plates, napkins, cups, and pop for lunch!

Lunch (\$5 per person) was six large pizzas from Dominos: Honolulu Hawaiian, MeatZZa, Cali Chicken Bacon Ranch, Deluxe, Philly Cheese Steak, and Pepperoni. *Yummy!* Plus three dozen cookies from the Gettysburg.

The SDPA meeting was called to order at about 12:40pm by President John Barney. Participating in the meeting were **Bobbie & Mary Carol Potts** (Gettysburg), **Gary Jones** (Huron), **Rolf Johnson** (Mina), **John Barney** (Brookings), **Dwayne LaFave** (De Smet), **Jack Winter** (Huron), **Brian & Frank Hines** (Huron), **Marc Molskness** (Wentworth), **George Bittner** (Mitchell), **Harvey Spieker** (Clark), **Dan Appel** (Redfield), and **Steve Hamilton** (Yankton).

John Barney thanked FLY Jet Center for the use of their facilities, and noted that the Dominos Pizza was delicious. He said the story about previous meeting at Rosebud was published in the November-December newsletter.

Mary Carol presented the **treasurer's report**: Balance & reserve on hand June 9: \$40,670.19; total expenses \$3,498.89; total income \$10,134.43; reserve for LifeTime Membership \$19,640.00; reserve for donations for scholarships \$6,662.34, balance on hand as of November 12 (minus reserves for Lifetime Membership and donations for scholarships) \$21,003.39; balance & reserves \$47,305.73. Moved by Rolf Johnson, seconded by Gary Jones to accept the report. Vote: all aye, none nay.



A Skyways Company

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Rolf asked about investing the reserve held for LifeTime membership in a Money Market account so as to gain interest on the money. Mary Carol will check into that possibility at the bank with the SDPA account in Gettysburg.

Bobbie Potts pointed out the large amount of donations in the report (\$3,845.00).

Steve Hamilton gave the **membership report**: 396 members of which 89 were LifeTime members. PLUS one – **Frank Hines** of Huron became a LifeTime member at the meeting. *Thank you Frank for joining the SDPA and becoming a LifeTime member.*

Steve Hamilton reported on **Marsha Sumpter's** condition. Marsha had a heart attack on Nov 15 while installing security cameras on her residence in Kadoka – started as a mild chest pain and got progressively worst by the time she & husband Bill got to Philip. She said it was like “*an elephant sitting on her chest.*” They transported her by ground ambulance to Rapid City where they installed a stent via a blood vessel in her wrist on Friday. After overnighting, she & Bill were home on Saturday afternoon. She now says she “*works for the pharmacy*” – due to the spendy meds she is on.

District 1 Report by Rolf Johnson: Rolf has landed at both Moberg and Britton after their runway projects were completed. Dan Appel of Redfield mentioned that concerns were aired about Redfield Airport's new realigned runway and removal of the turf runway – after the Master Plan process was done. Rolf and Dan encouraged people to get involved in the development of a Master Plan before it is completed to avoid surprises in the future. Rolf also mentioned that there was a large ramp project being done at Pierre.

District 2 Report by Harvey Spieker. Harvey reported that Redfield Airport was open and fuel was available. There is a need for a cross wind runway. Dan Appel said that an instrument approach was needed at the airport for the new runway 17-35. Watertown Airport has four new private hangars, and there is room for one more hangar. There are one or two T-hangar spaces for rent. An apron project has been approved. Passenger boardings were 1,465 in October and should exceed 10,000 sometime in November, resulting in future entitlements of \$1M. Clark Airport is scheduled for a runway replacement in 2020. Steve Hennings (Wheatland Aviation) was busy with annual inspections and teaching students about engine overhauls in the Aviation Maintenance Technology Program at LATI at Watertown.

District 3 Report by Dwayne LaFave. Dwayne recapped activities at De Smet Airport: construction of a hardstand for parking heavy aircraft and a new hangar was being built. John Barney said that at Flandreau Airport the runway replacement project had come to a standstill due to FAA concerns. Marc Molskness said that the parallel taxiway project at Madison Airport was complete, and that the main runway will be resurfaced in 2020.

District 4 Report by George Bittner. Nothing new since the November-December newsletter report.

District 5: Marsha Sumpter was at home recovering from a heart attack.

District 6 Report: Sunny Stephens emailed on Nov 14, "Steve, John [Barney] and I visited about my absence at this meeting [Nov 16]; two unexpected (yet understandable) deaths have me in a numb mode. But previously he had asked about District 6 and I wanted to confirm that I am willing [to continue to serve as District Director] unless there is someone out here who REALLY want further involvement in SDPA. I also mentioned my possibly bringing the scholarship winner [Matthew Schad of Rapid City] to our next west river meeting. Tell John I would bring the winner, the ROTC Major ...ha."

District 7 Report (Chuck Trumble): no report.

Bobbie Potts mentioned that Mary Carol has received **spam emails** from someone saying they were "John Barney" (and previously, SDPA President Tim Modde) asking that "invoices" be paid. Steve Hamilton has also received spam email from a "John Barney" and a "Tim Modde."

The topic of **voting on issues via roll call vote during conference calls and via email** was discussed. Moved by Harvey Spieker, seconded by Rolf Johnson, to amend the by-laws to allow for voting on issues via conference call and emails. Vote: all aye, none nay. Steve Hamilton will come up with the language for a vote on the by-law change at the next SDPA meeting.

Dwayne LaFave asked for discussion regarding an **additional Becker-Hansen Memorial Scholarship** in view of the amount of good applications this year. He noted that seven worthy applications were received for the scholarship in 2019. Dwayne wondered if there was support for a second scholarship.

As an alternative, Rolf Johnson suggested the SDPA investigate the AOPA High School Initiative program that is part of the AOPA You Can Fly Program. The AOPA web site states: "AOPA provides high-quality STEM-based aviation education to high school students nationwide. High School program offers a four-year high school aviation STEM program that falls along two tracks—pilot and unmanned aircraft systems or drones. The program conforms to math and science standards and, in keeping with career and technical education best practices, will lead to a certification or industry-accepted test, such as the FAA

Private Pilot knowledge test or a Part 107 drone pilot certification."

On a side note, the You Can Fly Program also includes helping start Flying Clubs, getting Rusty Pilots back in the cockpit, and promoting "best practices" to improve Flight School operations.

Frank Hines recalled a teacher at Miller High School taught a ground school course in the past. Marc Molskness said there was a news story published on October 15 about an aviation course being taught to high school students in Madison (see separate story). Steve recapped the Becker-Hansen Memorial Scholarship activities this year. He noted that in the past that SDPA had typically received 2 to 3 applications per year [**one** application (5 years: 1999, 2007, 2011, 2015, 2016), **two** applications (7 years: 2002, 2003, 2004, 2009, 2013, 2014, 2017), **three** applications (8 years: 1998, 2000, 2001, 2005, 2006, 2008, 2010, 2011), **four** (0 years), **five** (1 year: 2012), **six** (0 years), or **seven** (1 year: 2019)].

It was commented that establishing a second Becker-Hansen scholarship would double the administrative workload. If the scholarship was doubled, should the SDPA also double the Aviation Maintenance Technology Scholarship at LATI, ACE Scholarship, and SD Aviation Art Contest prize money. The SDPA currently provides \$5,250 in scholarships annually.

It was noted that the scholarships have been incrementally increased over time as the treasury has increased. For example, the Becker-Hansen Memorial Scholarship was started at \$500 in 1998, increased to \$800 in 2005, \$1,000 in 2009, \$1,250 in 2011, \$1,500 in 2015, and \$2,000 in 2017. No action was taken concerning scholarships.

The terms for **Directors for Districts 2, 4, and 6** were ending on December 31, 2019. The new slate of candidates for the positions were Harvey Spieker for District 2, George Bittner for District 4, and Sunny Stephens for District 6. John Barney had called those officers and asked if they would

consent to continue serving, and each said yes. Moved by Rolf Johnson, seconded by Jack Winter, to elect the slate of officers. Vote: all aye, none nay. *Congratulations (and THANK YOU for serving) to Harvey, George, and Sunny!* The next election will be in November 2020 for the President, Vice President, Secretary, Treasurer, and Directors for Districts 1, 3, 5, and 7.

Barney opened the discussion for **meeting dates and places in 2020**. A list of dates and locations was discussed and the following selected: February 8 at Oacoma, April 11 at Hot Springs, June 13 at Wagner, September 12 at Wall, and November 14 at Redfield. Specific meeting places will be investigated and guest speakers invited to give programs.

Dwayne LaFave opened the discussion of dealing with **mass emails**. Dwayne has in the past sent mass emails using Chrome to deliver messages to 391 SDPA email addresses and 221 non-SDPA email



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Charter Service
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Aircraft & Auto Rental

Ray A. Jilek, President

District 5 Report by Marsha Sumpter

addresses (ultralight group, other aviation enthusiasts). Unfortunately, his account has been blocked from sending out any SDPA or other aviation related emailings. He found a solution -- subscribing to GMass, which facilitates mass emailings inside of Gmail (requires Chrome). The cost is \$8.95 per month. Moved by Steve Hamilton, seconded by Bobbie Potts to reimburse Dwayne for the cost of his subscription to GMass to facilitate mass emailings to SDPA members. Vote: all aye, none nay.

Steve Hamilton reported that SDPA Secretary **John Murphy** had resigned from his position in an email on November 14. John Murphy was elected as secretary on Feb 13, 2016; he served for 3 years 9 months. John Barney replied to Murphy, "*John, Thanks much for giving us a heads up. We know as a dedicated member, it's tough trying to "juggle" commitments and do appreciate your involvement in the SDPA. I believe I'm speaking for everyone one that in the future, when time allows, that you would reconsider rejoining the team.*" Moved by John Barney, seconded by Jack Winter, to advertise the vacancy via a mass email to SDPA members. Vote: all aye, none nay.

The meeting adjourned at 2:02pm.

SDPA

District 4 Report by George Bittner

As pilots we realize there's a risk every time we buckle into the cockpit. Sometimes even before we enter the cockpit there is inherent risk as when I've had various body parts collide with the icy pavement pulling aircraft from a hanger. The aviation community generally emphasizes and promotes the positive and safe side of flying. This positive promotion hopefully encourages more people to fly, become pilots, and purchase airplanes, which is all good for general aviation.

Many of us have been touched personally by aircraft accidents. The Pilatus PC 12 crash at Chamberlain, SD, on November 30, 2019, took the lives of nine and injured three.

It devastated a family in Idaho Falls, ID, hit hard on those who knew the family in Chamberlain, and it probably touched all of us to a degree. Everyone on board were immediate family members of four generations. For a little perspective on this, Coralie Hansen of Idaho Falls, Idaho, lost her husband, two sons, three grandchildren, one great grandchild and two sons-in-law in the crash. Rebecca Hanson lost her husband and two sons, and Leann Hansen lost her husband, son and grandson. There is also the loss of brothers, nephews, brothers-in-law, and the collateral grief suffered from their families. The over one-hour plus wait for the survivors of the crash until the aircraft was discovered and reached due to weather conditions had to take a mental and physical toll. A *thank you* to the Chamberlain community, emergency responders, medical staffs, and volunteers who did what they could for the Hansen, Dennert, Naylor, and Long family members.

According to Traveler Magazine the Eisenhower Interstate Highway system required that one mile in every five must be straight. These straight sections are usable as emergency landing strips.

Have a safe flying New Year!

SDPA

District 6 Report by Sunny Stephens

A new hanger is being put up at the **Philip Airport**. The word is it will be completed before the New Year. **Lee Vaughan** has been keeping an eye on the progress and says the inside dividers are still to be installed but it is getting closer to completion.

An exciting thing happened here at the **Kadoka Airport**. The building that the windows were falling out of and in poor repair had new life breathed into it with a new roof and metal siding all around and two new windows. The building used to be the Weta School (southwest of Kadoka in the Badlands), then was repurposed to the airport for the lights and a club house for golfers, and at one time prior to it being moved here, the meeting place for the Civil Air Patrol Unit that was active in Kadoka. It is really nice to see that the City Council saw fit to preserve the building. Now we just need to get more golfers and more airplanes and pilots.

I saw the owner of my plane today, and he still invites me to take it flying any time I want. *So tempting.*

We are about to hit the road South so will see everyone in the Spring the Good Lord willing and no surprises along the way.

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Rapid City Regional Airport: In a November Rapid City Journal article, airport director **Patrick Dame** stated that the Airport Master Plan less than two years old is being revised due to being so far ahead of schedule. The new plan will cost about \$625,000 and almost 20% of that total will go to archaeologist expenses. KLJ engineer **Rod Senn** said the plan includes precise details on parts of airport property that haven't been targeted for development before; there is a lot of the land that will have to be walked by experts about 15 feet apart to check for any cultural or tribal finds. "It helps us identify the showstoppers. The cultural issues are really showstoppers," said Dame. Also in that article, the sewage lagoon question is nearing a final solution; that could mean a second lagoon or tapping into the city's sewage treatment facility. He said that even if new fees are established to allow the airport's tenants to contribute to funding the new sewage plan, it won't cover all of the costs. [here is where I wondered about using the word **allow** as it sounded like tenants might have to stand in line and apply for the contribution privilege – *but then once a Journalism teacher . . .*]

Spearfish: Ray Jilek indicated that cultural issues arising out of the NEPA act of 1991 has also stifled the progress on the crosswind runway construction. Fence lines required by Game and Fish to address the ongoing deer issue on airport property cannot be completed on the acquired runway property until all the cultural issues are resolved – much the same as what Rapid City Regional Airport is obligated to consider. Ray also said that there was aircraft/deer contact during the 2019 Sturgis Rally. When I told Ray that perhaps pilots would have to attach those bumper deer saver devices on the wings, he laughed and said that would have to meet FAA approval!



FLY SD Airports! Passport Program

Hot Springs: Ed Jensen broke my heart when he said that November 2020 would be his retirement date from the airport. He has been fun to visit with and at present the city has not started the replacement efforts. He also said that due to the Pine Ridge lack of housing, the Texas Apollo Life Flight helicopter is hangered in Hot Springs with two rotating pilots. The FAA also has approved a 10-unit construction of nested T-hangars during 2020.

Edgemont: Joe Koller was stuck in Jamestown, ND when I called due to both I-90 and I-94 closed – they had just opened I-94, and he was playing it safe by driving clear to western ND before heading back to SD. (Believe me when I say I've tried to get to SD from Garrison, ND when Highway 83 south and both Interstates were closed.) Joe said that they had replaced all electrical services after a lightning strike in the fall took out all transformers, etc. This work required a Rapid City company to completely replace and re-install all electrical connectors and units needed to keep the airport in service.

Custer County: Brenden Henrickson stated that the airport was organizing sort of an advisory group and would get back to me when details were available. He did say that Tim Modde, our SDPA past president, had been experiencing back issues and this had curtailed his flying somewhat. *Sorry, Tim, are we getting OLD?????*

Wall: The city council has not officially replaced an airport manager after the passing of David Hahn. The extended runway property has been purchased and engineers are doing the environmental study in 2020.

Belle Fourche: JD Deranleau stated that the mechanics were very busy this winter, and there were still student flights due to the nice weather. He also was encouraged by some transient King Air business from New Mexico and the Twin Cities.

SDPA

Bus Trip to AirVenture 2020

Sioux Falls EAA Chapter 289 is planning a bus trip to AirVenture 2020 (8th annual) and has a brochure with details at <http://www.289.eaachapter.org/> and click on "Minutes / Newsletter". Travel dates are July 23–26, 2020.

EAA Chapter 289 members have the first chance to reserve their seats until January 1, 2020. A deposit of \$100 per person will hold your reserved seat. Full deposit due by June 1, 2020. Any cancellation after July 1st forfeits the \$100 deposit. No refunds for cancellations after July 15. Adults must be an EAA member: \$40 per year national dues and \$25 per year local dues for EAA Chapter 289. Married couples only need one membership.

Price includes:

- ▶ Transportation from Sioux Falls to Oshkosh.
- ▶ You'll travel with experienced A/V Chapter members.
- ▶ Dorm room accommodations at the University of Wisconsin, Oshkosh campus.
- ▶ Flight line passes for 3 days of AirVenture.
- ▶ Admission to the world-class EAA AirVenture Museum and Pioneer Airport is included with daily admission.

**Room choice and pricing will be available at later date.

SDPA

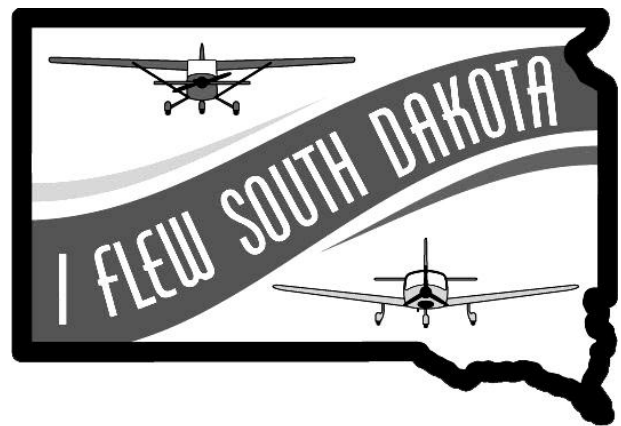
Congratulations to Allan "Tex" Goerger of Barney, ND, on earning the Gold Award in the FLY South Dakota Airports! Passport program. Tex submitted his passport on November 4, along with a map of his flight paths on July 24 and September 19, and photos of the airports he landed at with his 1947 Cessna 140. A portion of the 140 was in every airport photo -- many airports of which this notetaker recognized.

Tex landed at 16 airports along the eastern edge of SD in order to earn the Gold Award. Tex flew on July 24 from Goerger Field (0NA1; Barney, ND) to Sisseton and back home. On September 19 he flew from Goerger Field to Milbank, Clear Lake, Arlington, Brookings, Flandreau, Sioux Falls, Lincoln County (Tea), Canton, North Sioux City, Vermillion, Yankton, Madison, Howard, De Smet, Watertown, and home to Barney, ND.

Tex had previously visited four museum / aviation displays: SD Air & Space Museum (Box Elder), Minuteman Missile National Historical Site (Philip), The Journey Museum (Rapid City), and the SD National Guard Museum (Pierre).

Tex previously participated in five safety seminars / safety programs (Fargo Jet Center on March 26, 2019; Fergus Falls on April 8, 2019; Fargo Jet Center on April 9, 2019, and April 10; and Kindred on June 14, 2019).

The SDPA sent Tex a letter of congratulations, a "74 Airport" chevron, and a check for \$100 as his prize. *Congratulations!*



Tex's cover letter mailed November 1 with his completed passport: *"Enclosed is my pass port and pictures of the last airports in SD. I promised myself as I took off that morning to not forget any pictures. But the best intentions of mice and men usually fail. I was in such a hurry to leave Sioux Falls that I forgot to take one. At Yankton I checked oil and added a quart and visited with mechanic and forgot again. At Madison visited with the instructor who told me he had three 140s in his fleet and two more on the airport. That and visiting with the mechanic about O-200 conversions on the 140 I left again without a picture. Sisseton I visited with my granddaughter to retrieve a plane with electrical problems and did not take a camera with me. I also am enclosing a check for \$20 for a SDPA membership, and also a picture of my 140 that I used for the Pass Port Program."*

SDPA

2020 SD Aviation Art Contest

The SD Office of Air, Rail & Transit and South Dakota Pilots Association (SDPA) are co-sponsoring the 2020 SD Aviation Art Contest for children aged 6 to 17 in South Dakota with the theme of "Flying Yesterday and Tomorrow." The 2020 National Aviation Art Contest is sponsored by the National Association of State Aviation Officials. The Federation Aeronautique Internationale (FAI) sponsors the international phase of the aviation art contest.

Soooooo, tell your kids, your grandkids, your neighbor kids, and school teachers!! More information about the contest and links to the other web sites can be found at the SD Office of Air, Rail & Transit web site: <http://www.sddot.com/transportation/aviation/contest/Default.aspx>. This web site also has images of the top three South Dakota winners in each age category for the past year. Artwork of winners will be published in the **SDPA News** in the future. The top three winners in each of three age categories in the aviation art contest receive special certificates and prizes. State level winners will be submitted to the national level competition, and national level winners will compete at the international level.

Theme: The theme of the 2020 Aviation Art Contest is "Flying Yesterday and Tomorrow." The dream to fly is thousands of years old. Ancient stories from around the world tell us of those who wanted to take flight. Their stories of successes and failures started to become reality in the late 1800s, when men and women used the growing technological know-how to build the craft that, up until then, had only been possible in our dreams.

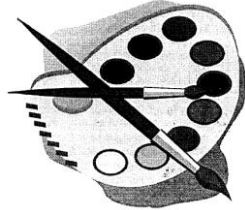
Early balloonists excited the world with flights covering 25 miles in under 3 hours. Gliders have increased distances and heights as well. While the first glider pilots jumped their gliders from hills and mountains, today's gliders are towed high into the air and can travel for hundreds of kilometers or more. The first airplanes were made of cloth and wood, and those early crafts were powered by engines that produced around 12 horsepower. While the physics of flight remains the same, the technology is always advancing.

Each generation has learned from those that have come before, adding to what is possible while holding true to the love of flight that is in the heart of all aviators. The dreams of flight have become the reality of today's sports aviation. The hang gliders, balloonists, racers, and aerobatic pilots fly above us and show what is possible today. What does the future hold? Where will the young aviation dreamers of today lead us?

It is time to get out your favorite artist supplies and give free rein to your imagination to create your work that combines the flights of the past with the dreams of the future in this year's "Flying yesterday and tomorrow" art contest.

Contest Information

This Year's Deadline: Entries must be postmarked by **Friday, January 17, 2020**, and must be sent to the SD Office of Air, Rail & Transit, 700 East Broadway Avenue, Pierre, SD 57501-2586.



This Year's Theme: This year's theme is "Flying Yesterday and Tomorrow." Artwork is judged, at least in part, for its creative use of this year's theme in relation to the aviation world.

Eligibility: All children in the age groups shown below are encouraged to participate in the contest, even if they are related to officials or employees of the FAI or any of its member organizations including the SD Office of Air, Rail & Transit. Participation in the SD Aviation Art Contest is limited to residents of South Dakota.

Age Groups: Entries will be judged in three classes:
Group I – Junior Category: Born between January 1, 2010 and December 31, 2013.
Group II – Intermediate Category: Born between January 1, 2006 and December 31, 2009.
Group III – Senior Category: Born between January 1, 2002 and December 31, 2005.

Details about State Awards, National Awards, International Awards, Artwork Dimensions, Medium, Markings, and Reproduction Rights can be found in the contest brochure.

About 550 copies of the Aviation Art Contest brochure and cover letter from the SD Office of Air, Rail & Transit will be mailed in September to schools throughout SD. The SDPA sent a news release on the Aviation Art Contest to 43 media outlets in SD on Nov 25. For more information and a copy of the official brochure containing the Certificate of Authenticity, contact Jennifer Boehm at the SD Office of Air, Rail & Transit, Pierre, SD (phone 605-773-4430 or email jennifer.boehm@state.sd.us).

Thank you SDPA member **Brian Rippe** for promoting the SD Aviation Art Contest. Brian and his wife **Becky** visited St. Benedict's Elementary School in Yankton on Friday the 13th of December during the first grade and second thru fourth grade lunches to hand out Contest brochures and encourage the kids to create art work for the contest. They handed out about 100 brochures to the students and gave the left over brochures (~40) to the art teacher at Sacred Heart Middle School in Yankton. Brian has promoted the art contest in the past at the elementary school where his twin sons, **Ethan & Eli** attend the third grade. [Brian is a pilot who flies 767s for FedEx.]

If you know of someone who had promoted the Aviation Art Contest, please let us know so we can acknowledge their contribution.

SDPA

ATY Aviation, Inc.



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New Aviation Class

By Chuck Clement, Staff Reporter

(Madison Daily Leader Extra, October 15)

School board members toured the high school classroom in which students are learning new aviation-related curriculum.

Madison High School Principal Adam Shaw and class instructor Danny Frisby-Griffin explained the teaching equipment, academics and goals in which students learn aviation techniques and career opportunities in the elective course.

Frisby-Griffin, a retired U.S. Air Force colonel and pilot, showed the board members the handbooks that the students read and introduced the visitors to a flight simulator used in the classroom. The aircraft simulator introduces the juniors and seniors to the operation of a Cessna 172 light airplane.

The Madison students also learn how to operate small drones, or unmanned aerial vehicles, and can eventually earn certification to operate drone aircraft.

Through the course, Frisby-Griffin, said the students practice mathematics, such as trigonometry and geometry; learn about natural sciences, including weather; and write papers on aviation topics.

The SDPA editor talked with Danny "Wham-O" Frisby-Griffin on November 25. Danny developed the aviation course based on information from the FAA Airplane Flying Handbook and the FAA Aviation Weather Handbook, with some information from LATI's Aviation Maintenance Technology Program and the AOPA High School Initiative STEM course. This fall semester was the first aviation class at Madison High School, and it has 10 students of which there is one female. In addition to a flight simulator, the students can work with seven drones. Danny retired from the USAF after 26 years; his primary weapons system was the F-15. He worked for Lockheed-Martin in Omaha for 3.5 years before moving to Madison where his daughter goes to school at Dakota Wesleyan University.

Thank you SDPA member **Marc Molskness** (Wentworth) for alerting SDPA to the newspaper stories. A follow-up story about the aviation class was published in the Madison newspaper on December 12. SDPA

Plans for First Air Show in Pierre Highlights Airport's History

By Stephen Lee, Pierre Capital Journal (clipping from the Aberdeen News, October 26)

PIERRE — The recent announcement by **Jim Peitz** of **Mustang Aviation** that he plans to bring the first airshow to Pierre Regional Airport next summer includes his promise that "military assets" would be included in the show.

Peitz and others said Tuesday [October 22] at the city commission meeting that the 2020 event would be a first for the community and could bring 10,000 people to town over the Fourth of July weekend.

But in a way, the airport began as a kind of air show featuring military assets as part of America's buildup for World War II. Pierre's airport, in fact, got its start because of

World War II.

U.S. war planners in Omaha, Neb., figured the Rapid City air base needed a satellite to help train B-17 bomber crews, and found one east of the state Capitol. The federal government bought 1,700 acres of pasture there in the summer of 1942. Buildings, including 23 barracks and a large hangar, were up within months in time for an open house of sorts at Thanksgiving, the Pierre Capital Journal reported in 2016.

B-17 bomber crews would spend time at the new Pierre air base to finish up training runs, some as far as dry runs over northeast Minneapolis, as their last step before shipping over to Europe for the real deal.

The 100th bomb group stationed at Pierre would later earn the nickname "The Bloody 100th" during its service in Europe in the war.

Meanwhile, in September 1943, the Pierre Army Air base was made independent from what would later be named Ellsworth air base outside Rapid City. By March 1944 the Pierre air base was retooled for gunnery training for fighter pilots flying P-40s and P-47s.

Fighter pilots cut a wider swath over — and maybe in — Pierre than bomber pilots, it was said. That included offering the civilian population below some non-regulation air shows from time to time.

In his book, "Pierre since 1910" Harold Schuler said the base commander got flak when a P-47 buzzed Pierre Street downtown a little too close.

At least one other P-47 pilot flew under the railroad and highway bridges that arched over the Missouri River in those pre-Oahe Dam days.

The fighter pilots spread their wings and put to use the vast and empty spaces across South Dakota, using live ammo shooting at moving air targets pulled on cables by repurposed bombers. One P-47 pilot shot through a target's tow cable and the cable wrapped around the wing of another P-47, forcing it into an emergency landing, according to Schuler's 1998 book.

The Pierre Army Air Force base was deactivated in 1945. In 1947, the federal government turned over the deed to the 1,697-acre airfield to the city of Pierre.

Vestiges of the old air base buildings still can be seen in a corner of the airport's property. Ever since, Pierre has had civilian air service at the airport of one kind or another.

Peitz's announcement to the Pierre City Commission on Oct. 22 about the air show plans is "a big deal for Pierre," said City Commissioner Jamie Huizenga.

It might bring 10,000 people to the two-day event, which could really start July 2, Peitz said. A 30-year veteran of flying in and helping put on air shows around the country, Peitz said he plans to have big "static" displays — meaning nonflying, suitable for walkarounds-and-walk-throughs — of aircraft, including some historic military planes. SDPA



Federal Aviation Legislation

H.R.1108: Aviation Funding Stability Act proposes to use a special fund to keep the FAA open during future government shutdowns, and is a response to absences of unpaid air traffic controllers, which delayed flights during the last 35-day government shutdown. The bill was introduced in the House on Feb 8, 2019, and referred to the Transportation and Infrastructure; Ways and Means, Subcommittee on Aviation. On March 27 the House Transportation and Infrastructure Committee passed the bill out of committee. As of January 2, 2020, there has been no House action since March 27. The bill currently has 275 co-sponsors (182 Democrats; 93 Republicans) but not Rep. Dusty Johnson of South Dakota. S.762 is the identical bill in the Senate.

S.762: Aviation Funding Stability Act of 2019. The bill was introduced on March 12, 2019, and read twice and referred to the Committee on Finance. As of January 2, 2020, there has been no further action since March 12. The bill currently has 12 co-sponsors (7 Democrats; 5 Republicans; but not Senator Thune or Senator Rounds). H.R.1108 is the identical bill in the House.

H.R.1775: Notice to Airman Improvement Act would establish an FAA taskforce to improve the NOTAM system to alert pilots of potential hazards along a flight route or at a location that could affect the safety of the flight. March 14, 2019: Introduced in the House, and referred to the House Transportation and Infrastructure Committee. May 16, 2019: The bill was placed on the Union Calendar in the House. October 28, 2019: Passed/agreed to in House: On motion to suspend the rules and pass the bill Agreed to by voice vote. As of January 2, 2020, there has been no further action since October 28. The bill currently has 2 co-sponsors (one Democrat, one Republican, but not Rep. Dusty Johnson). There is no identical bill in the Senate.

S.2198: PLANE, or Promoting the Launch of Aviation's Next Era, Act contains important language that expands the enforcement protections of the Pilot's Bill of Rights, improves funding for GA airports, and extends liability protection to FAA designees. Other items within the bill include limitations on reexamination of certificate holders, due process enhancements for aviation rulemaking and exemption petitions, timely resolution of investigations, a public-private partnership program at GA airports to attract private sector funding, and funding and development at designated disaster relief airports. July 22, 2019: Introduced in the Senate, and referred to the Senate Committee on Finance. As of January 2, 2020, there has been no further action since July 22. The bill currently has 2 co-sponsors (one Independent, one Republican, but not Senator Thune or Senator Rounds). There is no identical bill in the House.

S.2623: American Aviator Act would establish a pilot program under which grants are made to 10 eligible

entities to provide flight training services to veterans. The program would target flight schools that have programs designed to groom ab initio students for airline jobs and they'd get grants to provide the training, including remedial training as required. The bill was first introduced in the 115th Congress (2017-2018) as S.3322 and reintroduced in the 116th Congress (2019-2020) as S.2623. October 17, 2019: Introduced to the Senate. As of January 2, 2020, there has been no further action. The bill currently has 2 co-sponsors (one Democrat, one Republican, but not Senator Thune or Senator Rounds). There is no identical bill in the House.

H.R.5118, Promoting Service in Transportation Act, would establish public service campaigns promoting transportation industry careers. It will help to address these challenges and increase awareness of career opportunities in the transportation sector, including aviation pilots, safety inspectors and technicians, air traffic controllers, flight attendants, truck drivers, engineers, transit workers, railroad workers, and other transportation professionals. November 15, 2019: Introduced to the House. November 18, 2019: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials. As of January 2, 2020, there has been no further action. The bill currently has 13 co-sponsors (12 Democrats; 1 Republican, but not Rep. Dusty Johnson). There is no identical bill in the Senate.

S.2607, Drone Integration and Zoning Act of 2019 would establish a regulatory framework for drones based on the principles of local governance and cooperative federalism. [EAA eHotline, Oct 24, 2019 stated that S.2607 seeks to take control of the national airspace out of the federal government's hands and allow multiple parties to divide the lower levels of the airspace in an attempt to integrate unmanned aircraft systems (UAS).] October 1 2019: Introduced to the Senate and referred to the Committee on Commerce, Science, and Transportation. As of January 2, 2020, there has been no further action. The bill currently has 1 co-sponsor (0 Democrat; 1 Republican). There is no identical bill in the House.

S.1713, Aeronautics Innovation Act, reauthorizes through FY2024 the National Aeronautics and Space Administration (NASA) Aeronautics Research Mission Directorate. [AOPA states that the bill provides continuity and budget stability for U.S. aeronautics research through

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YOUR HANGAR EXPERTS

administration changes and political shifts in Congress.] June 4, 2019: Introduced to the Senate. As of January 2, 2020 there has been no action since June 4. The bill currently has 1 co-sponsor (1 Democrat, 0 Republicans, but not Senator Thune or Senator Rounds). H.R.5136 is the identical bill in the House.

H.R.5136, Aeronautics Innovation Act, reauthorizes through FY2024 the National Aeronautics and Space Administration (NASA) Aeronautics Research Mission Directorate. [AOPA states that the bill provides continuity and budget stability for U.S. aeronautics research through administration changes and political shifts in Congress.] November 18, 2019: Introduced to the House and referred to the House Committee on Science, Space, and Technology. As of January 2, 2020, there has been no action since November 18. The bill currently has 6 co-sponsors (6 Democrats, 0 Republicans, but not Rep. Dusty Johnson). S.1713 is identical bill in the Senate. SDPA

Pilatus Crash at Chamberlain

(Stall Warning And Stick Shaker Active In SD PC-12 Crash: Marc Cook; AVwebFlash, December 17)

The stall warning and stick shaker were active almost immediately after liftoff in the Pilatus PC-12 that crashed soon after departure from the Chamberlain Municipal Airport in South Dakota in late November [November 30], according to the NTSB preliminary report released today. Of the 12 on board, eight perished, including the pilot, with three seriously injured.

The flight was departing Chamberlain for Idaho Falls around midday in the middle of some difficult early season weather. According to the NTSB prelim, the aircraft was fueled the morning before the flight and “remained parked outside on the ramp and the group stayed at a local lodge for the night. The following morning, the pilot and one passenger were driven to the airport. Witnesses reported that they worked removing the snow and ice from the airplane for approximately 3 hours, and were joined by the remaining passengers shortly before the accident flight.”

The pilot requested and was given an instrument clearance from Minneapolis center but never made contact after takeoff. The NTSB report says that a witness “located about 1/2-mile northwest of the airport reported hearing the airplane takeoff. It was cloudy and snowing at the time. He was not able to see the airplane but noted that it entered a left turned based on the sound. He heard the airplane for about 4 or 5 seconds and the engine seemed to be ‘running good’ until the sound stopped.”

The NTSB was able to recover digital flight data from the Pilatus. It revealed that right after takeoff, the PC-12 “immediately entered a left turn; the airplane rolled left to about 10° during the takeoff rotation. The roll decreased to about 5° left as the airplane climbed through about 170 ft. above ground level (agl), and then reversed to about 5° right before rolling left again, reaching 64° left at the airplane’s peak altitude of approximately 460 ft agl. The airplane then entered a descent that continued until impact.”

According to the recovered flight data, the Pilatus’ stall warning and stick shaker “became active approximately 1 second after liftoff. The stick pusher became active about 15 seconds after liftoff. All three continued intermittently for the duration of the flight.” “The airspeed varied between 89 and 97 knots (kts) during the initial climb; however, it decayed to approximately 80 kts as the airplane altitude peaked at 460 ft agl and the roll angle reached 64° left.”

At the time of departure, the weather included a 500-foot overcast ceiling with half a mile visibility in moderate snow. The temperature and dew point were both 1°C / 33°F. The NTSB also has recorded cockpit audio that it will study to understand what was happening during this very brief flight.

SDPA

Tracking Number To Be Required For Airmen Certificate Testing

Kate O'Connor (AVwebFlash, December 18)

The FAA will require that all FAA airman certificate applicants obtain an FAA Tracking Number (FTN) before registering for an airman knowledge test, the agency said on Monday [December 16]. The FTN requirement will go into effect on Jan. 13, 2020, and applies to certifications for both manned and unmanned aircraft operators along with mechanic, parachute rigger and dispatcher certifications. According to the FAA, the change stems from the Airman Certificate Testing Service (ACTS) airman knowledge testing contract which was awarded to PSI Services in May 2018.

“The increasing numbers of airmen pursuing FAA certification from all over the world creates a need to make standardization enhancements to the knowledge test portion of the certification process enabling the FAA to better track an airman consistently through their entire certification process and collect better data to support risk-based decision-making,” the agency said. “Currently, when applicants taking a knowledge test provide the knowledge testing center a form of ID that differs from the name they provide on the electronic or paper application, it can lead to returned files and lengthy delays in the certification process.”

Applicants will be able to obtain an FTN by creating an Integrated Airman Certification and Rating Application (IACRA) profile on the FAA’s website, a process which the agency says should take about five minutes. SDPA

Testing Testing 1..2..3..Recreational Drone Flyer Test is One Step Closer

(FAA News, December 9)

We love that the drone community is growing so quickly. The Federal Aviation Administration’s (FAA) recreational drone flyer test will be an important opportunity to educate recreational flyers about the rules of the sky (https://www.faa.gov/uas/recreational_fliers/) as we continue to safely integrate drones into our nation’s airspace.

A law passed in 2018 (H.R. 302: FAA Reauthorization Act of 2018) requires that recreational drone flyers pass an online aeronautical knowledge and safety test and carry proof that they have passed the test with them while

operating a drone.

In September, the FAA posted a request for information (RFI) asking for you, the drone community, to submit suggestions on how best to administer the new recreational knowledge test.

Based on responses to the RFI, the organizations below have been invited to make recommendations on the administration of the test. These recommendations will assist the agency in developing requirements that potential test administrators must meet. These requirements, and any associated selection criteria for test administrators will be announced on FAA.gov.



- Embry Riddle Aeronautical University
- Drone Launch Academy Southeastern University
- Science Applications International Corporation
- DJI
- Horizon Hobby, LLC.
- Unmanned Aerial Vehicle Coach
- King Schools
- Unmanned Safety Institute
- First Person View Freedom Coalition
- Aircraft Owners and Pilots Association
- Academy of Model Aeronautics; and
- Drone Racing League.

The FAA has great safety information and tips on FAA.gov. SDPA

Voluntary Industry Implementation of Drone Identification

(Aero-News Network, November 8)
U.S. Senators **John Thune** (R-SD) and Ed Markey (D-MA), both members of the Senate Committee on Commerce, Science, and Transportation, have urged the FAA to publish a rulemaking for the remote identification of unmanned aircraft systems (UAS) without further delay and requested clarification on the FAA's plans for any voluntary industry implementation of drone identification.

The FAA was directed to develop standards for remote identification of UAS in the FAA Extension Act of 2016. The deadline for these standards – July 2018 – has long passed. The Department of Transportation (DOT) most recently delayed a notice of proposed rulemaking (NPRM) for remote identification from September 1 to December 20, 2019.

The senators sent their written request on September 9 to the FAA. SDPA

Overheard

Cruising over the upper Midwest we heard this exchange:
Aircraft: "Indy Cen ... (SCREECH) ... vember 12 (SQUEAL)
... checking in at ... (HOWL)"

Indy Center: "N123 Congratulations! You win the award for the worst ... radio ... ever!"

From *Angelo Iannuzzo, Lowell, MA* SDPA

The Care and Feeding of Stall Indications

By Mike Jesch, ATP, Master CFI, USPA VP Safety Education

(United State Pilots Association e-newsletter)

A couple years ago, a change was made to the Airman Certification Standards involving the demonstration of stall recovery, which required that the pilot applicant is now expected to demonstrate recovering from a wing stall at the first indication of that stall, whether the indication is a wing buffet, the nose dropping, or even the stall warning horn activating. A cry went through the land as instructors and pilots everywhere decried the day that pilots would no longer get to experience the thrill of a "full stall" and the recovery from it. That pilots would henceforth never know what a "real stall" felt like and therefore be less of a pilot, somehow.

I didn't really feel like I had much of a dog in this hunt for quite a while, due to the fact that I don't do primary instruction. Therefore, I wouldn't have to demonstrate and teach this new recovery plan. Time went on and I've had the opportunity recently to work with a couple pilots on their Complex Airplane endorsement, and still others on how to fly with their newfangled GPS navigation equipment. In the course of this work, a light went on – quite literally – and I've changed my tune a little bit. More on that next month, but for now, I'll dive into the stall warning thing.

When I was teaching full time, I would have my students continue to fly way past the stall warning, deep into the wing buffet, all the way until the stall broke and the nose dropped.

I believed that the best stall was a fully developed stall, and anything less made the student less of a pilot. My reasoning being that I wanted them to know all the phases of development of that stall, to recognize all portions of it, so if, for instance, the stall warning was inoperative (why are they flying an airplane with an inoperative stall warning system?), they would recognize the symptoms, know where they were headed, and execute the proper recovery before it was too late.

I now think that perhaps I wasn't fully appreciating the intention now captured in the current Standards: *Recover at the first indication*. We've been training that way at the airline for quite some time now, and it's fully natural, and covers all situations. At high altitude, the first indication is different than at low altitude. In a turn – an accelerated stall – the buffet might happen before the horn. In an experimental airplane, there might not be a horn installed at all. If the wing is covered in ice, the break might be the first indication. The bottom line is, it doesn't matter; whatever you see first is the thing that should cause you to begin the recovery.

I'll admit that I am a little dissatisfied with using this same approach when doing slow flight. I was taught, and I taught for many years, that performing slow flight with the stall horn blaring was the only way to do it. If you weren't on the ragged edge the whole time, you just weren't trying hard enough. I liked the feeling of truly flying in the region of reverse command, or the back side of the power curve, or whatever you like to call it. I liked showing that one could actually keep the airplane flying while the IAS was below the green – or even white – arc, and discussing why during our

debrief sessions. Anybody can do high-speed flight, but where I really see a pilot's skill and mastery of handling the airplane is in low-speed flight. You have to really be one with the airplane to confidently maneuver the airplane right on the edge of a stall. I do wish there was a method where we could, just for this maneuver, ignore the stall horn and continue to fly slow. But, rules are rules, and you are now expected to demonstrate slow flight without ever allowing the stall horn to sound. If you do hear it, immediate recovery is required, and failure to do so could lead to a check ride bust.

Next month, I'll talk about this change in the larger context of airplane indications in general, that I hope will bring it into focus a bit more. For now, just keep it in mind that when the airplane's talking to you, it's best to listen up.

Fly Safe! Fly More! Have Fun!

SDPA

Delmar Dieter

Delmar Donald Deiter was born on November 17, 1923, the son of Charles E. and Gladys (Reed) Deiter. He was raised in Faulkton, SD, and graduated from high school there. He served in the U.S. Army in 1945-46 and was stationed in Germany in the Counterintelligence Corps.



Delmar married Verna Miller on Oct 21, 1947, and they began farming on his family homestead 6 miles NW of Faulkton. They had two daughters, Cheryl who lives in Black Hawk, SD, and Diane who passed away in 1992. Verna passed away in 1996, and he then married Loreve Hunt in October of 2000.

Delmar became a pilot on the GI Bill after the war and flying quickly became a lifelong passion for him. Along with his farming, he did custom crop spraying for many years. He ultimately sold that business to focus on the farm, but never lost his love of flying. Delmar was very talented mechanically, very detail oriented and creative. Over the years on the farm, he invented, reinvented, and built several pieces of farm equipment. He always remembered a hay mover, bale rack, and a loader in particular that he modified or built to serve specific functions for him on the farm.

He retired from the farm in 1981 and spent months each year in Arizona and Mexico where he eventually purchased a home. As a hobby, he continued his dedication to all aspects of aviation. He built and restored several flying machines (planes, gyrocopter and helicopter) over the next decades. In his mid-70s, he took classes and received his helicopter license. His last solo flight in one of his favorite planes (Cessna 172) was at the age of 90. He was very proud to be inducted into the SD Aviation Hall of Fame in 2003.

Over his lifetime, Delmar was very proud and supportive of his community. He was a member of the United Church, and served on many township, school and church boards over the years. He was instrumental in developing the Flying Club and the Golf Course. Flying, however, remained his passion to the very end of his life.

Delmar was preceded in death by his parents, two wives, daughter, and two brothers. He is survived by his daughter Cheryl Soyland of Black Hawk, SD, four grandchildren: Amy Beth Soyland (Charles Senn) of Piedmont, SD, Damon Muehl (Megan) of Missoula, MT, Christopher Soyland (Bridget) of Black Hawk, SD, and Andrea Schaefer of Rapid City, SD, one sister: Arlene (Mortimer) Jarvis of Yuba City, CA, one sister in law: Jean Deiter of Faulkton, SD, six great-grandchildren, and many nieces and nephews. Others of special significance in Delmar's life include Michael (Lori) Carlson of Rapid City, SD, and Jack Law of Faulkton, SD.

(submitted by Bobbie & Mary Carol Potts)

SDPA

SD Aeronautics Commission -- Nov 21

The SD Aeronautics Commission held a meeting on November 21 at 1:00pm in the Becker-Hansen Transportation Building in Pierre. Participating were Commissioners **Chris Funk** (Volga), **Bob Huggins** (Sioux Falls, Vice Chair), **Rolf Johnson** (Mina), **Dave Luers** (Pierre), **Eric Odenbach** (Eureka, Chair), [absent: Cassidy Nelson (Elkton)], **Joel Jundt** (Deputy Secretary of SD DOT), **Jack Dokken**, **Jon Becker**, **Tom Koch**, **Jennifer Boehm** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, Office of Secretary, SD DOT), **Becky Janssen** (SD DOT Office of Legal), **Bonnie Olson** (SD DOT Office of Legal Counsel, Contract Administrator), **Kara Semmler** (Governor's Office, policy analyst), Representative **David Johnson** (via phone, Rapid City), **Steve Christensen** (Mayor of Platte), **Shauna Meyerink** (Platte finance officer), **Patrick Dame** (Airport Director, Rapid City Regional Airport), **Mason Short** (KLJ), **Rod Senn** (KLJ), **Mike Schmitt** (Helms & Associates), **Greg Powell** (Chamberlain City Engineer), **Kaci Nowicki**, **Shawn McMahon**, & **Alec Boyce** (all SEH engineering consultants to City of Chamberlain), **Bob Mercer** (KELOLAND reporter, Pierre), and **Steve Hamilton** (SDPA, Yankton).

Chairman Odenbach determined that a quorum was present and called the meeting to order. He opened the floor to Commission members to disclose potential conflicts of interest and to present requests for waivers pursuant to South Dakota Codified Law (SDCL) chapter 3-23. No conflicts of interest were disclosed and no waivers were requested.

An officer election was held. Eric Odenbach was elected as Chair, and Bob Huggins was elected as Vice Chair. There was no information about a replacement for Travis Lantis on the Commission.

The minutes of the October 22 meeting of the Commission were approved.

Odenbach opened the floor for **public input**. Rodd Senn (KLJ, representing Murdo) requested the Commission reconsider their decision to not provide **5% state share on revenue-generating hangars**. Mike Schmitt (Helms & Associates, representing Platte, Webster, and Sturgis) requested the Commission reconsider their decision to not provide 5% state share on revenue-generating hangars, or at least consider a smaller state share. Chris Funk commented that the decision to not provide a state share might have

been a little short sighted. Eric Odenbach said that because the topic of state share on revenue-generating projects was not on the agenda, the Commission could take no action during this meeting. Bob Huggins asked what could small airports do to attract more aircraft. Dave Luers commented that the **Aeronautics Fund** needed to maintain a working balance of about \$2.5M. Patrick Dame commented that airports were economic generators and needed to be adequately funded to maintain their infrastructure. Eric Odenbach replied that it is up to the Governor and the Legislature to change funding to the Aeronautics Fund and **return the remaining \$3M** swept from the Aeronautics Fund. Representative David Johnson said that the airport improvement projects for FY 2020 have been approved and should be fully funded, and that the return of the remaining \$3M will be requested in the next Legislature. Steve Christensen requested the Commission reconsider providing 5% state share on revenue-generating hangars. Dave Luers requested that an agenda item be added to the next Commission meeting concerning the state share of revenue-generating hangars.

Joel Jundt gave the Secretary's report. A continuing resolution to fund the federal government was passed on Nov 19 by the House and on November 20 by the Senate and signed by the President to fund the government through December 20, 2019. [It was the second continuing resolution since Oct 1. On Sept. 27, President Trump signed a seven-week spending bill that extended funding for government agencies at 2019 levels until Nov. 21]

Joel Jundt presented the tentative dates for the Aeronautics Commission meetings in 2020. Proposed dates of meeting were January 28, February 25, March 11 (SD Airports Conference, Rapid City), April 28, May 26, June 23, July 28, August 25, September 29, October 27, November 17 (adjusted due to the Thanksgiving holiday), December 15, 2020 (adjusted due to the Christmas holiday). Eric Odenbach commented that in-person Commission meetings cost about \$2,500, and that conference call meetings save money.

Joel Jundt requested Commission consideration of **Governor's Report** for 2019. Changes to the draft report included changing the term expiration date for Huggins to 2020, changing the number of airports from 69 to 70, and adding a graph showing the projected balance of the Aeronautics Fund under various state share scenarios.

Eric Odenbach, Chairman, Eureka, term expires FY2021

Kassidy Nelson, Elkton, term expires FY2022

Dave Luers, Pierre, term expires FY2022

Christopher Funk, Volga, term expires FY2021

Rolf Johnson, Mina, term expires FY2021

Bob Huggins, Sioux Falls, term expires FY2020

Vacant Commissioner Position [previously held by Travis Lantis]

**Kassidy Nelson and Dave Luers had been reappointed to



three-year terms.

Highlights of the report: 70 public use airports. FY2019: AV Gas: 942,364 gallons; Jet Fuel: 16,302,367 gallons; Fuel Collections: \$697,145; Tax on Aircraft: \$1,736,956 Total Taxes Collected: \$2,434,101. Federal Funds received per the federal fiscal year (October 1st – September 30th) for FY 2019: \$35,373,572. For FY 2019: Aircraft Registrations 1256; Registration Fees Collected \$51,684; Aircraft Tax Payment \$2,088,134; Tax Penalty Payment \$0; Total Collected for FY2019 \$2,139,818.

"In 2010, the Legislature transferred \$3.5 million from the Aeronautics Fund to help balance the state budget. In FY2014, the Legislature returned \$500,000 to the fund. To continue supporting airport projects and aviation related activities, the Aeronautics Commission continues to request the remaining \$3 million be returned to the Aeronautics Fund."

Additional Projects: (1) updated SDCL Title 50 "Aviation," (2) discussed issues with the Powder River Training Complex, (3) supported Aviation Education through the Discovery Center, SD Civil Air Patrol, and SDSU through the distribution of 1,000 USB drives loaded with aviation information, and (4) updated the State Aviation System Plan.

The Commission approved the revised Governor's Report for 2019.

Jack Dokken reported that the **SD Airport Directory** had been ordered (3,000 copies for \$11,994.00.)

Jon Becker introduced Greg Powell, Chamberlains City Engineer who in turn introduced Kaci Nowicki who gave a presentation on the **Chamberlain Master Plan**. She presented details regarding increased traffic and future runway realignment, and focused on the impacts of pheasant season on airport operations and needs. The existing paved runway at the Chamberlain Municipal Airport (9V9) was 4,299 feet long, and the pavement was at the end of its useful life. The City of Chamberlain had been working for many years to document justification for a longer runway to meet the needs of existing and potential users. In 2017 the City began a Master Plan to document user needs, gain FAA and SDDOT support for future improvements, and depict those future needs on the Airport Layout Plan (ALP).

The FAA-approved Master Plan forecasts led the FAA to support the need for a 5,500-foot runway (1,201 feet longer than the current runway) to serve business jet type aircraft. With this support, the FAA considered a longer runway eligible and justified for federal funding. Approved Critical Aircraft: Cessna Citation II/Bravo B-II, Large Aircraft (Over 12,500 lbs). Approved Runway Length Need: 5,500 feet long.

Five initial alternatives were developed. Three alternatives were rejected after analysis. Two alternatives considered a runway in a new location and were developed to minimize land acquisition and avoid road relocations. Variations of each alternative were evaluated to further reduce land

acquisition and wetland impacts. Ultimately, Alternative 5c was selected as the preferred alternative.

Alternative 5c included one-mile instrument approach visibility minimums. The runway would be rotated to maximize the wind coverage (allowing aircraft to land into the wind the largest percentage of the time). The existing runway could remain open for much of the construction, minimizing construction impacts. Additionally, portions of the existing paved runway could be repurposed as a taxiway resulting in construction cost savings. The new runway would be orientated 15-33 and require the acquisition of about 85 acres of land.

The Master Plan documented the need for a new terminal building, but the exact timing of its construction was not yet finalized.

The project estimates were as follows:

2020: Environmental Assessment	\$ 150,000
Airport GIS – Aerial Survey	\$ 80,000
2021: Terminal Building	\$ 400,000
2022: Land Acquisition	\$ 540,000
2023: Runway Design	\$ 450,000
2024: Wetland Mitigation	\$ 500,000
Runway Construction	\$7,000,000
Total	\$9,120,000

(Federal share \$8,208,000 State share \$456,000, Local share \$456,000)

Jon Becker requested Commission consideration of the use of **Rapid City Fuel Tax Funds** in the amount of \$500,000 for the development of their Master Plan update (\$624,956.13). The Master Plan was started in 2013, but not approved until 2018, and therefore was not eligible for federal funding. Rapid City has been experiencing tremendous growth in enplanements and has now reached enplanement levels forecasted for 2033 in the Master Plan. Due to this growth, it is critical that additional planning been done for the current and future needs.

Patrick Dame reported that there had been a 15% increase in enplanements in 2019 and that the airport has gone from 9 nonstop flights per day to 14 nonstop flights per day. PFCs (passenger facility charges) were spent out to 2034 to pay back a bond. Dame said that charter flights were up, but GA activity was down. He also commented that several GA hangars were being removed from the airport. However, Representative Johnson said he thought GA activity at RAP was up.

The Commission approved the use of the fuel tax. Vote: all aye, none nay.

Jennifer Boehm requested Commission consideration of the use of **Philip Fuel Tax Funds** in the amount of \$583.00 to pay for two new exterior lights for their pilots' lounge. The previous light and pole were removed during the construction of a new hangar. The Commission approved the fuel tax request. Vote: all aye, none nay.

Tom Koch requested Commission consideration of **Public Use Airport Licenses**. The airports that have been inspected by the Aeronautics Office this past year to insure the airports meet the minimum requirements for public use approval. Included is a notation relative to restrictions on the license.

AIRPORT	RESTRICTION
1 Aberdeen Regional Airport	None
2 Arlington Municipal Airport	None
3 Belle Fourche Municipal Airport	None
4 Bison Municipal Airport	None
5 Britton - Farrar Field	None
6 Brookings Municipal Airport	None
7 Buffalo - Harding County Airport	None
8 Canton Municipal Airport	None
9 Chamberlain Municipal Airport	None
10 Clark County Airport	None
11 Clear Lake Municipal Airport	None
12 Corsica Municipal Airport	None
13 Custer County Airport	None
14 Custer State Park - Fairburn	None
15 DeSmet - Wilder Field	None
16 Cheyenne Eagle Butte Airport	None
17 Edgemont Municipal Airport	None
18 Eureka Municipal Airport	None
19 Faith Municipal Airport	None
20 Faulkton Municipal Airport	None
21 Flandreau Municipal Airport	None
22 Gettysburg Municipal Airport	None
23 Gregory Municipal Airport (Flynn Field)	None
24 Groton Municipal Airport	Daylight Use Only
25 Herreid Municipal Airport	Daylight Use Only
26 Highmore Municipal Airport	None
27 Hot Springs Municipal Airport	None
28 Hoven Municipal Airport	None
29 Howard Municipal Airport	None
30 Huron Regional Airport	None
31 Isabel Municipal Airport	Daylight Use Only
32 Kadoka Municipal Airport	None
33 Kimball Municipal Airport	Daylight Use Only
34 Lake Andes Municipal Airport	Daylight Use Only
35 Lake Cochrane Seaplane Port	Daylight Use Only
36 Lemmon Municipal Airport	None
37 Madison Municipal Airport	None
38 Martin Municipal Airport	None
39 McLaughlin Municipal Airport	None
40 Milbank Municipal Airport	None
41 Miller Municipal Airport	None
42 Mitchell Municipal Airport	None
43 Mobridge Municipal Airport	None
44 Murdo Municipal Airport	None
45 Onida Municipal Airport	None
46 Parkston Municipal Airport	None
47 Philip Municipal Airport	None
48 Pierre Regional Airport	None
49 Pine Ridge-Oglala Sioux Airport	None
50 Platte Municipal Airport	None
51 Presho Municipal Airport	None
52 Rapid City Regional Airport	None
53 Redfield Municipal Airport	None
54 Rosebud Sioux Tribal Airport	None
55 Sioux Falls-Joe Foss Field	None
56 Sisseton Municipal Airport	None
57 Spearfish-Black Hills/Clyde Ice Field	None
58 Springfield Municipal Airport	None
59 Sturgis Municipal Airport	None

60 Tea-Marv Skie/Great Planes Airport	None
61 Timber Lake Municipal Airport	Daylight Use Only
62 Vermillion - Harold Davidson Field	None
63 Wagner Municipal Airport	None
64 Wall Municipal Airport	None
65 Watertown Municipal Airport	None
66 Webster-Sigurd Anderson Airport	None
67 Wessington Springs Municipal Airport	None
68 White River Municipal Airport	Daylight Use Only
69 Winner - Bob Wiley Field	None
70 Yankton-Chan Gurney Municipal Airport	None

The Commission approved the licenses. Vote: all aye, none nay.

Jon Becker requested Commission consideration of **SDSU Grant Request** for \$5,000 to assist in funding the **2020 ACE Camp** tentatively scheduled for July 12-15. The funds would help provide camp oversight, general expenses, and advertisement for ACE Camp 2020. It was noted that the ACE Camp did not request funds in 2019, 12 students attended camp in 2019, and more were expected in 2020.

Steve Hamilton encouraged the Commission to support the ACE Camp. He noted that the South Dakota Pilots Association had provided scholarships to ACE Camp since 1995 – assisting 59 students. SDPA currently provides \$1,000 annually for four ACE Camp scholarships. He also mentioned that the Yankton Regional Aviation Association had provided scholarships to the ACE Camp since 1992 – assisting 57 students. YRAA currently provides \$600 annually for two ACE Camp Scholarships. The Commission approved the funding for ACE Camp. Vote: all aye with Chris Funk abstaining, none nay.

Kara Semmler said that she learned a lot from the Commission meeting. She had been working in the Governor's Office for about a month. Eric Odenbach offered to give her a spot on future agendas to make comments from the Governor's Office.

The Commission meeting set for December 24 was canceled.

The meeting adjourned about 2:30pm. SDPA



For a comprehensive aviation event listing, go to <http://www.sdpilots.org>.

Jan: Madison Aviation Enthusiasts meet at **Madison (MDS)**, SD, on Thursdays at 6:00pm for food, fun & flying.

Jan: Coffee, treats & conversation at **Hot Springs (HSR)**, SD, every Friday 9:30-11:30am. Come join us for some hangar flying. Ed Jensen at 605-745-3555.

Jan: SD Civil Air Patrol meetings. Seniors and cadets meet monthly at Brookings Airport, Custer County Airport, Ellsworth AFB, Lincoln County Airport, Miller Airport, Mitchell Airport, Pierre Airport, Sioux Falls Airport, and Spearfish Airport. For meeting times, specific locations, and contact information, go to <http://sdcap.us/squadron-locations/>

Jan 11: Monthly meeting of the Joe Foss Squadron of the Commemorative Air Force at **Joe Foss Field – Sioux**

Falls (FSD), SD, at 10:00am in Maverick Air Center. Contact Rick Tupper at rick@cafjoefoss.com

Jan 18: CANCELLED – next breakfast set for March 21 ~~Monthly airport breakfast in the EAA Chapter 289 Building at Tea (Y14, Lincoln County), SD-~~

Jan 19: YRAA potluck “Men Cooking” meeting at 6:00pm in the terminal at **Chan Gurney (YKN), Yankton, SD**. Bring some food & “hangar talk” to share. Contact Steve Hamilton at 605-665-8448 or skyhawk43v@gmail.com

Jan 22-25: Annual Nebraska Aviation Maintenance and IA Renewal Seminar in **Kearney, NE**, at the Holiday Inn (308-237-5971, 110 South 2nd Avenue). The Aviation Symposium will take place January 22-23, 2020 and the IA Renewal Seminar will be January 24-25, 2020. IA Renewal Seminar will be FAA approved for those wishing to renew their Inspection Authorization on the basis of FAR 65.93(a)(4). Persons interested must attend at least 8 hours of this seminar to be eligible for renewal of their certification. <http://www.nebraskaaviationcouncil.org>

Feb: Madison Aviation Enthusiasts meet at **Madison (MDS)**, SD, on Thursdays at 6:00pm for food, fun & flying.

Feb: Coffee, treats & conversation at **Hot Springs (HSR)**, SD, every Friday 9:30-11:30am. Come join us for some hangar flying. Ed Jensen at 605-745-3555.

Feb: SD Civil Air Patrol meetings. Seniors and cadets meet monthly at Brookings Airport, Custer County Airport, Ellsworth AFB, Lincoln County Airport, Miller Airport, Mitchell Airport, Pierre Airport, Sioux Falls Airport, and Spearfish Airport. For meeting times, specific locations, and contact information, go to <http://sdcap.us/squadron-locations/>

Feb 9: 17th Annual Ground School Course at **Chan Gurney (YKN), Yankton, SD**, in the terminal starting at 1:00pm. FREE. Taught by Denny Martens. Sponsored by FAASTeam. Refreshments and cookies provided by YRAA and SDPA. Contact Denny Martens at (605) 677-8159 or dmartens@vyn.midco.net

Feb 8: Monthly meeting of the Joe Foss Squadron of the Commemorative Air Force at **Joe Foss Field – Sioux Falls (FSD), SD**, at 10:00am in Maverick Air Center. Contact Rick Tupper at rick@cafjoefoss.com

Feb 8: SDPA meeting in **Oacoma at Al's Oasis**. 11:00am: **John Mollison** will be our speaker. He is a Sioux Falls based aviation writer, historian and filmmaker. John's bio is at <https://www.oldguysandtheirairplanes.com/wp-content/uploads/2019/11/JSMSpeakersBio.pdf> However, John's presentation will be an interesting blend of history, personal leadership and of course, aircraft. He's presented to audiences around the world and is eager to address a friendly, South Dakota crowd of like-minded souls. John's two websites are: JohnMollison.com and OldGuysAndTheirAirplanes.com

Noon: lunch order off menu at own expense. 1:00pm: SDPA meeting with cookies. Rides available from Chamberlain Airport (9V9). Contact Steve Hamilton 605-665-8448 or skyhawk43v@gmail.com

Feb 15: CANCELLED – next breakfast set for March 21 ~~Airport breakfast in the EAA Chapter 289 Building at Lincoln County (Y14), Tea, SD-~~

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www.sdpilots.org

Feb 16: YRAA potluck "Valentine's" meeting at 6:00pm in the terminal at **Chan Gurney (YKN), Yankton, SD**. Bring some food and "plane" talk to share. Contact Steve Hamilton at 605-665-8448 or skyhawk43v@gmail.com

Feb 23: Annual Winter Soup Fly-in at **Harlan (HNR), IA**, at 1:00pm. Sponsored by the 8-Ball Aviation Club of Harlan.

Feb 10-12: "2020 Tri-State [MN-ND-SD] Aerial Applicators Convention" at the River's Edge Convention Center, St. Cloud, MN. This annual tri-state event has become well known for Agricultural Aerial Applicators in Minnesota, North Dakota, and South Dakota. Exhibits, Entertainment, PAAST, Recertification, and Networking. <https://www.tristateaerialconvention.com/>

Mar: Madison Aviation Enthusiasts meet at **Madison (MDS), SD**, on Thursdays at 6:00pm for food, fun & flying.

Mar: Coffee, treats & conversation at **Hot Springs (HSR), SD**, every Friday 9:30-11:30am. Come join us for some hangar flying. Ed Jensen at 605-745-3555.

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Mar 1-3: Upper Midwest Aviation Symposium in **Minot, ND**, at the **Grand Hotel**. Three days of speakers and sessions coverings current aviation topics for mechanics, pilots, and airport managers. For more information please contact North Dakota Aeronautics Commission at 701-328-9650 or <http://www.ndac.aero/umas.htm>

Mar 11-12: **SD Airports Conference** on Wednesday & Thursday at the Holiday Inn Rapid City-Rushmore Plaza, Rapid City, SD. **Sponsor meetings on Tuesday, March 10. SD Aeronautics Commission meeting on March 11 at 8:00am.** Registration fee \$100 includes breaks, lunch and the social on Wednesday and breakfast and break on Thursday. A block of rooms for conference attendees and exhibitors has been reserved at the Holiday Inn Rapid City-Rushmore Plaza under the name 2020 SD Airports Conference or user name "AIR" (\$79/night plus tax). For more information, contact Jennifer Boehm at 605-773-4430 or email jennifer.boehm@state.sd.us Registration information will be mailed out in early January. **NOTE:** The social on Wednesday night, March 11, will be held at the Journey Museum in Rapid City and include drinks and appetizers. The Journey Museum will have a display called *Planes, Trains & Motorcycles*, which will be highlighted with a presentation by the Museum that night.

SDPA