



SDPA News

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

Volume 26, Number 6

November-December 2019

President's Column

Greetings everyone,

I've heard that the "aging" process brings on some strange phenomena's in our lives such as, (for lack of a better term) life's acceleration clock! For instance, it seems like just last week it was Spring, and I was gleefully pulling the old Aeronca out for a little spin around the patch. So how come I saw SNOW on the ground just the other day! Can it be that summer has already slipped by? Never one to complain too much (although there are those who might disagree with this assessment) about the weather, I'd like to think we'll have some nice fall weather to fly in before the hammer finally drops for the winter, and of course there is always next Spring to look forward to! How's that for optimism or whatever you want to call it! Of course, I've heard rumors that there are those hearty souls who don their snowmobile suits, climb into their trusty steeds and motor off into the wild blue yonder at 20 degrees below zero. I've heard that rumor but have never witnessed it so it's probably just a fable!

Although Steve Hamilton will be reporting on our adventures in getting to our meeting at the Rosebud, SD, airport in September, I'd like to thank all those who were able to make the trip. When you get the chance to chat with Charlie Moe, Marsha Sumpter, Sunny Stephens, Dwayne LaFave, Steve, Dianna Torson or myself about the adventure in getting there, you'll get a kick out of it! Once there, we had a great time, and the EMT crew on station at the airport treated us to a great presentation, as well as a walk through their facility and aircraft and lunch! As an aside, I personally feel one of the reasons for our organization's success is connecting with the South Dakota aviation community through our travels throughout the State.

On a serious side note I believe it's imperative for our organization to "keep our ears to the ground" so to speak, where issues affecting our aviation community are concerned. In this age of national political disconnect that's playing out right before our eyes, we as a group, have to be prepared to take a stand for our rights and privileges in the aviation community.

Having said that, things appear to be a bit quiet on the Legislative front concerning aviation in our State but the State's long-range aviation master plan appears to be on track from all indications I'm privy to. The one rumor I've heard is the State of South Dakota ended up with a little excess in their budget so I'm optimistic that our "money" will be returned to our Aeronautics Fund shortly! As I just alluded to, political disconnects can lead to tighter budgets all around, and our state Aeronautics Fund is no exception so let's hope that happens.

Hope to see you all at **our meeting at the Huron Airport in the new Skyways Fly Jet Center FBO on Nov 16th starting at 11:00am.**

Take care and fly safe.

John Barney, SDPA President

Editor PS: Both Dwayne LaFave and Steve Hamilton are currently having problems sending email blasts to two different organizations. LaFave has two email groups (400+ people for SDPA and 200+ for non-SDPA people using Chrome), and Steve Hamilton has one group (127 people for the Yankton Regional Aviation Association using internet provider Vast Broadband). Consequently, blast emails will be suspended pending resolution of the problems. Dwayne wrote, "My Chrome carrier is blocking the sending of emails to large lists so there will be no fix for me. I need some technical advice for another carrier or method."

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

SDPA Meeting - Nov 16

SDPA will hold a meeting on Saturday, Nov 16 in **Huron (HON), SD**, at Skyways Ltd (d/b/a Fly Jet Center).
11:00am: presentation on the activities at HON and Skyways FBO.
Noon: lunch (pizza & pop) for \$5.00.
1:00pm SDPA meeting with cookies.
Contact Steve Hamilton for more information at 605-665-8448 or skyhawk@iw.net. SDPA

New*, Rejoined, & Renewed Members

Terry Barber, Onida
Dan Booth, Timber Lake
Gary Bowar, Miranda
Tucker Bowar, Miranda
Tim Clarke, Howard
Will Drzycimski, Sioux Falls
Dawson Duchesneau, Brookings*
Mark Eitremim, Lennox
Jerry Ellingson, Lake Preston
Frank Farrar, Britton
Tim Geigle, Brandon
Scott Gerlach, Mitchell
Richard Grorud, Milbank
Jordan Hall, Sioux Falls
Ty Hanson* LIFE
Arnie Hauge, Sioux Falls
Don Hearnen, Conde
Mark Hunhoff, Volin (3 years)
Roger Huntley, Yankton
Daniel C. Johnson, Yankton*
Ron Keenihan, Sioux Falls
Roy Kimbell, Spearfish
Dale Knuth, Hartford LIFE
Shannon Kruse, Watertown
Peter Larsen, Alcester
Eric Lindeman, Yankton
Tim McDermott, Newell
Larry Menning, Chamberlain
Brian Meyer, Brandon
Dan Noteboom, Corsica

James Nelson, Spearfish
Joe Plihal, Tyndall
James Riggs, Spring, TX
Matthew Schad, Rapid City*
Judson Seaman, Rapid City*
Brad Stiefvater, Salem
Joe Swenson, Sioux Falls
Lyle Swenson, Mitchell

Gary Telkamp, Rapid City
Kevin Tveidt, Pierre
Lloyd Weaver, Spearfish
Forrest Wixon, Pierre

**We have 394 members including 89
LifeTime members.** The more
members, the stronger voice we carry

on aviation issues in South Dakota, the
Midwest, and the Nation. Send \$20 to
SDPA, 307 West Blaine, Gettysburg,
SD 57442-1145, along with mailing
address and contact info. SDPA

Member & Guest Comments

Mark Hanneman (West Richland, WA) on October 27 wrote on the SDPA web site Guest Book, *"I'm a Sport Pilot currently living in SE WA State. Upon my FINAL (honest) retirement in April 2022, my wife and I intend to move to the Rapid City area. Looking forward to joining the SD aviation community!"* (REPLY: Glad to hear from you Mark. We're looking forward to you joining the SD Aviation Community. You're welcome to join the SDPA at any time.

We have several members living outside SD (Arizona, California, Colorado, Idaho, Iowa, Minnesota, Montana, Nebraska, Nevada, North Dakota, Oklahoma, Tennessee, Texas, Wyoming). Steve Hamilton, SDPA Executive Director)

Dale Knuth (Hartford) wrote on his membership renewal, *"Thank you for all your hard work."*

Peter Larsen (Alcester) wrote on his membership renewal, *"Thanks for all you do."*

Eric Lindeman (Yankton) wrote on his membership renewal, *"Thanks for all the good work that you do."*

Wayne White (Hermosa) wrote on his membership renewal, *"Thanks!"*

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.

Terry Barber (Onida) donated \$30 to the SDPA Scholarships Fund. This donation was Terry's seventh contribution. *Thank you Terry!*

Tim Clarke (Howard) donated \$20 to the Becker-Hansen Memorial Scholarship Fund. This donation was Tim's fifth contribution. *Thank you Tim!*

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

Frank Farrar (Britton) donated \$80 to the SDPA Scholarships Fund. This donation was Frank's eighth contribution. *Thank you Frank!* SDPA mailed Frank an engraved paperweight in appreciation for his Scholarship

Support to recognize his generous contributions.

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

Ron Keenihan (Sioux Falls) donated \$100 to the SDPA Scholarships Fund. This donation was Ron's eighth contribution. *Thank you Ron!* SDPA mailed Ron a framed Certificate of Appreciation for Scholarship Support in recognition of his generous contributions.

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

Dean Kirkeby (LIFE member, Clark) donated \$10 to the SDPA Aviation Maintenance Technology Scholarship at LATI, Watertown. This donation was Dean's ninth contribution. *Thank you Dean!*

Shannon Kruse (Watertown) donated \$30 to the SDPA Scholarships Fund. This donation was Shannon's fourth contribution. *Thank you Shannon!*

Peter Larsen (Alcester) donated \$20 to the SDPA Scholarships Fund. This donation was Peter's fourth contribution. *Thank you Peter!*

Eric Lindeman (Yankton) donated \$80 to the SDPA Scholarships Fund. *Thank you Eric!*

Tim McDermott (Newell) donated \$20 to the Becker-Hansen Memorial Scholarship Fund. This donation was Tim's third contribution. *Thank you Tim!*

Larry Menning (Chamberlain) donated \$10 to the SDPA Scholarships Fund. *Thank you Larry!*

James Nelson (Spearfish) donated \$30 to the SDPA Scholarships Fund. This donation was Jim's tenth contribution. *Thank you Jim!*

James Riggs (Spring, Texas) donated \$10 to the SDPA Scholarships Fund. This donation was James' fifth contribution. *Thank you James!*

Judson Seaman (Rapid City) donated \$80 to the SDPA Scholarship Funds. *Thank you Judson!*

Forrest Wixon (Pierre) donated \$100 to the Becker-Hansen Memorial Scholarship Fund. This donation was Forrest's seventh contribution. *Thank you Forrest!*

The SDPA provides ACE Camp scholarships (\$1,000), Becker-Hansen Memorial Scholarship (\$2,000), SDPA Aviation Maintenance Technology Scholarship at LATI (\$2,000), and sponsors prizes for the SD Aviation Art Contest (\$250) – total of \$5,250 in scholarships / prizes each year. For those members donating a total of \$200 or more, the SDPA sends a framed Certificate of Appreciation, and for over \$400 the SDPA sends an SDPA paperweight. SDPA



SDPA Letters / Comments / Displays

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

Sep 11: News release on Wright Brothers Master Pilot Awards presented to James Cox and Vernon "Skip" VanDerhule on September 7 at Clyde Ice Field – Black Hills Airport, Spearfish, during the SD Aviation Hall of Fame ceremony (submitted to two newspapers: The Yankton County Observer [published Sept 13], and the Yankton Press & Dakotan [published Sept 18]).

Sep 15: District Director George Bittner showed the SDPA tabletop display at the Yankton airport breakfast. SDPA

SDPA Meeting – September 21

The SDPA held a meeting on September 21 at the Rosebud Sioux Tribal Airport in the Eagle Air Med facilities. There was a direct crosswind across the single runway with winds estimated at 20 knots. No one flew in for the meeting.

Prior to the meeting, Base Manager & Flight Nurse **Willie Johnson**, Eagle Air Med, with help for pilots **Larry Lukas** and **Luke Combs**, gave us a tour of the facility. Eagle Air Med is part of Guardian Flight, which in turn is part of the Air Medical Resources



Group Holdings. The building had a huge hangar with an 80-foot Schweiss door, four offices, kitchen, secondary kitchen area, conference room, separate large restrooms, and second floor with four motel-like rooms, and common area.

The Schweiss door was damaged by wind about 3 months ago when it was opened, which bent an I-beam, and the door had not been opened since that time. The new I-beam and siding had arrived and were awaiting installation. The airport has a fuel tank containment tank and stubbed in electrical conduit, but no fuel tank or fuel pump, , , , yet, , , , coming in the future along with aircraft hangars and a weather reporting station.

Eagle Air Med flies a 2001 Pilatus PC-12/45. The plane has been parked outside for the past 3 months while waiting for the hangar door to be repaired. The engine is rated at 1200 HP continuous operation. The closest maintenance base is Grand Forks, ND.

The typical three-person crew includes a Pilot, Flight Nurse, and Paramedic, except in hard IFR, then two pilots. The plane can typically carry one patient, but can carry a second passenger if they can sit in a regular passenger seat.

Patients can be up to 74-inches in circumference (they recently had to decline a person with 81-inch circumference).

Flight time from Rosebud to Rapid City is 35 minutes, 55 minutes to Sioux Falls, 1 hour-20 minutes to Minneapolis or Denver. They have flown patients to Aberdeen, Cheyenne, Phoenix, Lincoln, Omaha, and Scottsbluff. They typically fly one or two times every 24-hour period. Flights ranged from a "stubbed toe" to heart attacks, but no neonatal or baby patients. Pilots are not made aware of the patient's condition

so that that information is not part of their "go – no go" decision, which is based on weather conditions.

Two sets of pilots work 2 weeks on and 2 weeks off, and work 12-hour shifts while on duty. Pilots do a check ride every 120 days. They fly Part 135 with a patient on board, and Part 91 on the return flight home with no patient on board. Medical crews are on duty for 24-hour shifts. Interesting facility operation.

Thank you Charlie Moe for setting up the tour and arranging use of the facility for the SDPA meeting.

Thank you Eagle Air Med for the facility tour and treating us to lunch: grilled hamburgers & hot dogs, potato salad, baked beans, cheese, pickles, chips, white chuck macadamia nut cookies, and pop, water or coffee. They also invited a dozen EMT staff for the hospital to lunch too. Willie offered the use of the facilities for future SDPA meetings.

The **SDPA meeting** was called to order at 1:10pm by President **John Barney**. A quorum of officers was not present so no official meeting was held. Others attending the meeting included **Luke Combs** (Rosebud), **Richard Gardner** (Belle Fourche), **Steve Hamilton** (Yankton), **Dwayne LaFave** (De Smet), **Charlie Moe** (Rosebud), **Sunny Stephens** (Rapid City), **Marsha Sumpter** (Kadoka), and **Dianna Torson** (Brookings).

John thanked Eagle Air Med for the use of the facilities, and Charlie Moe for set up the tour.

Steve reviewed the treasurer's report but no action was taken to accept the report. Balance & reserve on hand June 9: \$40,670.19; total expenses \$2,655.32; total income \$7,354.43; reserve for LifeTime Membership \$19,700.00; reserve for donations for scholarships \$6,112.34, balance on hand as of September 19 (minus reserves for Lifetime members and donations for scholarships) \$19,556.96; balance & reserves \$45,369.30.

Steve also gave the membership report: 404 members of which 88 are LifeTime Members. No action on the report.

District 3 Report by Dwayne LaFave: The **De Smet Airport** is "rock'n'rolling." New hangars and apron were planned but delayed somewhat by wet weather. Good changes are occurring at **Huron Airport** with FLY Jet Center, which will be hosting the SDPA meeting on November 16. The FBO no longer has facility fees and recently hosted a successful fly-in event on July 27.

District 5 Report by Marsha Sumpter: **Philip Airport** has a four-plane hangar being built to replace a hangar destroyed by bad weather. A new apron is being constructed in front of the orange hangar. **Mark Selting** of Kadoka recently flew his Citabria to Hot Springs to participate in the backcountry fly-out with 34 other airplanes. The event included flying pass Crazy Horse mountain carving, Mount Rushmore, and landing at Custer State Park Airport for lunch at the Game Lodge.

District 6 Report by Sunny Stephens: Sunny read from the Rapid City Regional Airport Board of Directors meeting minutes for the September 6, 2019, meeting (published in the Rapid City Journal). Comments in the minutes revolved around issues with removing several aircraft T-hangars, status of the driving lanes on the general aviation ramp between Westjet and L&D Aero, the status of runway 5-23, and the potential loss of 32 general aviation planes based at

Rapid City.

Sunny also passed around a large news article about the Belle Fourche Fly-in and Job Fair being held on September 21.

John Barney reported that he had to drive an extra 75 miles from Brookings to Rosebud because Highway 83 south of I-90 was closed for repair.

Under old business, there was no progress on **updating the bylaws**. Richard Gardener suggested getting a parliamentarian from a 4-H Club to help with the updating of the by-laws. Good suggestion. He said typically you strikeout the old language, follow it with the new language, and insert a revision date on the front page of the by-laws. Sounds simple enough.

The topic of providing a second **Becker-Hansen Memorial Scholarship** was discussed. John Barney commented that this year SDPA had seven people nominated for the scholarship – a record number of nominees. Typically only one or two people apply for the scholarship. One concern was if we offered a second Becker-Hansen Memorial Scholarship, should we also offer a second Aviation Maintenance Technology Scholarship, double our Aviation Art Contest contribution toward prizes, and double the ACE Camp scholarship. It was also noted that a second scholarship would increase the work load for the Executive Director. No action was taken.

The dates and locations for future meetings were discussed. Steve suggested going back to the second Saturday of the month for meetings. He has conflicts with the third Saturday with another aviation organization and its activities. The issue will be discussed at the SDPA meeting on November 16 in Huron.

The meeting adjourned at 3:03pm.

SDPA



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YOUR HANGAR EXPERTS

District 4 Report by George Bittner

Jimmy Stewart was an actor and pilot from Indiana, PA. His film career included 80 films over 55 years. For you younger folks think George Bailey in "It's a Wonderful Life" that your grandparents watch each Christmas. He entered the U.S. Army as a private with a pilot certificate, flew the B-24 in World War II, and retired as a Brigadier General in the U.S. Air Force Reserve. He died in 1997.

In 1961, he purchased a new Cessna 310. He flew the light twin engine airplane for many years, occasionally flying back to the Indiana Airport from his home in California. He

eventually sold it, and after a couple owners, it ended up at Dallas Executive Airport in bad condition, no longer considered airworthy by the FAA. Fast forward with a lot of help from volunteers and EAA Evergreen Chapter 993 it has been trailered back to Indiana to Jimmy Stewart Airport. The goal is to have it displayed on a pedestal pole on bearings to turn with the wind.

While on a recent visit to the area, Airport Manager Rick Fuellner, took the time to show me N6775X where it is hangared. The exterior has been completely restored with the original paint scheme. Engines and interior were removed, but from the outside looks like it is ready to takeoff. They are planning to have the project completed in 2020. They are still working on the engineering of the pedestal aircraft connection, and adding a solar panel to run the nav lights. To see more, go to Jimmy Stewart Aircraft Restoration Project on the web.

The Yankton Air Show was August 31 and September 1. The air performance was canceled the first day by moderate rain and 400' ceilings, but the performers hung around and interacted with the crowd. Sunday dawned cloudy with low ceilings but by showtime, it was "game on." Those of us who flew in were parked on the approach end of Runway 01 and shuttled to the ramp area. Made me feel important. Well known on the air show circuit, the performers included Gene Soucy, Matt Younkin, Misty Blue Sky Diving Team, Vanguard Squadron, and the Red Baron Dog Fight. There were also many ground activities and displays. The Food Booths got a little overwhelmed but there were plenty of port-a-potties. Great show and an estimated 2500 attendees on Sunday. Congratulations to the 50 sponsors, AirShow Committee, City of Yankton, Boy Scouts, and over 70 volunteers that made this a great event.

Two weeks later, September 15th, was the 22nd Annual Chan Gurney Airport Fly-In Community Pancake & Sausage Breakfast in Yankton. The 18 aircraft that flew in were a good turnout considering low ceilings east of the James River. Besides the general aviation on display, there was a motorglider from Lake Area Technical Institute (Watertown), powered hang glider, 1954 Korean era Command Car, 1944 Willys Army Jeep, the SDPA display table, and other activities. They fed 595 people. Special thanks to the many sponsors, donations, and the Yankton Regional Aviation Association members who worked before, during and after to make it a big success.

SDPA

District 5 Report by Marsha Sumpter

September 9 -- morning started as usual but with fog, however about nine o'clock I received word of a Civil Air Patrol Red Cap in progress. A ground team was being formed from the Pierre Composite Squadron and Cadet 2nd Lt. Alec Crowser and Cadet Master Sgt, Kade Vandusseldorp were excused from classes in Philip and came to Kadoka. A report of a missing aircraft in the Rosebud area had prompted the Red Cap. I was in telephone communication with **Charlie Moe** of Rosebud, and a CAP aircraft was preparing to launch from Valentine, NE, as soon as the weather cleared, however, the missing plane was spotted and emergency personnel were sent to the

scene. Our CAP group was dismissed. The Cadets were more than ready for the task at hand, and I wish I had taken a picture of them in uniform, very professional.

 39-year-old Clint VanderWey and his 16-year-old son Jed died in the crash of a Cessna 140 in a pasture near their family farm near Crookston, NE, on September 8. (Yankton P&D, Sept 12) A follow-up story said that Clint was a student pilot and should not have had a passenger. The accident site, located on private property, was about 825 ft to the northwest of the airstrip threshold for landing on runway 17 (airstrip was about 65 ft wide and 1,850 long, consisted of grass and dirt). The aircraft impacted terrain in a remote rolling prairie on the Rosebud Indian Reservation near Lakeview, SD. (Aero-News Network, Sept 19)

 Marsha wrote on Oct 29: **Lee Vaughan** reports that the building of the new hangers at the Philip Airport are progressing with the footings and foundations all in place and floor poured on one of the four hangers done. This cold weather has slowed progress some. The Civil Air Patrol building at the airport has been winterized. The next endeavor for this building is to replace the sewer line so it can be used in the summer for glider activities as it has for the past few years. We have been traveling so no other reports at this time.

SDPA

(Monte & Meredith Warne) was given to second-year student **Keagan Fitch** of Milesville, SD. Boss Hoss Inc (<http://bosshoss.com>) previously donated a Boss Hoss motorcycle valued at about \$40,000 to LATI, which was raffled off to fund the Boss Hoss Scholarship.

The **Christopher J. Gustad Memorial Scholarship** (\$500) was given to second-year student **Grady Carlisle** of Sioux Falls, SD. Gustad's dad **Richard** of Platte attended the Recognition Luncheon to meet the scholarship recipient. Chris Gustad graduated from Platte High School in 2000 and Lake Area Technical Institute in 2002 with a degree in aviation maintenance. Chris worked for 7 years at Business Aviation / Landmark in Sioux Falls. In May 2011 Chris was diagnosed with kidney cancer. After needing weekly treatments, Chris and wife Sara moved back to Sioux Falls. Chris accepted a full-time position with Sanford as an aircraft mechanic in March 2012. Chris, age 30, passed away on August 1, 2012. Fund raising efforts in Chris' memory such as a "Pitch" (card game) Tournament and a Golf Tournament have been held in the past and more are planned in the future. The goal is to fund a \$20,000 endowment at LATI, which would result in a \$1,000 annual scholarship.

LATI Merit Scholarships were given to first-year students **Dane Allison** of Freeman, SD; **Christopher Fuentes** of LeMars, IA; and **Eric Lee** of Eau Claire, WI. This scholarship goes to students at Lake Area Technical Institute, including the Aviation Maintenance Technology program, for graduating from high school with a grade point average of 3.0 or higher and various ranges of ACT scores (ACT 23-24: \$250; ACT 25-27: \$500; ACT 28+: \$1000).

The **Luverne Kraemer Aviation Maintenance Scholarship** (\$1,000) was given to **Ryan Nelson** of Canby, MN. **Norma Kraemer** attended the Recognition Luncheon to meet the scholarship recipient. The scholarship honors Luverne Kraemer who was inducted into the South Dakota Aviation Hall of Fame in 1994, and received the FAA Charles Taylor Master Mechanic Award in 1996, and the FAA Wright Brothers Master Pilot Award in 2007.

The **South Dakota Professional Aviation Maintenance Association (SD PAMA) Scholarship** was given to **Grady Carlisle** of Sioux Falls.

The **SDPA Aviation Maintenance Technology Scholarship** (\$2,000) was given to **Keagan Fitch** of Milesville, SD.

The **R.P. "Pete" Kliegle Aviation Scholarship** (\$500; new scholarship) was given for the first time to **Grady Carlisle** of Sioux Falls. Pete Kliegle was born and raised in Codington County (Goodwin, SD). He was a U.S. Air Force pilot (B-45) and flew for the airlines after he separated from the military. Two examples of airliners he flew were DC-6 and Lockheed L1011. After he retired from Eastern Airlines, he moved back to Watertown and became involved in general aviation as part owner of Priority Air, an FBO with locations in Watertown and Brookings. He passed away from cancer on December 23, 2016, and a scholarship in his name was established at the Watertown Area Community Foundation [information from Greg Klein]. The recipient will be a second-year student in the Aviation Maintenance Technology Program at Lake Area Technical Institute.

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SDPA Aviation Maintenance Technology Scholarship

The Lake Area Technical Institute Foundation held its Fall Scholarship Recognition Luncheon to honor scholarship recipients and scholarship sponsors at the LATI in the Student Union in Watertown on September 17, 2019. The number of scholarships has grown so large, , , , how large you ask, , , , so large that half are now given in the Fall and the other half in the Spring recognition event.

The program listed several scholarships going to students in the Aviation Maintenance Technology Program (AMT). The AMT Program currently has about 35 students: all male; 23 first-year students and 12 second-year students. Flight instruction is being given to four students in the Commercial Flight Training Program.

The **Boss Hoss, Inc Scholarship**



North Dakota Professional Aviation Maintenance Association funded two scholarships spring of 2019. They were each \$1,000 and one scholarship went to **Keegan Fitch** of Milesville, SD, and the other went to **Aaron Weeldreyer** of Emery, SD

Fargo Jet Center funded one scholarship in spring 2019 for \$1,000, which went to **Grady Carlisle** of Sioux Falls.

The SDPA wishes the best of luck to the students of the LATI AMT Program. The students are being well prepared for careers in aircraft maintenance by instructors **Greg Klein** and **Tony Wiegman**. *Thank you Greg & Tony.*

If you are interested in providing a scholarship to the LATI AMT Program, please contact the Lake Area Technical Foundation: Tracy Hlavacek, Foundation Executive Director, at 605-882-5284 Ext. 268 or email: Tracy.Hlavacek@lakeareatech.edu SDPA

Becker-Hansen Memorial Scholarship

The SDPA received seven applications for the 2019 Becker-Hansen Memorial Scholarship: one from Clark, two from Rapid City, three from Sioux Falls, and one from Spearfish. The officers of the SDPA selected **Matthew Schad** of Rapid City to receive the scholarship. Here is Matthew's letter.

My name is Matthew Ryan Schad, and I am applying for the Becker-Hansen Memorial Scholarship Award. My parents are Jeremy and Rikki Schad. I have one older sister, and I am the twin brother to Mya. I am a member of the Cheyenne River Sioux Tribe, where I spent most of my elementary years.

I am currently taking pilot lessons through Westjet Aviation [Rapid City Airport] under the directorship of Ms. Miranda Rydstrom, flight instructor. In 2016, I attended the South Dakota ACE Camp Program in Brookings, South Dakota, a week-long program dedicated to aviation. I have always been interested in aviation and knew that pilot lessons were something that I wanted to do when I got older. However, when I found out that I could take lessons if I had a learner's permit driver license, I took the exam on my 14th birthday and began my pilot lessons the next day. Since that time, I've been able to log approximately 18.25 hours thus far.

I am employed full-time by Liv Hospitality and work at Watiki Waterpark as a lifeguard. I am certified in CPR and First Aid.

This fall, I will be a Senior at Central High School in Rapid City, SD. Throughout high school, I've been an active participant in Track, Music, a Captain in JROTC [Junior Reserve Officer Training Corps], and a member of the Rapid City Police Department Cadets.

My future plans include pursuing a degree in Aviation Engineering at either South Dakota State University or South Dakota School of Mines and Technology and enlist in an ROTC program throughout my college career. I will also continue my pilot lessons and career until I achieve commercial pilot status. The goal of achieving this scholarship is to reduce the amount of financial burden in preparation for my senior year of high school.

Thank you for your consideration.

Matthew was nominated by SDPA member **Donald McDaniel** of Lantry. SDPA

Fly Jet Center – Huron

Seth Schoenfelder, FBO General Manager, Skyways, Ltd. emailed, "I am happy to announce that we received our Part 145 certification here at Fly Jet Center. I was wondering if you could post in the newsletter that we have received this certification." SDPA

Wright Brothers Master Pilot Awards

James G. Cox (Yankton) received the Wright Brothers Master Pilot Award from the FAA in a ceremony at the Clyde Ice Field-Black Hills Airport, Spearfish, on September 7. Wayne Jensen, manager of the Flight Standards Office, Rapid City, presented the award and read Jim's resume.

It was in 1968 that brought the most change and opened up several new chapters for James Grover Cox. The change that helped inspire Jim was getting married to his wife Betty on August 8, 1968. Shortly after that historical event, he began flight lessons on September 20 and then mastered his first solo on October 25 in a Cessna 150. His first solo took place in Rapid City through B&L Aviation. Jim obtained his private pilot certificate on December 20, 1968.



Between September 1970 and September 1971, Jim was in charge of overseeing army aircraft maintenance for Vietnam.

Jim has a joint ownership of a Mooney, N6737N with Vernon C. "Skip" VanDerhule. Together they enjoy the benefits of having updated GPS and ADS-B equipment in their aircraft. Jim currently holds an instrument and multi-engine rating.

Jim has been active with the Yankton Regional Aviation Association. He also served 10 years on the airport board, with three of those as acting chairperson. One of Jim's greatest success has been to help local commissioners and citizens understand the value and importance of local airports to a community.

The Young Eagles have benefited from Jim's dedication and commitment to our newest generation of pilots.

Over the years, his devotion to aviation have gained him valuable experience. He is very meticulous and detailed when it comes to preflight planning and pre-flighting his aircraft. He is well-known for keeping his aircraft washed, waxed, and maintained in good condition.

With over 1012 hours of flight time and with 50 years of aviation experience, Jim is still determined to keep enjoying aviation.

What a great journey it has been for Jim and his wife

Betty.

On behalf of the FAA Administrator, and with the gracious and outstanding support from the South Dakota Pilots Association, it is a great honor to present this Wright Brothers Master Pilot Award.

Congratulations Jim on receiving this very prestigious award, which was funded by the SDPA. Letters of nomination were written by **John Lillevoid** (Yankton), **Jacob Hoffner** (Yankton), and **Vernon "Skip" VanDerhule** (Yankton).

Vernon "Skip" VanDerhule (Yankton) received the Wright Brothers Master Pilot Award from the FAA in a ceremony at the Clyde Ice Field-Black Hills Airport, Spearfish, on September 7. Wayne Jensen, manager of the Flight Standards Office, Rapid City, presented the award and read Skip's resume.

On May 12, 1968, Vernon C. "Skip" VanDerhule conducted his first solo in Yankton, SD. That solo flight in a Cessna 172 is what began a 50-year journey into aviation.



Shortly after soloing, Skip and Jim Cox bought a Mooney, N6737N. It was several years later on September 28, 1974, he married Judy. Over the years, Skip has been a valuable asset to many organizations and promoted aviation safety. He was instrumental with being a member on the South Dakota Aeronautics Commission for 13 years, and three of those years he was acting chairperson. While on that commission, he advocated for improvements in airport infrastructure, lighting, and pavement planning. He enjoyed bringing people together and facilitating communications between South Dakota leaders and officials in Washington, D.C. to help secure FAA funding for several airports.

Skip continues to be active with the Yankton Regional Aviation Association and always found time to encourage younger generation pilots with joining the Young Eagles. He has flown more than 100 young eagle flights and continues to be a valuable mentor.

His attention to detail with flight planning has always provided him alternatives if needed. Skip embraces new technology and spends time staying current. Over the years, he has landed at many interesting airports, such as Meigs Field in Chicago, and Sky Harbor in Arizona.

One of the most memorable experiences was flying in the Ford Tri-Motor.

Skip enjoys having an instrument rating and acquired over 1050 hours of flight time. It's been a great 50 years of aviation experience. Little did he know that many years into the future he would be honored today with receiving the FAA Wright Brothers Master Pilot Award.

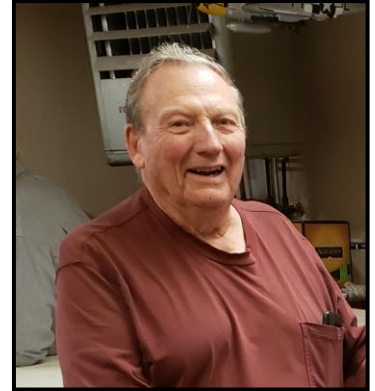
What a great journey it has been for Jim and his wife Judy.

On behalf of the FAA Administrator, and with the gracious and outstanding support from the South Dakota Pilot's Association, it is a great honor to present this Wright Brothers Master Pilot Award.

Congratulations Skip on receiving this very prestigious award, which was funded by the SDPA. Letters of nomination were written by **John Lillevoid** (Yankton), **Jacob Hoffner** (Yankton), and **James Cox** (Yankton).

Robert J. McLaughlin (Brookings) received the Wright Brothers Master Pilot Award from the FAA in a ceremony at the Brookings Airport on September 11. Wayne Jensen, manager of the Flight Standards Office, Rapid City, presented the award and read Robbie's resume.

Robert J. McLaughlin began flying in 1959 out of Sioux Falls, SD. His first solo was on June 10, 1959, in a Luscombe Silhouette 8-F. Rob continued to earn his commercial pilot certificate in both single and multi-engine land aircraft. He also enjoyed instructing as a certified flight instructor and ground instruction. The most enjoyable was instrument flying.



In May of 1967, Rob started flying commercially full-time. He provided flight instruction while flying as a charter pilot out of Sioux Falls and Tea, SD.

In August of 1969, Rob began flying for South Dakota State University (SDSU) in Brookings, SD. He primarily flew SDSU employees and enjoyed that for 34 years. While flying for SDSU, he gained more than 13,000 hours. Included was more than 8,000 hours in a Piper PA-24 Comanche, and more than 4,000 hours in a Cessna 310. During his time with SDSU, he flew more than 150 hours in a C-45J, which is a military version of a Beechcraft Model 18, commonly known as a "Twin Beech." That twin Beech was equipped with reconnaissance cameras, and he flew it as part of a research program doing remote sensing.

In 2002, Rob started flying a RV-4, an airplane that he constructed. This airplane is one he enjoyed flying during his retirement years.

Because Rob enjoyed flying so much, he could not resist not teaching his wife Judy to fly. Judy has been a helpful personal first officer and assisted in building two airplanes, the RV-4 and RV-8.

This past April 13th, Rob "Robbie" celebrated his 80th birthday. That is 80 revolutions around our sun covering 7,456 million miles. Given that many miles, he has certainly inspired many younger pilots into rewarding careers.

Looking back, it has been an incredible journey for Robbie and his wife Judy. Not many people can say, "It has all been worth it with no regret."

On behalf of the FAA Administrator, and with the gracious and outstanding support from our South Dakota Pilots Association, it is a great honor to present this Wright Brothers Master Pilot Award.

Congratulations Robbie on receiving this very prestigious award, which was funded by Robbie's friends. Letters of nomination were written by **Dennis Martens** (Vermillion), **Harrison Thompson** (Brookings), and **Brady Klocker** (Volga).
SDPA

SD Aviation Hall of Fame -- Sept 7

The SD Aviation Hall of Fame event was held at Black Hills Aero on the Clyde Ice Field-Black Hills Airport, Spearfish, on September 7. The day started with a breakfast that was attended by about 30 people.

The first presentation at 9:00am was supposed to be the **SD Civil Air Patrol** with a Drone Demonstration, but no drone was available, , , , , so no demonstration. Instead Spearfish Squadron Commander **Russ Limke** gave an overview of the squadron's activities. He encouraged people to join the CAP and talked about search & rescue missions, technically advanced aircraft with GPS, sensors, cameras, autopilot, etc, use of drones, and more. The Spearfish Squadron has about 15 seniors and 4 cadets.

At 9:30am **Denny Martens** of Vermillion gave a **Flight Review Ground School Class**, and presented a 2-hour program. Denny's talk touched on situational awareness, aeronautical decision making, risk management, controlled flight into terrain, automation management, single pilot resource management, loss of control, and stabilized approaches. He also talked about medical reform, student pilot certificates, ADS-B In & Out, pilot legal requirements, aircraft legal requirements, preflight action, takeoff criteria, leaning, climb power, enroute operations, service ceiling, absolute ceiling, decent planning, traffic pattern entry, crosswind landings, V speeds, and airspace requirements. **Steve Hoogerhyde**, FAAS Team Program Manager – Operations, provided comments during Denny's presentation, and the audience asked questions and made comments. About 25 people attended the presentation.

At 11:30am **Battalion Chief Travis Landson** and **Assistant Chief Rob Mathis** of the **Spearfish Fire Department** talked about **Emergency Response to an Aircraft Accident**. They said that an emergency call should include number of passengers, fuel on board (the less fuel you have, the more dangerous it is), hazardous materials on board, and estimated time of arrival at the airport. Their response time to the Spearfish Airport was 4 minutes from the closest fire station. They opened the storage compartments on the airport response truck and talked about their equipment.

Lunch was pulled pork sandwiches or hamburgers, potato salad, baked beans, variety of chips, and pop or water for a free-will donation.

The next speaker **Matt Guthmiller** of Aberdeen flew his Bonanza from ABR to Britton to pickup former Governor **Frank Farrar**, then to Bismarck, ND, to pickup relatives and finally Spearfish. Winds at SPF were 20 gusting 30 with low ceilings, so it was an instrument flight.

At 1:30pm **Matt Guthmiller** gave a presentation about his flight around the globe solo at age 19 in the same Bonanza he was flying today. He talked about his flight training in Aberdeen at age 16, private pilot certificate at age 17

followed by instrument and commercial ratings, starting to plan circumnavigation flight at age 18, finding a plane, planning the stops for fuel, finding sponsors, getting landing permits and overflight permits, modifying the plane with auxiliary fuel tanks, HF radios, and navigation equipment, insurance, survival equipment, satellite phone, and more.

Matt shared lots of "people" stories about individuals he interacted with along the journey, dealing with weather, fuel problems, etc. He averaged 149 knots, 16.68 gph, used 2,982 gallons of fuel, flew 177 hours over 44 & a half days with 23 stops covering 15 countries on five continents (two legs of more than 16 hours nonstop).

Matt also talked about his other flying adventures that he has filmed, which are available to watch on his YouTube Channel. One flight was through Canada to Nome, Alaska, to a small Russian town, where he encountered a \$500 taxi ride to the hotel, followed by 6 hours dealing with immigration officials, and paying a fine before being allowed to return to the U.S.

I personally found his presentation fascinating – setting on the edge of my seat, listening intently.

Frank Farrar commented that he had been flying since 1958 and had seen a lot of changes in general aviation over the decades. He was concerned about maintaining FBO operations at small airports, federal requirements at large airports such as ADS-B, and pleased with Ellsworth AFB being selected for the new generation stealth bomber.

After an afternoon break in activities, there was a social hour starting at 5:00pm, and steak dinner starting at 6:15pm.

Ted Miller, President of the SDAHf, welcomed everyone and passed out lanyards with SDAHf medals to past inductees. **Steve Hoogerhyde** played a video of the national anthem.

Wayne Jensen and **Steve Hoogerhyde** of the Rapid City Flight Standards Office presented **Wright Brothers Master Pilot Awards** to **James Cox** and **Vernon "Skip" Vanderhule** (see separate story).

Ted Miller listed the inductees into the **Combat Air Crew Memorial** of the SDAHf: **Lt. Norman Berg**, **Vice Admiral Lyle Bien**, **Capt. Tommy Callies**, and **Capt. James Huss** (see separate story). Ted then introduced the inductees into the SDAHf: **Delbert Kolb**, **Edward Ludtke**, and **Matt Guthmiller**. Delbert's son spoke about his father, and Edward Ludtke, and Matt Guthmiller spoke briefly about being inducted (see separate story).
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Combat Air Crew Memorial of the SDAHf

Four people were inducted into the **Combat Air Crew Memorial** section of the SD Aviation Hall of Fame during a ceremony at Black Hills Airport - Clyde Ice Field, Spearfish, at Black Hills Aero on September 7, 2019.

Vice Admiral Lyle G. Bien: Lyle Bien was a Flight Officer in the U.S. Navy and served aboard multiple aircraft carriers over 11 major deployments to the Pacific flying the F-4 Phantom and F-14 Tomcat. Bien has logged more than 5,500 flight hours in fighter aircraft including 2,900 hours in the F-14, 1,300 carrier landings, and 225 combat missions (Desert Shield and Desert Storm). His awards include Defense Superior Service Medal, three legions of Merit with Combat "V," three Meritorious Service Medals, 11 Air Medals, the Navy Unit Commendation, three Meritorious Unit Commendations, the Navy Expeditionary Medal, and the Vietnamese Cross of Gallantry.

Lt. Norman Bergen: Norman Bergen was born in 1920 and was from Canistota, SD. He entered the Army Air Corps and was trained as a bombardier at Roswell, NM. In the spring of 1944 Bergen was sent overseas and stationed in England. On May 24, 1944, Bergen lost his life on a bombing mission in a B-17 over Germany headed for Berlin when his plane was hit by enemy fighters, and only one of his crew survived. He was awarded the Air Medal and the Purple Heart for his bravery and sacrifice in battle. Bergen was buried in the United States Military Cemetery in Belgium.

Capt. Tommy Callies: Tommy Callies was born in 1943, and his home was in Howard, SD. He served in the U.S. Air Force from 1965 to 1969. In 1969 Captain Callies was attached to the 357th Tactical Fighter Squadron – Dragons, at Takhli RTAFB, Thailand. On August 1, 1969, Captain Callies was the pilot of an F-4E Phantom with 1st Lt. Douglas Burd his back-seater, having charge of navigation and bombing. When they were just about 25 miles southwest of the city of Quang Ngai, the "Skyport" radar system, which helped ground radar track the plane, was put to the test. They were on a mission to drop napalm when their aircraft was hit by enemy fire, and the plane was brought down, killing both. They remain MIA. [Capt. Callies was the nephew of Lt. Norman Bergen.]

Capt. James Huss: James Huss was born in 1945 and his home town was Faulkton, SD. He was a helicopter pilot in the U.S. Army from 1967 to 1971 and flew the AH-1G Cobra. He was stationed in Vietnam from July 6, 1969, to Feb 1, 1971, and received several decorations, medals, badges, and commendations. SDPA

SD Aviation Hall of Fame Inductees

Three people were inducted into the SD Aviation Hall of Fame at Clyde Ice Field-Black Hills Airport, Spearfish at Black Hills Aero on September 7, 2019.

Matt Guthmiller

Born and raised in Aberdeen, SD, Matt earned his private pilot certificate on his 17th birthday and quickly followed up with an instrument rating, then a commercial certification and seaplane and gilder ratings. In 2013 he heard about a 20-

year-old from California who was the youngest person to fly solo around the world. Figuring that if someone else could do it, he could do it too. Matt decided to attempt the same record the following year.

After a year of planning, finding a plane, securing sponsors, and sorting logistics, he departed El Cajon, California on May 31, 2014, in a 1981 A36 Bonanza (367HP) heading east. After 23 stops, ranging from Aberdeen to Cairo and beyond and flying 177 hours, 44 and a half days, including two legs of more than 16 hours nonstop, he completed the circumnavigation on July 14, 2014. At 19 years, 7 months and 15 days, Matt Guthmiller became the youngest person to solo circumnavigate the globe by aircraft, as well as the first South Dakotan to complete such a flight.

Since his flight around the world Matt has shared the experiences of his trip with audiences at venues across the country, from private businesses and conferences to the Upper Midwest Aviation Symposium, Oshkosh, Sun n Fun, and events at the Smithsonian.

He continues to fly the same Bonanza and other general aviation aircraft all over the country and the planet, producing aviation films to share his adventures on YouTube as well as provide real-world educational insights for courses from companies like Sporty's. Matt's aviation stories on YouTube reach a global audience that has exceeded one million people (as of 2019), as he attempts to inspire others to push their own aviation envelopes and introduce a new generation to general aviation.

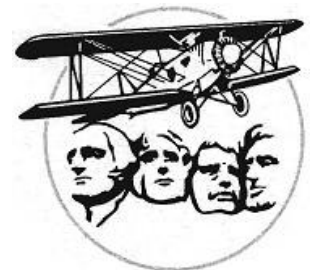
Inducted into the South Dakota Aviation Hall of Fame September 7th, 2019.

Delbert Kolb

Delbert was born in 1937 and grew up on the family farm 20 miles south of Bison, SD. He had an early introduction to flying through four of his older brothers, who were already pilots. He obtained his private pilot license at 19, his commercial license at 22, and was working as an aerial crop sprayer by age 23.

At 24, he moved his family to Spearfish. There Delbert worked for his brother, Arnold, at the Spearfish airport as an aviation mechanic, a flight instructor, and a charter pilot. He also completed antelope and fisherman counts for the SD Game Fish & Parks. At this time, he started his own aerial crop spraying business, Kolb Air Service, flying his beloved PA-18 Super Cub.

At 26, Delbert moved to Sturgis to start a machine shop, Sturgis Machine Shop. During the next 10 years he worked long hours to build the machine shop and crop spraying businesses. He added a Piper PA-25 Pawnee for crop spraying and often worked evenings in the machine shop after spraying crops all day. In addition to regular maintenance work at the machine shop, he and his brother Arnold, designed and built the slurry tanks for Arnold's B-17 firefighting tanker. After



South Dakota
AVIATION HALL OF FAME
Black Hills Airport / Clyde Ice Field

that he rebuilt two salvaged helicopters he purchased from Ellsworth AFB.

Upon rebuilding the first helicopter, a Hiller UH-12B, Delbert learned to fly it, got his commercial certification, then sold it and started rebuilding the second helicopter, a Bell 47.

When airworthy, he continued flying the Bell 47 for several years, completing highline patrols in the Black Hills for Black Hills Power.

At age 36, he sold the Sturgis Machine Shop and moved the family to East of Sturgis near the Sturgis Airport. There he continued to spray crops, managed the Sturgis Airport for a time, and also built a new machine shop on his property that was more specialized for aviation repair.

At age 73, after over 55 years of flying and 50 years of aerial crop spraying, Delbert Kolb retired from flying, yet continued to repair airplanes and helicopters for several more years. Even in full retirement, Delbert remained part of the Sturgis airport mid-morning coffee club for local pilots until his passing on March 17, 2019. He was well-respected for his aviation knowledge as well as his intuitive understanding of all things mechanical.

Inducted into the South Dakota Aviation Hall of Fame September 7th, 2019.

Edward Lamar Ludtke

Ed was the driving force behind the construction of the Chapter 289 EAA Building at the Lincoln County Airport, Tea, SD. The EAA building was finished in June 2003 and built debt free through the leadership of Chapter 289. Once the building was complete, activity was greatly enhanced including a monthly Pancake Breakfast, Young Eagle Rides, Fly-Ins & Civil Air Patrol.

Ed has built a T18 & ten complete Van's RV kit planes from start to finish. He has assisted many other builders with their kit plane projects. He also participated in the EAA Young Eagle Program including going to the Crow Creek Indian Reservation to give Young Eagle rides. Ed was very active in promoting the use of ethanol in airplanes. He helped modify the RV3As to burn ethanol used by the Vanguard Squadron in airshow and demonstration flights around South Dakota and the upper Midwest.

Ed attended EAA AirVenture in Oshkosh for over 35 years and was an instructor for building workshops there. In 1991 Ed received the EAA Wright Brothers Award for his T18 that he built. He also received two EAA Outstanding Workmanship awards for his RV-6A and his RV-8. While living in the Airpark in Cotter, Arkansas, for a few years Ed hosted an Annual Weekend Fly-In for all his friends from South Dakota. Ed is a retired Air Force Master Sergeant and was a crew chief on RF84Fs and qualified as a Master Crew Chief on B47s at Davis-Monthan AFB. He received numerous military awards during his 21 years in the Air Force. He is married to fellow pilot Nettie Myers and lives in Sioux Falls.

Ed's service to our country, dedication to his craft, promotion of general aviation and ethanol has been a significant contribution to South Dakota's aviation community.

Inducted into the South Dakota Aviation Hall of Fame September 7th, 2019.

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Chuck Childs

(Information from SDPB podcast and obituary)

For 59 years Charles (Chuck) and Grace Childs made Rapid City their home before moving to Minnesota in 2017. Chuck Childs died on October 27 in Tracy, MN, at the age of 99.

As a young man, Chuck Childs, more than once, earned the Distinguished Flying Cross for missions he flew during World War II in a B-17 Flying Fortress. Childs, along with other pilots, also flew over Berlin and dropped candy bars and gum to children waiting below. The pilots would "wiggle" their wings to let the children know that the goodies were coming down by parachute.



Chuck was born to Henry and Adela Bauman Childs on July 17, 1920, in Arnegard, ND. He graduated from Arnegard High School in 1938. Chuck attended Mayville State Teachers College from 1938 to February 1941.

He had joined the North Dakota National Guard in 1940, while in college, and was federalized into the U.S. Army in February 1941. Chuck entered the Army Air Corps Aviation Cadet program in November 1941 and received his commission as a 2nd Lieutenant and his pilot wings July 3, 1942, in Moultrie, Georgia. On July 4, 1942 he married his college girlfriend, Grace Saueressig, in Moultrie. His first assignment, as a Flying Officer, was teaching British cadets to fly. He flew B-17s on 37 missions in combat in Europe in WWII, flew 196 missions on the Berlin Airlift, and flew transport planes in the Korean War. He was proud to say that he had been current, as a pilot, in twenty-two military aircraft and seven civilian aircraft. He retired from the U.S. Air Force as a Lieutenant Colonel February 1961 and made his home in Rapid City, SD. He was a member of the National Dadaions, an honorary pilots association, was inducted in the Combat Air Crew Memorial of the SD Aviation Hall of Fame and was an honorary member of the Experimental Aircraft Association. He gave speeches on WWII and the Berlin Airlift.

A memorial service will be held on Monday November 4, 2019, 10:00am at Kirk Funeral Home Burial is in Black Hills National Cemetery in Rapid City.

SDPA

Earle Geide

Congratulations Earle on your 100th Birthday!!!

Earle Robert Geide was born on November 12, 1919, at the Moe Hospital in Sioux Falls, SD. Growing up in the depression, his family lived on six different farms. He graduated from Monroe High School in 1939.

In October, 1941, Earle was called to active duty in the United States Army. His initial assignments found him at Fort Sill, OK; Camp Roberts, CA; and the Louisiana Maneuvers area near Fort Polk, LA. While in the service, he began taking flying lessons in 1942 at Brady, TX. Here began his 77 year career of flying.

Following his discharge from the U.S. Army, Earle purchased a 1940 BL-65 Taylorcraft for \$450. The engine had a fresh major overhaul, but the wings needed recovering which cost \$200 to complete. Earle would travel 60 miles from his farm to take lessons for \$3 per hour. On November 27, 1945, Earle soloed in his Taylorcraft N27595. Within two months, with a fresh Private Pilot certificate and just 47 hours total time, Earle set off on a cross-country adventure to Los Angeles, CA, in the Taylorcraft. His journey spanned more than a month during which he accumulated 90 hours of additional flying time throughout the state of California, across the Sierra Nevada and Rocky Mountains and back to the Midwest.

In 1950, Earle purchased 160 acres of land near Hartford, SD. He married Cornelia (Connie) Huebschman on June 20, 1953, in Evanston, IN. Together, they farmed this quarter section along with another 1400 acres with their son Orrin. Earle used a small portion of their land for an east-west 2400 ft grass runway that remains today.

In 1954, Earle and Connie joined the South Dakota Flying Farmers and Ranchers as charter members which brought affiliation with the International Flying Farmers and Ranchers. They have maintained a highly engaged, active membership in the two organizations for over 65 years. He has held leadership positions including State President for two separate terms, International Flying Farmer Regional Director for many years and was awarded the South Dakota Flying Farmer of the Year in 1973. Earle was also instrumental with supporting and advancing scholarships for teens within the organization such as the Al Ward Essay Scholarship and the Archer Petroleum Scholarship. In addition, Earle and Connie have hosted numerous fly-ins throughout the years at their grass farm strip and at the Sioux Falls airport. Their membership in both organizations gave them the opportunity to travel across the United States including Alaska, Canada, the Northwest Territories, and Mexico. Their most notable trip was to Costa Rica with a stop in Guatemala where they experienced a 7.2 earthquake on February 4, 1976.

Earle and Connie have two children, Orrin and Joy, both of which are professional pilots. Earle was the inspiration and mentor of their children as they began their own flying careers. Orrin has his Commercial, Instrument, Certified Flight Instructor and Multi-Engine rating. Like his father, Orrin uses aircraft in his farming operation and has logged over 6,500 accident and incident-free hours. Joy Geide Hohn has her Bachelor of Arts Degree in Aviation and

Business Administration. She has her Airline Transport Pilot certificate with Multi-Engine rating along with an Instrument and Multi-Engine Flight Instructor certificate. Joy has over 12,000 hours of accident and incident-free flying. She currently flies charters out of Sioux Falls, SD, in the King Air 200 and 90 series aircraft. Orrin and Joy, along with her husband Rod and their children, Noah and Camille, all live within one mile of the Geide farm strip where Orrin and Joy learned to fly as teenagers.

Earle has been a life-long member of Trinity Lutheran Church, Hartford, SD, where he has held many leadership and servant roles in the congregation throughout the decades. He is also a member of the Farmers Union, the South Dakota Crop Improvement Association, and a life member of the American Legion.

Earle has his Commercial Pilot certificate with over 4,000 hours. In addition to owning the Taylorcraft, he has owned several Luscombes, a Swift, a Cessna 172 and a couple of Bonanzas. He currently owns a 1946 Luscombe 8A and a 1961 Bonanza V-tail. Earle's longest trip was to Anchorage, Fairbanks, and Dawson City from August 17-31, 1987.

On August 27, 2011, the Federal Aviation Administration Safety Team awarded Earle Geide the Wright Brothers Master Pilot Award for 50 years of continuous accident and incident-free flying.

On September 8, 2012, Earle was inducted into the South Dakota Aviation Hall of Fame at Black Hills-Clyde Ice Field.

Using the above information provided by Joy Hohn, Governor Kristi Noem proclaimed November 12, 2019, as Earle Geide Day (his birthday).

Earle has been a member of SDPA since 2003. SDPA

What's new at SDPilots.com?

We have updated the SDPA web site AGAIN! If you have not visited the web site in a while, here's what's new as of **October 31, 2019**, , , ,

Join page: added names of 13 new LifeTime members.

Events page: added events on a weekly basis.

Meetings page: added recent meetings.

GA Promotion page: added information on three recent displays and three letters / emails / calls.

FLY SD page: added one person to the Bronze Award list and one to the Silver Award list.

Scholarships page: updated SDPA Aviation Maintenance Technology Scholarship information.

SD Aviation Hall of Fame page: added three inductees to the SDAHf and four inductees to the Combat Air Crew Memorial.

Masters page: added four new Master Pilots.

Other Av. Organizations page: updated SD Civil Air Patrol information.

We are currently gathering information for the next web site update. If you become aware of missing, erroneous, or outdated information on the SDPA web site, contact Steve Hamilton at 605-665-8448 or skyhawk@iw.net. SDPA



Douglas Student Earns Pilot's License Through Air Force Scholarship by Megan Murat

(KNBN-TV, Rapid City, SD, September 13, 2019; from AOPA Aviation eBrief)

BOX ELDER, SD — Most high schoolers look forward to getting their drivers license but a junior at Douglas High School had his sights set a little higher this summer — like a couple thousand feet higher.

“My mom keeps telling me I’m living like Maverick from Top Gun,” said **C/Capt Ray McIntosh**, junior at Douglas High School.

As part of the Air Force Junior ROTC private pilot scholarship program this past summer, McIntosh can now add pilot to his resume.

“They teach you about aerospace and how to fly planes and how to talk to the tower and everything,” said McIntosh.

He maneuvered through the eight week program at Southeastern University in Lakeland, Florida, to get his private pilot certificate.

Over 1,500 students apply and only 150 are selected. The scholarship aims to get kids involved in aviation.

“I never knew how to get into it,” said McIntosh. “I didn’t know what it took.”

“There’s a very real shortage of pilots worldwide,” said **Lt. Col. (Ret) Marc Miller**, senior aerospace science instructor.

Miller says the industry is seeing many experienced pilots retire and requirements for more hours and experience further strain on the shortage.

Hours and experience cost big money. The average cost for a private pilot certificate is \$12,000. The scholarship program is worth about \$20,000 and includes some college credit.

The program is paid for by the Air Force but there is no requirement to join the military. Still, Miller says that if there’s the inclination, the opportunity is there.

McIntosh says he’d like to go to South Dakota State University and then commission into the Air Force with sights set on the F-22.

“If that doesn’t work out, there are other options like highway patrol or crop-dusting,” said McIntosh.

Regardless, he says he wants to stick with it. SDPA

“Lucky Lindy” visits South Dakota

(by Dorinda Daniel, South Dakota State Historical Society Foundation)

“A president of the United States, the most adored movie star in filmdom, Babe Ruth, Jack Dempsey – all gathered here together could not have attracted half the crowd nor a millionth of the cheering that greeted **Colonel Charles A. Lindbergh** in South Dakota today,” stated an article in the Sioux Falls Daily Argus-Leader on Saturday, Aug. 27, 1927.

An estimated 30,000 people packed together on an airfield near Renner to see the aviation legend and his airplane, the “Spirit of St. Louis.” Lindbergh had left Fargo, N.D., that morning. En route to Sioux Falls, he circled Aberdeen, Redfield, Huron and Mitchell, allowing people in those communities a glimpse of the famous plane.

A canvas bag containing a message from Lindbergh was dropped from the plane in each community, expressing regret for not having the time to stop and encouraging public support for continued airmail service and the construction of airports.

At Aberdeen, the container carrying the message landed on the Brown County Courthouse lawn. The 11-year-old girl who retrieved the container was given it.

“For a long time to come, the lucky little miss will be the envy of her entire list of friends and playmates, for the reward she has now in her possession will someday prove a great rarity,” stated an article in the Aberdeen Evening News.

The Redfield Press reported that Lindbergh passed over the community at 10 a.m. that Saturday. “The conqueror of the air and the idol of the world was greeted from the hills and house tops by people eager to view the hero and the Spirit of St. Louis.”

Whistles at power plants opened a roar of welcome and the cheers of hundreds of Huronites went up as the young Minnesota flier flew over the city, according to the Evening Huronite.

Lindbergh flew over Mitchell at 11:05 a.m. “He came out of the north directly over the center of the city and a message he dropped was picked up by a boy in a crowd of spectators at Third avenue and Main street. The message missed the top of the Republican building by inches.”

The “Spirit of St. Louis” landed at the Renner field precisely at noon as scheduled.

After a five-minute meeting with the reception committee, Lindbergh was driven around the fenced-off landing strip in a convertible, much to the delight of the crowd. Lindbergh’s speech during the 30-minute program promoted commercial aviation throughout the United States.

Lindbergh’s non-stop flight from New York to Paris over the Atlantic Ocean on May 20-21, 1927, had rocketed him to stardom. Lindbergh departed from New York in the “Spirit of St. Louis” on a nationwide tour of the United States on July 20, 1927. The tour was the result of a meeting between Lindbergh and multimillionaire and aviation enthusiast Harry Guggenheim. They decided that Lindbergh would make a three-month tour of the United States, paid for by a fund Harry and his father, Daniel, had established earlier to encourage aviation-related research.

Lindbergh and the “Spirit of St. Louis,” together called “We,” were accompanied on the tour by a plane carrying a representative of the Daniel Guggenheim Fund of the



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From Renner, Lindbergh flew off in the "Spirit of St. Louis" at 1 p.m. to Sioux City, Iowa, where he spent the night.

Sept. 1 was intended to be a day of rest in Denver, Colo., for Lindbergh. Instead, Harry Guggenheim sent a telegram to Pierre Mayor John E. Hipple stating that Lindbergh had "expressed a personal desire to spend the day of September first in your city. Can you arrange to take care of his time." Hipple consulted with others before accepting the request.

Pierre had no airfield where Lindbergh could land, according to "Pierre Since 1910" by Harold Schuler. A landing site was prepared about three miles north of Pierre, on the south slope of Snake Butte.

About 3,500 people were on hand when the "Spirit of St. Louis" touched down at 3:59 p.m. on Sept. 1, one minute ahead of schedule. The Capital City Band played, and cheers went up as Lucky Lindy stepped out of the plane. After a drive around the airfield, the car bearing Lindbergh headed to Pierre for a drive through the city's main streets. Hipple and his wife, Ruth, hosted a supper for Lindbergh and



other guests at their home.

About 5,000 people were waiting in front of the Capitol that evening to hear Lindbergh speak. He explained that he decided to come to Pierre because he wished to give people in that part of the country the opportunity to see the plane that flew across the Atlantic Ocean.

Lindbergh briefly attended a dance in the city auditorium before returning to the Hipple home to thank the Hipples for their hospitality. He then went to the Saint Charles Hotel to retire for the evening.

Several hundred people were on hand the next morning to witness the 9:30 departure of the "Spirit of St. Louis" for Cheyenne, Wyo., where Lindbergh spent the night.

"Once in the air, Colonel Lindbergh banked his plane sharply and returned to give a short display of stunt flying ... Suddenly, the silver "Spirit of St. Louis" headed toward Pierre to give a farewell greeting to the people here," stated an article in the Sept. 2, 1927, Pierre Daily Capital Journal.

En route to Cheyenne, the Lone Eagle, as Lindbergh was nicknamed, was seen by many people who were attending the Haakon County Fair in Philip.

The Deadwood Daily Pioneer-Times stated that the entire populace was on the streets watching as Lindbergh "circled and re-circled the city within the narrow confines of the gulch,

at an amazingly low altitude."

People in Rapid City were watching for the "Spirit of St. Louis" when "a shadow like that of an eagle soaring before the sun moved slowly across the pavement ... and Colonel Lindbergh swooped down out of the cloudless sky."

Lindbergh did not fly over Lead, but the plane could be seen from the Ellison dumps, according to the Lead Daily Call.

After a swing over the State Game Lodge, the summer residence of President Calvin Coolidge, the "Spirit of St. Louis" passed over Spearfish before flying on to Cheyenne.

Lindbergh dropped messages in the communities his plane flew over, again expressing regret for not having the time to land and encouraging aviation.

Historical markers both at Renner and Pierre commemorate Lindbergh's visit to South Dakota.

Flying the "Spirit of St. Louis," Lindbergh touched down in what at that time was all 48 states, visited 92 cities, gave 147 speeches and was seen by millions before the tour ended back in New York on Oct. 23, 1927, according to a website about Lindbergh operated by the Spirit of St. Louis 2 Project.

Airmail usage exploded as a result of the tour, and the public began to view airplanes as a viable means of travel, according to Air Force historian Richard P. Hallion.

This moment in South Dakota history is provided by the South Dakota Historical Society Foundation, the nonprofit fundraising partner of the South Dakota State Historical Society at the Cultural Heritage Center in Pierre. Find us on the web at www.sdhsf.org. Contact us at info@sdhsf.org to submit a story idea.

The historical marker at Pierre where Lindbergh landed was dedicated on July 9, 2013, and funded in part by the SDPA.

SDPA

Future Unmanned Aircraft Missions

The FAA Aviation Forecast for fiscal years 2019-2039 notes that small unmanned aircraft systems (sUAS) have experienced healthy growth over the last 5 years. The agency believes that sector will continue to expand. By 2023 the FAA predicts the non-model sUAS fleet will likely be three times larger than the current fleet, with the number of applications increasing as well.



Source: FAA Aerospace Forecast, Fiscal Years 2019-2039. sUAS uses:

- 21% R&D / Training / Education
- 21% Film / Event / Entertainment / Sports
- 16% Industrial / Utility / Environmental / Oil & Gas
- 13% Real Estate
- 8% Construction
- 7% Agriculture
- 6% Other
- 5% Press and media
- 3% Emergency and Preparedness

SDPA

Drones and Weapons, A Dangerous Mix

(FAA News, August 22)

The Federal Aviation Administration (FAA) is warning the general public that it is illegal to operate a drone with a dangerous weapon attached.

Perhaps you've seen online photos and videos of drones with attached guns, bombs, fireworks, flamethrowers, and other dangerous items. Do not consider attaching any items such as these to a drone because operating a drone with such an item may result in significant harm to a person and to your bank account.



Operating a drone that has a dangerous weapon attached to it is a violation of Section 363 of the 2018 FAA Reauthorization Act enacted Oct. 5, 2018. Operators are subject to civil penalties up to \$25,000 for each violation, unless the operator has received specific authorization from the Administrator of the FAA to conduct the operation. "Dangerous Weapon" means any item that is used for, or is readily capable of, causing death or serious bodily injury.

Operators should keep in mind that federal regulations and statutes that generally govern drone operations still apply. Some state and federal criminal laws regarding weapons and hazardous materials may also apply to drone operators or manufacturers involved in certain operations.

SDPA

Uncontrolled Airports by Bob Turner

(from

<https://champcitabriadecathlonforums.com/threads/uncontrolled-airports.191/1>, submitted by Dave Tunge, Yankton)

This might get long - I think I will submit it to my flying club newsletter.

So we train pilots - one cross country dual, and one solo, and they get a license, hopefully. We may get one shot at teaching proper pattern entry, and lately the AIM has become less than helpful, if it is even read after the checkride.

I just did two flight reviews - one for a fairly recent pilot; the other for a Cub pilot with over 20 years experience. Both involved multiple different uncontrolled airports.

Here is my take on **uncontrolled airports**. It is different from the AIM, but I bet I have more experience at this than all the folks who write the AIM uncontrolled airport guidelines combined! First, always assume there are "no radio" airplanes around, and never assume that anybody will answer your radio calls.

Unless it is your airport, plan on some sort of standard pattern entry. I do not care for the new 1000' patterns, but I think we have to conform, unless we are sure the

airport specifies 800'. I always overfly, partly to see the windsock and fuel island, but also to look for other traffic -- unless some nice soul has said "*Winds 230 at ten; everybody is using runway 24, left traffic*" or something similar.

If I overfly, I usually do so maybe 200' above pattern altitude. Then I enter either upwind or crosswind. Any other entry is cutting corners, in my opinion. It only takes two more minutes. Lately, there has been a lot of sentiment for only entering on the outside 45 to downwind. That entry can potentially involve descending aircraft doing interesting teardrop maneuvers, and I only use it when I am coming from an appropriate direction and sure of the runway in use. I am at pattern altitude before three miles, and looking for weird teardrop descents.

Radio calls -- here is where I really differ from the AIM. Unless you are in a jet, wait until you are four miles out to call. Then briefly identify yourself and what you are about to do, followed by the airport name. Like this: "*Yellow Piper Cub four miles East landing Deming.*" Period. If they need to know your N-number instead, tell them you would rather they not come close enough to see if you are really who you say you are. (Just kidding here -- if they really need to know your N-number, they can ask, and you can easily tell them. Once.) Then, when you decide what kind of entry you are going to do, let them know. At Hemet, we know they are using 23, and we know where the fuel is, so most of us say "*Yellow Cub entering the 45 for runway 23 Hemet.*"

This particular opinion has generated a lot of discussion. The AIM suggests using only N-number, which is less than informative for other aviators. One might as well say "aircraft." Several commenters have said that the N-number is critical for record keeping and federal funding. I am not sure that even a fraction of uncontrolled airports keep such records. If it becomes clear that this [N-number] is truly important information on each transmission, then only the full call sign will do. Further research might be necessary.

Notice how short my calls are. In Southern California we

have a lot of folks learning English on the radio, so I try to leave room for them. That is true at towered airports too -- I repeat runway assignments with my N-number, and skip the complicated stuff. Most have been instructed to read back every word, so we get "*cleared to land behind the King Air on right base, caution wake turbulence, Cessna 123,*" when a simple "*two eight right number 2*" would do it. Leaving the runway number out is unforgivable in my book. It is not yet illegal, but it soon will be. Another idea -- when a controller says "standby" he or she means I will get back to you. The proper response is nothing. Be quiet and wait. We often hear as a response, "*Standby, hold sort of 28 right, number three for departure.*" Defeats the whole purpose of "standby."

But back to the uncontrolled field: once you scope the situation out, maintain pattern altitude until you are downwind



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Ray A. Jilek, President

abeam the approach end of your chosen runway. Then -- and only then -- start your descent to land. You should complete your landing checklist well before the descent point, and you should be at approach speed for flaps up when you begin the downwind leg.

Remember -- you lose 1/3 of your altitude on downwind after the abeam point, one third on base, and the last third on final.

The AIM can be helpful -- it suggests being stable on final not less than 1/4 mile from the threshold. A Cub or Champ, at idle from the abeam point, will usually be so established.

In the pattern, or on departure, the AIM recommends being within 300' of pattern altitude and beyond the departure end before turning. That may not work well in a crowded pattern. At our tower controlled airport I ask for early turns in the lower powered airplanes. Picture me and another 190-lb pilot in a 65-hp Chief -- we will be a mile and a half west of the airport before we reach the proper altitude for a turn. If you find yourself in that position, remember, you are a sitting duck for a Cirrus or Bonanza smoking out behind you. Have a plan.

So what inspired all this verbosity? My students. One was shooting very short patterns at 500' agl. After 20 years, that was a tough habit to break. It is not clear that I have been successful.

Be precise. Look for "no radio" aircraft. Watch for your fellow pilots doing non-standard stuff (the worst is "straight in"). And discipline yourself to stay at pattern altitude until the abeam point. Find an older document that describes standard arrivals including upwind and crosswind entries, and remember, when these entries were standard, most flying was no radio -- at least in light planes.

Of interest: one comment was to the effect that "uncontrolled" is now disfavored by those who sit behind desks and decide this stuff. That is apparently because the word connotes "out of control" rather than not controlled. I, being a really old codger, am not in favor of re-defining stuff in such arbitrary fashion. I note that there can no longer be taxiways "India" and "Oscar" because pilots might confuse them with runways one and zero. These same pilots are treated to "line up and wait," which really is ambiguous. I think "line up and wait" is a decade old, and yet every day our tower has to explain it to somebody ("*It means 'position and hold'*"). So I shall continue to use the older "uncontrolled" term until they threaten me with a violation.

SDPA

SD Aeronautic Commission -- Sept 24

The SD Aeronautics Commission held a meeting on September 24 at 1:00pm in the Becker-Hansen Transportation Building in Pierre.

Participating were Commissioners **Chris Funk** (Volga), **Bob Huggins** (Sioux Falls, Vice Chair), **Rolf Johnson** (Mina), **Dave Luers** (Pierre), **Eric Odenbach** (Eureka, Chair), [absent Travis Lantis (Spearfish), Cassidy Nelson (Aberdeen)], **Joel Jundt** (Deputy Secretary of SD DOT), **Jack Dokken**, **Jon Becker**, **Tom Koch**, **Brad Remmich**, **Jennifer Boehm** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, Office of Secretary, SD DOT),

Dustin DeBoer (SD DOT Office of Legal, Sioux Falls via telephone), **Bonnie Olson** (SD DOT Office of Legal Counsel, Contract Administrator), **SD Representative David Johnson** (Rapid City via telephone), and **Bob Mercer** (KELOLAND reporter, Pierre). This news story by Steve Hamilton (SDPA) is based on the recorded meeting on the SD Public Broadcasting web site.

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

The minutes of the August 28 meeting of the Commission were discussed. Bob Huggins asked why the state increased and the local share decreased of the Yankton Airport project. Jon Becker said that the grant application was based on an estimate and later changed due to new appraisals of the two private hangars to be moved. The minutes were approved.

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

Bob Huggins commented that he heard a couple of projects at the Sioux Falls Airport were going to cost millions more than originally projected. Jon Becker and Joel Jundt replied that there is a cap of 15% for project costs over the approved amounts and if the 15% cap was exceeded, the project will come back to the Aeronautics Commission for discussion and reconsideration.

Joel Jundt gave the **Secretary's report**. He said that the FAA approved some of the 2019 AIP grants on September 23.

Joel opened the discussion of **Aeronautic Funding**. A bar graph showed the Aeronautics Fund balance on a monthly basis from January 2016 through August 2019. A line graph showed the projected Aeronautics Fund balance starting in Fiscal Year (FY) 2020 with ~\$2.65M and going through FY 2026. At a 5% state match the fund goes to zero by FY 2026. At a 4% state match the fund decreases to ~\$2.0M. At a 3.5% state match the fund increases slightly to ~\$3.0M. At a 3% state match the fund increases to ~\$3.9M.

An informational item was provided concerning **2019 Airport Grants**, which were listed in a table. The main totals included: Discretionary (\$6,900,000), Apportionment (\$3,737,134), Federal Funds (90%: \$35,418,532), State Funds (5%: \$1,967,697), Local Funds (5%: \$1,980,332), and Project Total (\$39,366,560).

The table information was summarized in a pie chart titled "**Statewide Airport Project Categories 2019.**" The pie chart revealed the following:

Airfield pavement	\$30,177,290.78
Buildings/terminal/SRE/ARFF	\$ 5,538,894.56
Revenue producing facility	\$ 838,333.33
Lighting/navaids	\$ 794,800.08
Land acquisition	\$ 505,000.00
ARFF/SRE equipment	\$ 490,000.00
ALP/MP/approach survey	\$ 478,333.33
Parking/access	\$ 254,586.00
Fencing	\$ 90,000.00
Environmental (shown in legend but not in pie chart)	

Wildlife/wetland mitigation (shown in legend but not in pie chart)

A major discussion about the Aeronautics Fund occurred for about 45 minutes. For developing projections of the Aeronautics Fund balance in different scenarios into the future the value \$31.5M in project costs was used (average of \$20M to \$39M for the period 2015-2019), and cost share from the Aeronautics Fund was \$1.33M on average. Comments included (1) need to maintain a balance of \$2M in the Aeronautics Fund, (2) need to get \$3M returned to the Fund that was swept by the 2010 Legislature, (3) what would happen if the Fund went to zero balance, (4) something needs to be done now, (5) possibly not fund revenue-producing fuel systems and hangars, (6) possibly not fund projects "outside the airport fence" like parking lots and entrance roads, (7) clarify what projects associated with terminals at commercial airport should receive funds from the Aeronautics Fund, and (8) keep state share of 5% for pavement projects but decrease state share for other projects.

A motion and second was made to no longer fund any revenue-generating projects such as fuel systems and hangars effective immediately. All aye. It was noted that there were seven revenue-producing hangar projects scheduled for 2020. Aeronautics staff will draft a letter from the Aeronautics Commission to airport sponsors explaining the dire situation with the Aeronautics Fund, and why the above motion was approved.

After much discussion another motion was approved to change the state share from the Aeronautics Fund from the current 5% to 3.5% starting with projects in 2021. All aye. The logic was that local sponsors were budgeting their 2020 projects assuming the state share would be 5%, and changing to 3.5% in 2020 could cause problems for local sponsor coming up with additional funds to make-up for the decreased state share.

The issue of funding improvements in **commercial terminals** was discussed. After Jennifer Boehm read from the section of the Commission handbook on funding projects associated with commercial terminal and the four exceptions, it was decided to review the policy at the SD Airports Conference set for the week of March 9th.

Joel Jundt opened the discussion of **Title 50 Aviation** and passed the torch to Dustin DeBoer to review the proposed changes. Changes were to make the document more user friendly, consolidate definitions, and combine similar powers of the Commission. Section 50-6A (Regional Airport Authorities) will be reviewed in the future. Statutes dealing with drones will be deferred to the future, pending the outcome of development of drone statutes in seven other states. The source of funding for loans from the Commission will be changed from the fuel tax fund to the Aeronautics Fund. After further discussion, it was moved and seconded to support the current proposed changes to Title 50. All aye.

The next steps involve Representative David Johnson submitting the draft legislation, Legislative Research Council (LRC) reviewing and formatting the proposed changes, Aeronautics Commission consideration of the LRC changes, and then submission to the Legislature.

Jenny Boehm requested Commission consideration of a Fuel Tax Request for the City of Sturgis. The **Sturgis Airport** was requesting to use \$577.99 of their fuel tax funds for the purchase of a new fuel transfer tank to put on the airport plow truck. This fuel tank will be used to transport diesel fuel to the airport to be used in the snow removal equipment, which was purchased using fuel tax funds. Currently airport staff must transport fuel for the snow removal equipment using 5-gallon cans.

Jenny also requested Commission consideration of a Fuel Tax Request for the City of Winner. The **Winner Airport** is requesting to use \$8,100.00 of their fuel tax funds for the purchase of a new large snow blower. The large snow blower would be used during large snow events to help keep the airport open.

Both requests were approved by the Commission.

The Commission meeting adjourned at about 1:22pm. The next meeting of the Commission was set for October 22 at 1:00pm.

SDPA

SD Aeronautics Commission – Oct 22

The SD Aeronautics Commission held a conference call on October 22 at 1:00pm in the Becker-Hansen Transportation Building in Pierre. Participating were Commissioners **Chris Funk** (Volga), **Bob Huggins** (Sioux Falls, Vice Chair), **Rolf Johnson** (Mina), **Travis Lantis** (Spearfish), **Eric Odenbach** (Eureka, Chair), [absent: Dave Luers (Pierre), Kassidy Nelson (Aberdeen)], **Joel Jundt** (Deputy Secretary of SD DOT), **Jack Dokken**, **Jon Becker**, **Tom Koch**, **Brad Remmich**, **Jennifer Boehm** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, Office of Secretary, SD DOT), **Dustin DeBoer** (SD DOT Office of Legal, Sioux Falls), **Bonnie Olson** (SD DOT Office of Legal Counsel, Contract Administrator), **Bob Mercer** (KELOLAND reporter, Pierre), SD Representative **David Johnson** (Rapid City), and **Steve Hamilton** (SDPA, Yankton).

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

The minutes of the September 24 meeting of the Commission were approved.

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

Joel Jundt gave the **Secretary's report**. He mentioned that the terms of three commissioners were ending in October: Travis Lantis, Dave Luers, and Kassidy Nelson.

An election of new officers was needed and could be done during the Commission meeting in December.

The Governor's Report was due at the end of December. DOT staff will take the previous report and update information, and provide it to the Commission for review at the November meeting.

Just prior to the Commission meeting commissioners were

emailed a draft letter concerning the **change in the state share of airport improvement projects**. The letter stated that the Commission will no longer provide a state share from the Aeronautics Fund for revenue-producing hangars or fuel systems, and that starting in 2021 the state share will be reduced from 5% to 3.5%. The reasons for the reduced state share were that income to the Aeronautics Fund has been less than expenditures, and the need to maintain an adequate balance in the Aeronautics Fund. The letter will be added to the Commission meeting documents on the SD DOT web site after the meeting. Joel Jundt read the letter to the Commissioners, who then voted to approve the letter. All aye.

Tom Koch requested Commission approval to send out for bid the **2020 – 2022 South Dakota Airport Directory**. The 2015-2016 Directory cost \$10,500 for 3,000 copies, and the 2017-2019 Directory cost \$10,200 for 3,000 copies. The motion was to allow bidding for the directories, and if the bid was less than \$15,000, to proceed with the purchasing the directories. Joel recalled previous Commission discussion of possibly changing to a digital directory. After discussion, the consensus was that printed directories were favored over digital directories. Nearly all of the previously purchased directories (3,000) have been distributed. The vote on the motion was all aye.

Tom Koch requested Commission consideration of the purchase of **Aeronautics Education Flash Drives**. The department requested approval to purchase 1,000 4GB flash drives to be distributed to students at various events including Women in Science conferences, Civil Air Patrol, and public classrooms. These Flash Drives are the same ones that the Commission authorized the purchase of in June 2017 at a cost of \$4,275.00. The Commission logo will be imprinted on both sides. The department obtained three quotes with the best price as follows: 1,000 drives with data preloaded at \$2.80 each (total \$2,800). Shipping: \$75.00. Total Price: \$2,875.00. The Commission approved the purchase. All aye.

Tom Koch and Jon Becker will meet with **Dr. Rhea Waldman** of the SD Discovery Center, Pierre, to discuss improvements to the content of the flash drives, after which the Commission will have an opportunity to review the revised content.

Jack Dokken requested Commission consideration of **Aeronautics Commissioners attending the 2019 Airport Fall Seminar**. The SDAMA / AAND (South Dakota Airport Management Association/ Airport Association of North Dakota) are hosting the 2019 Airports Fall Seminar in Aberdeen, SD, at the Best Western Ramkota Hotel. This year's seminar will start at 8:30AM on Wednesday, November 6, with sign-in at registration beginning at 7:30am and ending at 5:00pm and from 7:00am to 1:00pmM on Thursday, November 7. The main speakers at the seminar will be FAA staff from the Bismarck ADO. The seminar will focus on new or changed procedures or processes in the FAA, including presentations and discussions on the following items; subject to change:

- Planning
- Environmental
- Program Management (Change Orders, Modification to Standards, Timing)

- Grant Initiation Request for Federal Assistance (previous Pre-Application Package)
- Construction Safety Phasing Plans
- Summary of 2019 AIP Program and any new information on the 2020 AIP Program
- NDAC & SDDOT topics
- AAND & SDAMA topics

Airport managers, airport board or authority members, airport consultants, local planning or other officials responsible for an airport, are encouraged to attend this seminar. There will be ample time for open discussion on these and other issues in an effort to identify problem areas and find solutions. The Commission voted to fund travel of Commissioners to the event. All aye.

The final item on the agenda was an informational item: **Chamberlain Master Plan**. The information with visual aids was not suited for a conference call and was delayed to the November 19 meeting of the Commission, which will be in-person. Dustin DeBoer said that no motion was needed to delay the agenda item because it was informational.

The next Commission was set for November 19 to avoid meeting the week of Thanksgiving. The meeting adjourned at 1:30pm.

SPDA



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

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. Ed Jensen 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, Mitchell Airport, Pierre Airport, Sioux Falls Airport, and Spearfish Airport. For meeting times, specific locations, and contact information, go to <http://sdcap.us/squadron-locations/>

Nov 6: Monthly "First Wednesday Gathering" at **Brookings (BKX), SD**, in Brian VanLiere's hangar at 6:00pm – potluck supper (those that fly-in aren't required to bring anything). Hanger #207, brown hanger that is right behind the big blue one located at the east end of the ramp.

Nov 6-7: SDAMA / AAND (South Dakota Airport Management Association/ Airport Association of North Dakota) Airports Fall Seminar at **Aberdeen, SD**. November 6, 7:30 AM (Sign-In @ Registration), 8:30 AM – 5:00 PM. November 7, 7:00 AM (Breakfast) 8:00 AM – 1:00 PM. Contact Rich Krokkel at cell 605-228-7680.

Nov 9: 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@cajfoefoss.com

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www.sdpilots.org

Nov 11: Sioux Falls Ballooning Club meeting at Oak View Branch Library (3700 E. 3rd Street), **Sioux Falls, SD**, at 6:30pm. <http://www.sfballooning.org>

Nov 16: SDPA meeting in **Huron (HON), SD**, at Skyways (426 15th Street, NW). 11:00am: presentation about Skyways under new management. Noon: lunch pizza & pop for \$5.00 per person. **1:00pm:** SDPA meeting (cookies). Contact Steve Hamilton at 605-665-8448 or skyhawk@iw.net

Nov 16: 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 \$7.00; fly-in PIC free. Contact Gary Pelach at 605-310-9984.

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

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

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

Dec 4: Monthly "First Wednesday Gathering" at **Brookings (BKX), SD**, in Brian VanLiere's hangar at 6:00pm – potluck supper (those that fly-in aren't required to bring anything). Hangar #207, brown hangar that is right behind the big blue one located at the east end of the ramp.

Dec 14: 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@cafjfofoss.com

Dec 17: "Wright Brothers Day" – get out and celebrate – fly somewhere!

Dec 21: Monthly 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 \$7.00; fly-in PIC free. Contact Gary Pelach at 605-310-9984.

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