



# SDPA News

Newsletter of the South Dakota Pilots Association (<https://sdpilots.com>)

Volume 29, Number 6

November-December 2022

## President's Column

My time as president is coming to an end. I have always thought I would like to write or present an article about a guy who lived a few blocks from where I lived as a kid in Gettysburg. This article is about what happened to him and his crew during WWII.

On May 19<sup>th</sup>, 1943, Flight Officer Bob Clark and two gunner companions, took off from Morrison Field Army Air Base, West Palm Beach, Florida, on a secret expedition to a secret destination over the Atlantic. They were flying a Douglas A-20 Havoc light attack bomber. Not many miles out, the plane developed engine trouble and in a matter of minutes, crashed into the ocean near Puerto Rico. When Clark saw they were in for serious trouble, he ordered all equipment thrown out, and they thus landed with more or less slight bruises. Clark received blows on the forehead with such force that blood streamed out from one ear. He was knocked out for a moment, but the waves splashing in his face soon resuscitated him, and he was able to get the rubber raft inflated, and he and his companions managed to get on board. They drifted about in shark-infested waters for two days and two nights. The raft was built to crowd in four men but there seemed to be scarcely enough room for one. There was no complaint about that, however, as they were each thankful for the companionship of the other. They were burned by the tropical sun and lashed by the waves which washed over the raft again and again.

They dared not sleep on account of the sharks. On the third day, northwest winds swept them toward a small island. The raft tipped over and all the necessities they had managed to save from the plane were swept into the sea; food, water, and other equipment. The raft drifted away from them and they were compelled to swim for it.

They finally reached land, all of them much battered and bruised by coral reefs. The island proved to be uninhabited.

The three boys lived on snails, crabs when they could manage to get them, and bird eggs. He said it rained but once while they were there, and they built all kinds of dams to hold water. He said they had washed their sore, aching feet in the water and then afterward were compelled to drink of it. As the boys explored the island, they came across several sandy beaches which gave them some comfort. The walking became more and more difficult. Their feet became so sore and bruised that they finally took to their knees and when they began to swell and fester from the rough treatment they had to take, they sat down and slid along.

Once when they were so weary they crawled into a cave to rest where they were shielded from the sun. Clark and one of the others were bitten by snakes. The boys were in such physical condition that any amount of poison that entered their systems caused swelling and discomfort. On the 16<sup>th</sup> day on the island, Clark thought he saw a sailboat near the shore. From then on their excitement gave them strength.

A shirt was strung on a pole and frantically waved with such strength they could muster. The boys were taken to a larger island where they were hospitalized, their wounds treated, dosed with medicine and fed small doses of hot milk. They landed at Morrison Field after having been reported for 19 days. Clark had lost some thirty pounds, but says he is anxious to get back "at-em". He is not sure just what phase of the Air Corps he will be allowed to re-enter, for his fears that his hearing may be permanently injured and that would mean ground work.

Clark had enlisted as an aviation mechanic in 1940. He received his

wings at Kelly Field near San Antonio, Texas.

After Bob returned home, he was involved in local aviation such as hunting, crop spraying, training and part owner in a Luscombe airplane dealership. He was also noted for his daredevil maneuvers. Three of Bob's sons live around Gettysburg.

*Stay Healthy and Happy Flying,*  
SDPA President, *Bobbie Potts*

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

SDPA

## SDPA Meeting – September 10

**November 12:** Onida (98D) at **Foth Farms (18656 Hillview Place, Onida)**. Transportation will be available for the airport to the farm and back to the airport.

11:00AM: presentation by Scott Foth & Chuck Trumble about helicopter flight training. Scott will also talk about Powered Parachutes and has some videos to share from some flights he has taken that some would find interesting.



Noon: lunch pizza & pop (\$5 per person).

1:00PM SDPA meeting with cookies. Contact Steve Hamilton at 605-665-8448 or [skyhawk43v@gmail.com](mailto:skyhawk43v@gmail.com)

Directions to Foth Farms: two miles south of Onida on U.S. Highway 83 (also 304<sup>th</sup> Avenue) then one & a half miles east on 187<sup>th</sup> Street. SDPA

## New\*, Rejoined, & Renewed Members

Joshua Appel, Redfield LIFE  
Simon Appel, Redfield



Terry Barber, Onida  
 Charles Beving, Garden City  
**Stephanie Blue, Denver, CO\***  
 Mike Bohnenkamp, Gettysburg  
 Dan Booth, Timber Lake  
 Gary Bowar, Miranda  
 Tucker Bowar, Miranda  
 Bruce Bowen, Sturgis  
 Jeff Bradley, Rapid City  
**Blake Burwell, Renner\* LIFE**  
**Kelly DeBerg, Sioux Falls\* LIFE**  
 Shannon Doe, Henderson, NV **LIFE**  
**Patrick Ealy, Rapid City\***  
 Jerry Ellingson, Lake Preston  
 Vinnie Elsinger, Pierre  
 Allan "Tex" Goerger, Barney, ND  
 (5 years)  
 Don Hearnen, Conde  
 Keith Heien, Onida  
 Brenden Hendrickson, Custer  
 Mark Hunhoff, Volin (2 years)  
 Wayne Jensen, Rapid City (2 years)  
 James Jepson, Flandreau (5 years)  
 Ron Keenihan, Sioux Falls  
 Roy Kimbell, Spearfish

Matthew LaFave, Mission Hill  
 Marty Larson, Rapid City  
 Eric Lindeman, Parkville, MO  
 James Logajan, Rapid City  
 Brian Meyer, Brandon  
 Dan Noteboom, Sioux Falls  
 Joe Plihal, Tyndall  
 Jenny Rasmussen, Howard  
 Jerry Runia, Estelline  
 Kathleen Schlacter, Gettysburg  
 (2 years)  
**Loren Schoeneman, Garrettson\***  
 Mark Selting, Kadoka  
 Sunny Stephens, Rapid City (2 years)  
 Brad Stiefvater, Salem  
 David Stuart, Beresford  
 Joe Swenson, Sioux Falls  
 Gary Telkamp, Rapid City  
**Tyler Trevillyan, Rapid City\***  
 Lloyd Weaver, Spearfish  
 Nicholas Weyrich, Rapid City  
**Vince Wienk, Custer\***  
 Jay Winter, Huron  
 Steve Witte, Egan

-----  
**We have 387 members including 127 LifeTime members.** Sorry to report that we had to drop 11 unpaid members from this mailing of the **November-December** newsletter who had been sent three membership dues reminders. 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 Avenue, Gettysburg, SD 57442-1145, along with mailing address and contact information.

-----  
*South Dakota Pilots Association is exempt from federal income taxes under Section 501(c)(3) of the Internal Revenue Code. SDPA is a nonprofit charity; our federal tax identification number is 80-0615983. SDPA*

Member & Guest Comments

**Allan "Tex" Goerger** (Barney, ND) wrote on his membership renewal, "*Mary Carol, enclosed is a check for \$100, that's 5 years membership. I will be 90 then and my flying status will be questionable. Hope this doesn't mess up your bookkeeping. Tex*" [REPLY: We have several members who have paid for multiple years, which is easy to track using a Word xls spreadsheet. Steve Hamilton]

**Wayne Jensen** (Rapid City) wrote on his membership renewal, "*Thank you for all you do for General Aviation in South Dakota and for your sponsorship of the Wright Brothers Master Pilot and Charles Taylor Master Mechanic awards.*"

**Jackie Johnson** (Worthington, MN) emailed on October 3. "*I am reaching out to see if you know of any banner towing services/pilots in eastern South Dakota? We had a client ask about this for our area, but we don't know of anyone. Thanks in advance for any help you can give.*" [REPLY: SDPA replied, I don't know of anyone doing banner towing. I saw a plane towing a banner at Sioux Falls a few years ago. You might try Dwayne LaFave.]

**Randy Neuharth** (Norfolk, NE) remailed on September 6, "*Steve, I was looking at the South Dakota Pilots Association website and saw you were the contact for the passport program. I would like a passport if possible.*" [REPLY: SDPA mailed a cover letter, Passport, passport poster, website poster, membership application, and a leaflet to Randy.]

**Jerry Runia** (Estelline) wrote on his membership renewal, "*Thanks for all you do.*"

**Gary Telkamp** (Rapid City) wrote on his membership renewal, "*Thank you for all that you do.*"

**REPLY to all:** Thank you 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.

**Joshua Appel** (Redfield, LIFE) donated \$20 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Joshua's 4<sup>th</sup> contribution. *Thank you Joshua!*

**Terry Barber** (Onida) donated \$5 to the SDPA Scholarships Fund. This donation was Mike's 10<sup>th</sup> contribution. *Thank you Terry!*

**Mike Bohnenkamp** (Gettysburg) donated \$80 to the SDPA Scholarships Fund. This donation was Mike's 6<sup>th</sup> contribution. *Thank you Mike!*

**Blake Burwell** (Renner, LIFE) donated \$300 (split \$100 to the Becker-Hansen Memorial Scholarship, \$100 to the ACE Scholarship, and \$100 to the Art Contest). This donation was Blake's 1<sup>st</sup> contribution. *Thank you Blake!* SDPA mailed Blake a framed Certificate of Appreciation for Scholarship Support in recognition of his generous contributions.

**Wayne Jensen** (Rapid City) donated \$60 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Wayne's 5<sup>th</sup> contribution. *Thank you Wayne!*

**Ron Keenihan** (Sioux Falls) donated \$100 to the SDPA Scholarships Fund. This donation was Ron's 11<sup>th</sup> contribution. *Thank you Ron!* SDPA mailed Ron an engraved SDPA paperweight in appreciation for Scholarship Support in recognition of his very generous contributions.

**Roy Kimbell** (Spearfish) donated \$30 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Roy's 5<sup>th</sup> contribution. *Thank you Roy!*

**Dean Kirkeby** (Clark, LIFE) donated \$20 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Dean's 12<sup>th</sup> contribution. *Thank you Dean!*

**Eric Lindeman** (Parkville, MO) donated \$30 to the Becker-Hansen Memorial Scholarship. This donation was Eric's 2<sup>nd</sup> contribution. *Thank you Eric!*

**James Logajan** (Rapid City) donated \$80 to the Scholarships Fund. This donation was James' 2<sup>nd</sup> contribution. *Thank you James!* SDPA mailed James a framed Certificate of Appreciation for Scholarship Support in recognition of his generous contributions.

**Donald Schaffer** (Buena Park, CA) donated \$900 (split \$300 to the Becker-Hansen Memorial Scholarship, \$300 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown, \$300 to the ACE Camp Scholarship). This donation was Donald's 8<sup>th</sup> contribution. *Thank you Donald!*

-----  
The SDPA provides ACE Camp scholarships (\$1,500), Becker-Hansen Memorial Scholarship (\$2,500), SDPA Aviation Maintenance Technology Scholarship at LATC (\$2,500), and sponsors prizes for the SD Aviation Art Contest (\$600) – total of \$7,100 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 promotes General Aviation. Here is a summary of the various activities.

**Sep 15:** SDPA participated in a conference call for the SD Aeronautics Commission meeting.

**Oct 20:** SDPA participated in a conference call for the SD Aeronautics Commission meeting. SDPA

#### New Pilot

**Loren Schoeneman** (Garretson) passed his checkride on August 15 in a Cherokee 140 with DPE **Morris Riggan** at Madison. *Congratulations Loren on earning your private pilot certificate!* Loren is an engineer of heating and cooling systems and was sitting in his office one day, and asked himself, "Lord, what do you want me to do with



*myself?*", and the answer was, , , , , , learn to fly. So, he joined the Mockingbird Flying Club in Sioux Falls and started learning to fly in the Club's Archer on August 31, 2020. He continued in the Archer during the summer of 2021 with CFI **Troy Huls**, and finish up training in a Cherokee 140 at Riggan Flight Service with CFI **Greg Morlatt**. He soloed on 9/23/21 in the Archer and later flew a long cross-country from Sioux Falls to Mitchell to Brookings and back to Sioux Falls. Loren thought he would be nervous during the checkride with Morris, but he said that once he sat in the plane and starting doing checklists and maneuvers, he was too busy to be nervous during the 1.3 hour flight. In mid September he flew his wife **Wanda** from Sioux Falls to Pierre in the Archer for a family event, and she took lot of photos of the Missouri River. His future plans are to build hours toward earning an instrument rating and possibly fly to visit his oldest daughter who lives near San Antonio, TX. Good luck on your future endeavors Loren. SDPA

#### SDPA Meeting – September 10

The SDPA held a meeting on September 10 in John O'Connell's hangar at Custer County Airport (CUT). Prior to the meeting at about 10AM **Larry Vetterman** talked about his experiences flying reconnaissance during the Vietnam War, and **Corey Lewis**, U.S. Forest Service, manager of the helipad at CUT, talked about operations during fire-fighting activities.

Lunch was four extra large pizzas from Pizza Works in Custer (King Classic, Cheese, Pepperoni, and All Meat), plus mini cans of pop and bottled water. Sunny donated the pop, water, napkins, and utensils. *Thanks Sunny!*

Vice-President Dwayne LaFave called the meeting to order and determined that a quorum of officers were present, as was three containers of cookies donated by Sunny. Participating in the meeting were **Harvey Spieker** (Clark), **Dean Knuth** (Hartford), **Dale Knuth** (Hartford), **Marsha Sumpter** (Kadoka), **Lee Vaughan** (Philip), **Patrick Ealy** (Rapid City), **George Bittner** (Mitchell), **Dwayne LaFave** (De Smet), **Jerry Densmore** (Rapid City), **Lyle Erickson** (Rapid City), **Pete Shouldis** (Rapid City), **Jack Winter** (Custer), **Butch Oien** (Deadwood), **Tim Modde** (Hill City), **Vince & Micky Wienk** (Spearfish), **Sunny Stephens** (Rapid City), and one person who did not sign in – might have been **Brenden Hendrickson**. **Roger Lee** (DeSmet) and **Steve Hamilton** (Yankton) participated by conference call.

Dale Knuth read the minutes of the SDPA meeting held at Tea airport on June 18. For corrections, Jerry Densmore read his District 7 report that was missing from the minutes. [Editor's note: rather than incorporate Jerry's submission for the meeting minutes, his report was published as a separate story on page 6 of the July-August newsletter.]

Moved by Sunny Stephens, seconded by Jerry Densmore, to accept the meeting minutes. All aye.

Steve Hamilton gave the **treasurer's report** in the absence of Treasurer Mary Carol Potts: balance & reserve on hand June 15, 2022: \$61,340.34; total expenses \$3,525.07 as of September 6; total income \$3,007.00 as of September 6; reserve for LifeTime Membership \$24,900.00 as of August 11; reserve for donations for scholarships

\$15,891.94 as of September 6; balance on hand as of September 6 (minus reserves for LifeTime Membership and reserve for scholarships) \$20,030.33; balance & reserves \$60,822.27 as of September 6. Moved by Marsha Sumpter, seconded by Harvey Spieker, to accept the report. Vote: all aye.

Steve Hamilton gave the **Membership report**: total of 390 members of which 123 are LifeTime Members. Both Patrick Ealy and Vince Wienk joined the SDPA as new members. *Thanks for joining!*

**District 1 Report** by **Bob Burke**: Bob contacted Jamie Huizenga, Pierre City Commissioner, who provided the following information about the **Pierre Airport**:

In August we had 1,169 enplanements in Pierre with Denver Air Connection. Through August we are at 10,329 enplanements. We need to get to 10,000 enplanements each year for funding our airport improvement projects, so that was a big milestone to reach in August with 4 months of the year to go.

We recently awarded the bid for the Runway 7-25 rehabilitation project to Morris, Inc. This work will be done in construction year 2023. Runway 7-25 will be closed for several months during this project, but the final product will be much improved.

On September 16th we will be dedicating another piece of artwork in our airport terminal honoring the military service of Wade Hubbard. Wade is a Pierre resident and was a highly decorated Naval Navigator in the Phantom II aircraft during the Vietnam conflict.

We are now at the beginning of the hunting season at the Pierre Regional Airport. This is by far our busiest season for General Aviation traffic at the airport.

Earlier this summer we completed construction of Airport Road. This is the only road that leads to our airport and was in desperate need of a complete rebuild.

It's been a very busy summer at the airport with the commercial traffic along with the spray planes for the fields in central South Dakota. Avera continues to be extremely busy with their Careflight operations. We have had some interest in the construction of private plane hangars in the area we have designated for this construction so there continues to be interest in General Aviation flying at the Pierre Airport.

**District 2 Report** by **Harvey Spieker**: Harvey contacted several airports who commented "nothing new to report" for Britton, Clark, Milbank, and Sisseton. Redfield is getting a new instrument approach. Watertown has a new terminal located east of the old terminal. Webster has a new revenue-generating hangar and all the spaces have been rented.

**District 3 Report** by **Dwayne LaFave**: Dwayne mentioned there is a manufacturing plant being built to make aviation fuel near Lake Preston. [Editor's note: The Kingsbury Journal reported on February 2, 2022, that Gevo, Inc. had requested a conditional use permit from the Kingsbury County Commissioners at their meeting on



**MUSTANG AVIATION**  
*Where the Midwest Meets the Wild West*

KPIR  
Pierre, South Dakota  
info@mustangaviation.aero  
605.224.9000

Maintenance  
Charter  
Flight Instruction



www.mustangaviation.aero

January 27 for the purpose of constructing a jet fuel plant a mile and a half east of Lake Preston on the north side of Highway 14. The proposed plant could be a \$700-800 million investment in Kingsbury County and would start operations with the need for 30 million bushels of corn. The Commissioners approved the conditional use permit.]

Dwayne flew in for the Big Nasty fly-in hosted by Dennis Nash on September 3. He said that the outhouse was "amazing."

**District 4 Report** by **George Bittner**: George submitted his district report for the recently published SDPA newsletter for September-October. He added that the Yankton airport breakfast was set for September 18.

**District 5 Report** by **Marsha Sumpter**: Marsha reported that 23 planes landed for breakfast hosted by **Mark & Connie Selting** at Kadoka Airport on September 9 as part of the Black Hills Fly-in. Another 16 planes landed at a strip near Interior for lunch

hosted by **Bryce & Kim Dibbern**.

**District 6 Report** by **Sunny Stephens**: Sunny's report was published in the recent September-October newsletter. She thanked Brenden Hendrickson for organizing the chairs and tables and introducing the two speakers -- Larry Vetterman and Corey Lewis.

Dale Knuth commented that the Black Hills Fly-in at Hot Springs had 50-60 aircraft participate -- with only five nose wheel aircraft and the rest taildraggers. Today was an aerial tour to Devil's Tower.

**District 7 Report** by **Jerry Densmore**: Jerry said that he has been traveling a lot -- July 21 to Green Bay, later to St. Louis and again to Green Bay, plus fishing near Gardner, MT. He reported that on October 2 the Cordell's would be hosting the Sky Ranch for Boys Fly-in at SD33. There would be a catering truck for food.

Dwayne LaFave asked about new "landing fees" at **Spearfish Airport** according to the Black Hill Pioneer newspaper, and Sunny Stephens said she was not aware of any. [Editor's note: the two words were reversed -- the Journal story title was "New Fees Landing at Black Hills Airport." The story was about new fees for leasing airport property for hangars.]

Dwayne LaFave commented that **Huron Airport** had a new FBO called **Revv Aviation**. [Editor's note: Business Air News reported on July 13, "Huron Regional Airport in South Dakota is the latest fixed base operation to be a part of the Revv Aviation family, formerly Carver Aero. Huron is the seventh FBO and the ninth operating location for the Revv family. Others include Aurora and Schaumburg in Illinois; Janesville in Wisconsin; and Muscatine, Davenport and Council Bluffs in Iowa. Revv also operates flight schools in Sioux City in Iowa and at Eppley Airfield in Omaha, Nebraska. We want to bring all of Revv's services to Huron: maintenance, avionics, flight school and charter. Our PT-6 engine maintenance team is



already expanding here, it houses more than 30 crop dusters that require this type of service.”]

Under old business, Dale Knuth presented the **slate of officers** to be elected at the November SDPA meeting in Onida. President Dale Knuth, Vice President Dwayne LaFave, Secretary Ryan Limesand, Treasurer Kelly DeBurg, Directors for District 1 Bob Burke, District 3 Roger Lee, District 5 Marsha Sumpter, District 7 Jerry Densmore. The terms of office officially start on January 1, 2023.

Under new business, Steve reported that the Office of Air, Rail & Transit spent \$1,059.90 on prizes for the **SD Aviation Art Contest** this year. SDPA contributed \$300 toward the purchase of prizes, which in the past has amounted to 50% of the cost of prizes. In an effort to maintain the 50% ratio, he suggested the amount donated be increased to \$600. Moved by Dale Knuth, seconded by Jerry Densmore, to increase the SDPA donation for prizes for the SD Aviation Art Contest to \$600. Vote all aye.

Dwayne opened the discussion and explanation of **joining scheduled SDPA meetings by phone** whenever in-person attendance is not an option for individuals. He encouraged members to participate via teleconference. It was noted that the by-laws allow for teleconference meetings. Dale Knuth commented that “SDPA Meeting Room” has no limit as to the number of participants. For future meetings dial 1-605-472-5641, then when prompted for the code, key in 6251269#, then when prompted for the password, key in 6251269#, and announce your name.

Dwayne encouraged Directors to tap local aviators for programs when SDPA meetings are held in their area. For example, the November 12 meeting in Onida will feature presentations by helicopter pilots Scott Foth and Chuck Trumble. Someone said to District 4 Director George Bittner (former funeral director and county coroner), “*Don’t say you’re going to dig someone up as a presenter!*”

Future meetings are tentatively planned for  
Feb 11, 2023: central SD – Oacoma at Al’s Oasis.  
Apr 13, 2023: eastern SD – Huron at Revv Aviation coordinated by Jack Winter.  
Jun 10, 2023: western SD – possibly Bison or Buffalo.  
Sep 9, 2023: eastern SD -- ??  
Nov 11, 2023: central SD -- ??

Dale Knuth commented that SDPA needs to incorporate more activities into meetings and possibly hold a convention type meeting. An effort needs to be made to attract young people to the organization. He suggested conducting a survey of members about what they would like to see at meetings and for activities such as balloon popping, flour bombing, poker runs, airplane pumpkin bowling, etc. Jerry mentioned that a target was mowed in the grass for dropping stuff at the Sky Ranch for Boys Fly-in last year. Dwayne commented that the SD Aviation Hall of Fame ceremony might be held during the SD Airports Conference next year.

George said that Dwayne should get a pat-on-the-back for his efforts through blast emails to keep the members and non-members informed of planes for sale, aviation events, etc.

The meeting adjourned at about 2:08PM.

Sunny Stephens sent “thank yous” to John O’Connell for the use of his hangar, Brenden Hendrickson for the use of

tables & chairs, introducing the speakers, and other efforts, and Larry Vetterman and Corey Lewis for their presentations, as well as to **Steve Giraud** who delivered pizzas with no charge, took a membership form and said he would join.

SDPA

District 1 Report by Bob Burke

**Pierre Airport:** Bob contacted **Jamie Huizenga**, Pierre City Commissioner, who provided the following information:

In August we had 1,169 enplanements in Pierre with Denver Air Connection. Through August we are at 10,329 enplanements. We need to get to 10,000 enplanements each year for funding our airport improvement projects, so that was a big milestone to reach in August with 4 months of the year to go.

We recently awarded the bid for the Runway 7-25 rehabilitation project to Morris, Inc. This work will be done in construction year 2023. Runway 7-25 will be closed for several months during this project, but the final product will be much improved.

On September 16th we will be dedicating another piece of art work in our airport terminal honoring the military service of **Wade Hubbard**. Wade is a Pierre resident and was a highly decorated Naval Navigator on the Phantom II aircraft during the Vietnam conflict.

\*We are now at the beginning of the hunting season at the Pierre Regional Airport. This is by far our busiest season for General Aviation traffic at the airport.

Earlier this summer we completed construction of Airport Road. This is the only road that leads to our airport and was in desperate need of a complete rebuild.

It’s been a very busy summer at the airport with the commercial traffic along with the spray planes for the fields in central South Dakota. Avera continues to be extremely busy with their Careflight operations. We have had some interest in the construction of private airplane hangars in the area we have designated for this construction so there continues to be interest in General Aviation flying at the Pierre Airport.

SDPA

District 4 Report by George Bittner

A couple years ago, I reported on the actor and military pilot **Jimmy Stewart’s** 1961 Cessna 310 airplane. Again, those of you under 50 can Google him. As a review, his plane was found ready to be scrapped at Dallas Executive Airport. In 2015, some EAA members from the **Jimmy Stewart Regional Airport (KIDI), Indiana, PA**, drove to Texas with a flatbed trailer, dismantled the airplane, and drove it back to Indiana, PA. Over 5/12 years the locals raised funds and restored Jimmy’s airplane to its original paint scheme and erected it on a pedestal just outside the airport. It is in a bank position on the pedestal and rotates in the wind. The propellers also turn with the wind, and there are strobe lights on the tail and wing tip lights that are powered by solar panels. I’ve never been a big fan of static aircraft displays at airport entrances because sometimes they’re not maintained, and I feel they lose their original dignity. But this 310 rising above the entrance at KIDI is a cool deal. If you

ever get there, which probably most of you won't, you can eat at the Rizki Cafe at the airport terminal or go into town and visit the Jimmy Stewart Museum. I was back in Indiana, PA, visiting grandparents, aunts and uncles currently residing in the local cemetery. It was kind of a one-way conversation.

**Jerry Konechne** reported the North Central Ultralights held their annual fly-in at the **Kimball Airport (6A6)** September 23rd, 24th and 25th. The event was open to all kinds of aircraft including radio controlled. This year had typical SD wind, but they were able to fly early mornings and late evenings. **Greg Klein** from Lake Area Technical College in Watertown flew the school's motorized glider in, which was a nice attraction. Greg is an A&P and Flight Instructor. Greg welcomes anyone interested in A&P or flight training to stop in at Lake Area Tech at the Watertown Airport for a visit.

The **Platte Airport (1D3)** fly-in breakfast and open house for the new city hangar was held Saturday, September 24th with a good breakfast and good turnout. The nice facility is on the new ramp area on the north side of the approach end to Runway 33. The pilots lounge is very comfortable and decorated nicely with a restroom and separate shower. Airport manager **Doug Sly** was in attendance and was able to visit with his many local community friends and aviation friends.

SDPA

#### District 5 Report by Marsha Sumpter

Steve, hope your heart is in good shape, I actually have a report!

**Philip Airport: Lee Vaughan** called to tell me he had been flying with an instructor, **Jet Jones**, from Midland on Saturday, and he had quite a workout. When he landed the instructor got in with **Dave Holman** to give instruction on flying from the right seat. Jet was one of Lee's students in elementary school and some of his stories must have been motivational to encourage Jet to take up flying. Lee thinks they may need a control tower in Philip with all the activity going on.

**Martin Airport: Paul Noel** said they are trying to get the second half of their wildlife fence done. The pheasant population is down so they did not have as much hunter traffic as in the past. Life Flight is busy in and out about every other day. The airport does not have fuel, but it is in the planning stage. He said he checks daily on the airport, early morning to be sure the runway lights are working and quite often in the evening.

**Murdo Airport:** Talked with the City Finance. There is a new hangar at the airport and the lights are being upgraded. They have a logbook but few pilots write in it.

**Presho Airport: Dustin Smith** was combining when I spoke with him. He said they are actively pursuing the ability to pave their runway. They have an engineer firm from Aberdeen working on it. They have to get an approved airport layout plan in place before they can go forward. They have eight or nine aircraft based at Presho and the paved runway would be good for them all since a nicked prop is not good and repairs are non-existent for some of the planes or very hard to get and expensive. He said the crops in the area are doing quite well considering the drought conditions.

**Rosebud Airport: Shorty Jordan** was not available at the time I called, but I talked with **Charlie Moe**. Charlie has been getting a lot of flying time with the Nebraska Civil Air Patrol. His Cessna 150 and the CAP plane are both hangared in Valentine so if he is not flying for CAP, he takes his plane out and exercises it. He was involved giving O-rides (orientation flights for CAP cadets) in Grand Island, and had flown to Chadron as well a Tea for 100-hour inspections, and he took his plane to Madison, SD. He had the experience of getting in flying time with a lady pilot, Heidi, who is the owner of a 1949 Taylorcraft. Heidi is a CFI and CFII. It was his first time handling a tail dragger, and he is hooked, plans to be certified in one. The Rosebud Airport is busy with a couple of Life Flights a day.

Charlie told about attending a family reunion in Massachusetts this summer and on the way home he was seated beside a young lady (he said the older he gets the younger others look) -- at any rate finally toward the end of the flight into Denver he struck up a conversation with the young lady and found out she was a pilot in Puerto Rico, was 25 or 26 and held her private pilot certificate, commercial, and instrument certifications. They had a good conversation going, but landed in Denver way too soon.

**Winner Airport:** I had a nice visit with **Dave Howard**. He said they were very busy with pheasant hunters arriving and leaving. They have a lot more bigger planes coming in rather than the small aircraft. He said a Gulf Stream 650 was on the ramp and a Gulf Stream 4 as well. At the start of pheasant season last week there were over 40 airplanes in one day. Medavac may be building a new hangar but nothing definite. One private hanger was enlarged. When I talked to him, I said I was afraid he might be out fueling a plane or such, no he said he thought his wife **Tessa** was taking care of that.

**Kadoka Airport:** The runway looks in good condition, and I saw that **Mark Selting** had his plane out one day when the wind was not blowing. We did not have an influx of planes for the pheasant season, but I did spot three roosters and a hen pheasant in our yard.

A note Steve, **Dustin Smith** said he was interested in joining SDPA, but was not sure how to go about it. I messaged him my email and will get his email address, and hopefully we can get things going along those lines.

Follow-up email from Marsha: *Hey Steve, did you get my report and did your heart stand the shock of me actually earning my keep?*

SDPA

#### District 6 Report by Sunny Stephens

Last Friday [October 21] my pickup slipped out of Park and started rolling back towards my neighbor's garage. He is an orthopedic surgeon! The truck knocked me down and ran over both legs, breaking the left tibia. I got to the Black Hills Orthopedic/Spine Center and had surgery Tuesday [October 25] with a long rod down the entire tibia. My surgeon is a trauma trained Dr. just new to Rapid City in September 2022. Very young and accredited like crazy. I stayed overnight as required for singles, but right away Wednesday he wanted me to start putting weight on it before I was discharged yesterday. My ortho neighbor said I didn't have to bring

business right to his front lawn! So I am on the mend, having had NO PAIN at all this far. They are amazed! I think if I hold that leg up in the air and push my belly button, I can get Showtime!

SDPA

### District 7 Report by Jerry Densmore

2 October was a beautiful fall day, sun shining and a light breeze blowing. Perfect conditions for a fly in at the former **Sky Ranch airport** south of Camp Crook in Harding County. Unfortunately, I wasn't able to fly up, but I was able to drive out after church. **Ryan & Tawni Cordell** were the gracious hosts and it was a good turnout. There were 16 aircraft in parking when I got there and 28 total throughout the day. Food was served by the Shindig BBQ grilling rig, and I'm told they served up meals for around 70 people. There was no gourd (small pumpkins, squash, cucumbers, etc.) bombing contest like in the past as the target area had not grown back much after the last hay cut. There was plenty of good conversation, and of course, talk about aircraft which are best and for what. There were aircraft from the Hills, Lemmon, and locals that I know of. It was a family affair including many children who had their own good time as well as exposure to aviation. I'm sure all are looking forward to next year.

SDPA

### SD Aviation Art Contest

The SD Aviation Art Contest is sponsored by the South Dakota Office of Air, Rail & Transit and the South Dakota Pilots Association each year. The contest theme for 2023 is "**Air Sports & The Environment.**" Entries will be accepted through **January 10, 2023.**

The contest offers children ages 6-17 who live or attend school in South Dakota the chance to explore different aspects of aviation. Winners from the South Dakota competition progress to the national competition, hosted by the National Association of State Aviation Officials. Winners of the national competition are submitted to the international competition.

**Theme:** "Air Sports & The Environment" -- The sense of liberty that pilots and skydivers feel when flying through the skies often comes hand-in-hand with a deep appreciation of the blue and green planet below. The beauty and fragility of our earth is simply more evident when viewed from above.

Aviation has always been at the forefront of technology and over the generations, those involved in aeronautics have felt an ever-increasing pressure to protect our planet. Aviators, now and in the future, have a responsibility to push forward the limits of human innovation and imagination to harness cleaner energy and minimize the impact of air sports on the earth and its atmosphere.



By letting your imagination fly, we want you, as a young artist, to explore the ways that air sports can interact harmoniously with our environment. Ask yourself, how can air sports help inspire others to protect our earth? Can you envisage how innovation and technology can use greener fuels to power aircraft? Can the natural wonders of the earth inspire the aviation of the future? How could aviation be involved in reducing, reusing and recycling?

Artists often take the lead in imagining a brighter future. It's time to take your favorite art materials and try to conjure up a vision of how air sports of the future can help to keep our planet safe for the generations to come.

#### Contest Information

**This Year's Deadline:** Entries must be postmarked by **January 10, 2023**, 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 "**Air Sports & The Environment.**" 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, 2013 and December 31, 2016.

Group II – Intermediate Category: Born between January 1, 2009 and December 31, 2012.

Group III – Senior Category: Born between January 1, 2005 and December 31, 2008.

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

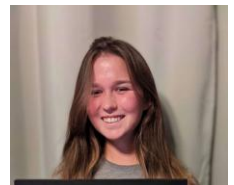
Copies of the Aviation Art Contest brochure and cover letter from the SD Office of Air, Rail & Transit were mailed on October 19, 2022, to 1,086 schools throughout SD. For more information and a copy of the official brochure containing the Certificate of Authenticity, contact **Nancy Hiller** at the SD Office of Air, Rail & Transit, Pierre, SD (605-773-4430 or Nancy.Hiller@state.sd.us).

SDPA

### Becker Hanson Memorial Scholarship -- 2021

**Phoebe Kellar** of Rapid City received the Becker-Hansen Memorial Scholarship for 2021. Here is her story about flight training.

I started flying when I was 13 and that is where my interest in aviation started. I had gotten a scholarship from my school to attend an air camp in Dayton, Ohio; that is where I had my first flight. After I had gotten back home from that trip, I started to wonder how I could get my pilot's license and pursue my dream. I have always heard about people getting scholarships to learn to fly. I just did not know how I could get one. A few years later, I decided to join Civil Air



Patrol and see what the program had to offer.

Civil Air Patrol is how I learned about the South Dakota Pilots Association. I had already been training with the Plane Training Center in Rapid City, South Dakota, with my current Flight Instructor, **Chase Broadie**, using other scholarships. The Plane Training Center has helped me out so much throughout my time. The Plane Training Center has helped motivate me to continue pursuing a career in aviation and keeps me interested in flying.

Throughout the past year since I have received the [Becker Hansen Memorial] scholarship, there have been many ups and downs. Most of the year I could not fly due to the weather. Once the summer came and there were better weather conditions, I was able to fly more and use the scholarship that I had received. The first flight I had completed using the scholarship I was just getting back from not flying at all in the past month and a half. I was able to do my first take off, and it felt great! It really motivated me to keep working towards my pilot's license. It was all thanks to the South Dakota Pilots Association and the Plane Training Center. I will forever be grateful to the organizations and the people that have continued to push me to reach my dreams and have been helping me along the way.

Throughout the summer, I continued flying regularly with the Plane Training Center. The Becker-Hansen Memorial Scholarship helped me continue flying throughout the summer up until this September when I used up all the funds I was given. I started this summer with almost no flight training and knew I had a long way to go before I could even think about soloing. With my scholarship funds almost being used up, I am very close to soloing; I just have a few more training sessions and I will be one-step closer to my dream of being a pilot.

I am a senior in high school this year so very soon I have to decide what I want to do with the rest of my life. Once I graduate high school, I plan on going to college to get my bachelors in aviation.

Even though I have not committed to college yet, I plan to become an Air Medical Pilot to use my passion to help people in need. I also plan to become a Certified Flight Instructor to help others pursue their dreams in aviation. I am very thankful for all the help the Becker-Hansen Memorial Scholarship and the South Dakota Pilots Association has given me, helping me get one-step closer to receiving my pilot's license. I would not have made it this far without them. I am motivated to pursue my dreams and give back using my passion.

SDPA



**SCHWEISS**  
**DOORS**  
**HYDRAULIC**  
ONE-PIECE DOORS  
— OR —  
**BIFOLD**  
STRAP LIFT DOORS  
**SCHWEISSDOORS.COM** 507-426-8273

**THE DOOR LEADER**

- AVIATION
- SHOP DOORS
- AG DOORS
- BARN DOORS

### Luverne Kraemer Aviation Maintenance Scholarship

**Norma Kraemer** provided the essay written by the young person selected to receive the **Luverne Kraemer Aviation Maintenance Scholarship** in the Aviation Maintenance Technology Program at Lake Area Technical College in Watertown. Here is his essay.

Hello, my name is **Luke Murray** and I am very thankful for the Luverne Kraemer Aviation Maintenance Scholarship. This scholarship will be very helpful. I am paying for college by myself, which requires a lot of time to make money, which isn't very easy for a college student. I am from Gregory, SD, a small town in south central South Dakota. I was raised on a family farm with many relatives in the area. I have always wanted to end up back near Gregory, SD. I have always enjoyed the farm and small-town life but also wanted to pursue a degree and further my education. Right out of high school, I joined the South Dakota Air National Guard to help with college finances and to also follow in my older brother's footsteps. He had joined the Army National Guard one year earlier, which opened my eyes to the military and its benefits. I joined the Air National Guard to be a Crew Chief on F-16s and I now serve with the 114th Fighter Wing in Sioux Falls, SD. I have always enjoyed aviation and airplanes since I was little. I am very mechanical minded and I love working with motors and engines. Growing up on the farm and being close to family has influenced my likings and decisions in some way or another. I was never sure of which path I wanted to take in life. I have attended one year at South Dakota State University for Agriculture Systems Technology. I planned on coming back to the family farm with this degree. After realizing the need for an aircraft maintainer in my local area, I decided to switch the Lake Area's Aviation Maintenance program. I know I enjoy this job already because of the Air Force, and it is a need in my local area and everywhere else. Also, I have always wanted to fly and I am going to try to get my private pilot's license with the time I have at Lake Area as well. Thank you for offering this scholarship and enabling me the opportunity to pursue my dreams.

SDPA

### Teddy 'Ted' Joe Miller

May 12, 1948-September 11, 2022

Ted was born in Deadwood, SD, and grew up in Aladdin, Wyoming, on a ranch with Mother (Flora) (Wheeler) and his Dad (Ben). He was the youngest of three children and was quite the "Miracle Baby" as his Mom miscarried his twin brother one month before they realized there was another baby to be born—that child was Ted.

He was an exceptionally curious boy intrigued with finding





out how things worked. At a young age, he built his own riding contraptions and gadgets. At the same time, he was discovering, he was learning great life lessons on the ranch—to work hard even when you have no gas, to play hard because that is when your mind works the best, and to always be humble.

In 1966 Ted graduated from Sundance High School. It seemed a natural pathway to everyone that he go to college and study engineering so fittingly he took off for Lowell, Wyoming. While at college though, he discovered he would much rather go to Flight School than finish his engineering degree. He went home told his folks, and he said they always thought they knew that day would come as he soloed for the first time long before he graduated from high school. He financed his flight lessons in high school by selling chickens and eggs raised on their ranch! He graduated in 1968 from Ag Aviation Academy at Stead Airport, Reno with his commercial pilot's license.

He arrived in Viet Nam just in time to take part in the infamous Tet Offensive. As a sergeant, one of his comrades and best friends said that Ted was the leader they could trust and never doubt his decisions and always relied on them. "The faith and respect he had in his soldiers created in them having the faith in him to do what was right". He was two months from finishing his tour when he was shot leading his platoon out of Cambodia back into Vietnam. It was a long recovery for Ted seeing many return trips to Fitz Simmons Hospital in Denver, Colorado.

Ted never lost sight of his dream and eventually saw clear to live it. In 1973 Ted became the first airport manager of Black Hills Airport and stayed for the next 20 years. During that time he founded the South Dakota Aviation Hall of Fame in 1991. He initiated fundraisers such as the famous Pork Chop on a stick food booth at the Art Festival, fly-ins, and the annual induction ceremonies.

In 1993 Ted built Black Hills Aero--FBO and continued all of his activities, work and flying till present day. Sadly, he died on 9-11-2022—a True Hero.

Ted left behind his loving wife, Pearl; his children, Charity Baptista (Cash), Shannon Gulbranson (Marijo), Shawna Witt (Eric), Becky Hanson (Bill) and Stephanie Badwound (Sean); and special Family member, Duke (Shawn); Bob and Corrine Miller (brother), his loving nieces and nephews and many, many good and loving friends.

Ted will be profoundly missed by his loving Grandchildren who he has tried to teach how to work hard, play hard and always be humble, Seth, Wyatt, Katelyn, Grady, Gavin, Brynn, Sean, Bradley, Riley, Olivia, Brady, Bailey, and Sydney; *Great Grandchildren*, Jocelyn, Drake, Drew and Brooke. We love you and will always miss you.

Ted was predeceased by his folks, sister and son, Travis in 1994.

Graveside services with military honors will be September 16, 2022, 10:30 a.m., at Black Hills National Cemetery. A Celebration of Life will be held September 17, 2022, 10:00 a.m., at Black Hills Aero, Clyde Ice Field, Spearfish, SD.

Condolences may be sent to the family at [www.kinkadefunerals.com](http://www.kinkadefunerals.com).

**Craig Hagen** commented on SDPA Facebook page: *"Painted my RV over 10 years ago. enjoyed working with him and getting to know him. nice man."*

**Gary Rae** commented on SDPA Facebook page: *"I'm so sorry to hear this! Ted taught me to fly back in the late 70's. Go West, Ted, and may God bless you."*

**Lisa Hirsch** commented on SDPA Facebook page: *"Sorry for the families loss. Ted was a part of the Oshkosh bus trip many years ago. Loved his personality!"*

**Shannon Doe** (Henderson, NV and Reeder, ND) wrote in Ted Miller's obituary guest book: *"I'm so sorry for your loss. I am so thankful for having known Ted for almost 30 years. He was a true inspiration to me in my aviation career. I sat behind many airplane engines that Ted overhauled over the years. Ted was a true general aviation enthusiast and a excellent A&P and IA. General aviation has lost a good one."*

-----  
From Black Hills Aero website: Ted Miller began his aviation career in the summer of 1965 soloing at the age of 16. Received his Commercial certificate in 1968 at AG Aviation Academy in Reno. After Viet Nam he used the GI bill to obtain his multi engine, instrument, CFI and glider rating at Clinton Aviation in Denver. He has logged 10000+ hours flying charters, flight instruction, fire patrol, wild life survey, and power line patrol. During that time he received his A&P and FAA Inspection Authorization certificates. Sept 1993 he opened his own general aviation maintenance facility, Black Hills Aero. He is founder and president of the South Dakota Aviation Hall of Fame. SDPA

### Senate Advances Bill Incentivizing Efficient Airport Construction

By Liz Carey (Transportation Today News, September 30).

A bill introduced by U.S. Senators Todd Young (R-IN), Kyrsten Sinema (D-AZ), and Ted Cruz (R-TX) that would incentivize more efficient construction at airports advanced through the Senate on September 28.

The legislation, the **Expedited Delivery of Airport Infrastructure Act**, would expand current law to allow airports to use funds from the Federal Aviation Administration's Airport Improvement Program to incentivize early completion of projects.

"Passage of our bipartisan Expedited Delivery of Airport Infrastructure Act will give Arizona airports more tools to complete construction projects ahead of schedule," said Sinema, chair of the Senate Aviation Safety Operations and Innovation Subcommittee. "Partnered with the historic investments in the bipartisan infrastructure law, our bill will save Arizona taxpayers money, create more jobs, and fuel faster economic growth for Arizona."

The AIP program provides grants to public agencies and other entities for the planning, development, and execution of infrastructure projects like runways and taxiways at public-use airports. The Expedited Delivery Act would allow airports to use up to \$1 million in AIP funding to incentivize early completion.

"The Lone Star State has long been an aviation hub, at the forefront of innovation. I am proud to have joined my

colleagues in introducing the Airport Infrastructure Act to ensure we stay on the cutting edge of aviation technology,” Cruz said. “Texas airports, big and small, will benefit from this bill as they update aviation infrastructure, and I’m glad to have played a part in getting it done.”

The companion legislation (H.R. 468) sponsored by U.S. Reps. Sam Graves (R-MO) and Garrett Graves (R-LA) has already passed in the House. The bill now goes on to President Joe Biden’s desk for signature. SDPA

House Approves Federal Aerospace, STEM Education Center

By Eric Blinderman (AOPA ePilot, September 29)

The U.S. House of Representatives on September 28 overwhelmingly passed legislation to establish the **National Center for the Advancement of Aviation**. This bill would help the aviation and aerospace industries collaborate on programs that will ensure the aviation workforce is well trained and prepared.

The bill would also help introduce our nation's youth to aviation science, technology, engineering, and math curriculum and assist our military veterans in transitioning to opportunities in the aviation sector.

The National Center for the Advancement of Aviation Act (H.R.3482) was introduced by Reps. André Carson (D-Ind.), the late Don Young (R-Alaska), and House Aviation Subcommittee Chairman Rick Larsen (D-Wash.).

The NCAA would serve as an independent body to enable cooperation among all industry sectors to coordinate, promote, and support the future of aviation. The NCAA is seen as a necessary initiative to shape a generation of new pilots, aerospace engineers, unmanned aircraft system operators, aviation maintenance technicians, and other professionals.

A recent Boeing commercial study found that more than 600,000 new pilots and 610,000 maintenance technicians will be needed to fly and maintain the global commercial fleet over the next 20 years.

The NCAA will have an enormous impact on young people as it will foster educational efforts through the development and deployment of STEM-based aviation curriculum in middle and high schools. AOPA’s High School Aviation STEM curriculum is now being taught in over 400 high schools in almost every U.S. state. This curriculum provides teachers with the tools and training needed to educate and inspire the next generation of aviation professionals.

As an enabler of cooperation, the center would also serve as a repository for research conducted by institutions of higher education, research institutions, and other stakeholders regarding aviation and aerospace workforce matters.

“We applaud House passage of this much-needed bill and appreciate the vision of its sponsors. This is not a government entity, and it is not funded by general taxpayer funds, but it does recognize the need for all sectors of the aviation industry, including military aviation, to collaborate on areas that will ensure that our aviation industry remains vibrant and competitive,” said AOPA President Mark Baker. “I am especially gratified that developing STEM aviation

curriculum for our nation’s youth is recognized as a key component of the center’s work.”

Nearly 200 organizations across all aviation and aerospace sectors expressed support for the creation of the NCAA in a letter to the House committee on April 28, 2022. [*The South Dakota Pilots Association was one of the supporters and signers of the letter.*]

A Senate companion bill (S.1752) was introduced in May 2021 by Senators Jim Inhofe (R-Okla.) and Tammy Duckworth (D-Ill.). H.R.3482 now awaits further action by the Senate before it is sent to the president to be signed into law. SDPA

EPA Proposes 100LL Endangerment Finding

By Russ Niles (AVweb, October 9)

Weeks after the FAA approved an STC on GAMI’s G100UL unleaded 100-octane avgas for virtually all piston gasoline engines, the EPA has formally proposed a finding of endangerment on 100LL, a pivotal step toward banning the blue fuel. EPA Administrator Michael Regan signed the proposal on Oct. 7 and is submitting it for publication in the Federal Register. The EPA published an initial version of the proposed endangerment finding on its website. The final Federal Register version of the proposal will replace it when it is finally published. Until it hits the Federal Register, comments are not being accepted.

There are no apparent surprises in the proposal, which has undoubtedly existed in draft form for decades as the EPA wrestled with the dilemma of grounding thousands of 100LL-dependent aircraft and the undeniable health hazards created by lead emissions. In the end, the issue was summed up this way. “In this action, the Administrator is proposing to find that lead air pollution may reasonably be anticipated to endanger the public health and welfare within the meaning of section 231(a) of the Clean Air Act,” the opening paragraph of the proposal says. “The Administrator is also proposing to find that engine emissions of lead from certain aircraft cause or contribute to the lead air pollution that may reasonably be anticipated to endanger public health and welfare under section 231(a) of the Clean Air Act.”



Although it will likely take years before the Finding of Endangerment finally results in the end of 100LL, environmental groups are taking a victory lap. Earthjustice, an environmental legal group, represented a host of community groups and political entities that most recently petitioned EPA to get on with it. “We’ve known for decades that lead exposure is responsible for the death of nearly half a million adults annually from cardiovascular disease—and causes irreversible damage to children. EPA must finalize its endangerment finding as soon as possible, and work with the Federal Aviation Administration to quickly phase out leaded avgas,” said Eve Gartner, Earthjustice managing attorney, in a news release. “Banning leaded avgas cannot wait. Every day that goes by without a ban means communities across the country, including hundreds of thousands of children, are breathing lead causing lifelong harm.” SDPA

Safety Tip by Dale Knuth

21 Fatal Crashes of August, 2022, and five fatal GA crashes all occurred within the last 7 days August 29 - September 4, 2022.

AQP/AFR: Advanced Qualification Program/ Annual Flight Review. So...What exactly is an AQP AFR?

The airlines and most Part 135 operators of large aircraft operate their own training and testing (all simulator based) under a program called AQP, or Advanced Qualifications Program. Under AQP, each airline gets to decide what to train, and what is on the oral, and what is on the check ride! This approach to training is an amazing difference between GA and AIRLINES! These are not check rides like you have ever seen before. The airline record is impressive, as they now train and check all the possible scenarios (called maneuvers) known to be problematic over the course of time. **Comparing Checkride Criteria**

**General Aviation vs. Airlines**

<b>Task</b>	<b>GA</b>	<b>Airlines</b>
Power-ON Stall	<b>ALWAYS</b>	<b>NEVER *1</b>
Power-OFF Stall	<b>ALWAYS</b>	<b>NEVER *1</b>
Cross-Control Stall	<b>SOMETIMES</b>	<b>NEVER *1</b>
Accelerated Stall	<b>ALWAYS</b>	<b>NEVER *1</b>
Spin Recovery	<b>SOMETIMES</b>	<b>NEVER</b>
Slow Flight	<b>ALWAYS</b>	<b>NEVER</b>
Steep Spiral	<b>ALWAYS</b>	<b>NEVER</b>
Chandelles	<b>ALWAYS</b>	<b>NEVER</b>
Lazy Eights	<b>ALWAYS</b>	<b>NEVER</b>
Steep Turns	<b>ALWAYS</b>	<b>NEVER</b>
Short Field Takeoff	<b>ALWAYS</b>	<b>NEVER</b>
Soft Field Takeoff	<b>ALWAYS</b>	<b>NEVER</b>
Short Field Landing	<b>ALWAYS</b>	<b>NEVER</b>
Soft Field Landing	<b>ALWAYS</b>	<b>NEVER</b>
Eights on Pylons	<b>ALWAYS</b>	<b>NEVER</b>
Emergency Descent	<b>ALWAYS</b>	<b>SOMETIMES</b>
Emergency Landing	<b>ALWAYS</b>	<b>SOMETIMES</b>
Preflight Preparation	<b>ALWAYS</b>	<b>ALWAYS</b>
Aeronautical Decision Making (ADM)	<b>NEVER *2</b>	<b>ALWAYS</b>
Before-Taxi Checklist	<b>NEVER</b>	<b>ALWAYS</b>
Preflight Briefing	<b>NEVER *3</b>	<b>ALWAYS</b>
Rejected Takeoff (RTO)	<b>NEVER *6</b>	<b>ALWAYS</b>
I-IMC ATO	<b>NEVER *4</b>	<b>ALWAYS</b>
U-IMC ATO	<b>NEVER</b>	<b>NEVER</b>
Loss of Thrust on Takeoff (LOTOT)	<b>NEVER *6</b>	<b>ALWAYS</b>
Inadvertent IMC / SD	<b>NEVER</b>	<b>NEVER</b>
Terrain Avoidance / C-FIT	<b>NEVER</b>	<b>ALWAYS</b>
In-Flight Loss of Vacuum or PFD	<b>NEVER</b>	<b>ALWAYS</b>
Autopilot Failure in Flight	<b>NEVER</b>	<b>ALWAYS</b>
DMMS Usage	<b>NEVER</b>	<b>ALWAYS</b>
Abnormals in Flight	<b>NEVER</b>	<b>ALWAYS</b>
Stabilized Approach	<b>NEVER *5</b>	<b>ALWAYS</b>
Go Arouds	<b>ALWAYS</b>	<b>ALWAYS</b>

-----  
*Note \*1 Some airlines recently have adopted EET or extended envelope training where stalls and unusual attitudes may be trained.*

*Note \*2 ADM is mentioned by FAA as being constantly evaluated in each task for all tasks but Never as an individual task.*

*Note \*3 Pre-Flight verbal "self" briefing as a final review of plan, course, and contingency for single pilot GA ops is not required.*

*Note \*4 I-IMC ATO is found on the Instrument Pilot ACS, but not private.*

*Note \*5 Stabilized approach is mentioned in FAA ACS and PTS but Never defined as to how to use it, what the definition of it is, nor is it ever checked as a specific task.*

*Note \*6 ASEL only*

-----  
 Over the next few newsletters, I will be republishing details of the topics listed below General Aviation Fatal Accidents: Possible Scenarios

Controls still working at Impact (C-FIT) Controls Not Working At Impact (U-FIT)

- |                              |                               |
|------------------------------|-------------------------------|
| 1. SD -- Day                 | 11. LOTOT                     |
| 2. SD – Night                | 12. Loss of speed Awareness   |
| 3. I-IMC ATO                 | 13. VMC Roll over             |
| 4. U-IMC ATO                 | 14. Mid-Air Collision         |
| 5. Buzzing/ACRO              | 15. IN Flight Icing           |
| 6. Mishandling ABN           | 16. Messed Up Go-Round        |
| 7. Terrain Collision         | 17. Failed FLT Control System |
| 8. Loss Of AHRS in FLT       | 18. Rejected Takeoff (RTO)    |
| 9. Non-Stabilized Appch      | 19. Seat Slides Back          |
| 10. Intentionally left blank | 20. Intentionally left blank  |

-----  
**All of these flights can therefore broadly be placed in one of two buckets:**

- Uncontrolled flight into terrain (the earth) which is U-FIT (commonly referred to as LOC-I, Loss of control in-flight, by the NTSB)
    - In U-FIT, (LOC-I) the aircraft is not responsive to flight control inputs due to lack of airflow over them.
  - Controlled flight into terrain (the earth) which is C-FIT
    - In C-FIT, the aircraft is responsive to flight control inputs right up until impact.
- SD is spatial disorientation, day (D) or night (N)
  - I-IMC ATO is intentional IMC after takeoff (i.e. a departing IFR flight) - U-IMC ATO is unintentional IMC after takeoff (a surprised VFR pilot rotating up into IMC)
  - Vmc Roll over is Min controllable airspeed LOC-I due to one engine inop on a twin. LOTOT - twin
  - FOGGLES on a lanyard around your neck and at the ready for quick don.

**Being aware of the problem, and practicing and reviewing in advance will cause drastic improvement in the outcome.**

**1. C-FIT: SD-D**

**CONTROLLED FLIGHT INTO TERRAIN: SPATIAL DISORIENTATION - DAY**

This happens when an IFR rated or non IFR rated pilot gets disoriented during day flight. This is usually, but not necessarily in IMC conditions. The scenario is the result of either intentional or unintentional flight into these confusing conditions. Regardless of the intent or not, the common

scenario is simply a deteriorating and ultimate loss of distinguishable outside horizon (earth) using visual cues. Most often this is associated with flying into clouds, but not necessarily. Flying near rain, over desolate land or over water could initiate the disorientation. The human mind is often set on “eyes outside” for reference data, as in what is level and what is not. The matter can often be complicated by ATC contact and ATC instruction that is a constant reminder to a pilot already disoriented to “Maintain VFR” This is almost a direct order from the FAA to keep looking outside the aircraft (includes airplane or helicopter) and maintain visual reference. Once this reference is gone, the resulting track of the aircraft is often a large swooping spiral known as a death spiral, or graveyard spiral of ever tightening radius as the pilot is flying by seat of the pants feeling and disregarding instruments. Most commonly, this ever-tightening circle is performed to the left. The aircraft typically hits the ground very steep and at a very high speed. In error, the NTSB often makes reference to this type of accident as a loss of airplane control or LOC-I in flight accident. Loss of control implies that the controls were not working properly at the time of impact. Most SD fatal crashes occur where the controls were in fact performing perfectly, and the aircraft was perfectly controllable even though the pilot positioned those controls improperly due to undue influences. Most SD fatal crashes are specifically “not” U-FIT or loss of control, but rather C-FIT.

**SOLUTION:** When conditions become marginal, and before the situation deteriorates too far, confess your actual situation to ATC and declare an emergency. Your PIC emergency authority becomes a status and you are granted an instant temporary IFR rating, and you are LEGAL to be in the clouds! If you have any kind of view limiting device, put it on and concentrate solely on keeping wings level and DO NOT look outside! Much like blinders on a horse or mule, a view-limiting device is calming and eliminates scary stuff from your view. A view limiting device eliminates the sensation of rush of cloud and moisture streaming past your window from your view. It is like not looking down while on a tall ladder. Wearing a view-limiting device in flight is NOT normally legal, but once you declare an emergency, use any and all tools available to you in order to survive the encounter. You did all of your primary training wearing a view-limiting device and you did just fine in keeping the craft level at that time. This is no different. When ATC says to “maintain VFR” reply to them: “Negative, unable to maintain VFR, I am emergency aircraft, request all available assistance.” When ATC gives you instructions, try to separate out turns and climbs. If a climb is required, accomplish that before a turn if able. Confess to ATC your actual situation and IFR skill level. If you are issued a turn, do it very slowly with full concentration on that panel. DO NOT attempt to look outside until you are very sure that you are back in VMC conditions.

If you are not in contact with ATC use all resources to point the aircraft towards where you came from, or towards better weather. **You have got to be very careful and do things very slowly during this time. Do not look away from that panel for more than a second. This procedure**

**is critical to your survival.** Practice this with a safety pilot or your CFI until you are an expert at it. SD-D and SD-N is one of the highest repeat causes of fatal accidents in GA. Normally chances of survival are not very high for a pilot in these conditions regardless of the skill level of the pilot. SD happens best when you are not ready for it.

**SAMPLE ACCIDENT REPORT:** The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of airplane control due to spatial disorientation. The accident report may be accessed through the aviation synopsis page on the NTSB website. The NTSB accident number is CEN17FA362. SDPA



**SD Aeronautics Commission – September 15**

The SD Aeronautics Commission held a meeting / conference call on September 15 at 2:00PM with staff 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), **Kassidy Nelson** (Elkton), **Eric Odenbach** (Eureka, Chair), **Jerry Rieber** (Watertown), **Joel Jundt** (Secretary of SDDOT), **Jack Dokken, Jon Becker, Tom Koch, Nancy Hiller** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, SDDOT Office of Secretary), **Kellie Beck** (SDDOT Division of Management & Finance), **Dustin DeBoer** (SDDOT Office of Legal Counsel, Sioux Falls), **Kyle Weinman** (Office of Legal Counsel, Contract Administrator), **Jake Braunagel** (KLJ, Sioux Falls), Senator **David Johnson** (Rapid City), **Carter Dykstra** (Legislative Research Council), **Rich Krokkel** (Aberdeen), **Patrick Dame** (Rapid City), **Cameron Howard** (Pierre), **Dave Howard** (Winner), **Rick Breitenbach** (Hot Springs), **Richard King** (Sioux Falls), **Kerry Baker** (City of Corsica), **Steve Berkner** (Grant County), Mayor **Mike Lee** (Springfield), **Michael Poppens** (Lincoln County Commissioner), **Kent Penney** (KLJ), **Rod Senn** (Mead & Hunt), **Mike Schmit** (Helms & Associates), **Steve Hamilton** (SDPA, Yankton).

Chairman Odenbach called the meeting to order and determined that a quorum was present via roll call. 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.

The minutes of the August 18 meeting of the Commission were approved by roll call vote: all aye.

Odenbach opened the discussion of representation by the SD Aeronautics Commission at the **SD Municipal League Conference** in Watertown on October 4-7. Commissioner Jerry Rieber lives in Watertown and will represent the Commission at the conference. Dustin DeBoer commented that no official action was needed concerning Commission representation at the conference.

Odenbach opened the floor for **public input**. No members of the public addressed the Commission or offered input.

Joel Jundt gave the Secretary's report. On the federal side, the end of the fiscal year is September 30, and Jundt thought that a continuing resolution would be passed by Congress to fund the FAA through December 31.

Jundt called on Kellie Beck to give the **Aeronautics Fund Status Update**. Kellie said that for planning purposes, she used \$53 million for the total of grants in 2022, \$18 million for grants expected in 2023, and \$27 million for grants expected in 2024. The graph of the Aeronautics Fund projections excluding city allocation showed a fund balance of \$6.2 million in 2021 (state match rate 3.5%), \$8 million in 2022 (state match rate 5% for grant year 2022 and beyond), \$7.6 million in 2023, \$7.7 million in 2024, \$7.8 million in 2025, \$7.2 million in 2026, and \$6.1 million in 2027.

Kellie reported that tax on aircraft sales had fluctuated in recent years: \$1.7 million in 2019, \$472,000 in 2020, \$898,000 in 2021, and \$2.1 million in 2022. Without the outlier in 2020, the average in \$1.5 million.

Senator Johnson asked about income to the Aeronautics Fund from fuel sales. Kellie replied that fuel sales were less than \$700,000 in 2019, \$786,000 in 2020, \$661,000 in 2021, and \$992,000 in 2022.

Jundt opened the discussion of **Zoning Ordinances Around Airports**, and called on Dustin DeBoer to give his report. He said that six statutes in Chapter 50-10 (Airport Zoning) covered zoning around airports.

50-10-6: Airport layout--Zones--Permitted land uses--Runway protection zone--Exclusions.

50-10-6.1: Commission may withhold funds--Proper zoning required.

50-10-7: Incorporation of approach plan in general zoning regulations.

50-10-8: Local regulations to be consistent with airport layout plan.

50-10-9: Regulations--Limitations.

Jon Becker said that 34 airports out of the 56 NPIAS (National Plan of Integrated Airport Systems) airports in SD had little or no zoning to protect the airport. Of the airports with some zoning, some have only building height restrictions, some have only land use restrictions, and some



**Black Hills Airport**  
300 Aviation Place  
Spearfish, SD 57783  
605-642-4112 • 800-843-8010  
Fax 605-642-1838  
rayj@eagleaviationinc.com  
eagleaviationinc.com

- Full Service FBO
- Charter Service
- Aircraft Repair
- Flight Instruction
- Aircraft & Auto Rental

**Ray A. Jilek**, President  
Comm., CFI, A&P, IA.

have both restrictions. It was noted that developers need to do an airspace study of how their development will affect an airport, but some developers are not aware of the requirement.

Jundt wondered what the Commission could do to encourage development of zoning regulations to protect airports, such as using state funds to conduct a zoning survey.

David Howard said that the Winner Airport was owned by the city and all the surrounding land was in the county. The city would like to have zoning within a mile of the airport but the county has no interest in zoning regulations to protect the airport.

Rick Breitenbach said that the Hot Spring Airport was city owned, and surrounded by the county. However, there is no zoning department to deal with in the county.

Kent Penney said that the Part 77 surfaces for the Rapid City Airport had multiple jurisdictions to deal with concerning zoning – Box Elder, Pennington County, and the City of Rapid City.

Michael Poppens expressed similar frustrations with zoning for the Lincoln County Airport.

Eric Odenbach noted that the City of Eureka and McPherson County were working together on zoning to protect the Eureka Airport.

Patrick Dame suggested that the Commission send a letter to counties saying that zoning around airports is very important to the Commission. Odenbach said the letter should tell the counties what to expect from a zoning standpoint.

The 40-minute discussion concluded with Jundt suggesting hiring a consultant to develop recommendations. More to come at the October Commission meeting.

Jon Becker requested Commission consideration of **BIL** (Bi-partisan Infrastructure Law) **Grant Applications**.

**Britton:** Conduct a cultural survey and aquatic resources survey for future development -- the surveys are required by the FAA. Federal Share \$28,800.00; State Share \$1,600.00; Local Share \$1,600.00; Total \$32,000.00

**McLaughlin:** Design revenue-producing hangar with geotechnical exploration, aquatic resource survey, and documented CATEX [*"Categorical exclusion" means a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency in implementation of these regulations (Sec. 1507.3) and for which, therefore, neither an environmental assessment nor an environmental impact statement is required. . . 40 CFR 1508.4*]. Federal Share \$67,500.00; State Share \$0; Local Share \$7,500.00; Total \$75,000.00

**Sturgis:** Design AWOS-IIIP, aquatic resources survey and cultural survey. Federal Share \$67,500.00; State Share \$3,750.00; Local Share \$3,750.00; Total \$75,000.00

**Vermillion:** Phase I: automated weather observing system

(AWOS-III), aquatic resources survey and cultural resources survey. Federal Share \$38,700.00; State Share \$2,150.00; Local Share \$2,150.00; Total \$43,000.00

The Commission approved the four grant requests by roll call vote: all aye.

Jon Becker said that he expected more grant requests for the October meeting.

Tom Koch requested Commission consideration of Funding Request from the **City of Corsica**. The City of Corsica is requesting financial assistance from the State Aeronautics Commission to help offset the cost to replace both their pilot-controlled runway lighting box and the airport beacon at the Corsica Municipal Airport. Currently, the runway lighting is in good condition, but the pilot-controlled runway lighting box is nonfunctional, meaning beyond repair and in need of replacement. The airport beacon is obsolete and also in need of replacement. The City of Corsica is requesting 75% reimbursement of the cost of both the pilot-controlled runway light box and the airport beacon for a total of \$6,658.86. As per South Dakota Aeronautics Commission Policies & Procedures for use of State Funds, paragraph D1, the Corsica Municipal Airport meets the criteria for state funding.

The Commission approved the request by roll call vote: all aye.

Jerry Rieber asked if any runway cones were available for airports, and Tom Koch replied that there were only a few left.

Tom Koch requested Commission approval to publish the **2023 – 2025 South Dakota Airport Directory**. The Office of Aeronautics is requesting approval to publish the 2023-2025 South Dakota Airport Directory. Three quotes for printing 3,000 copies of the directory have been obtained and are as follows:

- Forum Communications Printing, Fargo, ND: \$12,735.91
- Quality Quick Print, Aberdeen, SD: \$20,987.00
- Minuteman Press, Sioux Falls, SD: \$23,302.19

The South Dakota Office of Aeronautics is recommending commission approval to enter into an agreement with Forum Communications Printing to publish the directory at the lowest quote of \$12,735.91.

It was noted that Forum Communications Printing printed the previous directory and that they had a Sioux Falls office. The Commission approved the purchase by roll call vote: all aye.

The meeting adjourned at about 3:20PM.

The next Aeronautics Commission meeting will be on October 20, 2022, at 2:00PM. SDPA

### SD Aeronautics Commission – October 20

The SD Aeronautics Commission held a meeting / conference call on October 20 at 2:00PM with staff in the Becker-Hansen Transportation Building in Pierre.

Participating were Commissioners **Chris Funk** (Volga), **Bob Huggins** (Sioux Falls, Vice Chair), **Dave Luers** (Pierre), **Eric Odenbach** (Eureka, Chair), **Jerry Rieber** (Watertown), [absent: Rolf Johnson (Mina), Kassidy Nelson (Elkton)], **Jack Dokken**, **Jon Becker**, **Tom Koch**, **Nancy Hiller** (all DOT Office of Air, Rail & Transit), **Kari Kroll**

(Executive Assistant, SDDOT Office of Secretary), **Kellie Beck** (SDDOT Division of Management & Finance), **Karla Engle** (SDDOT Office of Legal Counsel), **Kyle Weinman** (Office of Legal Counsel, Contract Administrator), **Steve Hamilton** (SDPA, Yankton).

Chairman Odenbach called the meeting to order and determined that a quorum was present via roll call. 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.

The minutes of the September 15 meeting of the Commission were approved by roll call vote: all aye.

Odenbach opened the floor for **public input**. No members of the public addressed the Commission or offered input.

Joel Jundt was absent, so Kellie Beck gave the **Secretary's report**. On the federal side, Congress passed a continuing resolution on September 30 to fund the FAA through December 16.

Jack Dokken reported that staff was gathering estimates for a consultant to provide potential zoning language for general aviation airports. A statement of work was being prepared, and the Office of Aeronautics would have something for the Commission to review at either the December or the January meetings.

Jon Becker requested Commission consideration of **BIL** (Bi-partisan Infrastructure Law) **Grant Applications**.

**Aberdeen:** Design rehab for runway 13-31 (full panel replacement, joint sealant), pave shoulders, reconstruct edge lights 13-31, replace runway 13 Runway End Identifier Light System, replace runway 31 Precision Approach Path Indicator, replace wind cones, replace runway 13-31 airfield guidance signs. Federal Share \$95,000.00, State Share \$2,500.00, Local Share \$2,500.00, Total \$100,000.00.

**Parkston:** Conduct a cultural survey and aquatic resources survey for future development. Federal Share \$31,500.00, State Share \$1,750.00, Local Share \$1,750.00, Total \$35,000.00.

**Watertown:** Purchase Snow Removal Equipment; reimburse cultural survey. Federal Share \$840,750.00, State Share \$22,125.00, Local Share \$22,125.00, Total \$885,000.00. The airport is proposing to replace the 1998 Oshkosh Chasis with a plow, snow blower and MB broom attachment. The equipment is more than 24 years old and in need of replacement. All the gauge clusters are inoperative, it has several small hydraulic leaks, and the block heaters melted down and started on fire 3 years ago and had to be replaced.

**Webster:** Conduct a cultural survey and aquatic resources survey for future development. Federal Share \$31,500.00, State Share \$1,750.00, Local Share \$1,750.00, Total \$35,000.00. The proposed future projects include a fuel system and AWOS III-P, which are anticipated to be designed and constructed in 2023-2024, and 2024-2025, respectively.

The Watertown project was voted on separately with Rieber abstaining due to a potential conflict of interest. Roll call vote: all aye, none nay.

The Aberdeen, Parkston, and Webster projects were voted on as a group. Roll call vote: all aye, none nay.

With no other business, the meeting adjourned at about 3:10PM. The next Commission meeting is set for November 17 at 2:00PM.

SDPA

### Overheard

*On a routine day of bad weather flying me and the Captain overheard center calling*

**ATC:** "Cargo 244 Heavy descend to one seven thousand and hurry through flight level one nine zero."

**Heavy:** "Roger, descend to one seven thousand and what rate would you like?"

**ATC:** "HURRY"

**Heavy:** "We're hurrying!, Cargo 244!"



SDPA



For a comprehensive aviation event listing, go to <https://sdpilots.com>. CHECK WITH EVENT ORGANIZERS TO SEE IF THE EVENT HAS BEEN CANCELED OR POSTPONED.

**Nov: November is National Aviation History Month** and there's plenty to celebrate. From the first balloons sent up into the atmosphere to every device invented that elevated humans above the earth, our imaginations have been captured by the idea of flight. Aviation History Month recognizes the achievements of the men and women who make it happen.

**Nov:** Madison Aviation Enthusiasts meet at **Madison (MDS), SD**, on Thursdays at 6:00PM for food, fun & flying. Contact Morris Riggan at 605-256-9774 or Charlie Keppen at 605-480-1312.

**Nov:** Coffee, treats & conversation at **Hot Springs (HSR), SD**, every Friday 9:30-11:30AM. Come join us for some hangar flying. Contact Rick Breitenbach at 605-515-9013.

**Nov: SD Civil Air Patrol** meetings. Seniors and cadets meet monthly at Brookings Airport, Custer County Airport, Ellsworth AFB, Lincoln County Airport, Miller Airport, Pierre Airport, Sioux Falls Airport, and Spearfish Airport. For meeting times, specific locations, and contact information, go to <https://sdwg.cap.gov/command/squadrons>

**Nov 5:** Chili / Soup Fly-in at **Harlan (HNR), IA**, at 11:00AM-1:00PM. Free. Sponsored by the 8-Ball Aviation Club of Harlan. Contact Scott Pigsley at 712-744-3366.

**Nov 5:** 2nd Annual It's Getting Chili Out! Chili Cook-Off Competition and Fly-In at **Hutson Field (GAF), Grafton ND**. This event is a chili cook-off competition where anyone can enter their chili. Please sign-up by November 1st by emailing [eachapter1342@gmail.com](mailto:eachapter1342@gmail.com). Chili's will be tasted and judged by event participants. 1st and 2nd Place winners will receive a \$100 gift card to Aircraft Spruce! Contact Angela Werner at 503-443-5764.

**Nov 8:** Monthly meeting of Norfolk EAA Chapter 918 in **Norfolk (OFK), NE**, in the FBO building at 6:00PM. Contact Tim Miller at 402-750-8638 or [tim.mpgpro@gmail.com](mailto:tim.mpgpro@gmail.com)

**Nov 8:** Monthly meeting of Black Hills EAA Chapter 39 at **Rapid City (RAP), SD**. 6:30PM hangar talk and 7:00PM meeting. To get to the EAA Chapter 39 Club House, take Highway 44 east to RC Regional Airport. Then follow Airport Road to Hangar Road. A gate card is required to get in. If you don't have a gate card, contact an officer ahead of time to arrange entry. Contact President Rob Hall at [president@eaa39.org](mailto:president@eaa39.org)

**Nov 12:** 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 Chris Geringer at [cajfoefoss@gmail.com](mailto:cajfoefoss@gmail.com) <https://www.cajfoefoss.org>

**Nov 12:** South Dakota Pilots Association (SDPA) meeting near **Onida (98D) at Foth Farms (18656 Hillview Place, Onida)**. Transportation will be available for the airport to the farm and back to the airport. 11:00AM: presentation by Scott Foth and Chuck Trumble about helicopter flight training. Scott will also talk about Powered Parachutes and has some videos to share from some flights he has taken that some would find interesting. Noon: lunch pizza & pop (\$5 per person). 1:00PM SDPA meeting with cookies. Contact Steve Hamilton at 605-665-8448 or [skyhawk43v@gmail.com](mailto:skyhawk43v@gmail.com)

Directions to Foth Farms: two miles south of Onida on U.S. Highway 83 (also 304<sup>th</sup> Avenue) then east on 187<sup>th</sup> Street and drive one & half miles, then 1/2 mile north to the hangar/garage with the windsock on top of the building. Foth Farms is about 5 miles from the airport. A car will be left at the airport or call Scott at 605-280-2222 or Chuck at 605-484-4753 for a ride.

**Nov 14:** Sioux Falls Ballooning Club meeting in **Sioux Falls, SD**, at 7:00PM at TBD. <http://www.sfballooning.org>

**Nov 19:** CANCELED UNTIL NEXT SPRING -- ~~Airport breakfast in the EAA Chapter 289 Building at Lincoln County (Y14), Tea, SD.~~ Contact **Bruce Beecroft** at 605-376-7120.

**Nov 20:** YRAA potluck meeting with "Thanksgiving" theme at **Chan Gurney (YKN), Yankton, SD**, at 6:00PM in the terminal. Bring a dish or two to share with the group. Contact Steve Hamilton at 605-665-8448 or [skyhawk43v@gmail.com](mailto:skyhawk43v@gmail.com)

**Dec:** Madison Aviation Enthusiasts meet at **Madison (MDS), SD**, on Thursdays at 6:00PM for food, fun & flying. Contact Morris Riggan at 605-256-9774 or Charlie Keppen at 605-480-1312.

**Dec:** Coffee, treats & conversation at **Hot Springs (HSR), SD**, every Friday 9:30-11:30AM. Come join us for some hangar flying. Contact Rick Breitenbach at 605-515-9013.

**Dec: SD Civil Air Patrol** meetings. Seniors and cadets meet monthly at Brookings Airport, Custer County Airport, Ellsworth AFB, Lincoln County Airport, Miller Airport, Pierre Airport, Sioux Falls Airport, and Spearfish Airport. For meeting times, specific locations, and contact information, go to <https://sdwg.cap.gov/command/squadrons>

## SDPA News Editor

Steve Hamilton  
303 Golf Lane  
Yankton, SD 57078-1727

### SDPA Officers

President Bobbie Potts, Gettysburg

Vice President Dwayne LaFave

Secretary Dale Knuth, Hartford

Treasurer Mary Carol Potts, Gettysburg

### District Directors

1 Bob Burke, Pierre

2 Harvey Spieker, Clark

3 Dwayne LaFave, DeSmet

4 George Bittner, Mitchell

5 Marsha Sumpter, Kadoka

6 Sunny Stephens, Rapid City

7 Jerry Densmore, Rapid City

Executive Director Steve Hamilton



<https://sdpilots.com>

**Dec 7 (every year): International Civil Aviation Day** was established in 1994 as part of ICAO's (International Civil Aviation Organization) 50th anniversary activities. In 1996, the United Nations General Assembly proclaimed December 7 as International Civil Aviation Day.

**Dec 10:** Monthly meeting of the Joe Foss Squadron of the Commemorative Air Force at **Joe Foss Field – Sioux Falls Airport (FSD), SD**, at 10:00AM in Maverick Air Center. Contact Chris Geringer at [cafjoefoss@gmail.com](mailto:cafjoefoss@gmail.com) <https://www.cafjoefoss.org>

**Dec 11:** YRAA Holiday Party at JoDean's Restaurant, **Yankton, SD** (arrive at 5:30PM, eat at 6:00PM). The cost is \$10.00 per person for meal and drink, excluding alcoholic drinks, for members and a spouse or significant other. Contact Steve Hamilton at 605-665-8448 or [skyhawk43v@gmail.com](mailto:skyhawk43v@gmail.com)

**Dec 12:** Sioux Falls Ballooning Club meeting in **Sioux Falls, SD**, at 7:00PM at TBD. <http://www.sfballooning.org>

**Dec 13:** Monthly meeting of Black Hills EAA Chapter 39 at **Rapid City (RAP), SD**. 6:30PM hangar talk and 7:00PM meeting. To get to the EAA Chapter 39 Club House, take Highway 44 east to RC Regional Airport. Then follow Airport Road to Hangar Road. A gate card is required to get in. If you don't have a gate card, contact an officer ahead of time to arrange entry. Contact President Rob Hall at [president@eaa39.org](mailto:president@eaa39.org)

**Dec 17 (every year): Wright Brothers Day** – *get out and celebrate – fly somewhere!* Wright Brothers Day is a U.S. national observation. It is codified in the U.S. Code, and commemorates the first successful flights in a heavier-than-air, mechanically propelled airplane, that were made by Orville and Wilbur Wright on December 17, 1903, near Kitty Hawk, NC. On September 24, 1959, U.S. President Dwight D. Eisenhower declared December 17 to be Wright Brothers Day.

**Dec 17: CANCELLED UNTIL NEXT SPRING --** ~~Monthly airport breakfast in the EAA Chapter 289 Building at Lincoln County (Y14), Tea, SD.~~ Contact Bruce Becroft at 605-376-7120.

**Jan:** Madison Aviation Enthusiasts meet at **Madison (MDS), SD**, on Thursdays at 6:00PM for food, fun & flying. Contact Morris Riggan at 605-256-9774 or Charlie Keppen at 605-480-1312.

**Jan:** Coffee, treats & conversation at **Hot Springs (HSR), SD**, every Friday 9:30-11:30AM. Come join us for some hangar flying. Contact Rick Breitenbach at 605-515-9013.

**Jan: SD Civil Air Patrol** meetings. Seniors and cadets meet monthly at Brookings Airport, Custer County Airport, Ellsworth AFB, Lincoln County Airport, Miller Airport, Pierre Airport, Sioux Falls Airport, and Spearfish Airport. For meeting times, specific locations, and contact information, go to <https://sdwg.cap.gov/command/squadrons> SDPA