



# SDPA News

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

Volume 28, Number 5

September-October 2021

## President's Column

*Greetings everyone,*

Well, well, looks like fall is coming right up and *quite frankly* (I used to think folks were "*blowing smoke*" at me when starting off a conversation with "*quite frankly*") summer just seemed to "*fly*" by (pun intended). I've gotten the old Aeronca out very little this season. I guess there was just too much to do around the acreage this year, and NO, I don't think the aging process has anything to do with it!

The times I have been at airports this year I've been noticing a little trend that bothers me somewhat. I've been seeing more and more pilot's kind of "*blowing*" off inspecting (even a cursory one) of their aircraft prior to flying out after landing earlier for meetings and such. Maybe it's a little old fashioned, but I like to at least "*scan*" things, possibly catching an oil leak somewhere that wasn't there when starting off earlier in the day or even at least visually checking the fuel supply, especially if I've requested the tanks to be topped off earlier in the day!

Kind of reminds me of a story that happened years ago early in my instructing days at B&L Aviation in Rapid City, SD. A student from a well-known North Dakota flight school had shown up for a private pilot checkride with my boss who was a pilot examiner at the time. He asked me to fly with this individual for competency before administering the checkride (the previous applicant from the same school had failed the checkride on their first try). We walked out to the aircraft (a Cessna 150) and while walking around the aircraft the applicant opened the pilot side door, turned on the master, checked fuel gauges, shut the master back off then proceeded to complete the preflight. I then asked the applicant if they were sure they had fuel, to which they replied "yes," as they had checked the

gauges. I then reminded them the Cessna 150 gauges back in the day were notorious for being somewhat unreliable. I pulled a ladder over and asked them to visually check the fuel. Long story short, they had no idea where the fuel tanks or caps were and further more they had line people do all that for them at THEIR flight school!

Hey, we'll see you all in September at the airport administration building in Wall on the 11<sup>th</sup> of September. We're going to have a great presentation as Steve will note in the newsletter.

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 – September 11

SDPA meeting at **Wall Airport, SD**, in the GA terminal. 11:00 AM: presentation by pilots **Don & Maureen Alesi** of Lead about their experiences flying their Cessna 140 around the U.S. to participate in meetings of the International 120-140 Association. Their first flight was from Poplar Grove Airport (C77), IL, near Rockford to Tennessee. They have done ~20 flights from C77 in their 140 to California, Maine, Florida, Louisiana, and many other states. Noon: lunch. 1:00 PM SDPA meeting with cookies. Contact Steve Hamilton at 605-665-8448 or [skyhawk43v@gmail.com](mailto:skyhawk43v@gmail.com)



Future meetings in 2021:  
Nov 13: To Be Determined. SDPA

## New\*, Rejoined, & Renewed Members

- Marc Boddicker, Rapid City
- Clint Busenitz, Oral
- Jack Butler, Bennington, OK (3 years)
- Joel Calhoun, Whitney, NE\* LIFE**
- Jay Crossland, Rapid City\***
- Shannon Doe, Henderson, NV
- James Eisenmenger, Yankton
- Vinnie Elsinger, Pierre
- Lee Hansen, Faulkton
- Arnold Johnson, Mina
- Todd Kinser, Custer
- Dan Knippling, Kimball
- Jerry Konechne, Kimball
- Dwayne LaFave, De Smet
- Mike Lehrkamp, Caputa
- Dennis Martens, Vermillion
- Larry Menning, Chamberlain
- Marcus Molskness, Wentworth
- Jim Muchmore, Parkston
- Alfred Nagel, Gettysburg
- Bill Nelson, Canton
- Jim Ogren, De Smet
- Les Olsen, Kilgore, NE
- Robert Plastow, Mitchell
- Al Rohrbach, Pierre
- Jerry Runia, Estelline
- Jared Schlotte, Webster\***
- Jim Selle, Bonesteel
- Darryl Shook, Aberdeen
- Pete Shouldis, Rapid City
- Dan Smith, Montrose
- Sunny Stephens, Rapid City
- David Stuart, Beresford**
- Charles Thompson, Pierre
- Dianna Torson, Brookings
- Larry Van Natta, Mitchell
- Willem Visser, Harrold\***
- Roger Williams, Langford**
- Evan Woolston, Belle Fourche

**We have 398 members including 112 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 Avenue, Gettysburg, SD 57442-1145, along with mailing address and contact information.

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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

**Bruce Bowen** (Sturgis) emailed on July 12, "Hello, Steve, FYI--July 10 Event at Sturgis Municipal Airport (49B) results: 300 in attendance! 6 airplanes/pilots gave 40 FREE rides. Brisket and pulled pork along with a hot dog stand and much more to eat by free-will donation. About 30 very cool cars lined up on the ramp. Everyone had a great time! There will not be an event [at Sturgis] in August due to the Sturgis Motorcycle rally but we will resume in September. Also, I am submitting an application to host the International Cessna 120/140 Convention in 2022. I will keep you posted on that."

**Vinnie Elsinger** (Pierre) wrote on his membership renewal, "Thanks for doing a great job!"

**Dwayne LaFave** (De Smet, District 3 Director who sends mass email notices to about 630 SDPA member emails and non-member emails) emailed Steve on August 28, "For what it's worth, I get lots of comments regarding our keeping the folks informed."

**Dennis Martens** (Vermillion) wrote on his membership renewal, "Thanks for all the officers for serving."

**BernaDene Reimer** (Sioux Falls) emailed on August 5, "Hi Dwayne and Steve, My husband Lynn and I have a hangar at Canton and fly every chance we get. We had no idea our airport was planning a fly-in. So glad we are members of the SDPA. If you come out, stop by and say "Hello!" We'd love to make your acquaintance. Our hangar is the white one with a black roof. Thanks for sending this out! BernaDene" SDPA REPLY: Thank you for your email about the Canton fly-in. A comprehensive list of aviation events can be found on our website (<https://sdpilots.com>) under the "Events" tab, click on "Calendar." Or go to <https://sdpilots.com/calendar.php> In the calendar view, click on an event to see the details.

**Scott Schladweiler** (Watertown) emailed on July 11 a request of a FLY SD Airports Passport. Scott emailed on July 12 a request for a Passport for **James Huntley** (Burnsville, MN). SDPA REPLY: Mailed Scott and James each a cover letter inviting them to become members of SDPA, a Passport, Passport poster, SDPA website poster, and two SDPA leaflets.

**Darryl Shook** (Aberdeen) wrote on his membership renewal, "Keep Em Flying."

**Kelly Wood** (Lindstrom, MN) emailed on July 24 a request of a FLY SD Airports Passport. SDPA REPLY: Mailed Kelly a cover letter inviting them to become a member of SDPA, a Passport, Passport poster, SDPA website poster, and two SDPA leaflets.

**Evan Woolston** (Belle Fourche) wrote on his membership renewal, "Thank you for all you do."

**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.

**Jack Butler** (Bennington, OK) donated \$40 to the SDPA Scholarship Fund. This donation was Jack's 4<sup>th</sup> contribution. *Thank you Jack!*

**Todd Kinser** (Custer) donated \$20 to the Becker-Hansen Memorial Scholarship. This donation was Todd's 1<sup>st</sup> contribution. *Thank you Todd!*

**Dennis Martens** (Vermillion) donated \$25 to the Becker-Hansen Memorial Scholarship. This donation was Dennis' 4<sup>th</sup> contribution. *Thank you Dennis!*

**Jim Morgan** (Brookings) donated \$10 to the ACE Camp Scholarship. This donation was Jim's 10<sup>th</sup> contribution. *Thank you Jim!*

**Donald Schaffer** (Buena Park, CA) donated \$900 (\$300 to the Becker-Hansen Memorial Scholarship, \$300 to the ACE Camp Scholarship, and \$300 to the SDPA Aviation Maintenance Technology Scholarship). This donation was Donald's 6<sup>th</sup> contribution. *Thank you Donald!*

**Darryl Shook** (Aberdeen) donated \$100 to the SDPA Scholarships Fund. This donation was Darryl's 3<sup>rd</sup> contribution. *Thank you Darryl!*

**Pete Shouldis** (Rapid City) donated \$50 to the ACE Camp Scholarship. This donation was Pete's 12<sup>th</sup> contribution. *Thank you Pete!*

**Dan Smith** (Montrose) donated \$50 to the SDPA Scholarships Fund. This donation was Dan's 2<sup>nd</sup> contribution. *Thank you Dan!*

**Willem Visser** (Harrold) donated \$5 to the SDPA Scholarships Fund. This donation was Willem's 1<sup>st</sup> contribution. *Thank you Willem!*

**Roger Williams** (Langford) donated \$20 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Roger's 10<sup>th</sup> contribution. *Thank you Roger!*

The SDPA provides ACE Camp scholarships (\$1,000), Becker-Hansen Memorial Scholarship (\$2,000), SDPA Aviation Maintenance Technology Scholarship at LATC (\$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 promotes General Aviation. Here is a summary of the various activities.



**Aug 14:** SDPA (Steve Hamilton) emailed Senators John Thune and Mike Rounds encouraging them to support S.2458 (Certainty for General Aviation Pilots Act of 2021). The bill would clarify that individuals engaged in aircraft flight instruction or testing, including phased testing of experimental aircraft, are not operating an aircraft carrying persons or property for compensation or hire.

**Aug 19:** SDPA (Steve Hamilton) tried to email Representative Dusty Johnson five times but failed to get through – so mailed a letter through the U.S. Postal Service -- to encourage him to support H.R.4645 (Certainty for General Aviation Pilots Act of 2021). The bill is identical to S.2458.

**Aug 24:** Joe Bliss, Legislative Assistant for Transportation issues in Senator Mike Rounds, Washington, DC office, called Steve Hamilton to acknowledge receipt of emails and letters concerning the NOTAM Improvement Act (H.R. 1262), Retain GPS and Satellite Communications Act (S.2166; Rounds is co-sponsor), and the Certainty for General Aviation Pilots Act of 2021 (S.2458). SDPA

New Pilots

**Jay Crossland** (Rapid City) passed his checkride on August 17, 2020. *Congratulations Jay on earning your private pilot certificate!* Here is Jay's story in his own words: My first lesson was on January 4, 2020, at the WestJet in Rapid City in their school called Plane Training. My main CFI has been **Keith Eich**. In my first 15 hours I flew in a Cessna 172, a PA-28 Archer II as well as a PA-28 Cherokee. After 15 hours they had me start flying in the PA-28 Cherokee almost exclusively. I did my first solo on April 4, 2020, with about 20 hours then on May 21, 2020, I did my first cross-country, a solo whereby I went from KRAP [Rapid City] to KPHP [Philip], then on to KHSR [Hot Springs] and back to KRAP. My initial training was complicated by the fact that I had trained in three different airplanes in the first 15 hours which I think delayed my first solo. That was frustrating at the time, but I look back and now I am grateful that I had experience flying three different airframes inside those first 15 hours. My private pilot checkride was on August 17, 2020 and I passed on my first attempt, my designated pilot examiner was **Marty Larson**. Soon after that I purchased a 1/3 share in a 1970 Piper Cherokee PA-32 6/300 tail N777AZ, which is a high performance 300 hp fixed tricycle gear aircraft.

I have always been fascinated with all things aviation, but due to extended professional educational pursuits and a significant amount of family time with four children as well as limited financial resources, I really delayed seriously considering flight training. While on vacation in the Bahamas in November of 2019 I met several pilots on that trip who were vacationing from Florida and other parts of the world who had their aircraft with them. They flew around to various islands and so I really was inspired by them and their freedom. That as well as a fellow colleague Dr. As for my immediate pursuits, I'm currently working on my instrument rating and will look forward to getting a taildragger endorsement soon as well. Most likely I will pursue a commercial rating, but I haven't fully committed myself to that yet. Though I have no aspirations for a career in

aviation, I do find quite a bit of enjoyment and accomplishment in learning and achieving aviation ratings. I simply love learning all things aviation. I'm looking forward to heading to AirVenture Oshkosh next week with my aircraft partner, **Jayme Scherr** and his wife. We will be flying 7AZ and doing the transition into Oshkosh [Wittman Regional, KOSH]. I have thoroughly enjoyed studying the 32-page NOTAM and watching all the YouTube videos related to the transitions and approach into Oshkosh.

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**Scott Foth** (Onida) passed his checkride on May 11, 2021. *Congratulations Scott on earning your private pilot certificate!*

Here is Scott's story in his own words: I always loved flying but never thought I would become a pilot. It was in 1998 when I saw an article in a magazine about a farmer that had a Powered Parachute (PPC) that I really thought, "This is how I could fly." I had never heard of a PPC before. After reading about it and doing some research, I knew a PPC would be perfect for me. Later I found a guy in Spearfish that gave me a ride, and then I was hooked. Now 23 years later I have flown 650 hours in three different PPCs with various parachute wings. I got my first Elliptical wing in 2017, which gave me a renewed love for flying. Elliptical wings fly much more efficiently and faster than rectangle wings. I was happy getting my "attitude fix" for many years flying PPCs. I did become a BFI for PPCs. When the sport pilot came into effect, I did get my sport pilot certificate about 10 years ago or so for a PPC. I still love flying my PPC. It was not till last summer [2020] when a friend of mine purchased a helicopter and asked me if I wanted to take lessons in it as he was going to do. It looked like a great opportunity to really step out and do something different, so I took him up on it. We were fortunate to have an instructor right here in our hometown of Onida, **Chuck Trumble**. The helicopter was a 1965 Hughes 269A. I took lessons regularly and after finally doing my first solo flight on August 29, I was again hooked and could see it was possible for me to become a private pilot. It opened a whole new world up to me in aviation. I also could see how a helicopter could help me so much on the farm. I soon began looking for my own helicopter and found a Robinson 44. Even though I was now solo flying in the Hughes Helicopter there is a FAA regulation that a student is required to have 20 hours of dual instruction to solo in a Robinson. It was just some more good training and experience with my instructor Chuck Trumble that I gained which gave me even more confidence. On March 8 I did my first solo flight in the R-44, and on May 11, I passed my rotorcraft checkride in the R-44 at Onida with DPE **Cayce Batterson** from Colorado. I still feel that I have so much more to learn which is a little scary to me, but my instructor Chuck Trumble made me feel better when he told me that now I have a license to learn.

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**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) (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

#### Lunch, Safety Seminar & WBMP Award

A fly-in lunch, safety seminar & Wright Brothers Master Pilot Award will be held on September 11 at Black Hills Airport – Clyde Ice Field (SPF), Spearfish, SD. All activities at Black Hills Aero hangar. 11:00AM – 2:00PM Free Young Eagles flights (ages 8-17) (Parental Consent Required); 12:00 – 1:00 Lunch provided by WeyKo Aviation Group; 2:00 Wright Brothers Master Pilot Award (Jess Bauer); 2:00 – 3:30 FAA Wings Seminar – Jerry Densmore & Steve Hoogerhyde; 3:30 – 4:00 Aircraft Crash Response presentation.

Contact Nick Weyrich at 605-920-9352 or weyrichnick@gmail.com or Steven R. Hoogerhyde at 605-737-3024. SDPA

#### South Dakota Aviation Hall of Fame

The SD Aviation Hall of Fame ceremony has been **CANCELED FOR 2021** (previously scheduled for September 11). Contact Ted Miller at 605-642-0277 or blackhillsaero@outlook.com. More information and applications for the SDAHf and the Combat Air Crew Memorial, go to <https://sdpilots.com>



SDPA

#### District 4 Report

George Bittner attended the Vermillion Airport breakfast and asked Steve Hamilton to report on it. Here's Steve's report.

An airport breakfast was held at Vermillion (VMR) from 8:00AM-noon for a free-will donation to the Vermillion Lions Club for breakfast as a fundraiser for The Main Street Center in Vermillion. The weather was nearly perfect, , , , cool, clear, and little or no wind.

The first aircraft at the airport arrived 10 minutes before 8AM – **Scott & Jean Morgan** from Wayne (LCG) in their Alon Aircoupe. The Vermillion Lions were busy grilling pancakes, warming sausage, making coffee, and pouring orange drink with help from The Main Street Center workers. Excellent turnout of town people. **Kim McLaury** was busy parking cars. **Denny Martens** was busy parking planes and keeping track of activities on the ramp.

A total of 26 aircraft flew in during the breakfast: Iowa 2 (Hospers, Sioux City); Minnesota 1 (Corcoran); Nebraska 11 (Aurora, Columbus, Creighton, Lincoln, Martin Field, Neigh, Norfolk, Stuart-Atkinson (2), Wayne); North Dakota 1 (Garrison); South Dakota 11 (Dallas, Lake Preston, Mitchell, Salem, Sioux Falls (2) Tea, Yankton (4)). A Comanche from

Garrison, ND, and a Bonanza from Corcoran, MN (west of Minneapolis) were looking for somewhere to fly to – and they picked the Vermillion breakfast.

Steve Hamilton advertised the breakfast on the MN aviation calendar, IA aviation calendar, Social Flight, SD Pilots Association event calendar, South Dakota Magazine website, EAA national event calendar, EAA chapters 289 in Lincoln County (Tea), 291 in South Sioux City (Martin Field), 80 in Omaha, and 569 in Lincoln, NE, and mailed the VMR breakfast poster to 53 airports within 90 NM of Vermillion. It pays to advertise.

Steve displayed propaganda from the South Dakota Pilots Association during the breakfast – with Denny Martens' blessing.

The Sanford AirMed air ambulance from Sioux Falls was open for tours. Denny's son **Allan** flies for Sanford AirMed and arranged for the aircraft's visit to the breakfast. A lot of people toured the aircraft.

*Well done – Vermillion Lions Club, The Main Street Center, and Denny & Brenda Martens!*

*Another great day to be at an airport with pancakes, sausages, and friends!* SDPA

#### District 5 Report by Marsha Sumpter

Good morning Steve. Darn I can't remember why we were supposed to find out if cities had an airport advisory board. Only know it was something I was supposed to follow up on. CRS has kicked in full time I think!

We have a conflicting thing going on here [September 11]. **Mark Selting** is hosting a fly-in on September 10 [as part of the annual Black Hills Fly-in at the Hot Springs Airport on September 9-12]. I will help by putting together a few salads for the event then attending the SDPA meeting in Wall and on to a class reunion in Rapid City. *Why all the same day??*

The Civil Air Patrol's (CAP) "West River" Aerospace Education Day was held this past Saturday, August 21<sup>st</sup>, at the **Philip Airport**. Prior to the official day it was Volunteers helping Volunteers when Volunteer Fire Chief **Marty Hansen**, his daughter **Kari Schiferl**, grandsons **Kyrik** and **Jackston** along with **Matt Reckling**, Public Works Director of Philip, came to the airport Friday morning, and Kari practiced going down in the dark bowels of the well at the Civil Air Patrol building to make a repair, using special equipment for rescue missions. Kari is a volunteer fireman in North Dakota and has been trained for rescue missions in small places. Major **Lee Vaughan** was on hand to assist and record the event. The young boys had a big frog to show and were involved by holding the flashlight for their mom. The Pierre Composite Squadron has been instrumental in keeping the Civil Air Patrol building at the Philip Airport in tip top shape so events can be held here.

The Aerospace Education Day was attended by 10 cadet and 10 senior members from the Crazy Horse Composite Squadron, Mt. Rushmore Composite Squadron, Spearfish Composite Squadron, and the Pierre Composite Squadron, and one guest. Two airplanes gave "O" [orientation] rides to the cadets, and model airplanes were assembled and flown as well as instruction on drones.

A young man from Interior tackled building an

experimental aircraft. **Bryce Dibbern** is 29 years old and wanted to be a pilot and build his own plane even though he had no experience at all along those lines. He told me he was waiting for his wife to do some shopping in Sioux Falls and checking out airplane kits to buy when he noticed a fellow wearing a T-shirt with the exact same craft he was looking at on his phone. He stopped the guy, and they had a nice visit and exchanged phone numbers. The guy had bought the kit and had lost interest in it.

Bryce said he went home and didn't do anything about it for several months, but when he called the guy the kit was still available and a deal was struck. Bryce said he wondered about his sanity as he hauled it all home in the horse trailer, sheets of aluminum and boxes of rivets. The assembly was done in an old school bus, but he needed a hangar to fully assemble it, that is where the **Kadoka Airport** came into the picture.

**Mark Selting** offered the hangar he rented that was open, and Bryce got the little plane [Zenith STOL CH 750] put together, N750TW became official. A couple of Bryce's friends that were pilots came and flew it for several hours on test flights, and Bryce was off and running to gain his pilot's certificate. He is soloed and working to complete all that is necessary.

The little plane has a Honda engine in it and uses about 4 gallons an hour to fly. I watched him doing touch and goes here in Kadoka, and it handles great for short field landings and take offs.

Checking in with **Charlie Moe** in Rosebud found him on August 24 in Valentine, NE, getting ready for his Form 5 for Civil Air Patrol. He called me back to say he passed that test. He has been handling a lot of CAP fire flights in Nebraska. The Chadron CAP plane was down so the one in Valentine was used a lot especially after thunderstorms. He was also called out on a missing children search, found save, and canoe missing that was found downstream and ok.

As far as an advisory board at **Rosebud Tribal Sioux Airport**, it is the Tribal President and an election is coming up this week, if things change Charlie will be contacting the new tribal officers about things at the Rosebud airport. He would like a hangar to rent there rather than in Valentine. He was going to bring his plane to Rosebud and give some flights in the next day or two to friends visiting.

**Kadoka Airport** has had a bit of a lighting issue, but hopefully that has been resolved. One night the lights had to be manually lite for a plane coming in. **Mark Selting** is busy flying. A couple of weeks ago he took a rancher in search of some cattle in the early morning because the smoke got so bad the day before.

Mark was in Ogalala, NE, today [August 25] when I got the details from him on the September 10 fly-in. My little plane [Cessna 172] is being kept in Yankton and being a commuter plane for the time being, but was back in Kadoka the past weekend.

**Lee Vaughan** is keeping things around the **Philip Airport** looking nice and made sure it was inviting for the past weekend CAP event. There is quite a bit of activity there with an up-coming new pilot **Richard Miller** taking lessons, and **Dave Holman** is always eager to take a flight any day the

weather looks good. His home is only about a mile from the airport, sort of on the way home.

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A DEA officer stopped at our farm yesterday, he said "I need to inspect your farm for illegal growing drugs."

I said "Okay, but don't go in that field over there."

The DEA officer verbally exploded saying, "Mister, I have the authority of the Federal Government with me!" Reaching into his rear pants pocket, the arrogant officer removed his badge and shoved it in my face. "See this badge?! This badge means I am allowed to go wherever I wish.... On any land !! No questions asked or answers given!! Have I made myself clear?.... Do you understand?!!"

I nodded politely, apologized, and went about my chores. A short time later, I heard loud screams, looked up, and saw the DEA officer running for his life, being chased by my big old mean bull.... With every step the bull was gaining ground on the officer, and it seemed likely that he'd sure enough get gored before he reached safety. The officer was clearly terrified.

I threw down my tools, ran to the fence and yelled at the top of my lungs

"Your badge, show him your **BADGE!!**"

SDPA

District 6 Report by Sunny Stephens
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Yes, I have been lax in contacting my airport managers, except for Hot Springs former manager **Ed Jensen**, and that call was an SOS in my search for horse hay. He got a name from his son, and I was on a road trip to Oral, SD, with a gal friend to load up some premium alfalfa bales. Beautiful irrigated country down there compared to my barren acreage...even the weeds have died out from lack of rain! This situation has been my story since spring when the forecast looked dim for finding good grass hay. Had to pay much more than usual this year, but I have purchased enough to get me through winter and, heaven forbid, another dry spring in 2022. The alfalfa will be Sunday treats!!

Then I had my all-school reunion where we compared wrinkles and the justification for all the added ones during this Co-vid era. The Sunday morning I was up in Garrison, ND, for the reunion, the local volunteer firemen had a Fly-In Breakfast benefit at the local airport. I decided to see if one of our SDPA members from Garrison and his wife would attend. Lucky me, **Jerry & Mary Miller** arrived just shortly before I did, so we visited over wonderful ham/scrambled eggs and pancakes in one of the 11 hangars on site. Jerry is working on the FLY SD Airports Passport visits and will head to the eastern part of the state soon for Yankton, Vermillion, and airports in that area. Mary usually goes along, but had some vertigo issues a while back and hopefully that won't keep her from flying long distances. They hangar at the airport, but have a landing strip at their farm NW of Garrison. They hope to fly to our next SDPA meeting.

Jerry said that at one time there had been several hangar requests so there was land cleared for building private hangars and a taxiway completed to that new area. By the time that was completed suddenly there was less interest...but the potential remains. He said many pilots come to Garrison for fuel since it is \$4 a gallon, less

expensive than other airports, and is self-service.

Anyway, I had way too much coffee but nice visits with Millers and their friend Brian who lives at the airport housing complex. Only one brave pilot flew down from Minot as the wind was increasing by the minute; I had to drive against it during my 6-hour drive back to Rapid City and it was a chore.

I promise to get back to normal reporting next time. In the meanwhile I wanted to share some travel NOTAMs for anyone even thinking of flying to Savannah-Hilton Head airport or Gibraltar:

**Savannah-Hilton Head International Airport**

A pair of grave makers are embedded into Runway 10 at this airport, in remembrance to the Dotson Family who used to own the land. One of the graves dates back to 1857. The law states that next of kin need to authorize the moving of family graves, and when they couldn't be located, the airport engineers let them be.

The remaining grave markers honor the original owners of the Dotson Family Farm known in the 1800s as Cherokee Hills. Located on the western half of where Savannah/Hilton Head International Airport exists today. The families wished for the graves to remain in place when westward extension of this east to west runway was required during World War II. The graves of **Richard & Catherine Dotson** along with two beloved relatives, **Daniel Hueston** and **John Dotson**, remain undisturbed in and next to the airport's most active runway.



These grave sites are the only ones in the world embedded in an active 9,350 foot runway serving thousands of general and commercial aviation operations yearly.

**Gibraltar International Airport**

Winston Churchill Avenue, a major thoroughfare, intersects the airport runway in Gibraltar. This red light is one you don't want to run. In 2017, the airport handled 571,184 passengers and 302,094 kg of cargo on 4,888 total flights. Winston Churchill Avenue (the main road heading towards the land border with Spain) intersects the airport runway, and consequently has to be closed every time a plane lands or departs.



The History Channel program Most Extreme Airports ranked the airport the fifth most extreme airport in the world, ahead of the now-defunct Kai Tak Airport with its infamous right-hand turn approach over central Hong Kong before landing, but behind Princess Juliana International Airport, famous for its low-altitude approaches over a public beach. Gibraltar International Airport is exposed to strong cross winds around the rock and across the Bay of Gibraltar, making landings in winter particularly uncomfortable.

JUST SAYIN'

SDPA

Well it has been a dry summer in District 7 and relatively quiet time. They have been using the SEATs [Single Engine Air Tanker] in the area as needed for fires. I haven't heard how the fly-in went at Isabel. **Dennis Nash** is having his second Big Nasty fly-in breakfast on September 4<sup>th</sup> at the ranch. I have talked to **Ryan Cordell**, and he is planning on the third annual fly-in at Skyranch [SD33] the first Sunday of October [October 3rd]. I will provide additional details as I get them.

Last year there was some flight activity in **Camp Crook** during the Harding County fair, but not this year. There was rain and scud clouds on Friday with 25-30 knot breeze from the west. Saturday was nice, but Sunday had 40-knot plus winds from the west. I left out travel trailer in Camp Crook because of the cross winds on Hwy 85. Glad I did -- saw one trailer flipped on its side near Redig.

I will provide more district info throughout the fall. I still plan to hold a safety meeting in the area probably sometime after the first of the year. In case others haven't heard, the TSA [Transportation Security Administration] has extended its' airport mask mandate for the second time until January 18, 2022. Their Security Directive is SD 1542-21-01B and contains the details. I believe it mainly pertains to Part 139 airports, but they are a government agency so..... *Until next time, fair skies and tailwinds.*

SDPA



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Display Aircraft Needed at 6E5

Dwayne LaFave emailed, "There is a bit of a movement to find some sort of aircraft to mount at the entrance of **Wilder Field (6E5)**, **DeSmet**, similar to many other airports. Does anybody out there in aviation-land have some suggestions?



- obtaining an aircraft, most likely a fighter
- funding for such projects
- mounting suggestions, concerns

Would appreciate any help we could get with contacts and advice. No point reinventing the wheel if the info is already out there."

*Dwayne J. LaFave*

DeSmet    605-860-1650    dwayne.lafave@gmail.com

SDPA

## Black Hills Soaring Club, Inc

(email received by Dwayne LaFave on July 10 from Marc Boddicker. Reply from the Editor: Thank you for the clarification.)

There was some incorrect or missing information published in the recent newsletter [SDPA July-August 2021 newsletter] regarding the history of the Black Hills Soaring Club, Inc.

The club was incorporated in December of 2003 and the Incorporators were Marc E Boddicker, Gary W Hewett and William Colson. The original Board members were William Colson, Rick Belsaas, Buck DeWeese, Chris Lien, Ron Mele, Randy Rhoades, Charlie Summers, Chuck Trumble, Gary Hewett, and Marc Boddicker.

The original officers were Marc Boddicker, President (also original registered agent for BHSC); Charles Summers, VP; Gary Hewett Sec/Treasurer.

*Marc Boddicker*

SDPA

## Huron VOR Shuttered & Class E Airspace Amended

(information from the Federal Register, Page: 31109-31110 (2 pages)) Alert from Dwight Pladsen.

This action amends the Class E airspace at Huron Regional Airport, Huron, SD. This action is the result of an airspace review caused by the decommissioning of the Huron VHF omnidirectional range



(VOR) navigation aid as part of the VOR Minimum Operational Network (MON) Program. The geographic coordinates of the airport are also being updated to coincide with the FAA's aeronautical database.

Effective 0901 UTC, August 12, 2021.

This amendment to 14 CFR part 71:

Amends the Class E surface airspace to within a 4.2-mile (decreased from a 4.5-mile) radius of Huron Regional Airport, Huron, SD; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

And amends the Class E airspace extending upward from 700 feet above the surface at Huron Regional Airport by removing the Huron VORTAC, Beady NDB, and all extensions from the airspace legal description as they are no longer required; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database.

This action is necessary due to an airspace review caused by the decommissioning of the Huron VOR, which provided navigation information for the instrument procedures this airport, as part of the VOR MON Program.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.



SDPA

## Legislators Introduce Much-Needed Flight Training Bills

(Aero-News Network, July 26)

In the nick of time; twin bills have been introduced in Congress this week to reverse the policy set forth by the FAA in their July 12 policy memo on flight training in Experimental, Limited, and Primary Category aircraft.

In the Senate, **S.2458 (Certainty for General Aviation Pilots Act of 2021)** has been introduced on July 22 by Senators James Inhofe (R-Oklahoma), John Boozman (R-Arkansas), and Angus King (I-Maine). In the House, Representative Sam Graves (R-Missouri) is sponsoring **H.R.4645 (Certainty for General Aviation Pilots Act of 2021)**. The bills prohibit the FAA from defining flight training in these aircraft as "carrying persons or property for compensation or hire."

The FAA's definition of instruction in Limited Category aircraft as carriage of persons for compensation in several recent court cases led to all compensated training in Limited, Experimental, and Primary Category aircraft as being deemed contrary to the regulations without authorization from the FAA. The FAA quickly implemented letters of deviation authority (LODAs) and exemption as a temporary fix to allow training to continue, but this still adds a bureaucratic step to what should be a simple transaction between instructor and student.

While the FAA immediately announced work on a more permanent solution via rulemaking, they acknowledged that this fix is likely to be years away. EAA, and ten other associations signed letters to Sen. Inhofe and Rep. Graves advocating legislative action on the matter, believing the issue to be too urgent to leave to the regulatory process.

"By inserting needless paperwork into the flight training process, the FAA is acting contrary to their Congressional mandate to ensure the safety of the airspace," said Sean Elliott, EAA vice president of advocacy and safety.

"Congressional action is the most expedient way to fix the issue, and we are working to support the swift passage of this measure."

The SDPA emailed **Senator John Thune** and **Senator Mike Rounds** on August 14 encouraging them to support S.2458 (Certainty for General Aviation Pilots Act of 2021).

The SDPA mailed a letter to **Representative Dusty**



### Black Hills Airport

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

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**Ray A. Jilek**, President

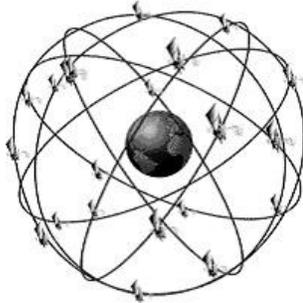
**Johnson** on August 19 encouraging him to support H.R. 4645 (Certainty for General Aviation Pilots Act of 2021).

SDPA

### Commerce Secretary Joins Fight Against GPS Jamming

By Russ Niles (AVwebFlash, July 28)

Commerce Secretary Gina Raimondo has pledged her support to prevent Ligado Networks from occupying radio spectrum that more than a dozen government departments say could jam delicate GPS and other space-based signals. As AVweb reported on June 29, the FCC last April approved Ligado's bid to use a narrow slice of spectrum adjacent to the space bands for high-capacity 5G cellular networks. The cell signals are millions of times more powerful than the GPS signals and the industries that depend on the timing messages from space are unanimous in their opposition.



Senator Jim Inhofe is leading the political charge against the FCC decision and he told the Senate July 28 that the powerful Department of Commerce is on board. The National Telecommunications and Information Administration is part of the Department of Commerce and has already stated its opposition to the FCC order. Raimondo told Inhofe in a letter dated June 22 that her department is also opposed. "I write to assure you that there has been no change in the Department of Commerce's or NTIA's opposition to the FCC's Ligado Order," Raimondo told Inhofe. "NTIA will continue its efforts on behalf of the Executive Branch to oppose it." Inhofe said Raimondo's letter "is huge" and shows the bipartisan opposition to the Ligado proposal.

SDPA

### Compliance Program and Airman Rights

FAA **Compliance Philosophy and Airman Rights** brochure (revised May 12, 2020) provided by **Bob Huggins** and **Steve Hoogerhyde** who both suggested that it be published in the *SDPA News*.

#### Compliance Program

In a 2015 effort to embrace a "just culture," the FAA implemented the Compliance Program. A just culture is one that has both an expectation of, and an appreciation for, self-disclosure of errors. A just culture allows for due consideration of honest mistakes, especially in a complex environment like the National Airspace System (NAS). But even an unintentional error can have a serious adverse impact on safety, so we must ensure that the underlying safety concerns are fixed every time.

Our objective is to identify safety issues that underlie deviations from standards and correct them as effectively, quickly, and efficiently as possible. Our approach to compliance stresses a collaborative problem solving

approach (i.e., engagement, root-cause analysis, transparency, and information exchange) where the goal is to enhance the safety performance of individual and organizational certificate holders. An open and transparent exchange of information requires mutual cooperation and trust that can be challenging to achieve in a traditional enforcement-focused regulatory model.

#### Compliance Action

The Compliance Program represents a risk-based focus on using – where appropriate -- non-enforcement methods, or "Compliance Action." Compliance Action is the FAA's non-enforcement method to correct unintentional deviations or noncompliance arising from flawed systems and procedures, simple mistakes, lack of understanding, or diminished skills. Compliance Action also includes the FAA's sharing of safety concerns or recommendations when no deviation occurred. A Compliance Action is not adjudication, and is not a finding of violation.

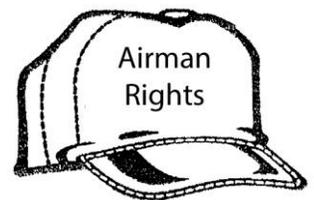
A Compliance Action is intended to fix safety problems using an open and transparent safety information exchange between FAA personnel and you. Its only purpose is to restore compliance and to identify and correct the underlying causes that led to the deviation. Examples of Compliance Action include revising procedures, on-the-spot corrections, counseling, and additional training (including remedial training).

Generally, if you are qualified and both willing and able to cooperate, the FAA will resolve the issue with compliance tools, techniques, concepts, and programs. Behavior indicating an unwillingness or inability to comply, evidence supporting an intentional deviation, reckless or criminal behavior or other significant safety risk is ineligible for Compliance Action.

#### Airman Rights

This philosophy evolution towards a just culture is not intended to mislead or deny you of your rights. You are free to exercise your Airman Rights without repercussions. Refusal to speak or correspond with FAA personnel, or obtaining counsel after an event, does not rule out Compliance Action.

Under the Compliance Program, we hope to work with you to resolve any regulatory (14 CFR) or statutory (49 U.S.C.) noncompliance without the need or administrative action. While legal enforcement action is generally not anticipated, the Pilot's Bill of Rights (Public Law 112-153) requires that you receive this information.



The nature of this investigation is to identify safety issues that underlie the apparent regulatory noncompliance in this specific activity.

If we confirm your noncompliance with FAA regulations, we will use the information gathered in this investigation to determine the most efficient and effective means to return you to full compliance and to prevent reoccurrence.

Your response to an inquiry by a representative of the FAA Administrator in connection with this investigation may be used as evidence if legal enforcement action becomes

Zero Tolerance

necessary.

You are entitled to access of otherwise obtain air traffic data in possession of the FAA that would facilitate your ability to productively participate in a proceeding relating to this investigation.

You are also entitled to obtain air traffic data in the possession of a government contractor providing operational services for the FAA (e.g., contract control tower and flight service station), provided that you submit a request to the FAA that describes the facility at which such information is located and you identify that date on which such information was generated.

Anytime during the investigation, you may submit your request to access or obtain air traffic data by contacting the FAA personnel working with you to resolve the deviation. Because air traffic data is routinely destroyed or disposed of in the ordinary course of business, it is important that you submit your request for such data as soon as possible.

If this investigation results in a legal enforcement action against your airman certificate, rating, or inspection authorization, the releasable portions of the Administrator's investigative report will be made available to you upon your written request addressed to the FAA's legal counsel handling the enforcement action.

**Working Together**

Non-punitive information-sharing programs provide feedback on how aviation systems are working, and allow system improvements to occur on an ongoing basis, rather than as a result of a major mishap or investigation. Through voluntary safety efforts such as Commercial Aviation Safety Team (CAST), General Aviation Joint Steering Committee (GAJSC), Aviation Safety Information and Sharing (ASIAS), Aviation Safety Reporting System (ASRS), Aviation Safety Action Program (ASAP), Air Traffic Safety Action Program (ATSAP), and Safety Management Systems (SMS), we've seen the benefits of a non-blaming, collaborative approach to solving safety problems.

We prefer to work with you to correctly identify and fix the root causes of a deviation. In all cases, we investigate the matter on behalf of the public's safety interest. Working together, we in the aviation community have achieved a safety record that is unsurpassed. We will continue to improve safety with this data-informed approach that is shaping global standards. We must focus on the most fundamental goal: find problems in the NAS before they result in an incident or accident, use the appropriate tools to fix those problems, and monitor the situation to ensure compliance now and for the future.

Working together for a safer National Airspace System.

*The FAA is evolving:*

To establish a just safety culture.

*Why the change?*

To foster an open and transparent exchange of safety information.

To obtain a higher level of safety and compliance with regulatory standards.

*What are your rights?*

Pilot's Bill of Rights

More information at: [www.faa.gov/go/cp](http://www.faa.gov/go/cp)

SDPA

By David Morris (stolen from the Nebraska PIREPS newsletter, June-July 2021)

The Centers for Disease Control and Prevention (CDC), the Transportation Security Administration (TSA), and the U.S. Department of Transportation (DOT) is reminding the traveling public that they are still required to wear a mask on planes, buses, trains and other forms of public transportation traveling into, within or out of the United States.

Masks are also required in U.S. transportation hubs such as airports and stations. The FAA has levied \$119,000 in civil penalties against passengers for alleged violations of federal regulations as part of its Zero Tolerance efforts against unruly behavior.

As part of the FAA's Zero Tolerance campaign, a web video <https://www.youtube.com/watch?v=Z0dSF3diGlo> features children explaining how to behave on a plane and expressing their disgust about increased unruly passenger behavior.

Since Jan. 1, 2021, the FAA has received approximately 3,271 reports of unruly behavior by passengers, including about 2,475 reports of passengers refusing to comply with the federal face mask mandate. The FAA has identified potential violations in 540 cases and has initiated enforcement action in 83 cases. During the same time frame, the FAA has proposed more than \$682,000 in fines against unruly passengers.

As flights allow for more passengers, the FAA will continue to work with the TSA and Air Marshals to watch for unruly behavior that could threaten crew or passenger safety.

-----  
(FAA News Release, August 19)

The U.S. Department of Transportation's FAA has proposed another **\$531,545 in civil penalties against 34 airline passengers for alleged unruly behavior, bringing the total for 2021 to more than \$1 million.** Since Jan. 1, 2021, the FAA has received approximately 3,889 reports of unruly behavior by passengers, including about 2,867 reports of passengers refusing to comply with the federal facemask mandate. The August 18 fines are part of the agency's Zero Tolerance campaign against unruly passenger behavior. Earlier in August, the FAA sent a letter to airports requesting they coordinate more closely with local law enforcement to prosecute egregious cases. The FAA does not have criminal prosecutorial authority. The letter also requested that airports work to prevent passengers from bringing "to-go" cups of alcohol aboard the aircraft.

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## National Checklist Day – October 30

(National Calendar)

If you pride yourself on your organizational skills, then put a check mark next to **National Checklist Day** on **October 30**, a cherished holiday which keeps our lives together. The more complex our lives get, the easier it is to make mistakes. Today, we celebrate the humble checklist as the innovative tool that has stood the test of time.

### History of National Checklist Day

Without checklists, we can feel like we're juggling a bunch of balls in the air and trying to keep them from dropping. Even the simple things can be forgotten or go unnoticed — let alone the difficult or complex things that fill our day. Although success in any endeavor is not guaranteed, armed with an organized checklist, you stand a better chance of achieving your goals.

So, is National Checklist Day the result of a reformed hoarder or the work of an obsessive compulsive freak? Definitely not! But you might be surprised to learn that *checklists came out of a need to keep pilots safe during WWII*.

The first checklist resulted from a crash that injured several people, killing at least two on a Boeing Model 299 B-17 plane in 1935. The 299 was heralded as the most state-of-the-art aircraft at the time. During the post-crash investigation, Boeing discovered that the pilot had forgotten to do a simple task — turn off the elevator lock. This simple omission caused the aircraft not to respond to pitch control, leaving the plane vulnerable.

According to a report by two university professors in a 1990 study, cockpit checklists serve several key functions in aviation safety, "... to ensure that the crew will properly configure the airplane for any given segment of flight" and to create "...standardization in the cockpit." Also, memory of the safety procedures can never take the place of the actual checklist in aviation.

So, if a checklist can keep us flying safely in the air, what better way to keep our lives organized and running smoothly on the ground? American companies also use checklists as successful training tools. Now that you know the origins of the National Checklist Day, check that off your list and enjoy the rest of the day!

SDPA



## Overheard

I was flying from Newark, NJ (KEWR) to Dallas-Fort Worth, TX (KDFW) the week after the Texas-Oklahoma University football game (won by Texas). On the center frequency, an aircraft with the call sign "Oklahoma One" checked in, and after each conversation with center, they responded "Oklahoma One."

Finally, someone keyed the mic and said, "No, Texas won." The silence was deafening!

From Mark Castellani

SDPA

## "Air Power" Tour at FSD

The Commemorative Air Force (CAF) "Air Power" Tour visited the Sioux Falls Regional Airport (FSD), at Maverick Air Center on August 4-8. The event was hosted by the Joe Foss Squadron of the CAF.

As Mr. Van with Steve & Pam Hamilton from Yankton approached the airport on August 7, the B-24 Liberator "Diamond Lil" took off and stayed in the pattern and landed.

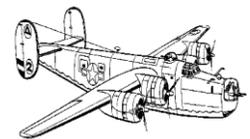
On the ramp at least 12 people were in line for the cockpit tour of the 1944 Boeing B-29 Superfortress "FIF" (NX529B). Five information boards told the history of FIF as did a banner mounted on the fuselage of the plane. Each engine cowling had a name painted on it: *Ingrid, Mitzi, Rita, and Betty*.

The tour guide said that the plane burned 500 gph of avgas and carried 5,000 gallons of fuel. With auxiliary fuel tanks, the bomber could fly on 14-15 hour missions. The forward bomb bay had eight 500-pound bombs on display. The guide said that the forward and rear bomb bays could each carry 10,000 pounds of bombs. Overhead of the bomb bay was the crew tunnel for moving between the cockpit and the rear of the plane. The capsule for pressurizing the cockpit was ready evident from the bomb bay area. You climbed a stairway in the bomb bay area to see the cockpit and then down a second ladder in the cockpit. The cockpit was surprisingly spacious. Noticed that the landing gear was super clean with no oil, grease, and grim — it must get wiped down after every flight.



The North American T-6 Texan (N6253C) flew a couple of times with paying passengers, as did the CAF Joe Foss Squadron's Stinson L-5 Sentinel (N22422). From a distance another L-bird did a couple of flights without passengers. A Boeing Stearman PT-13 also did three flights with passengers.

After a passenger flight the 1940 Consolidated Vultee B-24 Liberator "Diamond Lil" (N24927) was parked and opened for tours. It had four information boards and a banner attached to the fuselage telling its history. You had to walk hunched over through a narrow low passage to reach the cockpit, which was not as spacious as in the B-29. Then back through the passage to exit the way you climbed in.



While at the airport, at least four air ambulances landed, a UH-60 Blackhawk helicopter landed, fueled, and departed, a HondaJet departed, several General Aviation small aircraft arrived or departed, and three commercial airliners arrived and five departed.

Another enjoyable day at an airport — for first time tours of the only flying B-24 and one of only two flying B-29s. The only thing missing was food and drink, , , , so we had a late lunch at Pantera's.

-----  
For information about joining the Joe Foss Squadron, go to Joe Foss Squadron website: [www.cafjfofoss.com](http://www.cafjfofoss.com) SDPA

## The Waltner Brothers & Lincoln-Page Biplane

One of the museum's available to visit as part of the FLY South Dakota Airports Passport program is the Heritage Hall Museum & Archives in Freeman. Here is information about their aviation display.

**Alvin, Felix, and Harold**, sons of **John L. and Elizabeth Waltner**, were the first to take up flying in this community of Freeman. The adult members of this community viewed this venture with grave misgivings. What was lost in public opinion among the adults was more than compensated for the admiration of the young. In retrospect, it takes a special person to depart so radically from the traditional way of doing things.

As the eldest brother, Alvin was the first to learn to fly. He did so by apprenticeship method, accompanying friend **Andy Risner** on a barnstorming tour of Nebraska, Kansas, and Oklahoma. Alvin taught Harold and Felix to fly.

The Aeronautics Branch of the Department of Commerce began pilot certification in the spring of 1927. Alvin earned a federal mechanics license as well as a limited commercial pilot's license and a transport pilot's license.

The flying done by the Waltner brothers was largely for pleasure and often considered to be "barnstorming." The dictionary defines "to pilot one's airplane in sight-seeing flights with passengers in an unscheduled course, especially in rural districts." It was in this way that many in this community remember their first plane ride. Landings were usually made on half-mile strips in a meadow or field.

Alvin, the first and last of the brothers to have flown this plane [Lincoln-Page LP-3 Passenger Bi-Plane] stopped flying in 1936, having logged 1,143 hours over an 8-year period.

A museum display case contained 14 pilot / mechanic certificates earned by Alvin Waltner and his pilot logbook, a leather helmet and goggles, a family photo of the Waltners on the occasion of John & Elizabeth's 50<sup>th</sup> wedding anniversary with their three sons, and a barnstorming ticket, "*This is to certify that Mr. & Mrs. Albert Lehnln (spell?) has paid for one airplane ride. June 14, 1928. Waltner Bros. Flying Service, Freeman, S. Dak.*")

### Lincoln-Page LP-3 Bi-Plane

The Lincoln-Page Aircraft Company was named after the location of the factory in Lincoln, Nebraska and the President of the firm, **Ray Page**. Page, incidentally, was one of Charles Lindberg's [sic, Lindbergh] early flight instructors.

The Lincoln-Page strongly resembled the earlier well-known Swallow, since the former company took over the manufacturing rights of the latter when it went defunct.

The tail surfaces and the fuselage of this plane are of steel tubing, but the ribs in the wings are still made of spruce. This particular plane is powered by a Curtiss OX-5 engine, which was developed during the early years of World War I and is heavy for the 90 horse power that it delivered.

Two passengers could sit in the front cockpit, while the pilot sat in the back. The dash featured five instruments: an altimeter, an oil pressure gauge, a tachometer, a water temperature gauge, and a clock. The gas gauge is mounted on the front cowling. There was no bank indicator, speedometer or radio.

Cost: \$2850                      Weight: 1400 lbs  
Wing Span: 32 feet            Take off speed: 35 mph  
Cruising speed: 90 mph      Fuel consumption: 10 gph

### Our Flying Student and His Plane

(Heritage Hall Museum and Archives, Freeman)

Steve & Pam Hamilton of Yankton toured the museum on July 11 and visited the newly reorganized Uruh-Tieszen Wing where the 1927 Lincoln Page biplane again hangs from the ceiling. The last time we saw it, the plane was on the floor of the museum wing. Here a story about **Felix Waltner** flying the Lincoln Page to school at the University of South Dakota in Vermillion.

### Our Flying Student and His Plane

Flying to college in time to make his 7:50 class every Monday morning is the way Felix Waltner, freshman college student in the college of engineering at the university, has solved the problem of staying over the entire weekend at his home in Freeman.

Leaving his home on a farm near Freeman, 60 miles from Vermillion, at 7:15 every Monday morning, Waltner makes the early morning class and still has time for breakfast. He does the "stunt" in a three passenger biplane.

Waltner and his brother **Alvin**, also of Freeman, purchased the plane at Lincoln, Nebr., a year ago. It is a Lincoln-Page single motor biplane and is equipped to carry three people. Starting this novel mode of making classes at the university the first of the season, Felix has continued to come every Monday morning in the plane, which his brother Alvin pilots back to Freeman. Alvin Waltner has flown four hundred hours and holds a regular certified transport license. Felix has forty hours of flying to his credit to date.

### Pastime for Him

Quiet, unassuming, and reticent about his own experiences, Felix Waltner holds the distinction of being the first student ever making classes in an airplane in the college of engineering and is majoring in the chemical department of that school. When asked if he intended to take up aeronautical engineering at a later time, he replied, "No, that is only a pastime for me."

Mr. Waltner attended Freeman college where he took work preparatory to matriculating at the University of South Dakota. He has two brothers, Alvin who resides on a farm near Freeman, and a younger brother now attending Freeman college. All of the Waltner boys pilot the plane. "It is not probable that we will continue to fly to school all winter," Felix said today. The plane lands a eighth of a mile east of Vermillion.

SDPA

## Overheard

After clearing runway 16L at Van Nuys Airport, California, the tower asked my destination on the field. The conversation continued as follows:

**Tower:** "Okay, cross runways 16L and 16R, continue taxi straight ahead to [name of FBO] and stay with me."

**Me:** "Crossing 16L and 16R, and appreciate the invitation to stay with you, but we have a home in the area and our car is at the hangar."

From Steve Danz, Encino, California

SDPA

## General Aviation Awards Program

Do you know an exceptional Certified Flight Instructor, Aviation Maintenance Technician, or FAASTeam Rep? *Nominate them for the General Aviation Awards Program.*

Each year for the past 50 years, the General Aviation Awards Program and the FAA have recognized aviation professionals for their contributions to general aviation in the fields of flight instruction, aviation maintenance, and safety. The Program accepts application packets in three categories: Certified Flight Instructor, Aviation Maintenance Technician, and FAASTeam Representative.

If you know a special certified flight instructor, aviation maintenance technician or FAASTeam representative, this is your chance to reward that aviation professional with the recognition he or she so richly deserves. And if you ARE such an exceptional aviation professional, this is your chance to be recognized for the great work you do (*yes, you can nominate yourself*).

The nomination/application period for the **2022 GA Awards** is from July 1 thru November 30 at 5PM Eastern Time. An online nomination/application form may be found at <http://www.generalaviationawards.org/> under the "Apply/Nominate" tab, along with details of the additional supporting documents required from applicants. The website provides a wealth of information about the General Aviation Awards program.

Application packets will be vetted for completeness, then submitted to each applicant's local FSDO for review. Each FSDO will select district winners in each of the three categories, then forward the winners' packets to the FAA Regional Offices where regional winners will be selected in each category. Finally, the regional winners' packets will be submitted to panels of distinguished industry judges in each category, who will select the three national winners for 2022.

At each stage of the competition, the district, regional and national winners will be publicized through a broad spectrum of print and electronic aviation media resources. The three national winners will receive an expenses-paid trip to EAA AirVenture in Oshkosh, where they will be recognized by the FAA Administrator and receive lots of prizes donated by our industry sponsors.

If you need additional information or help, email at <mailto:info@generalaviationawards.org>.

PLEASE DON'T DELAY! Help recognize "the best of the best" by nominating that truly exceptional CFI, aviation maintenance tech, or FAASTeam rep for one of these prestigious awards (or applying for one yourself).

-----  
News from **Steve Hoogerhyde**, FSDO, Rapid City (August 19): Every year for more than 50 years, the General Aviation Awards Program and the Federal Aviation Administration have recognized aviation professionals for their contributions to general aviation in the fields of flight instruction, aviation maintenance/avionics, and safety. There were no nominations submitted from South Dakota.

The three 2020 General Aviation Awards National Honorees have been selected:

**Ronald J. Timmermans** from Orlando, Florida – Certified Flight Instructor of the Year

**Michael C. Dunkley** from Coshocton, Ohio – Aviation Technician of the Year

**Adam T. Magee** from Swisher, Iowa – FAASTeam Representative of the Year

The FAA presented these individual awards to national honoree in July during EAA AirVenture in Oshkosh, Wisconsin. Their names will be added to the large perpetual plaque located in the lobby of the EAA AirVenture Museum. In addition to being recognized at AirVenture and highlighted in the aviation media, these honorees also receive gifts provided by sponsors and contributors. SDPA

## Aspects of Amelia Earhart that Might Surprise You

By MeLinda Schnyder

One hundred years since taking her first flying lessons, **Amelia Earhart** remains in the news frequently, though often limited to a discussion of what happened to her, her navigator, and her airplane while on a circumnavigation attempt in 1937. Focusing on her unsolved disappearance 84 years ago overlooks what propelled Earhart to celebrity status in her short lifetime: her sense of adventure, her determination, her confidence



to break with the norms of the first three decades of the 1900s, and her commitment to promoting air travel and supporting women's roles in aviation and the world.

In honor of Women's History Month [March], here are 10 anecdotes about Earhart's life that you might not know:

### 1. She designed a roller coaster.

Propped up in a window at the Amelia Earhart Birthplace Museum in Atchison, Kansas, is an illustration of 7-year-old Earhart and her little sister Muriel enjoying a roller coaster the girls built with a packing crate to ride in and a ramp of wood planks propped against a shed roof. Right outside the window is a replica of the contraption based on the sketch, which appears in the 1977 children's book *Amelia Earhart* written by Muriel Earhart Morrissey. Earhart's first ride ended in a crash, but she felt the exhilaration more than the bruises.

### 2. She called Atchison her hometown but moved a lot.

Earhart was born July 24, 1897, in her maternal grandparents' house and lived much of her first 12 years in that home in Northeast Kansas. Her father's work as a lawyer for a railroad, along with his alcoholism and financial troubles, led to quite a few moves during her childhood: Missouri, Iowa, Minnesota, and Illinois. Earhart attended six high schools in four years, graduating from Chicago's Hyde Park High School in June 1915. Among the places she lived as an adult were Pennsylvania, California, Massachusetts, New York, and Ontario.

### 3. She had plenty of nicknames.

Childhood nicknames—Meeley or Millie—followed her into adulthood, but Earhart most often referred to herself as A.E.

in correspondence. The media dubbed her “Queen of the Air” or “Lady Lindy,” when in 1932 she became the second person after Charles Lindbergh to fly solo across the Atlantic Ocean.

#### **4. She learned to fly before she learned to drive a car.**

Earhart took her first flight in December 1920 at a California airshow, just four months after women gained the right to vote with ratification of the Nineteenth Amendment to the U.S. Constitution. She was 23 years old and said she knew immediately she wanted to learn to fly. For lessons, she found Neta Snook at Kinner Field in the Los Angeles area. Just one year older than Earhart, Snook was the first woman to operate her own aviation business and was one of the first female graduates of the Curtiss School of Aviation in Newport News, Virginia. Snook gave Earhart her first lesson in a Curtiss JN-4 Canuck on January 3, 1921.

Because she didn't drive, Earhart had to ride a bus and then walk four miles to the airfield. Snook taught Earhart to drive a car, too.

#### **5. She loved fast, open, sporty cars.**

Among the many jobs she took to help raise \$1,000 for those early flying lessons was driving a gravel truck. For personal transportation, though, she loved the speedsters. She bought a 1923 Kissel Speedster Model 6-45 “Gold Bug” to drive herself and her mother when moving from Los Angeles to Boston in 1924. The bright yellow car attracted attention on the six-week cross-country adventure, as did the fact that two women were driving 7,000 miles alone.

A few other cars Earhart owned or endorsed were the air-cooled Franklin Airman line in the late 1920s and early 1930s, a 1932 Hudson Essex-Terraplane Special Sedan, and a 1936 Cord 810 Phaeton.

#### **6. She was an influencer.**

Earhart's fame came after the 1928 transatlantic flight of the Fokker F.VII Friendship trimotor seaplane, when she became the first woman to fly as a passenger across the Atlantic. Brands wanted her to represent the face of adventure and of the modern American woman.

According to Barbara H. Schultz's book *Endorsed by Earhart*, the enterprising pilot endorsed much more than cars: airlines, luggage and trunks, chocolate bars, collector cards, and Lucky Strike cigarettes, though she was a nonsmoker.

Earhart also wrote a book detailing her experience the same year as the Friendship flight, and her speaking tour for 20 hours and 40 minutes sometimes included three appearances in one day. She used the money to finance her solo flights.

Earhart wore a dress of her own design on her final visit to Atchison, Kansas.

#### **7. She used her celebrity for good.**

Earhart, who during her school days had kept a scrapbook of career women who inspired her, did her part to be a role model for others. She lobbied for women's rights and took leadership positions to help effect change.

She helped organize the first transcontinental air race for women in 1929, and later that year a group of the women who competed formed an organization to support women in aviation, The Ninety-Nines, which still exists today.

She served as the first president of The Ninety-Nines in

1931, the same year she became the first female vice president of the National Aeronautic Association, where she helped establish separate female categories for records and races to reflect women's lack of social and economic independence.

#### **8. She was a fashion innovator.**

Earhart often wore hats, dresses, and flight suits she designed and sewed. In 1933, she launched a clothing line featuring designs for active women. She sold pieces in department stores as well as patterns to make the clothes at home. She is credited with popularizing selling separates instead of suits limited to the same size top and bottom.

The Fashion Designers of America included her in their 1934 list of the 10 best-dressed women in the United States.

#### **9. She insisted ‘The New York Times’—and other media—use her professional name.**

Aviation accomplishments were covered extensively by the media as the world continued to follow the development of flight. Earhart stood up for herself in 1932 when some media outlets, including The New York Times, referred to her as Mrs. Putnam after she married book publisher George Putnam in 1931.

After becoming the second person to fly solo and nonstop across the Atlantic, and the first woman, she sent a missive to Times publisher Arthur Hays Sulzberger to again remind him that she was Amelia Earhart, not Mrs. Putnam. The newspaper obliged.

#### **10. She had a short but record-setting flying career.**

Earhart soloed in 1921 and in 1923 she became the sixteenth woman to earn an official pilot license (at that time from Fédération Aéronautique Internationale). She set her first unofficial record in 1922 as the first woman to reach 14,000 feet in altitude. She focused on school and work for several years and got back to flying again in 1927. The next year she began her string of “first” accomplishments and set seven women's speed and distance records from 1930 to 1935. She achieved three important solo flight milestones for all aviators, male or female, during the first five months of 1935, including 2,408 miles from Honolulu, Hawaii, to Oakland, California.

She was days shy of her fortieth birthday when the twin-engine Lockheed 10-E Electra was last heard from on July 2, 1937.

SDPA

#### **Overheard**

First night XC with instructor. The route was going to take us over my home at 11:00pm, so I turned on my aviation scanner in my home for my wife so I could tell her goodnight.

As we passed over my home at 6,500', I had failed to push the flip-flop to the air-to-air frequency and was still on approach.

**Me:** "Goodnight, Susan. I hope you sleep well."

**What I can only envision as a large, hairy-armed controller:** "The name is Bart, and they like it a lot better if we stay awake."

I apologized and changed to the air-to-air freq with my CFI laughing.

From **Ed Bandy**

SDPA

## What To Do About UFOs? Change The Name

By Paul Bertorelli (AVwebFlash)

In my (sometimes) fevered imagination, I can conjure tense meetings in a windowless government conference room where well-meaning functionaries and assistant secretaries are arguing about who's going to do it.

*"Well, I'm not doing it. You do it."*

*"I'm not doing it. You have to do it."*

*"No way. Someone else has to do it."*

The "it" in this case will be done by the poor bastard who has to push the send button next month on the report detailing what the government knows about UFOs. Along the way, they—or someone—has softened up the target by changing the name: UFOs are now **UAPs** for **Unidentified Aerial Phenomenon**. This evidently dates back about 10 years but, like me, you probably never got the memo. It's a thoughtful change because at one stroke it removes the crackpot stigma and broadens the definition to include swamp gas and hot air balloons made of popsicle sticks and laundry bags. The official imprimatur happened last August when the Defense Department announced the **UAP Task Force**, whose job is to get a handle on all these sightings and illuminate us as to their origin.

*Godspeed, UAPTF. Next, on to Middle East peace.*

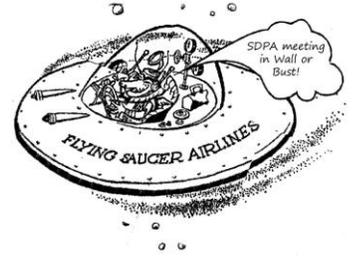
Why this is going on now appears to relate to an uptick in UAP sightings and not just sightings, but credible incidents. Press coverage of the topic has heated up. The New Yorker just published a major article on the topic and CBS's 60 Minutes did a segment on UAPs that barely lifts the Dingbat Alarm off the low stop. So, during the month of June, we as aviators will be confronted with some kind of government report that will invite—if not force—us to think about what all this means. I'm already feeling the stirrings of a migraine.

The Defense Department is in a tight spot here. You'll recall, probably, that it closed down the initial investigation into UAPs (UFOs then) in 1969, when Project Bluebook ended, thus causing a collective sigh of relief from several thousand 2nd lieutenants who trembled at the thought of being assigned to it. Not a real bright career path, that one. Since then, the DoD has basically treated the field with benign neglect, carried on by those second Johns who are now retiring one stars. But now, at the insistence of congress, the UAPTF has determined it will tell the teeming masses what it knows about UAPs. My prediction is that this is going to be: not much. And this will sow more confusion and distrust than ever because two-thirds of the population think the government knows more than it's telling and almost half—call it 150 million people—think the sightings are alien spacecraft. A measurable portion of them think aliens are living among us, an understandable conviction to anyone who has spent time in the Fly Market at AirVenture.

Before I go any further, let me note that UAPism is a peculiarly American fetish. Check out a geo-located map of all the known sightings since 1906. It cuts off in 2014, seven years ago. Note that as time advances, there are bits of dots located elsewhere in the world, but the U.S. is splattered in activity, especially east of the Mississippi. Well, sure, that's

where the people are, but the U.S. ranks third of countries in total population but 174th in population density. In other words, we are way the hell over-represented in claimed UAP sightings.

There may be explanations for this related to press freedom, not living in a police state and that we fly airplanes a lot, but I wonder if the larger driver isn't cultural and a tendency toward media—especially social media—driven mass hysteria. In other words, are the vast majority of these sightings just utter confections made by well-meaning people who have just convinced themselves that what they saw was real? On the scale of things, this seems far more likely to me than aliens or even some super-secret Air Force or Navy aircraft.



Not that I'm suggesting that none of these sightings are credible. Watch the interviews in the 60 Minutes piece. These are three Navy pilots who are, among other things, trained to observe and identify aircraft because their lives depend on that skill. There are a couple of short film clips from those sightings and others. It's not impossible that these were doctored in some way and any critical viewer should keep this in mind. But however convincing these sightings are or are not, the observers themselves are credible. Same can be said for Christopher Mellon, a former deputy assistant SecDef who says the U.S. has no aircraft capable of the performance these sightings seem to show. But that doesn't rule out that he knows something and is engaging in active disinformation in the name of some greater good.

And that gets us to the Russians and the Chinese. If it's not aliens, then it must be one of them, right? On my hysteria versus reality scale, this one again tips to hysteria. The leap of progress evident in the surmised performance of the observed UAPs would be far greater than the Apollo leap to the Moon. The Chinese have a sort of capable Fifth Gen fighter but have been unable to muster the industrial know-how to build an airliner competitive on the world market. The Russians have done little better. That either one of them has somehow birthed an aircraft with 100 times the performance of the flying submarine in "Voyage to the Bottom of the Sea" strains credulity beyond the breaking point. Aviation Week would be all over this.

And at this juncture, any aliens with galactic flight capability would presumably be able to tune in reruns of "Voyage" and if that didn't convince them to give this place a pass, one episode of "The Beverly Hillbillies" would push them over the edge and on to the next star system. I mean, by now, wouldn't the alien visitors have revealed themselves and their purpose rather than taunting a couple of Hornet drivers?

But what if the UAPTF actually is the aliens? And the June announcement is the big reveal? Didn't think of that, did ya? Of course you didn't. Because you're still grounded in sanity, like the dwindling rest of us.

SDPA

SD Aeronautics Commission – July 15

The SD Aeronautics Commission meeting scheduled for July 15 was canceled due to a light agenda. SDPA

SD Aeronautics Commission – August 19

The SD Aeronautics Commission held a conference call meeting on August 19 at 2:00PM with some of the staff in the Becker-Hansen Transportation Building in Pierre.

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** (Secretary of SD DOT), **Jack Dokken**, **Jon Becker**, **Tom Koch**, **Brad Remmich**, **Earl Holben** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, Office of Secretary, SD DOT), **Kellie Beck** (SD DOT Division of Management & Finance), **Dustin DeBoer** (SD DOT Office of Legal Counsel, Sioux Falls), **Kyle Weinman** (Office of Legal Counsel, Contract Administrator), and **Steve Hamilton** (SDPA, Yankton).

Chairman Odenbach called the meeting to order and determined that a quorum was present via roll call. He opened the floor to Commission members to disclose potential conflicts of interest and to present requests for waivers pursuant to South Dakota Codified Law (SDCL) chapter 3-23.

Bob Huggins disclosed that he would be teaching a course this fall as part of the Aviation Program at Lake Area Technical College. He said that he had completed the required waivers to disclose the conflict of interest, and provided them to Karla Engle, SD DOT Office of Legal. Dustin DeBoer said that the Commission would have to review the waivers and then vote on the conflict of interest at the Commission's next meeting.

The minutes of the June 17 meeting of the Commission were approved by roll call vote: all aye.

Eric Odenbach opened the discussion regarding the **Aircraft Registration Law's** requirement for display of aircraft state registration stickers. He said that an aircraft owner and pilot had contacted him about the requirement and noted that there was no enforcement of registering aircraft nor displaying the sticker.

South Dakota Codified Law 50.11.5 states "Posting of aircraft registration certificate--Decal--Violation as misdemeanor. The aircraft registration certificate shall at all times be conspicuously posted within the aircraft so as to be readily seen by passengers and inspectors. The department shall provide a decal bearing the same identification number as the registration certificate. The aircraft owner shall display the decal in a location easily visible from the right outside of the aircraft. A violation of this section is a Class 2 misdemeanor."



The Commission discussed the issue for about 12 minutes. The following information was conveyed: no aeronautics staff or law enforcement personnel check on display of registration decals on aircraft; the state database of registered aircraft is not available to the public nor easily transformed for public use; vehicles and trailers are required to be registered and display registration decals and likewise aircraft should be registered and display decals; aircraft registration fees are part of the revenue stream for the Aeronautics Fund; complaints about missing registration decals or unregistered aircraft are handled by the aeronautics staff. No action was taken.

Odenbach opened the floor for **public input**. Dave Luers asked about the 100% federally funded AIP project at the Pierre Airport being placed on hold. The city awarded the grant to the lowest bidder, where upon the second lowest bidder contested the bid, causing the FAA to suspend awarding the AIP grant. The city is going through the process of dealing with the contested bid. The worry is that if the process takes too long, the project will have to be processed next fiscal year, and the 100% federal funding may not be available – meaning that the funding might be 90% federal, 6.5% local, and 3.5% Aeronautics Fund. Brad Remmich commented that the city was trying to resolve the dispute as fast as they could to proceed with the project.

Joel Jundt gave the Secretary's report. He said that the Senate has passed a version of the big infrastructure bill, but it has not passed in the House. Congress needs to finish and pass the bill before the end of the fiscal year (September 30) or they will have to fund a continuing resolution in order to keep the government open. Joel said that the infrastructure bill included a large increase for the Airport Improvement Program.

Jon Becker requested Commission consideration of **Airport Improvement Program** Projects. The Watertown grant was discussed separately due to a conflict of interest by Commissioner Jerry Reiber.

**Watertown:** Construct new terminal building phase 2 including SRE building and site work. Federal Share \$10,235,795.00; State Share \$0; Local Share \$1,187,921.00; Total \$11,879,207.00. Phase 2 includes Civil Bidding & Construction Administration / Engineering, Civil Land Side Construction, Civil Air Side Construction, Passenger Boarding Bridge (PBB), Building Relocation / Demolition Costs, Tech Ops Reimbursable Agreement, and SRE Building Design and Construction. Jon said that a portion of the terminal and parking lot projects were ineligible for federal or state funding – hence, the local share. The Commissioners approved the grant with Rieber abstaining. All aye, none nay.

The following three grants were discussed as a group.

**Aberdeen:** Purchase SRE (Snow Removal Equipment) blower and deicing truck. Federal Share \$970,000.00; State Share \$0; Local Share \$0; Total \$970,000.00. The existing snow blower is a 1997 Oshkosh

blower and the airport is seeking a newer more dependable blower to keep high trafficked areas clear. The existing deicing truck is a 2001 Case Tyler and is in need of replacement.

**Miller:** Design and construct hangar taxilane rehabilitation and expansion. Federal Share \$765,000.00; State Share \$0; Local Share \$0; Total \$765,000.00. At 25 years of age, the pavement has exceeded the end of its useful life.

**Wall:** Design reconstruction and lengthening of runway 12-30 including taxiway connector and MIRL (medium intensity runway lights). Federal Share \$270,000.00; State Share \$0; Local Share \$0; Total \$ 270,000.00. The objective of the project is to provide a runway (4,418' x 75') that can accommodate general aviation aircraft up to a Runway Design Code B-II and to provide a Runway Protection Zone that meets the FAA design and safety standards. The runway is currently 3,499'x60'. It was noted that the airport has gone through an extensive environmental review process, and land acquisition would occur in future grant requests to extend the north and south ends of the runway. The airport has been landlocked on the north end by a railroad easement.

The Commission approved the three grant requests. All aye, none nay.

Jon said that there would likely be five or six additional grant requests from airports waiting to hear from the FAA about discretionary funding. These requests would be on the agenda for the September meeting set for the 16<sup>th</sup>.

The conference call meeting adjourned at about 2:38PM.

SDPA

### Overheard

This afternoon, my six-year-old son and I went out to the airport to check on things at the hangar. The weather was rainy and IMC. We watched a Cherokee land after shooting an instrument approach. I made some comment about being able to fly instruments soon, when I finish my instrument rating.

My son turned to me with this puzzled and concerned look. "Dad, how do you turn the airplane when you are playing an instrument?"

From **Patrick G. Bramlett**

SDPA



For a *comprehensive* aviation event listing, go to <https://sdpilots.com>. CHECK WITH EVENT ORGANIZERS TO SEE IF THE EVENT HAS BEEN CANCELED OR POSTPONED DUE TO THE COVID-19 PANDEMIC.

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

**Sep:** Coffee, treats & conversation at **Hot Springs (HSR), SD**, every Friday 9:30-11:30AM. Come join us for some hangar flying. Contact Airport 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, 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 4:** Big Nasty Breakfast Fly-In at **Big Nasty Creek in northwest SD**. 7:00-10:00AM. Dennis Nash and family are hosting a fly-in breakfast at their ranch (N 45.706475 -- W 102.879127). On Billings Sectional chart go 13 miles North (up) the middle of Gap C High MOA to the banks of the Big Nasty Creek. Turf runways: 12-30 (2000'; obstructions: 30 -- road); 18-36 (1400'; obstructions: 36 -- 50'creek bank; 18 -- hill). For traffic, monitor 122.8. To reach the ranch for ground support, contact 122.750. Contact Dennis Nash at 605-855-2453 in the evening.

**Sep 6:** Airport breakfast at **Sheldon (SHL), IA**, 7:00-11:00AM. PIC free, adults \$6.00, kids 5-10 \$3.00; under 5 free. Sponsored by Sheldon Sky High Flyers, EAA Chapter 1295, and Sheldon Christian School Parents; assisted by Midwest Flying Service. Contact 712-470-5032.

**Sep 9-12:** 7<sup>th</sup> annual Black Hills Fly-in at **Hot Springs (HSR), SD**. All are welcome, but this will be somewhat of an off airport event with most of the fly outs happening at ranches in the tri state area of SD, WY, and MT. Flyouts, food, fellowship, and nearly unlimited places to explore and turn avgas into noise and memories. We hope to see you there! Contact Clint Busenitz at 605-891-1290 or Larry at 605-890-0525. Facebook: "The Black Hills Flyin" [https://www.facebook.com/The-Black-Hills-Flyin-338949696273621/?ref=page\\_internal](https://www.facebook.com/The-Black-Hills-Flyin-338949696273621/?ref=page_internal) or Facebook: "Black Hills Flyers"

**Sep 11:** SDPA meeting at **Wall (6V4), SD**, in the airport terminal. 11:00AM: Program --presentation by pilots **Don & Maureen Alesi** of Lead about their experiences flying their Cessna 140 around the U.S. to participate in meetings of the International 120-140 Association. They have done ~20 flights in their 140 to California, Maine, Florida, Louisiana, and many other states. Noon: lunch. 1:00PM SDPA meeting with cookies. Contact Steve Hamilton at 605-665-8448 or skyhawk43v@gmail.com

**Sep 11:** ~~CANCELED~~ -- SD Aviation Hall of Fame ceremony at **Black Hills Airport**.

**Sep 11:** Fly-in lunch, safety seminar, and Wright Brothers Master Pilot Award at Black Hills Airport-Clyde Ice Field, **Spearfish, SD**, at Black Hills Aero hangar starting at noon. Contact Nick Weyrich at 605-290-9352.

**Sep 11:** Airport lunch at **Ekalaka (97M), Montana** (not far from the western SD border). They will start cooking hamburgers and hotdogs at 11:00AM with sodas and water provided. They are also planning a flour drop. Elevation 3503. Fuel. Runway 13-31 - 3801' x 75' paved. This beautiful area has the pine-covered Ekalaka Hills and Rugged Chalk Buttes. Lots of good people to meet. Contact Dane Castleberry with any questions. [danec@midrivers.com](mailto:danec@midrivers.com)

**Sep 11:** Monthly meeting of the Joe Foss Squadron of the Commemorative Air Force at **Joe Foss Field -- Sioux Falls Airport (FSD), SD**, at 10:00AM in Maverick Air Center. Contact Rick Tupper at [rick@cajfoefoss.com](mailto:rick@cajfoefoss.com) <https://www.cajfoefoss.org>

**Sep 11:** Airport breakfast at **Sturgis (49B), SD**. ~8:00 to

- ~10:00AM (rain or shine). Free-will donation. Sponsored by C&B Aviation. Contact Roger Burnham at 605-347-1050 or Bruce Bowen at 605-490-1139.
- Sep 12:** Airport breakfast at **Carroll (CIN), IA**, 7:00AM-1:00PM. Contact Don Mensen at 712-792-4980 (Carroll Aviation).
- Sep 12:** Airport breakfast at **Bismarck (BIS), ND**, 8:00AM-1:00PM. Pancake breakfast in support of the Robert E. Asker Scottishrite Speech therapy Center For Children, Hosted by Bismarck Aero Center and presented by Stan Pucklich Chevrolet.
- Sep 13:** Sioux Falls Ballooning Club meeting in **Sioux Falls, SD**, at 7:00PM at TBD. <http://www.sfballooning.org>
- Sep 14:** Monthly meeting of Norfolk EAA Chapter 918 in **Norfolk (OFK), NE**, in the FBO building at 7:00PM. Contact Tim Miller at 402-750-8638 or [tim.mpgpro@gmail.com](mailto:tim.mpgpro@gmail.com)
- Sep 15:** Monthly cookout & open house at **Council Bluffs (CBF), IA**. 5:30-7:00PM. Open to all – Museum open. Sponsored by Great Plains Wing of the Commemorative Air Force (16803 McCandless Drive). Contact Jeff Hutcheson at 402-981-4633 or [jeffhutcheson3@gmail.com](mailto:jeffhutcheson3@gmail.com). [http://greatplainswingcaf.org/Great\\_Plains\\_Wing/Home.html](http://greatplainswingcaf.org/Great_Plains_Wing/Home.html)
- Sep 18:** Airport breakfast in the EAA Chapter 289 Building at **Lincoln County (Y14), Tea, SD**, 8:00-10:30AM featuring pancakes with eggs & sausage, coffee and juice for a suggested donation of \$8.00; fly-in PIC free. Contact Gary Pelach at 605-310-9984.
- Sep 18:** Monthly airport breakfast at **Crete (CEK), NE**, 8:00-10:00AM. Plane talk & great food; \$5.00 donation. EAA Chapter 569. (3rd Saturday)
- Sep 18:** Madison's First Airshow at **Madison (MDS), SD**. 5:00PM - 7:00PM. Community Welcome. Young Eagles flights 12PM-4PM. Kid's Activities 2PM-5PM. \$5 Burger Meal 4PM-7PM. Ribbon Cutting 4:30PM. AIRSHOW featuring Patrick McAlee – ExtremeFlight and Vanguard Squadron YOUNG EAGLES: Free 20-minute flight for 8 year old to 17 year old. \*\*\*MUST BE ACCOMPANIED BY PARENT/GUARDIAN\*\*\* REGISTER DAY OF EVENT, Hosted by Tea EAA Chapter 289. Questions contact Riffin Flight Service (605)256-9774. LAKE COUNTY 4-H CLUBS: A few of the clubs will be doing activities. They will be listed on the Facebook event as confirmed. Aces Shooting Sports. Meal Fundraiser to support Lake County 4-H Aces.
- Sep 18-19:** Airport breakfast at **Groton (2E6), SD**. Breakfast 7:00-9:00AM -- both days. **CHECK NOTAMS FOR CLOSURE OF NEW TURF RUNWAYS DUE TO BEING TOO WET TO LAND ON!!** Contact Darrell Hillestad at 605-380-6204 or [metromerlin@aol.com](mailto:metromerlin@aol.com) or [6053806204@mms.att.net](mailto:6053806204@mms.att.net)
- Sep 19:** Fly-in, Drive-in, Walk-in, Dragged-in airport breakfast (always the 3<sup>rd</sup> Sunday in September) at **Chan Gurney (YKN), Yankton, SD**, 8:00AM-12:00PM. PIC FREE, adults \$7.00; kids 5-10 \$4.00; under 5 free. Fundraiser for aviation scholarships. Sponsored by Yankton Regional Aviation Association and City of Yankton. Contact Steve at 605-665-8448 or [skyhawk43v@gmail.com](mailto:skyhawk43v@gmail.com).
- Sep 19:** Airport breakfast at **Martin Field (7K8), NE**. 7:00–11:00AM. PIC Free. Adults \$6.00; 12 years and under \$5.00. Young Eagles rides by EAA Chapter 291. Contact Rick Alter at 712-490-0324 or [rick.alterii@gmail.com](mailto:rick.alterii@gmail.com).
- Sep 19:** Airport breakfast at **Enderlin (5N4), ND**, 8:00-11:00AM. Held in conjunction with Enderlin's Sunfest Weekend.
- Sep 25:** Airport breakfast at **Pipestone (PQN), MN**, 7:30-11:00AM. PIC free. Sponsored by Kiwanis. Contact Pipestone Area Chamber of Commerce & Visitors Bureau at 507-825-3316 or airport at 507-360-2233
- Sep 25:** Airport Burger Feed at **Stuart-Atkinson (8V2), Atkinson, NE**, 10:00AM-2:00PM. Featured attraction: Tandem Skydiving on late Friday afternoon (Sept 24), Saturday (Sept 25) and Sunday morning (Sept 26) -- weather permitting and if enough interest is shown; call Jack at 402-340-0388, if interested in skydiving. Lunch available at Lion's Cook Shack. Pilots who fly in eat free. Everyone is encouraged to come out to see the planes, cars, and improvements to the airport and to support the local Lion's Club. Sponsored by Sandhills EAA Chapter 804. Contact Jack Flannery at 402-340-0388 call or text.
- Oct:** Madison Aviation Enthusiasts meet at **Madison (MDS), SD**, on Thursdays at 6:00PM for food, fun & flying.
- Oct:** Coffee, treats & conversation at **Hot Springs (HSR), SD**, every Friday 9:30-11:30AM. Come join us for some hangar flying. Contact **Airport** at 605-745-3555.
- Oct:** SD Civil Air Patrol meetings. Seniors and cadets meet monthly at Brookings Airport, Custer County Airport, Ellsworth AFB, Lincoln County Airport, Miller Airport, Pierre Airport, Sioux Falls Airport, and Spearfish Airport. For meeting times, specific locations, and contact information, go to <https://sdwg.cap.gov/command/squadrons>
- Oct 2:** Monthly airport breakfast at **York (JYR), NE**, 8:00-10:00AM featuring custom-made omelets, burritos, eggs, sausage, and of course, airplane shaped pancakes if so desired. Free-will donation. EAA Chapter 1055. Contact Rod Matlock at [redoakrod@stewireless.com](mailto:redoakrod@stewireless.com)
- Oct 3:** 3<sup>rd</sup> annual Fly-in/Burger Burn session at **SD33** (Sky Ranch for Boys), **Camp Crook, SD**. We're on the MT/SD border, 6 miles south of Camp Crook, SD. We're SD33 on the sectional chart. Contact Ryan Cordell at 605-797-4624.
- Oct 9:** Monthly meeting of the Joe Foss Squadron of the Commemorative Air Force at **Joe Foss Field – Sioux Falls Airport (FSD), SD**, at 10:00AM in Maverick Air Center. Contact Rick Tupper at [rick@cafjoefoss.com](mailto:rick@cafjoefoss.com) <https://www.cafjoefoss.org>
- Oct 11:** Sioux Falls Ballooning Club meeting in **Sioux Falls, SD**, at 7:00PM at TBD. <http://www.sfballooning.org>
- Oct 12:** Monthly meeting of Norfolk EAA Chapter 918 in **Norfolk (OFK), NE**, in the FBO building at 7:00PM (**maybe 6:00PM**). Contact Tim Miller at 402-750-8638 or [tim.mpgpro@gmail.com](mailto:tim.mpgpro@gmail.com)
- Oct 20:** FINAL OF THE YEAR -- Monthly cookout & open house at **Council Bluffs (CBF), IA**. 5:30-7:00PM. Open to all – Museum open. Sponsored by Great Plains Wing of the Commemorative Air Force (16803 McCandless Drive). Contact Jeff Hutcheson at 402-981-4633 or [jeffhutcheson3@gmail.com](mailto:jeffhutcheson3@gmail.com).

## SDPA News Editor

Steve Hamilton  
303 Golf Lane  
Yankton, SD 57078-1727

### SDPA Officers

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Executive Director Steve Hamilton



<https://sdpilots.org>

**Oct 16:** Airport breakfast in the EAA Chapter 289 Building and "Wings and Wheels" event at **Lincoln County (Y14), Tea, SD**, 8:00-10:30AM featuring pancakes with eggs & sausage, coffee and juice for a suggested donation of \$8.00; fly-in PIC free. Contact Gary Pelach at 605-310-9984.

**Oct 17:** YRAA potluck meeting at **Chan Gurney (YKN), Yankton, SD**, at 6:00PM in the terminal. Bring a dish or two to share. Contact Steve Hamilton at 605-665-8448 or skyhawk43v@gmail.com

**October 20 (every year): International Air Traffic Controller Day**, was established to celebrate the birthday of the International Federation of Air Traffic Control Associations -- *try reading that one back quickly in moderate turbulence* -- which launched on October 20, 1961. DEFINITION: Air Traffic Controller: noun (air-traffic-con-trol-ler), someone who solves a problem you didn't know you had in a way you don't understand. See also wizardry, magician.

**Oct 30 (every year): National Checklist Day.**

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

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

**Nov:** Coffee, treats & conversation at **Hot Springs (HSR), SD**, every Friday 9:30-11:30AM. Come join us for some hangar flying. Contact **Airport** at 605-745-3555.

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

**Nov 6:** Monthly airport breakfast at **York (JYR), NE**, 8:00-10:00AM featuring custom-made omelets, burritos, eggs, sausage, and of course, airplane shaped pancakes if so desired. Free-will donation. EAA Chapter 1055. Contact Rod Matlock at redoakrod@stewireless.com

**Nov 9:** Monthly meeting of Norfolk EAA Chapter 918 in **Norfolk (OFK), NE**, in the FBO building at 7:00PM (maybe 6:00PM). Contact Tim Miller at 402-750-8638 or tim.mpgpro@gmail.com

**Nov 13:** Monthly meeting of the Joe Foss Squadron of the Commemorative Air Force at **Joe Foss Field – Sioux Falls (FSD), SD**, at 10:00AM in Maverick Air Center. Contact Rick Tupper at rick@cafjoefoss.com <https://www.cafjoefoss.org>

SDPA