



SDPA News

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

Volume 27, Number 4

July-August 2020

President's Column

Greetings everyone,

Well, it appears as if COVID-19 is still affecting all our lives but (being somewhat optimistic), we will endure! We've had our second teleconference meeting this year and although it went pretty smoothly (I think) am looking forward to a possible face to face meeting in September.

An off shoot of this self-imposed isolation caused by the COVID-19 virus is something I'll call the two R's; reflection and reading! For my part I'll start with the first R, "reflection" first. I've always been amazed and grateful at the number of folks who have supported our organization through the years both as members and those who serve as officers. We live in a state with a somewhat "diminished" pilot pool and yet our organization is thriving and slowly growing! Dare I say it is a passion for the many women and men in the state aviation game that keeps organizations like ours viable?

Based on my observations while traveling around the state (when I could) does seem to reflect that idea. Quite frankly some of the nicest folks I've met are aviation people. Of course, the fact that I occasionally will have some offer a cup of coffee or volunteer to buy dinner while I'm there has absolutely nothing to do with this observation.

The second R is "reading." I've always enjoyed reading and at times, re-reading a book is almost better than the first time through. I just finished re-reading a book about the Misty Pilots operating during the Vietnam War entitled "Bury Us Upside Down", written by Rick Newman and Don Shepperd. A lot of you folks may not know it but one of the Misty pilots Charlie Summers has lived in South Dakota for a number of years living and working in the aviation game in Rapid City, SD. He not only flew the

South Dakota School of Mines T-28 during the weather mod research program for the School of Mines but also was a flight instructor and Designated Pilot Examiner for many years. Jackie and Charlie spend their winters in the southern part of the country.

As an aside, this book credits Charlie with having the "sharpest eyes in the group!" I would encourage anyone with a passion for aviation to read this one.

Let's be a bit optimistic, about seeing everyone in Wall this September 12th and if not, in the electronic world.

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 – Sept 12

SDPA will hold a meeting on Saturday, September 12 at **Wall (6V4), SD**. John Barney has been communicating with city officials about where to meet and food availability. 11:00am: Program – Jerry Runia and Darrel Sauder will talk about their flights into backcountry strips in Idaho. Noon: mostly likely a Dairy Queen takeout delivered. 1:00pm SDPA meeting. More details in the September newsletter. Contact Steve Hamilton 605-665-8448 or skyhawk43v@gmail.com

Future meetings:

November 14 in Redfield Airport SDPA

New*, Rejoined, & Renewed Members

Aberdeen Airport
Robert Allen, Rapid City
Bradley Ballard, Hermosa
Michael Beason, Rapid City **LIFE**

Mark Buchholz, Watertown
Myra Christensen, Pierre
Steve Christensen, Platte
Robert Dykstra, Pipestone, MN
Steve Falon, Sioux Falls
Earle Geide, Hartford
Bruce Gering, Sioux Falls
Michael Gunvordahl, Burke
Paul Hegg, Sioux Falls
Richard Helton, Chamberlain (2 years)
Darrell Hillestad, Aberdeen **LIFE**
Steven Hoogerhyde, Rapid City
Kevin Huber, Aberdeen
Lyle Huber, Bowdle
Arnold Johnson, Mina
Bruce Jordan, Hill City
Todd Kinser, Mason, OH*
Dean Knie, Aberdeen **LIFE**
Dean Knuth, Hartford
Tom Koch, Pierre
Evan Koep, Brookings
Jerry Konechne, Kimball
Marty Larson, Rapid City
Virgil Lenling, Mobridge
Terry Liddick, Spearfish
Ryan Limesand, Sioux Falls
Dan McKinney, Bismarck, ND
Alfred Nagel, Gettysburg
Dan Nelson, Meadow
Larry Nelson, Rapid City
Brian Olson, Ft. Pierre*
Les Olsen, Kilgore, NE*
Jerry Petersen, Rapid City
Robert Plastow, Mitchell
Darrel Sauder, Rapid City
James Schroeder, Rapid City
William Seykora, Sioux Falls
Kevin Stoecker, Mobridge
Aaron Svec, Estelline
Emily Rose Teets, Rapid City
Harrison Thompson, Brookings
Richard Tupper, Crooks
Tucker Ulmer, Winner
Lee Vaughan, Philip
Steve Witte, Egan

We have 392 members including 101 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.

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

Michael Haubrinh (Racine, WI) emailed President John Barney on June 6, *"Who do I contact to obtain 2 passport books? My wife and I are planning to fly all SD airports this summer. I have completed three States already (Wisconsin, Iowa and North Dakota)." June 8: "Just so I understand, is it one passport per plane? My wife is a student pilot registered with FAA. Also, is the passport book up to date with any new airports added or ones removed since printing? That situation happened in WI. We plan on starting July 6 or 7 for 12 days of flying SD. We will be video recording if possible all airports. If you are interested in seeing some videos of ND and Iowa check out my YouTube channel under my name, Michael Haubrich."* REPLIES: Yes, it is one passport per plane. We did not include co-pilots or passengers in the program. We were not aware that the Wisconsin program included passengers. I routinely update the passports with airport permanent closures and changes from public to private, but not temporary closures due to construction or for other reasons (check NOTAMs). We have one new seaplane airport (Lake Cochrane) that you can fly over without landing, unless you have floats. Good luck with your flights. Steve Hamilton sent Michael a FLY SD Airports Passport, and gave him contact information for requesting a SD Airport Directory.

Tom Johnson (Spearfish) emailed Dwayne LaFave on May 10, *"Dwayne to offer a suggestion for those of us that are from out of state, or transplants, it [would] be great if we could have the airport identifiers for a quick look up. Thanks for all you do."* REPLY by Dwayne LaFave: Not a bad suggestion. I typically just forward what [I] get. Throughout the days of individual emails I send, the SDPA website [aka Steve Hamilton] collects the info for the site list. I try to send out that list once or twice a month. I believe the identifiers are included. We're both getting deluged with cancellations. Hard to keep current.

Dean Knie (Aberdeen) wrote on his membership renewal, *"Thanks for all you do for aviation."*

Norma Kraemer (Deadwood) emailed on May 4, *"Received your newsletter in today's mail. Thank you for another outstanding piece of reading."*

Debi Lett (Eden Prairie, MN) emailed on May 28, *"I'm not sure who to reach out to for the Fly SD program so if you aren't the right person please forward on. I would like to receive a Fly SD Airports program book."* REPLY by Steve Hamilton: SDPA mailed a Passport to Debi. Second email for Debi Lett on May 28: *"Hi Steve, Just wondering if the program is only for the pilot or also for the passenger? WI is for pilot & passenger so I thought I'd ask to see if I will need a book too since I'm the sidekick. Thanks"* REPLY by Steve Hamilton: You are the first to ask about passengers participating in the Passport program. Our

Passport program guidelines all refer to "pilots" with no mention of passengers. I was not aware that the Wisconsin program included passengers.

Jeff Muhlenkort (Beresford) wrote on his membership renewal, *"Great job, Thank you!"*

Teresa Stuart (Beresford) emailed on May 26, *"Good afternoon, My husband is a pilot and I am trying to find where I can purchase the South Dakota airport's 'passport' book. He had one a few years back, but I accidentally ran it through the washer and dryer. Where can I get a new one? Thanks"* [REPLY by Steve Hamilton: You're not the first to accidentally destroy a FLY SD Airports! Passport in the washing machine, , , , and we're sure you won't be the last. SDPA mailed a replacement Passport. NOTE: We have a photo of a "washed" Passport on our website.]

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.

Mike Beason (LIFE, Rapid City) donated \$50 to the Becker-Hansen Memorial Scholarship. This donation was Mike's seventh contribution. *Thank you Mike!* SDPA mailed Mike a framed Certificate of Appreciation for Scholarship Support in recognition of his generous contributions.

John Bormes (LIFE, Aberdeen) donated \$300 (\$150 to the Becker-Hansen Memorial Scholarship and \$150 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown). This donation was John's seventh contribution. *Thank you John!*

Earle Geide (Hartford) donated \$10 to the SDPA Scholarship Funds. This donation was Earle's seventh contribution. *Thank you Earle!*

Bruce Gering (Sioux Falls) donated \$50 to the ACE Camp Scholarship. This donation was Bruce's eleventh contribution. *Thank you Bruce!*

Darrell Hillestad (LIFE, Aberdeen) donated \$50 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown. *Thank you Darrell!*

Dean Knie (Aberdeen) donated \$100 to the SDPA Aviation Maintenance Technology Scholarship at LATI,



Watertown. This donation was Dean's eighth contribution.
Thank you Dean!

Tom Koch (Pierre) donated \$40 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown. This donation was Tom's fourth contribution. *Thank you Tom!*

Virgil Lenling (Mobridge) donated \$20 to the Becker-Hansen Memorial Scholarship. This donation was Virgil's ninth contribution. *Thank you Virgil!*

Ryan Limesand (Sioux Falls) donated \$20 to the ACE Camp Scholarship. *Thank you Ryan!*

Aaron Svec (Estelline) donated \$50 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown. This donation was Aaron's second contribution. *Thank you Aaron!*

Emily Rose Teets (Rapid City) donated \$20 to the ACE Camp Scholarship. *Thank you Emily Rose!*

Harrison Thompson (Brookings) donated \$30 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown. This donation was Harrison's ninth contribution. *Thank you Harrison!*

Rick Tupper (Crooks) donated \$30 to the Becker-Hansen Memorial Scholarship. This donation was Rick's second contribution. *Thank you Rick!*

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.

Apr 30: SDPA (Dwayne LaFave) forwarded (~630 addresses) information from AOPA ASN representative Skip VanDerhule concerning FAA rules regarding the impact of COVID-19 on medical certificates, flight reviews, recent flight experience, pilot in command, knowledge tests, flight instructors, U.S. military and civilian personnel and inspection authorizations.

May 11: SDPA (Dwayne LaFave) forwarded (~630 addresses) information about the fly-over of F-16s over nine eastern SD towns at several healthcare facilities throughout Eastern South Dakota on May 16 to honor fellow Americans working to fight the 2019 Novel Coronavirus (COVID-19).

Jun 7: SDPA (Dwayne LaFave) forwarded (~630 addresses) that the SDPA meeting set for June 13 at Boom's Restaurant in Wagner was canceled due to the COVID-19 pandemic. Steve Hamilton updated the event on the website.

Jun 10: SDPA (Dwayne LaFave) forwarded (~630 addresses) a request for aerial photos for use on the new SDPA website being developed. SDPA

New Pilots in SD

Ryan Limesand (Sioux Falls) passed his checkride on October 30, 2019, in a Grumman Tiger with DPE **Morris Rigglin** at Madison. *Congratulations Ryan on earning your private pilot certificate!* Ryan started flight training in 1999 at Business Aviation in Sioux Falls, took time off to start a family, and then got restarted in aviation by joining EAA Chapter 289 and going on one of their bus trips to AirVenture in 2013 with his son Levi. For flight training Ryan joined the Brookings Aero Sport Flying Club and training in their Grumman Tiger with **Warren Hovland** and **EW Filler** starting in August 2018. Ryan's long cross country was from Brookings to Worthington to Marshall to Brookings. He commented that at times the airport could be busy with SDSU flight students. Ryan bought a 1946 Ercoupe 415D from a guy in Jackson, MN, in early spring of 2019. The plane (hangared at Luverne, MN) was down for a few months getting the fuel tanks refurbished, but since then he has enjoying flying the plane – flying two weeks ago to Windom, MN, with the canopy open. He has given rides to his two kids Levi and Madalyn. Levi has flown on Young Eagle flights, attended ACE Camp twice, completed the Sporty's Ground School course -- earning a free "first lesson" flight, and attended the EAA Air Academy Advanced Camp courtesy of Chapter 289. Ryan plans to use the Ercoupe to fly Young Eagles and visit lots of SD airports as part of the *FLY SD Airport!* Passport program. *Best of luck to you Ryan on your aviation adventures.*



Brian Olson (Ft. Pierre) passed his checkride on May 29, 2020, in a Cessna 206H with DPE **Jordan Hall** at Pierre. *Congratulations Brian on earning your private pilot certificate with high performance rating!* Brian first started flight training in the 1990s, and then life changed directions. With his current bridge building business he logged 283 hours of driving time from January to September travelling from Fort Pierre to various projects in eastern SD – making the decision to earn a pilot's certificate an easy one. He trained in a Cessna 172 at Mustang Aviation with **Kevin Cost** and **Sven Stausch** at Pierre. On the day Brian soloed in August of 2019, Clint Peitz found a plane that Brian wanted -- a Cessna 206 in Detroit, , , , so Brian and Kevin traveled to Detroit, and Brian's first training in the 206 was during the 7-hour flight home to Pierre. He finished his training in the high performance aircraft with Kevin and Sven and flew it for the checkride. Brian said the checkride went smoothly because of the exacting standards set by Kevin and Sven. Brian commented that he probably had the most cross country time of any student pilot as he traveled from Pierre to several towns in eastern SD: Aberdeen, Redfield, Vermillion, Yankton, Sioux Falls, Wagner, Milbank, and others. Brian plans on earning an instrument rating starting in July and possibly a commercial rating in the future. *Best of luck to you Brian on your future training goals and use of your plane in your construction business.*

ATTENTION SDPA MEMEBERS: The SDPA is



promoting general aviation and camaraderie among pilots, mechanics, and aviation enthusiasts in South Dakota by giving a one-year FREE membership to **NEW PILOTS** who have passed their checkride and are residents in SD (started in 2008). SDPA is giving a one-year FREE membership to **NEW MECHANICS** who have passed their practical test for the A&P (airframe & powerplant) test (started in 2016). All the new pilot or new mechanic has to do is complete a membership application and mail it to SDPA, 307 West Blaine Avenue, Gettysburg, SD 57442-1145. **If you know of a new pilot or new mechanic who is a resident of SD** (regardless of where they took their checkride or practical test), **please let us know, and we will mail them an application** (contact Steve Hamilton at 605-665-8448 or email at skyhawk43v@gmail.com). SDPA

Addendum: Steve visited Wagner on the drive home and found Boom's open for business. After visiting the airport, he determined that the pilot lounge was too small to accommodate a SDPA meeting (about a third the size of the area available at Dakota Flight Center). SDPA

>>>>

ATY AVIATION, INC.

(605)-753-1230
WWW.ATYAVIATION.COM
 -FLIGHT INSTRUCTION
 -BIANNUAL FLIGHT REVIEWS
 -PRIMARY AND ADVANCED TRAINING



**FOR MORE
INFORMATION, CONTACT
RAWSON YOST AT
(605)-520-3579**

SDPA Board of Director Meeting – May 23

A meeting of the SDPA Board of Directors was held on May 23 in Mitchell at Dakota Flight Center at 11:00 AM. Participating in the meeting were **John Barney, Bobbie Potts, Steve Hamilton, Dale Knuth** (flew with his son **Dean** in Dale's Cessna 170B), **Harvey Spieker, Dwayne LaFave** (flew in his Aeronca Champ), and **George Bittner. Pam Hamilton and Dean Knuth** were guests. Social distancing was undertaken (no handshaking or fist or elbow bumping).

Thank you Dakota Flight Center for the use of your facilities. We noticed the Center had their framed SDPA Lifetime Membership certificate prominently displayed along with the latest SDPA newsletter and several SDPA membership leaflets. *Thanks.*

The meeting was called by John Barney for the purpose of discussing and voting on an amendment to the SDPA by-laws. John personally called each of the officers including those absent about the purpose of the meeting. In light of the COVID-19 pandemic and the likelihood of limited or no meetings in the near future, an amendment to the by-laws was needed to allow for voting during teleconference calls and videoconference calls.

John Barney called the meeting to order at 11:04 AM with a quorum present (President or Vice President and three Directors). Steve Hamilton reviewed the background on the proposed amendment (previously reported on page 5 of the April-May issue of *SDPA News* newsletter).

Steve moved, seconded by Harvey Spieker, the following motion: Add a new Section F under Article II Meetings of the SDPA By-Laws: *"Section F: VOTING: Each member in good standing prior to the start of a membership meeting, may vote on motions at a membership meeting. During Board of Directors teleconference call meetings and videoconference call meetings, roll call will be used to determine a quorum and votes on motions."* After discussion, the vote was all aye, none nay.

A decision on the whether to hold the June 13 meeting in Wagner will be made in the near future. Steve will check on the status of Boom's Restaurant. As an alternative, Steve will check on use of the pilot lounge at the airport. If necessary, due to the COVID-19 pandemic, a teleconference meeting might be held instead of a face-to-face meeting.

The meeting adjourned at 11:23 AM.

SDPA Meeting – June 13

The SDPA meeting planned for June 13 at **Boom's Restaurant in Wagner** was canceled due to concerns about the COVID-19 pandemic. Instead, a conference call was held at 1:00 PM on June 13 with the Board of Directors.

Participating in the conference call were **John Barney** (Brookings), **Bobbie & Mary Carol Potts** (Gettysburg), **Dale Knuth** (Hartford), **Rolf Johnson** (Mina), **Dwayne LaFave** (DeSmet), **Marsha Sumpter** (Kadoka), **Sunny Stephens** (Rapid City), and **Steve Hamilton** (Yankton). John Barney did a roll call of those present and determined that a quorum of officers was present.

The highlights of the informational conference call meeting on April 11 were recapped, but there was no vote on the meeting minutes since the conference call was not official.

Dale Knuth reviewed the meeting **minutes of the May 23 meeting** held at Dakota Flight Center, Mitchell Airport. Sunny Stephens commented that passing a By-laws amendment to allow official board meetings via teleconference call or videoconference was important for conducting official business of the organization during the pandemic and other situations precluding face-to-face meetings. The minutes of the May 23 meeting were approved by roll call vote: all aye, none nay.

Mary Carol Potts gave the **treasurer's report**. Balance & reserve on hand April 8, 2020: \$50,239.28; total expenses \$1,263.75 as of June 11, 2020; total income \$2,685.00 as of June 11, 2020; reserve for LifeTime Membership \$22,220.00 as of June 11, 2020; reserve for donations for scholarships \$8,567.34 as of June 11, 2020, balance on hand as of June 11 (minus reserves for Lifetime Membership and donations for scholarships) \$20,873.19; balance & reserves \$51,660.53. The report was approved by roll call vote: all aye, none nay.

Steve Hamilton gave the **membership report**: 398 members including 101 LifeTime Members.

District 1 Report: Rolf Johnson said that spring airport improvement projects were underway in his district. Bobbie Potts commented that a new asphalt apron was completed in



front of a private hangar at Gettysburg Airport. [Rolf resigned his Director position after the meeting. *Thank you for your service as an officer and best of luck to you Rolf on your future endeavors.*]

District 3 Report: Dwayne LaFave reported that the two twin hangars at De Smet Airport were connected via an enclosed walkway. One hangar has a second floor that looks like a small control tower. Dwayne noted that the Thursday evening gatherings of aviation enthusiasts were continuing at Madison Airport, and those on the first Wednesday evening at Brookings Airport would be restarted in July.

District 5 Report: Marsha Sumpter reported that there was a new apron in front of the orange hangar at Philip Airport. Also the new hangar was full of airplanes now. Kadoka Airport was mowed and trimmed.

District 6 Report: (see separate report) Dwayne LaFave commented that Bruce Bowen and the Sturgis Airport were getting calls from aircraft owners looking for hangar space due to the lack of hangars at the Rapid City Regional Airport.

District 7 Report: Dwayne LaFave flew his Aeronca Champ to **Isabel Airport** on June 7 for their second annual fly-in breakfast. He said there were a dozen airplanes, and the breakfast was served to about 80 people.

Under old business, Rolf Johnson said that he finally got a reply to his inquiry with the SD Department of Education. He had contacted them about using the **AOPA High School Curriculum** for instructing STEM (Science, Technology, Engineering, and Math). **Jennifer Fowler** (Science Specialist, SD Department of Education, Division of Learning and Instruction, Pierre) said that the topic of the AOPA High School Curriculum would be discussed at the Fall Education Conference. Rolf said that he had not gotten replies from other contacts he made last fall including the Aberdeen School District.

Under new business, the topic of updating information on the **SDPA bank account** was discussed. Bobbie Potts commented that the bank account was established in late 1993-early 1994 at the Bank of the West in Gettysburg using his name and social security number. In order to change the name to "South Dakota Pilots Association" and use SDPA's EIN (Employer Identification Number) issued by the IRS, the bank required the minutes of the official meeting where in a motion was passed authorizing the changes. Moved by Steve Hamilton, seconded by John Barney, to change the bank account name from "Bobbie Potts" to "South Dakota Pilots Association," change from Bobbie Potts' social security number to SDPA's EIN number, but keep the same mailing address (307 West Blaine Avenue, Gettysburg, SD 57442-1145). Roll call vote: all aye, none nay.

Bobbie Potts checked with the bank about opening a **Money Market account** for the SDPA. The bank said that any account earning more than \$20/year required filing an IRS Form 1099.

A Money Market account with \$20K would earn about \$64. No action was taken.

Steve Hamilton reported the status of the **SDPA website** update. As of June 12, the website developer has created the skeleton of the new website with an anticipated publication sometime in July.. One aspect of the website will be a set of scrolling aerial photographs of SD features. Dale Knuth said he would be sending a packet of aerial photos for consideration. Dwayne LaFave suggested getting photos used in the SD Airport Directory.

District officer positions were briefly discussed.

John Barney was optimistic about a face-to-face **SDPA meeting in Wall on September 12**, but wondered about the tourism and traffic following any lifting of restrictions due to the COVID-19 pandemic. John will investigate a meeting place and facilities in Wall or at the airport.

John assumed that the November 14 face-to-face meeting in Redfield was still a "go."

Future meeting dates and places were discussed with the idea of keeping the same speakers for the two meetings that were cancelled in 2020, but switch months as follows:

April 10, 2021: Wagner with speaker Richard "Skyraider" Hall.

June 12, 2021: Hot Springs with speaker Petra Wilson.

The conference call meeting adjourned at 2:14 PM. SDPA

District 4 Report by George Bittner

You probably don't need me to share the aviation news from District 4, which is the news of the other districts, the nation and the world. There is a significant drop of airport activity. General aviation, maintenance, flight training and commercial aviation -- all affected by COVID-19. Larger southern airports were turned into aircraft storage areas on taxiways and runways. A recent photo had 29 Delta jets compactly stored side by side in a line on Runway 19L at

Kansas City International. Sixteen thousand commercial airliners were grounded worldwide in March. It was a little eerie to drive by FSD at the end of March and see the car parking lot nearly empty.

As of the middle of June the car parking lot was maybe one third full. In business aviation it was more Zooming and less travel. Those of us who are the small general aviation pilots may have been impacted the least. We can still go to the airport, (although some were closed by COVID-19 sensitive Mayors and City Councils) social distance at 5000' and return home. Significant are the personal stories from aviation schools and the students who are deeply invested in a future career who are caught in the middle, and the career pilots who were suddenly grounded. There has been a lot of stress, emotion and lives affected. I'm not qualified to predict the future, but traffic is picking up and air travel is not going away. The unknown is always difficult, and the future of aviation may



change but we'll adjust.

In March, the Governor suggested because of my age I should stay isolated except for a drive, a walk or maybe the ER if I'm having a heart attack or the funeral home if I died. We're spending a lot of time in Sioux Falls which is another story, but one of our COVID activities has been watching aircraft land at the Sioux Falls Airport.

Kevin O'Donnell wrote an article about his fond memories as a youth lying on the hood of a car beneath the final approach to Miami International Airport to watch airplane landings. "Don't need to spend a dime to have a great time."

Most airports in SD do not have Miami traffic. But, in Sioux Falls even with limited airline traffic, it gets a little busy in the 8-9 PM time range with air cargo traffic along with the evening airline traffic. With my limited aircraft identification skills, I recognize Alpine Air Beech 1900s, FedEx Caravans and Cessna 402s. Flight Aware gives you the exact time a UPS Boeing 767 completes its two-hour flight weeknights from Calgary to Sioux Falls. I think this is the largest aircraft that has a regular schedule into Sioux Falls. I'm a little partial to UPS. Their brown and white colors match my Greensburg High School colors, home of the Golden Lions. Other heavy Cargo flights including FedEx come from Memphis and Louisville earlier in the day. There are good parking spots to watch these arrivals just outside the airport boundary for Runway 3-21 and 33.

Plane spotting is a recognized activity and hobby. Aviation geeks consider Maho Beach on St Maarten, in the Caribbean, SXM Runway 10 a must see destination. Visit YouTube St Maarten Plane watchers.

There's probably more interesting things to do during a pandemic but I'm still impressed with watching the coordinated effort of the flight crew and Air Traffic Control bringing a few hundred thousand lbs. of aircraft out of the sky, fly over you on short final and touchdown. Don't leave before you get the roar of engine reverse and speed brakes and on a wet runway the mini hurricane behind the aircraft. So, if things are getting too boring, head to the airport and see how far out you can identify aircraft on final approach. If you want to stretch out on the hood. It's free. SDPA

District 6 Report by Sunny Stephens

Since the pandemic, activities at all area airports is hit and miss so my report consists of mainly news from our Regional airport in Rapid City.

Patrick Dame, airport director, has indicated that enplanements are still down 85% over last year; however Rapid City is seeing a 5% improvement compared to nationwide enplanement numbers.

In the renovation/upgrade progress, a new ionizer has been ordered for another level of sterilization while additional cleaning is ongoing in the terminal. There have been some issues with the new escalators and technicians are working on them. The old escalator has been removed and flooring work is in progress.

The Airport has received a supplemental grant for the replacement of jet bridges and director Dame was notified that they have been approved for funding for a third jet bridge. The Airport also received the CARES grant to cover

expenses incurred beginning January 20, 2020 and beyond up to four years; reimbursement requests will have to be submitted to receive these funds.

Aeronautical fee waivers as requested by Dale Aviation, Westjet Air Center, Inc. and Moyle Petroleum were denied by unanimous motion.

Mr. Dame acknowledged the recent passing of Milo Schindler (April 27) and the board's appreciation for his long time service to the general aviation community and expressed condolences to his family. The new president of the General Aviation Committee is Robert Allen.

I continue to hear concerns that passengers are not wearing masks as voluntary safety measures and that promised social distancing is taking the back seat to filling some flights. SDPA

ACE Camp 2020 -- CANCELED

SDSU has canceled ACE Camp 2020 due to the SDSU COVID-19 policy. Check back next spring for ACE Camp 2021. For information please email acecamp@sdstate.edu



SDPA

Becker-Hansen Memorial Scholarship

The SDPA is pleased to announce the opening of the **Becker-Hansen Memorial Scholarship** nomination process for **2020!!** The Scholarship was created in January 1998 by the SDPA to honor the memory and spirit of state pilots **Ron Becker** and **Dave Hansen**, who lost their lives in the crash of the state's MU-2 aircraft near Dubuque, Iowa, on April 19, 1993, which killed Governor George S. Mickelson, state Economic Development Commissioner Roland L. Dolly, Energy Commissioner Ron Reed, and Sioux Falls businessmen Angus C. Anson, David S. Birkeland, and Roger A. Hainje. The Scholarship originally awarded \$500 annually to a South Dakota pilot or student pilot to complete their training or a rating. The award was increased to \$800 beginning in 2005, \$1,000 in 2009, \$1,250 in 2011, \$1,500 in 2015, and \$2,000 in 2017. The purpose of the program is to encourage more pilot starts and advanced ratings in South Dakota.

The criteria for the award and the ***nomination form can be found on the SDPA web site (www.sdpilots.org).*** ***Nomination forms are due to the SDPA no later than August 10.*** Judging of the nominations by the SDPA officers will occur in September, and the winner announced in the November newsletter.

Past scholarships: 1998 **Al Rohrbach** (Pierre), 1999 **Denise Vig** (Faith), 2000 **Misti Ausland** (Florence), 2001 **Joshua Grundt** (Rapid City), 2002 **Jody Weidenbach** (Watertown), 2003 **Tyler Johnson** (Brandon), 2004 **Bob Arneson** (Rapid City), 2005 **Kevin Hamann** (Sioux Falls), 2006 **Scott Schramm** (Brookings), 2007 **Timothy Hyde** (Huron), 2008 **Dan Berryhill** (Spearfish), 2009 **Justin Bierwirth** (Custer), 2010 **Rachel Odens** (Vermillion), 2011 **Brad Woerner** (Yankton), 2012 **Nathan Keith** (Hermosa), 2013 **Brandon West** (Brandon), 2014 **Elizabeth Hubbard**

(Spearfish), 2015 **Kelley Jorgensen** (Burbank), 2016 **Lydia Elaine Anderson** (Sioux Falls), 2017 **William Seykora** (Sioux Falls), 2018 **Caden Haiar** (Alexandria), and 2019 **Matthew Schad** (Rapid City).

Footnote: The SDPA will consider an application from anyone who has previously received the Becker-Hansen Memorial Scholarship after a delay of 3 years, but will give the candidate a lower-priority for receiving a second scholarship than other candidates (policy adopted by vote at the SDPA meeting in Mitchell on July 27, 2008). SDPA

2020 Transportation Hall of Honor

It is time to think of the people you know, or have worked with, that have made outstanding contributions to South Dakota's transportation systems and acknowledge their achievements by nominating them for the SD Transportation Hall of Honor. The purpose of the **Transportation Hall of Honor** is to give recognition to those persons who have made a lasting, valuable, and/or unique contribution to South Dakota's **AIR, HIGHWAY, RAIL, & TRANSIT** transportation system. The **nomination form** can be secured from Kari Kroll at 605.773.5105 | kari.kroll@state.sd.us **Nomination Deadline:** July 30, 2020

Completed nomination forms should be submitted to: Kari Kroll, Office of the Secretary, SDDOT

Note: It is important to note that your candidate may not be familiar to the members of the selection committee. Therefore, a complete and thorough explanation of your candidate's accomplishments is critical to the selection process.

If you have any questions, I am always happy to help in any way I can!

Be safe and well,
Kari Kroll | *Executive Assistant*
South Dakota Department of Transportation
700 E. Broadway Avenue | Pierre, SD 57501
605.773.5105 | kari.kroll@state.sd.us

SDPA

LATI LATC

Beginning July 1, Lake Area Technology Institute becomes Lake Area Technical College. The change from "Institute" to "College" was approved by the 2020 SD Legislature and signed into law by Governor Kristi Noem on February 25, 2020.

The name change also applies to other institutes including Mitchell Technical College (Mitchell), Southeast Technical College (Sioux Falls), and Western Dakota Technical College (Rapid City).

The name change was codified in the 2020 SD Legislature in **House bill 1083**, An Act to rename the postsecondary technical institutes as technical colleges. The primary statute that was amended was SDCL 13-39A (Title 13: Education, Chapter 13-39A: South Dakota Board Of Technical Education). SDPA

AME Availability

FAASTeam Safety Notice Number: NOTC0172

The Federal Aviation Administration (FAA) Office of Aerospace Medicine (AAM) has been monitoring Aviation Medical Examiner (AME) availability to see airmen for medical certification examinations. A majority of our AMEs are available and adhering to all state and local mandates on best clinical practices with regard to current pandemic guidelines to ensure your safety. If your AME is not yet seeing patients, go

to <https://designee.faa.gov/#/designeeLocator> and search your local geographic area for another AME. Your Regional Flight Surgeon's office can also assist you or if you have questions. The URL noted in this advisory will permit you to access the Regional Flight Surgeon's office(s) in a specific geographic location. https://www.faa.gov/licenses_certificates/medical_certification/rfs/ SDPA



FAA Updates COVID-19 Relief SFAR

Kate O'Connor (AVwebFlash, June 25)

The FAA has issued an amendment expanding a special federal aviation regulation (SFAR) designed to provide regulatory relief for individuals unable to meet some training, experience, testing and checking requirements due to the coronavirus (COVID-19) pandemic. The original SFAR, which was published on April 30, extended the validity of medical certificates expiring from March 31, 2020, through May 31, 2020, until June 30, 2020. The amendment extends medicals expiring between March and September 2020 by three calendar months from their expiration date.

"The amendment recognizes that even as stay-at-home advisories are lifted, airmen continue to experience difficulty complying with certain training, recency, checking, testing and duration requirements," the FAA said. "Those who may be affected by this amendment should carefully review the eligibility, conditions and duration of each section of relief to ensure compliance."

Under the amendment, provisions granting eligible individuals with expiring FAA knowledge tests, flight reviews and instrument currency an additional three months to complete requirements will also be extended through September 2020. It does not extend the grace period for flight instructor certificate renewals past June 30. The

amendment is scheduled to be published on June 29 and is valid through March 31, 2021.

Email forwarded by **Jack Dokken**, SD DOOT, from **Andrew Giacini**, FAA Office of Government and Industry Affairs, on June 25:

Due to the extraordinary circumstances created by the COVID-19 public health emergency, the Federal Aviation Administration is adopting a Special Federal Aviation Regulation (SFAR) that will provide regulatory relief to members of the aviation community. The Administrator has today signed the attached SFAR and it has been delivered to the Office of the Federal Register to be put on public display and then published.

This SFAR grants relief from certain FAA regulations that contain training, recent experience, testing, renewal, and checking requirements. This relief enables the continuity of aviation operations that are critical during the COVID-19 public health emergency, reduces unnecessary risk of exposure, and addresses other areas of concern. Most of the relief provided by the SFAR is directed at those individuals, operators, and certificate holders affected between March and June 2020. Specific details for each area of relief are included in the attachment. Below is a list of the regulatory areas covered by this SFAR:

Relief from Certain Training, Recency, Testing and Checking Requirements

- Part 61
 - Second-in-Command Qualifications (§61.55)
 - Flight Review (§61.56)
 - Recent Flight Experience: Pilot in Command (§61.57)
 - Pilot-in-Command Proficiency Check: Operation of an Aircraft That Requires More Than One Pilot Flight Crewmember or is Turbojet-Powered (§61.58)
- Part 91, Subpart K Flight Crewmember Requirements (§§91.1065, 91.1067, 91.1069, 91.1071, 91.1073, 91.1089, 91.1091, 91.1093, 91.1095, 91.1099, 91.1107)
- Mitsubishi MU-2B Series Special Training, Experience, and Operating Requirements (Part 91, §§91.1703, 91.1705, 91.1715)
- Part 107 Aeronautical Knowledge Recency (§107.65)
- Part 125 Flight Crewmember Requirements (§§125.285, 125.287, 125.289, 125.291, 125.293)
- Robinson R-22/R-44 Special Training and Experience Requirements (SFAR 73)

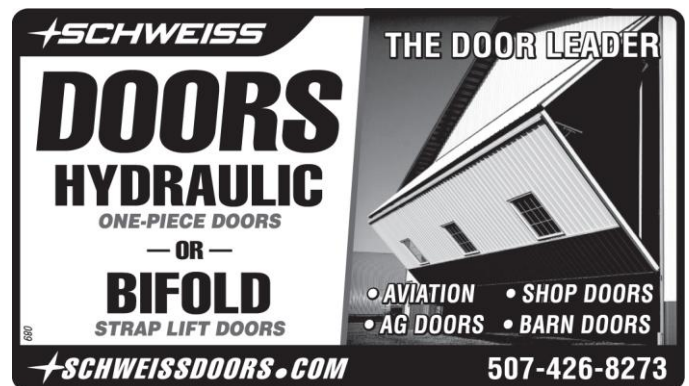
Relief from Certain Duration and Renewal Requirements

- Part 61
 - Medical Certificates: Requirement and Duration (§61.23)
 - Prerequisites for Practical Tests (§61.39)
 - Renewal Requirements for Flight Instructor Certification (§61.197)
- Relief for U.S. Military and Civilian Personnel Who are Assigned Outside the United States in Support of U.S. Armed Forces Operations (SFAR 100-2)
- Part 63
 - Certificates and Ratings Required (§63.3)

- Knowledge Requirements (§63.35)
- Part 65
 - Dispatcher Knowledge Requirements (§65.55)
 - Eligibility requirements: General (§65.71)
 - Inspection authorization: Renewal (§65.93)
 - Military riggers or former military riggers: Special certification rule (§65.117)
- Part 141
 - Requirements for a Pilot School Certificate (§141.5)
 - Renewal of Certificates and Ratings (§141.27)

Other Relief for Special Flight Permits (§21.197)

SDPA



Protecting GPS: Senators Grill Officials on Ligado Network Plan

(by Dan Namowitz, AOPA On-line, May 7)

Committee Chairman Sen. Jim Inhofe (R-Okla.) said his committee's focus was to spotlight the national security implications of the network proposal being advanced by Reston, Virginia-based **Ligado Networks**.

Ligado is proposing a terrestrial wireless network that would mostly support Internet of Things service as the successor of LightSquared, a venture that went bankrupt in 2012 while pursuing network approval in the face of strong resistance—especially from the aviation sector.

Senators on the committee pressed a panel of military and government expert witnesses on the procedures the FCC followed in approving the network license on April 20, how the license approval might be reconsidered, and what could happen to Ligado's bandwidth if the company opted to sell its place on the L-band to another service provider rather than develop the proposed network.

Several senators, citing their need to better grasp technical aspects of the issue, sought explanations of how the conflicts posed for GPS could be caused by both the power and the position on the electromagnetic spectrum of the Ligado transmissions. Dana Deasy, the chief information officer for the Department of Defense, likened the difficulty of receiving GPS signals that reach the ground from space at very low power while a wireless network operates on nearby frequencies to trying to pick out the rustling of leaves over

the noise of jet engines.

The senators' concerns—including the possibility of intentional GPS interference by a military adversary of the United States—were a clear indication that the objections to Ligado raised by the Department of Defense, the National Defense Industrial Association, and a coalition of organizations including AOPA were registering with committee members.

The industry coalition—made up of airlines, aviation and science associations, engineers, scientists, and more—made their case in a letter to the committee's leadership, noting problem areas of the Ligado plan in national security, public safety, the economy, and regulatory matters.

"For these reasons and many more, we are strongly urging the FCC to stay and reconsider its decisions on Ligado," it said. More organizations were signing onto the letter even as the hearing proceeded.

AOPA has long opposed any network plan that could threaten GPS reception until technical issues are satisfactorily resolved.

"Experts note that the impacts caused by GPS interference as a result of the FCC decision would not only have negative impacts on our nation's military but also on millions of general aviation operations each year," said AOPA President Mark Baker in a statement issued in advance of the hearing. "Given the apparent safety and national security issues involved with this decision, we believe the FCC should immediately rescind this order until concerns are fully addressed and agreed upon by all parties involved."

A growing number of senators, who recently returned to Washington, D.C., are signing onto a letter of their own opposing the FCC decision, including several who did so after the hearing, said AOPA Senior Vice President of Government Affairs Jim Coon.

The bipartisan list (and one independent) of senators signing the letter had grown to 21, prompting Inhofe to extend the cutoff for signatures an extra week, Coon said.

(by Dan Namowitz, AOPA On-line May 21)

Garmin International, a leading navigation technology company, wrote to the FCC on May 15 "to supplement and correct the record regarding several faulty assertions" it said the FCC included in its order in the Ligado case. Garmin reiterated its "ongoing concern" that GPS-based devices could experience interference from the proposed "internet of things" network that would operate on the L-band spectrum adjacent to GPS frequencies.

In the letter signed by three software and engineering officials, Garmin said the FCC's order "relies heavily" on "co-existence agreements" between Ligado Networks and GPS manufacturers.

But Garmin said it never entered into such agreements, only participating in "a technical settlement agreement in 2015 to resolve ongoing litigation brought against it by Ligado. Nothing in the Settlement Agreement constitutes support for or an endorsement of Ligado or its proposed services or technologies.

"Garmin states again that it does not support or endorse Ligado's license modification applications," the letter said,

adding that the settlement agreement "captures Garmin's ongoing concern about its certified aviation devices" and preserves its ability to "petition the government for protection of these devices."

(Aero-News Network, May 26)

ALPA [Air Line Pilots Association International] has called on the Federal Communications Commission (FCC) to reconsider a recent decision that threatens the safe operation of Global Positioning System (GPS) aviation communication, navigation, and surveillance services. In its Petition for Reconsideration, ALPA called the Commission's Ligado Networks decision "arbitrary, irrational, and unsupported on any logical basis by the record."

(AOPA On-line, May 27)

The petitions were filed as numerous public and private-sector opponents of the Ligado network proposal have been galvanized to action by the FCC's unexpected approval of the network plan in April. From technical concerns about GPS-signal jamming to officials' outrage at the FCC, critics have called for a reversal of the unanimous vote that they say left critical GPS-interference vulnerabilities unresolved.

As the controversy has continued over Ligado's proposed network to support "internet-of-things" service, the FCC has publicly reiterated its mission to "accelerate the buildout of 5G in communities across the country."

In a petition transmitted to the FCC on May 22, the National Telecommunications and Information Administration (NTIA), a Commerce Department agency that develops broadband internet-access policy goals, urged the agency to rescind the conditional approval issued to Ligado Networks, contending that it "will cause irreparable harms to federal government users" of GPS.

Although focused mostly on the Department of Defense's GPS concerns, the NTIA also said the FCC "failed to consider the major economic impact its decision will have on civilian GPS users and the American economy." It called for the FCC to mount "a truly independent technical evaluation" to be conducted by an entity "not affiliated with any interested party."

Separately, the NTIA filed a request for "a stay in the proceedings to prevent Ligado from deploying its network until this petition is addressed and harmful interference concerns are resolved."

A petition filed by 10 aviation organizations including AOPA contends that the FCC's conditional order lacks technical parameters to protect GPS-based navigation and satellite communications from interference.

Ligado Networks is the successor to LightSquared, a terrestrial wireless network proponent that filed for bankruptcy in 2012 after failing to win approval for its proposal that also raised concerns about potential interference with GPS reception. AOPA was a leading opponent of the proposal in the aviation sector.

(Aero-News Network, June 4)

On June 3, the AEA [Aircraft Electronics Association] and a group of 69 aviation organizations wrote to Marlene H. Dortch, secretary of the Federal Communications

Commission, in support of a petition for stay filed by the National Telecommunications and Information Administration. The petition to the FCC was filed May 22, and it opposed the FCC's April 20 order of approval for Ligado Networks' proposed high-speed broadband cellular network operating near frequency bands currently used by GPS and satellite communications networks. The petition noted a variety of concerns with the FCC's April 20 order of approval for the nationwide 5G cellular service, including Ligado's failure to sufficiently demonstrate its ability to not interfere with other frequencies. It also questioned the FCC's approval without conducting a public review of the draft order. Ligado, formerly known as LightSquared, failed twice in recent years to win approval for deployment of its low-power 5G network. SDPA



**FLY
JET CENTER**
A Skyways Company

📍 Huron Regional Airport
PO Box 926 • 426 15th St NW
Huron, SD 57350

☎ o: 605.352.9262
tf: 800.919.7141

🌐 www.flyjetcenter.com

FULL SERVICE FBO & AIRCRAFT MAINTENANCE

The Care and Feeding of Stall Indications

(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 time, 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! *Mike Jesch*

ATP, Master CFI, USPA VP Safety Education SDPA

Overheard

On October 10, Qantas's first Airbus A380 visited Auckland, marking the first visit of the type to New Zealand. It did a press junket promotional flight across the city and environs, filmed by a news helicopter, ZK-HST. This was heard on Auckland control 124.3:

ZK-HST: "Auckland Control, Hotel Sierra Tango. We've filmed the takeoff, and we'd like to track to the city to film the flyover."

Auckland Control: "Hotel Sierra Tango, do you have the A380 visual?"

ZK-HST: "Affirm, Boeing in sight!"

[Yikes, Reread it. It's an "Airbus," not a Boeing!]

SDPA

The Century Club -- 100 Years of Flight Service

(FAA Safety Briefing by James Williams, FAA Safety Briefing Associate Editor)

With the design life of a human body landing somewhere between 80 and 100 years, we rightly look upon 100 years as a point of celebration. The same can be said for the aviation industry. Back in 2003, powered flight celebrated its centenary with great fanfare. This summer marks another milestone in the aviation world: Flight Service joins the century club on August 20.

After the First World War transformed the airplane from an intriguing novelty to a functional tool, countries around the world sought to establish routine air mail service. The birth of Flight Service played a key role in accomplishing this goal.

The U.S. Post Office Department ordered the creation of air mail radio stations on the route between New York and San Francisco. These air mail radio stations provided services similar to those that their modern descendants offer to pilots today.

Change is the Only Constant

Death, taxes, sharks, and crocodilians are about the only things in this world that seem immune to change. Like any organization that's been around for a century, Flight Service has changed. In fact, Flight Service is now in the midst of perhaps its biggest change ever — and that's saying something for an organization turning 100. I am not that old, but just in my lifetime, Flight Service has shifted from in-person briefings at actual physical stations (which I have received from three different Flight Service stations) to telephone briefings, and now largely to computer briefings. This signals a significant shift from largely two-way (briefer to pilot) communication to self-briefings that include automation-based information and communication.

Flight Service is now in the midst of perhaps its biggest change ever. The FAA is monitoring this trend, watching Visual Flight Rules (VFR) flight plans filed with a specialist continue to decrease while VFR flight plans filed via web services increase significantly. The data shows a very strong correlation. In the period between 2013 and 2019, specialist-filed plans decreased from a high approaching 30,000 per month to less than 5,000. During the same time period, web-filed plans increased from less than 5,000 to a peak of over 40,000.

Of course, this isn't a new trend. Flight Service introduced computer-based briefings and flight plan filing with the Direct User Access Terminal Service (DUATS) program in 1990. But as the internet became ubiquitous, Flight Service faced a critical juncture. DUATS had started as, and for many years continued to be, secondary to the core function of specialist briefings. DUATS has been sunsetted, but Flight Service does provide alternate web-based services for pilots.



Change is rarely easy for large organizations and this is a large change for a large organization.

The Future is Now!

"Our challenge was how to provide the best possible service to our users, both today and in the future," explains Chris Henne, Manager of the Flight Service Safety and Operations group in the Air Traffic Organization's System Operations Services. "What can we do today that can not only improve the user experience, but also reduce the government's cost — all without compromising safety? The unique circumstance of pilot preference for online products, combined with modern technology, provided the chance to meet both goals," Henne continues. So the emphasis shifted to improving web services.

Today, the FAA continues to directly handle Flight Service in Alaska, while a contract service provider performs these functions in the contiguous United States (CONUS), Puerto Rico, and Hawaii. The Flight Service website (www.1800wxbrief.com) has been enhanced to include a mobile-friendly format, ICAO flight plan support, graphical flight planning, the ability to filter extraneous NOTAMs, and 45-day retention of pilot history data. "In the future we'd like to be able to better link our web briefings and those given by specialists," Henne says. "That way if a pilot has questions about a specific item in a briefing, the specialist can see what the pilot is looking at and answer the questions faster and more directly than simply repeating a briefing the pilot has already received." This could save both the pilot and specialist time and improve the briefing experience.

If you haven't tried www.1800wxbrief.com or if it's been some time since you have, it's worth a visit. You can establish an online account with Flight Service that will allow you to obtain enhanced weather and aeronautical information services and be sure to check out the new mobile version.

Briefing Strategy

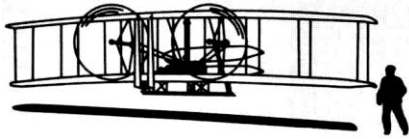
What should your briefing strategy be? How should you communicate with Flight Service? You have choices! While the emphasis is on self-briefing, specialists are still available to take your call. Start with the Flight Service website or other approved sites or apps. These portals are a great starting point. If you are confident about your grasp on current and forecast conditions, you can file and be on your way in a few clicks or taps. If you have any doubts or questions, just call Flight Service, and tell the briefer what type of forecast you already have in order to help them better answer your questions. The specialist can take you on a deeper dive into any particular concerns you might have.

Communication about weather is critical to any flight. But the nature of that communication is up to you. The FAA is focusing on web services because that's where the users are. Also, every enhancement that makes a web briefing better can be scaled across the system without delay or much cost. Telephone briefings are great for discussion of specific concerns, but not so much for broad awareness. Your needs should drive your strategy. "Most times a web briefing will probably provide a great solution, but there are times when you might need a little extra help and that's why we're here," Henne said. To paraphrase an old advertising slogan: "We'll leave the phone on for you."

SDPA

National Aviation Day

National Aviation Day was established in 1939 by **Franklin Delano Roosevelt**, who issued a presidential proclamation which designated the anniversary of **Orville Wright's birthday** (August 19) to be National Aviation Day (Mr. Wright, born in 1871, was still alive when the proclamation was first issued, and would live another nine years). The proclamation was codified (USC 36:1:A:118), and it allows the sitting U.S. President to proclaim August 19 as *National Aviation Day* each year, if desired. Their proclamation may direct all federal buildings and installations to fly the U.S. flag on that day, and may encourage citizens to observe the day with activities that promote interest in aviation. (Wikipedia) SDPA



Flying Safe and Friendly Skies

(South Dakota Magazine)

South Dakota Magazine had a section on "2020 Guide to Higher Education" and included the **Lake Area Technical Institute's Aviation Maintenance Technology Program**.

Graduates of Lake Area Technical Institute's aviation maintenance program can be found around the globe, working as contractors in the Middle East or building space travel prototypes for Virgin Galactic. But there are plenty of opportunities to stay close to home, as well. "There's hardly a shop in the whole state that doesn't have a graduate from Lake Area Tech in it," said **Greg Klein**, a 1977 graduate of the program and its current director.

That's due in part to demand and the exclusivity of the program. Only about 150 schools in the country offer aviation maintenance; Lake Area Tech's program is the only one to be found in South Dakota, North Dakota, and Wyoming. The school's creators certainly deserve some credit. When Lake Area Tech was founded in Watertown in 1965, aviation maintenance was among its first programs.

Now, 55 years later, the program is expanding by offering a professional fixed wing pilot associate of applied science degree. "There's such a shortage of pilots and mechanics in the world right now that it just made sense," Klein says. "That's what we do at Lake Area Tech. We provide manpower for industry, and that's a gap in the industry that needs some help from education." SDPA



The Best Teacher

(NASA Aviation Safety Reporting System: CALLBACK newsletter)

A Cessna 172 pilot attempted to thread the needle while taxiing to the runway. Failure was forged into wisdom, and

judgment was honed to resolve when experience taught a tough lesson. Here's his report:

While taxiing from the ramp, I chose a route that led me to a confined area between an FBO building and several hangars.... Several...tenants had parked their vehicles near one side of the taxiway.... An airplane had been parked on the other side of the taxiway such that its vertical tail was...intruding into the taxi area. I slowed...and attempted to weave between the two obstructions. Unfortunately, the area was too narrow, and my left wingtip contacted the rudder of the parked aircraft. I immediately shut down and secured my airplane. The FBO, having observed the incident, helped me separate the two airplanes, took pictures, and had an on-site A&P Mechanic visually inspect both airplanes.

Following the incident, per FBO procedure, I taxied the aircraft back to parking and secured it for the day. During discussions with the Chief Instructor of the FBO, I learned that the FBO taxi procedures had recently been revised to avoid this area of the ramp due to the narrow confines.

I made several poor decisions that led up to the incident. I selected a route of taxi with a known choke point even though a less constrained route was available, simply because I was in the habit of using that particular route. Once a possible conflict was identified, I elected to continue instead of turning around, because I thought there might still be sufficient room. Finally, after realizing how little room there was, I chose to...squeeze through the area instead of shutting down, because back-taxiing by hand would have been a hassle.

In the future, I will...avoid all taxi choke points.... If I must taxi through a confined area, I will shut down and make sure there is adequate clearance before proceeding. If there appears to be less than a foot of clearance on both sides, I will either have the obstacle removed or...find someone to help direct me through the confined area.

Barring all those options, I will simply back-taxi by hand to a turn-around point and either identify a better route of taxi or wait for the obstacles to be cleared. SDPA

Fly Safe: Addressing GA Safety

(FAA News)

The FAA and the general aviation (GA) community's national #FlySafe campaign helps educate GA pilots about safety, including loss of control (LOC), powerplant failure, and controlled flight into terrain (CFIT).

Stay safe!

Keep Your Focus

Interruptions and distractions may be brief, but they can be deadly. They can cause you to lose focus, which could lead to catastrophic errors.

Interruptions and distractions break your train of thought, but at times can convey information that is critical for safe flight. The key is to learn how to safely manage the inflow of competing information.

Examples of interruptions/distractions include air traffic control (ATC) communications or alerts, head-down work, or having to deal with an unexpected situation. If not managed properly, distractions can set a deadly chain of events in motion.

Pilots are trained to manage several tasks concurrently, and for the most part, this is a skill pilots execute well. However, it's important that you avoid becoming preoccupied with one task over all the others. Do you remember the December 1972 L-1011 crash, where the crew became so preoccupied with a landing gear light malfunction that they failed to notice that someone had erroneously turned off the autopilot? Similar events can happen to the GA pilot. Don't let it happen to you!

Reduce the Risk

- Realize that you may have control over some interruptions and distractions, and not over others.
- Realize that the actions under your control, like head-down work, including standard operating procedures and checklists, should be conducted during periods of minimal disruption.
- Observe the FAA's "sterile cockpit rule," and make sure your passengers understand your need to focus at critical junctures of the flight.
- Keep communications clear and concise.

Responding to Abnormal Conditions

Because some interruptions and/or distractions may be subtle, the first priority is to recognize and identify them. Then, you will need to re-establish situational awareness. Identify what you were doing, and where you were in the process when you were distracted. Determine what action you need to take to get back on track.

Prioritization is key. Remember:

- Aviate
- Navigate
- Communicate, and
- Manage

Be ready to postpone some lower-priority actions until you are in a position to safely address them.

More Tips on Dealing with Distraction:

- Recognize that conversation is a powerful distracter.
- Recognize that head-down tasks greatly reduce your ability to monitor the status of the aircraft.
- Schedule or reschedule activities to minimize conflicts, especially during critical phases of flight.
- When two tasks must be performed at the same time, avoid letting your attention linger too long on either task.
- Remember that your job as pilot in command is to fly the aircraft. That is your primary focus.
- Treat interruptions as red flags.
 - Remember, "Interruptions Always Distract"
 - Identify the interruption when it occurs.
 - Ask, "What was I doing before I was interrupted?"
 - Decide what action you will need to take to get back on track.

The Final Word ...

Fly regularly with a flight instructor who will challenge you to review what you know, explore new horizons, and to always do

your best.

Be sure to document your achievement in the Wings Proficiency Program. It's a great way to stay on top of your game and keep your flight review current.

Did you know?

Loss of Control happens in all phases of flight. It can happen anywhere and at any time. There is an average of one fatal accident involving Loss of Control every four days. SDPA

SD Aeronautics Commission -- May 26

The SD Aeronautics Commission held a conference call on May 26 at 1:00 PM in the Becker-Hansen Transportation Building in Pierre. The Becker-Hansen building was closed due to the COVID-19 pandemic.

Participating were Commissioners **Bob Huggins** (Sioux Falls, Vice Chair), **Rolf Johnson** (Mina), **Dave Luers** (Pierre), **Kassidy Nelson** (Elkton), **Eric Odenbach** (Eureka, Chair), **Jerry Rieber** (Watertown), [absent Chris Funk (Volga)], **Joel Jundt** (Deputy Secretary of SD DOT), **Jack Dokken**, **Jennifer Boehm**, **Jon Becker**, **Tom Koch**, **Brad Remmich** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, Office of Secretary, SD DOT), **Kellie Beck** (SD DOT Division of Management & Finance), **Karla Engle** (SD DOT Office of Legal, Chief Legal Counsel), **Bonnie Olson** (SD DOT Office of Legal Counsel, Contract Administrator), **Dan Letellier** (Director, Sioux Falls Regional Airport), and **Steve Hamilton** (SDPA, Yankton). There may have been others present on the call or in the conference room.

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.

The minutes of the March 11 meeting of the Commission were approved.

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**. He noted that state employees, including Aeronautics staff have been away from their offices for the past two months due to the COVID-19 pandemic, and were expected to return to their offices in mid June. A face-to-face Commission meeting or a conference call might be considered for June – depending on the pandemic.

Joel Jundt opened the discussion of consideration of **changing the Aeronautics Commission meeting schedule**. Jerry Rieber suggested changing the Commission meeting day to accommodate his work schedule. Changing to a Monday or Thursday was discussed, and a motion was made to select the third Thursday of



Black Hills Airport

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

Charter Service
FAA Repair Station
Flight Instruction
Aircraft & Auto Rental

Ray A. Jilek, President

the month at 2:00 PM. One concern was driving home after Commission meetings in the winter – in the dark and cold. Joel Jundt said that the department could pay for lodging for Commissioners with advanced notice so that lodging could be reserved. The new schedule will start on June 18.

Jon Becker requested Commission consideration of a Fuel Tax Fund Request from **Sioux Fall Regional Airport** for the replacement of snow removal equipment. Their current balance is \$504,374. The request is for \$488,756.00. The airport is currently in the process of replacing a 32-year-old snowplow with sander with a new, larger, more versatile snowplow. The low bid was \$488,756 from M-B Companies of Chilton, WI. Dan Letellier commented on the specifications of the snow removal equipment. The Commission approved the request.

Jon Becker requested Commission consideration of a Fuel Tax Fund Request from **Brookings Regional Airport** for the replacement of mower equipment. Their current balance is \$11,948. The request is for \$5,000.00. The airport is replacing their New Holland 72" mower that they currently use to mow around runway/taxiway lights. They are looking at purchasing a new Hustler 72" zero turn mower to help reduce staff work load as their current mower is not a "zero turn" making the work load considerably larger. The new mower would cost \$12,600 and are looking for their fuel tax to help offset the cost to the city in the amount of \$5,000.

Airport manager Matthew Sommerfield was not available to provide comments on the request. Dave Luers asked if this mower must be used only on the airport. Jon Becker replied that mowers funded by federal funds must be used only on airports, but mowers funded by fuel tax funds had no such stipulation. The city fuel tax funds are partitioned within the Aeronautics fund. The Commission approved the request.

Jack Dokken opened the discussion of the Commission consideration of funding **CARES Act Grants**. The Secretary of Transportation announced on April 14, 2020, that SD airports were eligible for funds under the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). These funds will assist airports address the COVID-19 public health emergency. The airports have three different options on how to use their funding which include the following:

Option 1: The quickest option is to use all the CARES Act funds for operational expenses, such as payroll, utility bills, or payment of debt service. The FAA is expediting these type of CARES Act grants.

Option 2: Use CARES Act funding on development or land acquisition projects. These projects will require coordination with the state and ADO and have the same AIP prerequisites and requirements for construction projects.

Option 3: Use CARES Act funding for operational expenses and for airport development.

The CARES Act funds for each airport were calculated by the FAA using a formula. These grants are 100% funded, so no state or local match is required. Distribution of funding will require assistance from the SD DOT.

The list of grant funding amounts follows:

Aberdeen	\$ 1,116,870
Belle Fourche	\$ 30,000

Bison	\$ 20,000
Britton	\$ 20,000
Brookings	\$ 30,000
Buffalo	\$ 20,000
Canton	\$ 20,000
Chamberlain	\$ 30,000
Clark	\$ 30,000
Custer	\$ 20,000
De Smet	\$ 20,000
Eagle Butte	\$ 20,000
Edgemont	\$ 1,000
Eureka	\$ 20,000
Faith	\$ 20,000
Faulton	\$ 30,000
Flandreau	\$ 20,000
Gettysburg	\$ 20,000
Gregory	\$ 20,000
Highmore	\$ 20,000
Hot Springs	\$ 30,000
Howard	\$ 1,000
Huron	\$ 30,000
Kadoka	\$ 1,000
Lemmon	\$ 20,000
Lowry	\$ 20,000
Madison	\$ 30,000
Martin	\$ 20,000
McLaughlin	\$ 20,000
Milbank	\$ 20,000
Miller	\$ 20,000
Mitchell	\$ 69,000
Mobridge	\$ 30,000
Murdo	\$ 20,000
Onida	\$ 30,000
Parkston	\$ 20,000
Philip	\$ 20,000
Pierre	\$ 1,123,947
Pine Ridge	\$ 20,000
Platte	\$ 30,000
Presho	\$ 20,000
Rapid City	\$ 9,282,023
Redfield	\$ 30,000
Rosebud	\$ 20,000
Sioux Falls	\$22,454,505
Sisseton	\$ 20,000
Spearfish	\$ 30,000
Springfield	\$ 20,000
Tea	\$ 30,000
Vermillion	\$ 30,000
Wagner	\$ 20,000
Wall	\$ 20,000
Watertown	\$ 1,049,638
Webster	\$ 20,000
Wessington Springs	\$ 20,000
Winner	\$ 20,000
Yankton	\$ 30,000
Total	\$36,218,983

Prior to the Aeronautics Commission meeting, the SD DOT leadership and the Division of Management & Finance discussed the CARES Act funds. It was decided that a separate funding account would be used to tracking the

expenditure of funds. The account would not be linked with the Aeronautics Fund nor need Commission review and approval of expenditures. Funds would need to be expended within 3 years. It was noted that the formula that calculated the amounts for large airports was skewed to provide large funding. For example, the amount for Sioux Falls Regional Airport was \$22,454,505, whereas under option 1 (funds used for operational expenses), KSFD typically needed about \$5M per year (\$15M for a 3-year period). Dan Letellier noted a substantial reduction in revenue from car parking due to the severe reduction in air travel (for example, in April expected \$400,000 from parking, but only garnered \$2,300).

Eric Odenbach asked about the impact of reduced air activity on income from fuel taxes to the Aeronautics Fund. Joel Jundt said they were waiting on information from airports, but that the SD highway department noted a 35-40% decrease in highway traffic. Jerry Rieber said that the Commission would have to look at the shortfall in income to the Aeronautics Fund.

The CARES Act had four pots of funding for aviation totaling about \$10B (source: FAA CARES Act Airport Grants—Frequently Asked Questions.pdf):

[1] AIP Projects: The CARES Act provides funds to increase the federal share to 100 percent for Airport Improvement Program (AIP) and supplemental discretionary grants already planned for fiscal year 2020 (no state or local match; 100% federal funding – CARES Act covers 5% state and local matches).

[2] Commercial Airports (\$7.4B): All commercial service airports will receive funds based on the number of passengers that board aircraft there, the amount of debt an airport has, and the amount of money the airport has in reserve.

[3] Primary Airports (\$2B): Primary commercial service airports, with more than 10,000 annual passenger boardings, will receive additional funds based on the number of annual boardings, in a similar way to how they currently receive AIP entitlement funds.

[4] General Aviation Airports (\$100M): General aviation airports will receive funds based on their airport categories, such as National, Regional, Local, Basic and Unclassified.

Rolf Johnson asked about a tall structure application the Commissioners received prior to the Commission meeting, but was not on the agenda. It was noted that the tall structures application was informational only, and did not need Commission action because the FAA made a determination of no hazard to air navigation.

The Commission meeting adjourned at 1:42 PM. The next meeting is tentatively set for Thursday, June 18 at 2:00 PM.

SDPA

SD Aeronautics Commission - June 18

The SD Aeronautics Commission held a conference call on June 18 at 2:00 PM 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** (Deputy Secretary of SD DOT), **Jack Dokken**, **Jon Becker**, **Tom Koch**, **Brad Remmich**, **Jennifer Boehm** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, Office of Secretary, SD DOT), **Karla Engle** (SD DOT Office of Legal, Chief Legal Counsel), **Bonnie Olson** (SD DOT Office of Legal Counsel, Contract Administrator), **Regan Schnug** and **Georgia Twyerould** (both Kimley-Horn), and **Steve Hamilton** (SDPA, Yankton).

Vice Chairman Huggins 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. Huggins verbally disclosed that he had a contract to teach a course titled "Air Traffic Control" in the Professional Pilot Program at Lake Area Technological College starting this fall (August 17). Karla Engle said she would give Huggins a conflict of interest waiver form to complete. Huggins turned the gavel over to Odenbach who oversaw a motion to vote on whether the conflict disclosed was fair, reasonable, and not contrary to the public interest. All voted aye, none nay, Huggins recused himself from the vote. Odenbach returned control of the meeting back to Huggins.

The minutes of the May 26 meeting of the Commission were approved with one word changed ("need" to "needed") in the last sentence.

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

Joel Jundt gave the **Secretary's report**. (1) He reported that a press release had been distributed calling for nominations to the **SD Department of Transportation Hall of Fame**. The purpose of the Transportation Hall of Honor is to give recognition to those persons who have made a lasting, valuable, and/or unique contribution to South Dakota's air, highway, public transit, or rail transportation system. Items to be considered are technological innovations, political activity, legislative accomplishments, creativity, time, cost saving efforts, and economic impact. The deadline for submission is July 30, 2020.

(2) Administrative rules for the Aeronautics Commission were being developed based on legislative changes to Title 50 Aviation, but are not ready to Commission review. They should be available for Commission review at their July meeting and for public review in August.

(3) The impact of the COVID-19 pandemic on Aeronautics Fund income was discussed. There appears to be little impact on fuel sales statewide. However, the 4% aircraft orientation tax has decreased in 2020 compared to previous years: \$1.2M in 2017, \$1.5M in 2018, \$1.7M in 2019, and \$322,000 in 2020. The overall aeronautics income in 2019 was \$2.5M, whereas the income in 2020 was \$1.3M (about half – Joel Jundt, "not good news"). Joel commented that the economy was down.

Jennifer Boehm requested Commission consideration of a Fuel Tax Request for **Presho Airport**. The Presho Airport requested use \$5,224.18 of their fuel tax funds to pay for gravel used on the runway and taxiway. Their current balance was \$6,583.52. The Commission approved the request.

Jon Becker requested Commission consideration of **2020 Airport Improvement Program Grants** as follows:

Gregory Airport: Reconstruct runway 13-31 (Phase 1, Design - approximately 60' x 3,800') and construct turnaround for runway 13 (Phase 1 – Design). Federal Share \$160,000.00; State Share \$0; Local Share \$0; Total \$160,000.00. Funded via the CARES Act so no state or local match needed.

Hot Springs Airport: Design for 10-unit T-hangar and site grading. Federal Share \$90,000.00; State Share \$0; Local Share \$0; Total \$90,000.00. Funded via the CARES Act so no state or local match needed.

Pierre Airport (#41): Reconstruct and realign taxiway B from taxiway A1 to runway 7; reconstruct and realign taxiway A1 from taxiway A to runway 13; and reconstruct a portion of taxiway A from taxiway A1 to the entrance to the SRE building. Federal Share \$2,975,000.00; State Share \$165,277.78; Local Share \$165,277.78; Total \$3,305,555.56. Falls under Supplemental Funding rules from 2018.

Pierre Airport (#42): Reconstruct and realign taxiway B from taxiway A1 to runway 7; reconstruct and realign taxiway A1 from taxiway A to runway 13; and reconstruct a portion of taxiway A from taxiway A1 to the entrance to the SRE building; lighting. Federal Share \$980,000.00; State Share \$54,444.00; Local Share \$54,445.00; Total \$1,088,889.00. (Qualifies for CARES Act funding so it will be changed to show no state or local match needed.)

Pierre Airport (#44): Design engineering and environmental services for the rehabilitation of runway 7-25 to include a hot mix asphalt overlay, narrowing the runway from 150 feet in width to 100 feet, installation of a new high intensity runway lighting system, Precision Approach Path Indicators, primary windcone and relocation of a portion of fence within the runway 25 runway protection zone. Federal Share \$290,000.00; State Share \$0; Local Share \$0; Total \$290,000.00. Funded via the CARES Act so no state or local match needed.

Platte Airport: Construction of GA terminal & revenue-generating hangar. Federal Share \$680,000.00; State Share \$0; Local Share \$0; Total \$680,000.00. Funded via the CARES Act so no state or local match needed.

Springfield Airport: PAPI and beacon replacement. Federal Share \$87,300.00; State Share \$0; Local Share \$0; Total \$87,300.00. Funded via the CARES Act so no state or local match needed.

Tea-Lincoln County Airport: Environmental review and survey for land acquisition. Federal Share \$130,000.00; State Share \$0; Local Share \$0; Total \$130,000.00. Funded via the CARES Act so no state or local match needed.

Chan Gurney Airport – Yankton: Administrative, independent fee estimate, environmental, design, bidding and construction administration & observation (including materials testing) services for reconstruct of runway 1-19, remarking runway 1-19 to 2-20 and installation of new medium intensity lighting system. Federal Share \$374,445.00; State Share \$0; Local Share \$0; Total \$374,445.00. Funded via the CARES Act so no state or local match needed.

Chan Gurney Airport – Yankton: Construct apron expansion, remove hangar and relocate two hangars. Federal Share \$1,514,000.00; State Share \$84,112.00; Local Share \$84,111.22; Total \$1,682,223.22. Falls under Supplemental Funding rules from 2018.

The Commission approved all the projects, including those with no state share, because all the funding goes through the Aeronautics Office.

Jon Becker called on Regan Schnug to present an information item about the **2020 SD State Aviation System Plan**. Her presentation was similar to that given during the 2020 SD Airports Conference held in Rapid City in March.

The SD State Aviation System Plan covers 56 airports: 5 Commercial Service airports, 7 Large airports, 16 Medium airports, 27 Small airports, and 1 Basic Service airport. Accomplishments include established goals, performance measures & indicators, inventoried aviation system condition, explored aviation issues and identified system needs, evaluated intermodal considerations, developed aviation forecasts, evaluated existing NIPAS airport roles/classifications, determined system performance, analyzed system performance, and developed system-wide implementation plan.

Tentative findings: 20 airports don't have clear Part 77 approaches on their primary runway; 100% of airports were meeting SD DOT annual inspection standards for Runway Safety Areas; 10 airports do not have substantial operations by aircraft with an ARC [Airport Reference Code. It is made up of the approach speed and design group of the aircraft, i.e., B-II aircraft.] higher than the critical aircraft; 4 airports don't have a primary runway PCI [pavement condition index] of 70 or greater.

Three Small airports will be reclassified as Medium airports, four Medium airports will be reclassified as Small airports, and one Commercial airport will be reclassified as a Large Airport.

Recommended projects and systems needs over the next 20 years were expected to cost an estimated \$1.1B.

The SD Aviation Economic Impact Study summary of draft findings: 8,880 jobs, \$363.7M earnings, and \$449.9M GDP, and \$907.4M Total Output.

Aviation supports unique events and industries that significantly contribute to South Dakota's overall economic output:

Pheasant Hunting: Jobs: 965; Earnings: \$19.8M; Total Output: \$55.9M.

Sturgis Rally: Jobs: 80; Earnings: \$2.3M; Total Output: \$6.6M.

Ag Spraying: Jobs: 130; Earnings: \$6.0M; Total Output \$8.8M.

Next steps: Produce Technical Report, Executive Summary, and GIS Tool User Guide.

To learn more about the SDSASP, go to www.2020SDSASP.com

Contents of the 2020 SDSASP

- Chapter 1. Study Design and System Goals
- Chapter 2. Inventory of System Conditions
- Chapter 3. Airport Roles
- Chapter 4. Forecast of Aviation Activity and System Demand

- Chapter 5. System Performance
 - Chapter 6. System Recommendations
 - Chapter 7. System Needs and Project Costs
 - Chapter 8. System Alternatives
 - Chapter 9. South Dakota AEIS
 - Appendix A – Socioeconomic Data
 - Appendix B – Intermodal Integration and Airport Access
 - Appendix C – Land Use Assessment
 - Appendix D – Airport Report Cards
 - Appendix E – NPIAS Evaluation
 - Appendix F – Project Recommendations and Costs
 - Appendix G – SDSASP Priority Rating Model
 - Appendix H – Aviation Experiences in South Dakota
 - Appendix I – Airport Economic Impact Profiles
- The Commission meeting adjourned at 3:15 PM. SDPA

Overheard

I was flying from Jacksonville, NC, to College Park, MD, on an IFR flight plan to go to a Redskins game. It was a CAVU day [clear and visibility unlimited]. The following exchange took place somewhere southeast of Richmond:

Washington Center: "Skyhawk 68E, traffic two o'clock, 10 miles, westbound, 500 feet above."

Skyhawk 68E: "Negative contact, but I'm looking."

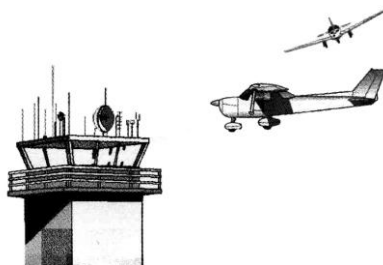
Washington Center: "Piper 123, traffic 10 o'clock, 10 miles, northbound, 500 feet below."

Piper 123: "Negative contact, but we're looking too."

A few minutes pass.

Washington Center:

"Skyhawk 68E previously called traffic is now one o'clock, 3 miles, and my monitor has your course merging in two minutes."



Just as the two of us are passing each other:

Skyhawk 68E: "Washington Center I have traffic on TCAS and in sight."

Washington Center: "Piper 123 also has you in sight and wants you to know there's some dirt on top of your right wing."

Skyhawk 68E: "Thank you Center, and please tell the Piper that his nose tire looks a bit low."

We all had a good laugh about it.

From John Podraza, Jacksonville, NC

SDPA

AVIATION EVENTS



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

CHECK WITH ORGANIZERS BEFORE GOING TO AN EVENT TO SEE IF THE EVENT IS CANCELED OR POSTPONED TO A LATER DATE DUE TO THE COVID-19

PANDEMIC. ALL CANCELATIONS AND POSTPONMENTS WILL BE UPDATED ON THE SDPA WEB SITE EVENT CALENDAR. <http://www.sdpilots.com>

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

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

Jul: 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 <https://sdwg.cap.gov/command/squadrons>

Jul 4: Airport breakfast at **Paulina (1Y9), IA**. 7:00-11:00 AM. Free to Fly-ins. Contact Kellie Einck at 712-540-2870 or Einck_kelliemae@hotmail.com

Jul 5: CANCELED -- Airport breakfast at **Emmetsburg (EGG), IA**.

Jul 4-5: **RESCHEDULED to 2021** -- "Let Freedom Fly" International Air Show in **Pierre (PIR), SD**.

Jul 11: Airport breakfast at **Sturgis (49B), SD**. ~8:00 AM to ~10:00 AM (rain or shine). Free-will donation. Sponsored by C&B Aviation. Contact Roger Burnham 605-347-1050 or Bruce Bowen 605-490-1139

Jul 11: Monthly meeting of the Joe Foss Squadron of the Commemorative Air Force at **Joe Foss Field – Sioux Falls (FSD), SD**, at 10:00 AM in Maverick Air Center. Contact Rick Tupper at rick@cajfofoss.com

Jul 12: CANCELED -- Airport breakfast at **Flandreau (4P3), SD**.

Jul 12-15: CANCELED -- South Dakota ACE Camp held at South Dakota State University, **Brookings, SD**.

Jul 18: CANCELED -- Airport breakfast in the EAA Chapter 289 Building at **Lincoln County (Y14), Tea, SD**,

Jul 18-19: CANCELED - AirVenture Cup Cross-Country Air Race from **Mitchell (MHE), SD**, to Wausau, WI.

Jul 19: CANCELED -- Nebraska State Fly-in at **O'Neill (ONL), NE**.

Jul 20-26: CANCELED -- EAA AirVenture at **Wittman Field (OSH), Oshkosh, WI**. <http://airventure.org/>

Jul 25-26: CANCELED AS OF MARCH 6 ACCORDING TO WWW.AIRSHOWSTUFF.COM – "Dakota Thunder" Airshow at **Ellsworth AFB (RCA), SD**.

Jul: CANCELED -- Cessna 150-152 Club National Fly-in and Convention at **Clinton (CWI), IA**. More details at <http://www.cessna150152flyin.org/>.

Jul 26: Airport breakfast at **Genoa (97Y), NE**, 7:30-11:30 AM sponsored by Genoa Lions Club. Fly-ins free. 50th anniversary of airport. Runway 11-29, 2500' turf. Contact Ike Anderson at 402-362-8631.

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

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

SDPA News Editor

Steve Hamilton
303 Golf Lane
Yankton, SD 57078-1727

SDPA Officers

President John Barney, Brookings
Vice President Bobbie Potts, Gettysburg
Secretary Dale Knuth, Hartford
Treasurer Mary Carol Potts, Gettysburg
District Directors

- 1 Vacant
 - 2 Harvey Spieker, Clark
 - 3 Dwayne LaFave, DeSmet
 - 4 George Bittner, Mitchell
 - 5 Marsha Sumpter, Kadoka
 - 6 Sunny Stephens, Rapid City
 - 7 Chuck Trumble, Rapid City
- Executive Director Steve Hamilton



www.sdpilots.org

Aug: 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 <https://sdwg.cap.gov/command/squadrons>

Aug: CANCELED UNTIL AT LEAST 2022 DUE TO RUNWAY CONSTRUCTION -- "Defenders of Freedom" Air show at **Offutt AFB, Bellevue, NE.**

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

Aug 8: Airport breakfast & Open House at **Council Bluffs (CBF), NE.** Breakfast 8:00-11:00 AM. Lunch 11:00am Open House at Great Plains CAF Wing Museum 8:00 AM-1:00 PM. Web site: <http://www.greatplainswing.com> Contact Jeff Hutcheson at 402-981-4633.

Aug 15: CANCELED -- Monthly airport breakfast in the EAA Chapter 289 Building at **Lincoln County (Y14), Tea, SD.**

Aug 15: Monthly airport breakfast at **Crete (CEK), NE**, 8:00-10:00 AM. Plane talk & great food; \$5.00 donation. EAA Chapter 569.

Aug 19 (every year): National Aviation Day. Go out and fly – celebrate the freedom to fly. Why is National Aviation Day observed on August 19? It's **Orville Wright's**

birthday. Born August 19, 1871 – died January 30, 1948 at age 76 years old. *Happy Birthday Orville!!* Celebrate the day by sharing your love of aviation. In 1939 President Franklin Delano Roosevelt proclaimed August 19 - birthday of first pilot Orville Wright - as America's first National Aviation Day celebrating the development of aviation. **2020** marks the **82th** observance of National Aviation Day. *Go out and commit "aviation."*

Aug 30: Airport breakfast at **Fremont (FET), NE**, 7:00 AM-1:00 PM. PIC free. Boy Scouts serving pancakes and sausages at Rotary Club breakfast. Contact Brian Newton at 765-894-6845 or newt@bright.net

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

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

Sep: 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 <https://sdwg.cap.gov/command/squadrons>

Sep 2-6: CANCELED -- Commemorative Air Force "Air Power" Tour visit to Grand Island (GRI), NE. <http://www.airpowersquadron.org/grand-island-nebraska>

SDPA