



SDPA News

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

Volume 28, Number 4

July-August 2021

President's Column

Greetings everyone,

I hope everyone's summer is shaping up as expected. For me, like everyone else, it's really nice to be able to enjoy doing things even with the sort of abnormally hot periods we've been having (at least in eastern SD) without the normal precautions we've all had to endure over the last many months because of COVID!

When doing flight training during these unusually hot periods I've encountered some interesting situations such as some folks complaining about problems with their engine temperatures remaining higher than normal on climb outs. I usually mention possibly using a cruise climb procedure to help eliminate this issue.

I bring this up because there are those (not many) who insist this is not in line with normal climb procedures as outlined in their respective POH's! Maybe it's just me but it appears that some normally logical conclusions in this flying game are starting to erode away. I've observed many times in the past that those who grew up in an environment where they had to work around machinery and such (such as farm or ranch folks) always seemed to get, for the most part, these "logical" conclusions much quicker than others.

Don't get me wrong, procedures, such as those in the aircraft POH (if your aircraft has one) are written for a reason and tend to cover normal operations, other than the emergency procedures outlined in that same manual. Just remember -- be prepared for other eventualities that AREN'T necessarily covered in your aircraft POH. You know, those that you have to be creative with!

Regardless of what I brought up earlier about the erosion of logical conclusions, I've garnered a lot of respect for many of the young instructors coming up in the game including one who is currently doing a

lot of tailwheel training. He called me the other day with a question about when to use a three-point landing or a wheel landing and the conclusion we came up with was, whichever one would work the best for the situation involved. He also mentioned something he had recently read, that if it's too windy just leave the aircraft in the hangar for the day, something I wholeheartedly agreed with!

John Glasford of Rapid City gave us a great presentation at our Hot Springs meeting on the 12 of June at the airport on the soaring club located at the Hot Springs Airport and am looking forward to our next meeting in September in Wall at the airport.

Take care and fly safe.

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

SDPA

SDPA Meeting - September 11

SDPA meeting at **Wall Airport, SD**, in the GA terminal. 11:00 AM: presentation. Noon: lunch. 1:00 PM SDPA meeting with cookies. Contact Steve Hamilton at 605-665-8448 or skyhawk43v@gmail.com

Future meetings in 2021:

Nov 13: To Be Determined. SDPA

New*, Rejoined, & Renewed Members

Aberdeen Airport

Don Alesi, Lead*

Robert Allen, Jr, Rapid City

Brad Ballard, Hermosa

Kent Bosch, Montevideo, MN*

Mark Buchholz, Watertown

Myra Christensen, Pierre

Roger Cram, Madison

Mike Dick, Henry*

Robert Dykstra, Pipestone, MN

Steve Falon, Sioux Falls

Scott Foth, Onida*

Roger Gebel, Mitchell

Earle Giede, Hartford

Bruce Gering, Sioux Falls

Scott Gerlach, Mitchell

John Glasford, Rapid City (3 years)

Michael Gunvordahl, Burke

Rob Hall, Rapid City*

Paul Hegg, Sioux Falls

Keith Heien, Onida*

Dave Holman, Philip

Kevin Huber, Aberdeen

Lyle Huber, Bowdle

Bruce Jordan, Hill City

David Johnson, Rapid City

Dean Knuth, Hartford

Tom Koch, Pierre

Evan Koep, Brookings

Ryan Limesand, Sioux Falls

Dan McKinney, Bismarck, ND

Nickolas Miller, Brookings*

Keith Morford, Valley Springs

Dennis Nash, Prairie City LIFE

Larry Nelson, Rapid City

Gary Noble, Sioux Falls

Darrel Sauder, Rapid City

Greg Scherr, Rapid City (2 years)

Kevin Stoecker, Mobridge

Jim Schroeder, Rapid City

Marsha Sumpter, Kadoka (2 years)

Emily Rose Teets, Rapid City

Richard Tupper, Crooks

Jay Van Liere, Wentworth

Lee Vaughan, Philip

Joe Warner, Onida*

Steve Witte, Egan

We have 394 members including 111 LifeTime members.

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

South Dakota Pilots Association is exempt from federal income taxes under Section 501(c)(3) of the Internal Revenue Code.

SDPA is a nonprofit charity; our federal tax identification number is 80-0615983.

SDPA

Member & Guest Comments

Michael Alexander (Mount Horeb, WI) emailed on June 18, "I would like to request a FLY South Dakota Airports! Passport program. If you allow passengers to participate, please send a second passport for my wife." REPLY: Our Passport program does not have a provision for passengers. [mailed him one Passport]

Dan Appel (Redfield) emailed Dwayne LaFave on June 20, "Can you put us on July's calendar. Fly in breakfast in conjunction with Hedahls car show. July 10th 6:00am to noon. Will have shuttle service to car show. Free-will donations for breakfast and airplane rides to go to Edmond Perry scholarship fund. Also could use some help from pilots willing to give rides. Will have waivers for passengers under 18." REPLY: Always happy to add another aviation event to the calendar for the newsletter and the website.

Bruce Bowen (Sturgis) replied on June 4 to an email from Steve Hamilton about dates for the Sturgis events. Bruce wrote, "Those dates are correct. I am doing breakfast on June 12 at my hanger. Nothing in August due to [Sturgis Motorcycle] Rally. I think July [10] is going to be lunch but not sure yet. I will keep you posted. There was about 150 people and a dozen airplanes attending the event we had last month [May]. I gave 8 little kids a ride and about 20 rides were given total. 49B is very busy. I did my biannual flight review this morning and there was constant traffic. Lots of new hangars and many more planned. Rental cars are now available and the availability will be adjusted for the Rally. BTW, we now have a resident, Corvair-powered Pietenpol that was built from plans and first flight will be soon! Hope you can come!"

Scott Gerlach (Mitchell) wrote on his membership renewal, "Good news, Mary, Let Steve know he won't have to bug George Bittner to pay my membership this year. (smile face) Scotty"

Robert Dykstra (Pipestone, MN) wrote on his membership renewal, "Please put under Aviation Events in newsletter the following: Sept. 25, 2021, Kiwanis Club putting on a FLT breakfast at the Pipestone Municipal Airport (PQN) Pipestone, MN" REPLY: Always happy to add another aviation event to the calendar for the newsletter and the website.

Kevin Huber (Aberdeen) wrote on his membership renewal, "I appreciate all the work that everyone puts in the newsletter and all the events."

Lyle Huber (Bowdle) wrote on his membership renewal, "I sure do enjoy what you all do. Keep up the good work."

Tom Johnson (Spearfish) emailed Dwayne LaFave on May 17, "Dwayne, You are doing an awesome job. I think the last newsletter was very informative. I have one suggestion if you think it is appropriate. Might be nice to know who all the life members are. Have a blessed day." REPLY by Dwayne LaFave, "The life members are listed in

the newsletter annually." REPLY by Steve Hamilton, "Hi Tom, Thank you for being a LifeTime Member of SDPA. I list the LifeTime Members in the January issue of the newsletter annually. LifeTime Members are listed on our website on the Join page.

See <https://sdpilots.com/join.php#LifeTimeMembers>

Keith Morford (Valley Springs) wrote on his membership renewal, "Thanks."

Darrel Sauder (Rapid City) wrote on his membership renewal, "Informative [newsletter] – Good to know what is going on in SD. Thank you for your efforts."

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

Thank You for Donations

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

Mike Dick (Henry) donated \$20 to the SDPA Scholarships Fund. This donation was Mike's 1st contribution. Thank you Mike!

Robert Dykstra (Pipestone, MN) donated \$50 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Robert's 1st contribution. Thank you Robert!

Roger Gebel (Mitchell) donated \$50 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Roger's 12th contribution. Thank you Roger!

Bruce Gering (Sioux Falls) donated \$50 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Bruce's 12th contribution. Thank you Bruce!

John Glasford (Rapid City) donated \$25 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was John's 1st contribution. Thank you John!

Michael Guvordahl (Burke) donated \$50 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Michael's 4th contribution. Thank you Michael!

Kevin Huber (Aberdeen) donated \$30 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Kevin's 5th contribution. Thank you Kevin!

Tom Koch (Pierre) donated \$40 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Tom's 5th contribution. Thank you Tom!



Ryan Limesand (Sioux Falls) donated \$25 to the ACE Camp Scholarship Fund. This donation was Ryan's 2nd contribution. *Thank you Ryan!*

Ronald Mielke (Sioux Falls) donated \$100 to the SDPA Aviation Maintenance Technology Scholarship at LATC, Watertown. This donation was Ron's 5th contribution. *Thank you Ron!*

Richard Tupper (Crooks) donated \$30 to the ACE Camp Scholarship Fund. This donation was Rick's 3rd contribution. *Thank you Rick!*

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

SDPA Letters / Comments / Displays

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

May 19: SDPA signed on to an industry letter supporting the proposed legislation by Senators James Inhofe and Tammy Duckworth that creates a National Center for Advancement of Aviation (identical to S.3360 in the previous Congress. SDPA previously signed on to the industry letter that supported the previous legislation.]

May 20: SDPA (Steve Hamilton) participated in the SD Aeronautics Commission conference call meeting.

Jun 3: SDPA (Steve Hamilton) was contacted on June 3 by Jeremy Frisch of the Alliance for Aviation Across America to participate in a panel discussion on June 10 via Zoom. The topic of discussion was how federal investment and support are needed to spur and incentivize further growth for the aviation sector. The invitation was extended to the SDPA officers.

Jun 17: SDPA (Steve Hamilton) participated in the SD Aeronautics Commission conference call meeting.

Jun 26: SDPA (Steve Hamilton) emailed Senators John Thune and Mike Rounds encouraging them to support the Notice to Airman (NOTAM) Act of 2021, which passed the U.S. House on June 15 and was introduced to the Senate on June 16.

Jun 26: SDPA (Steve Hamilton) thanked Senator Mike Rounds for co-sponsoring the Recognizing and Ensuring Taxpayer Access to Infrastructure Necessary (RETAIN) GPS and Satellite Communications Act (S. 2166), which would force communications company Ligado to pay the private and public sector costs associated with any GPS interference from their terrestrial-based 5G telecommunications.

Jun 26: SDPA (Steve Hamilton) encouraged Senator John Thune to co-sponsor the Recognizing and Ensuring Taxpayer Access to Infrastructure Necessary (RETAIN) GPS and Satellite Communications Act (S. 2166), which is already co-sponsored by Senator Mike Rounds. SDPA

New Pilot

Nick Miller (Brookings) passed his check ride on June 7 in a Cessna 172 with DPE Jordan Hall. *Congratulations Nick on earning your private pilot certificate!* Nick is majoring in mechanical engineering with a minor in aviation at SDSU. He did his first flight lesson on August 20, 2020, and soloed on December 21 – during his junior year. His primary instructors were **Carter Gilk** and **Andrew Ringling**. Nick's long cross country was to Sioux City with a brief stop in Graham Field to see his dad Dave. Nick's first flight was at age 10 or 11 in a Luscombe for about an hour with his grandpa **Doug Sly** of Platte – followed by many other flights with grandpa Doug. Nick participated in ACE Camp at SDSU in 2016 and a second time in 2017 – his sophomore and junior high school years at Dakota Valley High School in North Sioux City, SD – which inspired him to become a pilot. Nick said his bucket list includes flying to Alaska and to south Florida. Best wishes to Nick on his future endeavors and accomplishing those bucket list items.

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

SDPA Meeting – June 12

The SDPA held a meeting in the terminal at Hot Springs Airport on June 12. Arrangements for the use of the terminal were made with **John Gregory** with the city of Hot Springs. The terminal had a large yellow biwing RC model hanging upside down from the ceiling. There was a large kid-made sign with "Learn to Fly at Hot Springs Airport" done with colored markers and glitter.

Jerry Densmore arrived his Comanche with **John Glasford**. **Dale Knuth** flew his newly acquired RV-9A under the hood with safety pilot **Gary Noble** from Lincoln County in 2 hours 8 minutes. **Dwayne LaFave** flew his Aeronca Champ from Belle Fourche to Sturgis for the fly-in breakfast (good turnout) and then on to Hot Springs.

Prior to the meeting **John Glasford** of Rapid City gave a presentation on the Black Hills Soaring Club at 11:00 AM. He noted the lack of lift today and said that any flying would be a "sled ride" – basically towed to altitude and then glide back to the airport.

John started by giving the history of the club – incorporated in 2003 as a 501(c)(7) organization with three

officers (Charlie Summers, Gary Hewett, and a third guy). The first location was Spearfish but then moved to Belle Fourche for a while and finally to Hot Springs in 2007. They bought a Pawnee (PA-25 with O-360 engine with 180 HP; owned by Black Hills Soaring Club) after moving to Hot Springs.

The club hangar had the Pawnee plus four gliders in it – masterfully arranged with tails tucked here and there, and long wings under this and over that: (1) Schweizer SGS 2-33A with dual controls and 23:1 glide ratio owned by Marty Larson; (2) Schweizer SGS 1-26C with single seat and 23:1 glide ratio owned by Charlie Summers; (3) Schweizer SGS 1-36 owned by John Glasford, but leased to the club; (4) Burkhart Grob G102 ASTIR CS with 36:1 glide ratio owned by John Murphy. Charlie Summers had another glider stored in a trailer. Club members **Marty Larson** and **John Murphy** were in the hangar working on a glider.

John talked about using the Pawnee to tow gliders to altitude. Costs for a tow to 1,000' AGL was \$25; tow to 2,500' AGL was \$50; plus glider and instructor costs. He also mentioned an auto tow using a Spectra line to launch a glider – wherein a vehicle accelerates pulling the glider at a deck angle of about 60° to an altitude of 150' before being released.

Club membership involved an initial fee of \$500 plus \$15/month dues. Club membership included a membership in the Soaring Society of America.

To earn a glider rating a private pilot certificate holder must have 10 solo glider flights and 3 hours of glider time plus a glider check ride. For someone without a private pilot certificate they need 20 glider flights and 10 hours of glider time and a glider check ride. Glider pilots do not need a flight physical.

Whereas most powered aircraft pilots look for smooth air, glider pilots look for bumpy air – meaning thermals to gain lift. John recalled a flight last year with a student where they glided for an hour and half in thermals up to 7,000'. He said that the Black Hills rarely get lenticular clouds or mountain waves, but do get some ridge lift.

Time to go pickup the pizza for lunch: Meat Lovers, Supreme, Pepperoni, and Ham & Pineapple. Plus Coke, Diet Coke, and Ginger Ale.

John Barney called the SDPA meeting to order at 1:04 PM. Steve Hamilton passed around three dozen cookies: chocolate chip, Monster, and home-made brownie with chocolate chips.

Participating in the meeting were **Jerry Densmore** (Rapid City), **Sunny Stephens** (Rapid City), **Dale Knuth** (Hartford), **John Barney** (Brookings), **Dianna Torson** (Brookings), **Dwayne LaFave** (De Smet), **John Glasford** (Rapid City), **Gary Noble** (Sioux Falls), **Dwight Pladsen** (Rapid City), **Marty Larson** (Rapid City), **Rob Hall** (Rapid City), and **Steve Hamilton** (Yankton). A quorum of officers were present.

Everyone introduced themselves with miscellaneous



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comments to Rob Hall. Rob had moved from Canada to Rapid City for a position with the School of Mining and Technology. He was hoping to restart the Hard Rocker Flying Club at the school. Rob owns a Cessna 180 and Super Cub. He joined the SDPA. *Welcome Rob!*

Dale Knuth read the minutes for the SDPA meeting held on April 10 at Wagner. Moved by Steve Hamilton, seconded by Jerry Densmore, to accept the minutes as read. All aye, none nay.

Steve Hamilton gave the treasurer's report in the absence of Mary Carol Potts: balance & reserve on hand June 12, 2021: \$51,121.91; total expenses \$1,059.27 as of June 12; total income \$2,579.00 as of June 12; reserve for LifeTime Membership \$22,88.00 as of June 12; reserve for donations for scholarships \$10,382.94 as of June 12; balance on hand as of June 12 (minus reserves for Lifetime Membership and reserve for scholarships) \$19,378.70;

balance & reserves \$52,641.64 as of June 12. Moved by Jerry Densmore, seconded by Dale Knuth, to accept the report; vote all aye. None nay.

Steve Hamilton reported that **membership** was at 394 including 110 LifeTime members (updated by today's additions: Rob Hall plus two submitted by Dwayne LaFave): 397 members.

District 1 Director **Bob Burke** emailed Steve Hamilton on June 11, "I have not completed my [Airport Advisory] Board survey yet, time got away from me and I still have to follow up with a few places.

This weekend [June 12-13] I will be flying for Pilots and Paws, which I will be the final leg of the volunteer group. This will be the second dog I have flown, and I trust much like the first; it will be very rewarding. Each dog you meet and learn the story behind it and meet the pilots who volunteer, it provides a sense of joy to be part of the story.

Sterling, who I flew with last month, came from the Detroit Lakes area. She was a German shepherd who was going to northern California to finish training in searching out victims of earthquake building collapses. The two ladies who flew a Cessna 180 told me a few stories of some of their K9 passengers, and how they enjoyed the time they have spent volunteering in their retirement years. Sterling and I flew from Pierre to Rock Springs, WY, where I met a father - son team, who flew a Skywagon. The father, who was an international airline captain, was home for a couple of weeks, told me that this is what he and his son do to spend time together. This transport was his third over 7 days. They mainly volunteered for the Utah routes.

So far it has been a great experience, not a lot of opportunities over the Dakotas, but the one I have completed was definitely worth it.

I will try to make next meeting, with more on the [airport advisory] boards, and an update of this weekend's flight. Best to all."

District 2 Director **Harvey Spieker** wrote a note to Steve

Hamilton on June 10, "Sorry this is late. I was in the hospital – feeling fine now. I will not be at the meeting on 6-12-21. My son, grandkids & I are going to the Boundary Waters on a canoe trip. I asked [the local airport] if there were any closures and they all reported no. Clark, of course is still closed. They are on schedule. Aberdeen 13-30 runway closure expected to reopen June 21st. Other runway open."

District 3 Director **Dwayne LaFave** reported that he has gotten lots of air time in recent weeks. De Smet Airport is closed for construction of turnarounds and hoped to be open this coming week.

John Barney commented that it is unlikely the Flandreau Airport will get a new runway as previously planned.

Dale Knuth reported that Lincoln County was seeking three people to serve on an airport advisory board, and that a Hangar Owners Association had formed to look after their interests. Dale emailed on June 21, "*Here is what the Lincoln County Commission passed April 13, Resolution: BE IT RESOLVED to hereby create an Airport Advisory Committee to be comprised of members as follows: Lincoln County Airport Liaison Board members, Tea Airport Representative, Business flyer, Recreational flyer, City of Tea Representative, Surrounding landowner, Lincoln County Economic Development Representative, Hanger tenant representative. Three people from Lincoln County Airport sent letters to be on this board, I was one of the three.*"

District 4 Director **George Bittner** emailed Steve Hamilton on June 10, "Looks like I won't make it to Hot Springs Saturday. Have a good meeting." (see separate report)

District 5 Director **Marsha Sumpter** emailed Steve Hamilton on June 12, "Sorry I missed the meeting [in Hot Springs], getting ready for a trip to Washington State and completely slipped my mind. Better next time."

District 6 Director **Sunny Stephens** read her report. (see separate story).

District 7 Director **Jerry Densmore** reported that he had been contacting various airports about airport advisory boards. He planned to present a FAA Team safety seminar on July 17 at Bison.

Dwight commented that fire/rescue crews needed to be trained to deal with accidents involving aircraft with ballistic parachutes. He related a story of responding to an aircraft accident where a rescue crew member had straddled the handle of a ballistic parachute system, and was warned about the danger of activating the ballistic parachute.

Dwight also mentioned that due to the COVID-19 pandemic, pilots were flying less and unsold avgas was getting old and no longer useable.



The FAA is discouraging the painting of compass roses on ramps due to changes in magnetic variation and to metal in the ramp that could affect aircraft instruments.

John Barney suggested having an open discussion of airport advisory boards.

Someone suggested asking the Aeronautics Commission to prepare a booklet on the process for an airport to secure a grant for a revenue-generating fuel farm or a revenue-generating hangar.

The meeting adjourned at about 2:18 PM.

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SDPA District 4 Report by George Bittner

Several Mitchellites attended the May Day STOL DRAG Race on May 1st at the **Wayne Airport (LCG)** in Wayne, NE. The group included eight pilots and crew members. In order of age they were: **Lyle Swenson, Ron Peterson, George Bittner, Mark VanDenHoek, Todd Shannon, Levi Koerner, Maddie Vermuelen, and Abbie Vermuelen.** The aircraft fleet included a Piper Archer and Cessna 172. Witnessed a lot of cool short field takeoff and landing planes.

The Mitchell contingent also attended the first EAA Chapter #289 Breakfast, since pre-COVID, at the **Lincoln County Airport (Y14)** on June 19th. We flew a Piper Archer and a Gulfstream American GA-7 Cougar (might have to Google that one) from Dakota Flight Center in Mitchell. Pilots and crew included **Mike Shearer, George Bittner, Levi Koerner, Mark VanDenHoek, Todd Shannon, and Jayla Gebel.**

Central Ag in Corsica has just completed their second hangar, 80 x 100 foot, at the **Corsica Airport (D65).** This construction project included a concrete taxiway to both of their hangars that extends from the turf runway. Very nice.

Steel framework and walls are going up for the four-plane T-hangar at the **Parkston Airport (8V3).**

As reported in the Argus Leader, the state of South Dakota Department of Transportation operates three aircraft.

Five million dollars has been appropriated to upgrade the fleet. The state took delivery of its first aircraft on July 26, 1947. The single-engine Stinson Voyager was purchased for \$5,881. It flew Governor George T. Mickelson and others to appointments around the state. However, it was also used for other purposes. For instance, it once was used to locate three youths in South Dakota who had escaped from a Montana jail.

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District 6 Report by Sunny Stephens

My Verizon Hot Spot has been RECALLED and I am using it just this last time before I have to ship it off to the manufacturer for replacement...lithium battery danger so they say. Who knows when I will get a replacement...

I can get e-mails on my phone but can't type bulk info as I am all thumbs!

Maybe I will get more information before the [SDPA] meeting on June 12 at Hot Springs Airport, which I will attend since my last "shoulder season" duty at Reptile Gardens ends May 28th until end of August.

Also when I mentioned a meeting in Hot Springs, **Ivan [Venner]** said he is unaware of that as of yet. He asked that he be contacted for whenever it is, if at the airport. Maybe I have the meeting site wrong, since I missed the last meeting.

[Steve Hamilton reply: We had all the arrangements for a meeting in Hot Springs set for 2020 – which got cancelled due to COVID-19. In organizing the 2021 meeting in Hot Springs, we concentrated on finding a speaker and forgot to follow-up with the new airport manager. My mistake.]

Rapid City Regional Airport: I have left 3 messages for Toni Broom (Admin Deputy Director/Secretary) at Regional Airport to return my call to complete the survey....maybe THAT is what scared them off! Anyway, I read the RC

Journal airport minutes which reads like meeting bi-monthly as minutes are submitted by the secretary of the board. I can maybe keep the next Journal minutes for the SDPA meeting in Hot Springs and give you that information at that time.

Airport Board met May 11 and recommended reducing terminal rental rates for air carriers by more than 23% and reducing landing fees by more than 55% beginning July 1 as the airport has received federal assistance through the CARES ACT.

Also in April news reported concerns with the age of the main runway which is showing its age; it will need to be reconstructed in the next 10 years. If the runway were to be constructed in the same location at a cost of around \$55 Million it would take two to three construction seasons to complete.

Another option is to construct a new main runway to east of the current one; the existing runway would be converted to a taxiway, increasing developing space at the airport. This new runway would cost between \$70 and \$80 Million covered mostly by the FAA grant program. A proposed terminal expansion would add three to five new boarding gates, increase the TSA area from two to three lines and increase the baggage handling area by 20,000 feet. Passenger facing areas would be eligible for FAA grants to help with the cost, but behind-the-scenes baggage areas would not be eligible for grant funding.

Custer County Airport – Airport Manager **Brenden Henrickson**.

Hot Springs Airport -- Airport Manager **Ivan Venner** reported that the airport had a great 2020 and 2021 is looking very similar; new 10 unit T-hangar built, some private 50'x50' hangars constructed and there are two [SEAT: Single Engine AirTanker] tankers stationed at the airport for the fire season.

Edgemont Airport – Airport Manager **Joe Koller** reported that the airport was greening up nicely as they are one of few places to see any spring rain – over an inch just before we visited and I am so jealous!!!! They had their inspection and crack/seal will be completed this summer.

Sturgis Airport – Airport Manager **Roger Burnham** reported that the airport has put in 15 new hangars and 10 more are in the works.

Wall Airport – Airport Manager **Carolyn Anderson** reported that the airport is moving forward with the runway extension and have applied for the grant. Public and business traffic is happening and aerial crop spraying is ready and also waiting for RAIN!

Pine Ridge Airport – Airport Manager **Justin Pourier**.

Spearfish Airport – Airport Manager **Ray Jilek**. In visiting with **Laura Jilek** she explained that the airport had sold the most fuel by the end of December in the last 20 years! Jet fuel is lasting only 3 weeks now when prior use lasted a month or more. The airport has been very busy with a King Air 200 from an energy company as a recent aircraft; wind farm and Sanford Lab is bringing more commercial business. Then there are those who have summer homes in the Black Hills.

Belle Fourche Airport – Airport Manager **James Deranleau**. After numerous unanswered calls, today I got

an answering machine and told James Deranleau to call back, and I would ask him the SDPA survey [about airport advisory boards]. Maybe I will have something by the June meeting. SDPA

Age vs Experience

Submitted by Sunny Stephens

An Airbus 380 is on its way across the Atlantic. It flies consistently at 800 km/h in 30,000 feet, when suddenly a Eurofighter with Tempo Mach 2 appears.

The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: "Airbus flight, boring flight isn't it? Take care and have a look here!"

He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, only to swoop down almost to sea level in a breath-taking dive. He loops back next to the Airbus and asks "Well, how was that?"

The Airbus pilot answers: "Very impressive, but now have a look here!"

The jet pilot watches the Airbus, but nothing happens. It continues to fly stubbornly straight, with the same speed. After five minutes, the Airbus pilot radioed "Well, what are you saying now?"

The jet pilot asks confused: "What did you do?" The other laughs and says "I got up, stretched my legs, went to the back of the flight to the bathroom, got a cup of coffee and a cinnamon cake."



The moral of the story is: When you are young, speed and adrenaline seems to be great. But as you get older and wiser, comfort and peace are not to be despised either.

This approach to life is called **S.O.S.**: *Slower, Older, Smarter*.

Dedicated to all my friends who, like me, prefer the S.O.S. approach! SDPA

Becker-Hansen Memorial Scholarship

The SDPA is pleased to announce the opening of the **Becker-Hansen Memorial Scholarship** nomination process for **2021!!** The Scholarship was created in January 1998 by the SDPA to honor the memory and spirit of state pilots **Ron Becker** and **Dave Hansen**, who lost their lives in the crash of the state's MU-2 aircraft near Dubuque, Iowa, on April 19, 1993, which killed Governor George S. Mickelson, state Economic Development Commissioner Roland L. Dolly, Energy Commissioner Ron Reed, and Sioux Falls businessmen Angus C. Anson, David S. Birkeland, and Roger A. Hainje.

The Scholarship originally awarded \$500 annually to a South Dakota pilot or student pilot to complete their training or a rating. The award was increased to \$800 beginning in 2005, \$1,000 in 2009, \$1,250 in 2011, \$1,500 in 2015, and \$2,000 in 2017. The purpose of the program is to encourage more pilot starts and advanced ratings in South Dakota.

The criteria for the award and the ***nomination form can***

be found on the SDPA website (<https://sdpilots.org>). Nomination forms are due to the SDPA no later than August 10. Judging of the nominations by the SDPA officers will occur in September, and the winner announced in the November newsletter.

Past scholarships: 1998 **Al Rohrbach** (Pierre), 1999 **Denise Vig** (Faith), 2000 **Misti Ausland** (Florence), 2001 **Joshua Grundt** (Rapid City), 2002 **Jody Weidenbach** (Watertown), 2003 **Tyler Johnson** (Brandon), 2004 **Bob Arneson** (Rapid City), 2005 **Kevin Hamann** (Sioux Falls), 2006 **Scott Schramm** (Brookings), 2007 **Timothy Hyde** (Huron), 2008 **Dan Berryhill** (Spearfish), 2009 **Justin Bierwirth** (Custer), 2010 **Rachel Odens** (Vermillion), 2011 **Brad Woerner** (Yankton), 2012 **Nathan Keith** (Hermosa), 2013 **Brandon West** (Brandon), 2014 **Elizabeth Hubbard** (Spearfish), 2015 **Kelley Jorgensen** (Burbank), 2016 **Lydia Elaine Anderson** (Sioux Falls), 2017 **William Seykora** (Sioux Falls), 2018 **Caden Haiar** (Alexandria), 2019 **Matthew Schad** (Rapid City), and 2020 **Matthew LaFave** (Mission Hill).

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

Combat Raider Exercise 21-1

Raider, a military training exercise involving various aircraft, is scheduled to begin July 19 in the **Powder River Training Complex (PRTC)** and will conclude on July 23, 2021.



Combat Raider provides joint and coalition flight training with realistic scenarios that support full spectrum operations against modern threats replicating

today's combat operations. There is a potential for increased noise levels for areas around Ellsworth Air Force Base and throughout the PRTC.

A map of the airspace is available for reference on the Ellsworth Air Force Base website at <https://www.ellsworth.af.mil/Portals/146/documents/AFD-151103-009.pdf>.

As a reminder, non-military aircraft should thoroughly review the Federal Aviation Administration's Notices to Airmen, or NOTAMS, and review flight plans to avoid the PRTC. This can be done by calling 1-800-WXBRIEF, or visiting online at <https://sua.faa.gov/> and <http://www.1800wxbrief.com>.

The NOTAMS for the exercise, issued by the FAA 72 hours prior to its start, will act as the final official notice.

For more information about Ellsworth, please contact the 28th Bomb Wing Public Affairs office at (605) 385-5056, or emailing 28bw.public.affairs@us.af.mil SDPA



CFIs Needed in SD CAP

SDPA Life Member **Craig Goodrich** (Rapid City) emailed SDPA the following message: "CFIs: Are you looking for a way to give back to your community? Are you looking for a meaningful opportunity to help other pilots or to invest your time in a worthwhile cause? The SD Wing of the Civil Air Patrol is very short on CFIs. If you have any interest in helping us out or if you have any questions about it, please contact our Director Standards at DOV@sdwg.cap.gov" SDPA



HON has New GCO

The SDPA was alerted by SD Aeronautics Commissioner **Bob Huggins** on June 11 that the new GCO (ground communication outlet) was operational at **Huron Airport**.

For years aircraft at the Huron Airport have had difficulty receiving Minneapolis Center or flight service while on the apron. Reception improved somewhat by taxiing to the approach end of runway 12 but was still unreliable. To gain reliable communications, a ground communication outlet was approved by the SD Aeronautics Commission on November 19, 2020.



In 2013, the Aeronautics Commission paid for 15 GCOs to be installed at airports around the state. SDPA

Fly Out to Beach, ND

SDPA received the following email on May 11:

Good afternoon, My name is **Ron Lundquist** from Kindred, ND. A fellow North Dakota flyer and I are planning a "fly out" to Beach, ND, August 14th of this year to take in the Musical in Medora, ND. We are still solidifying plans (hotels, transportation, tickets, etc) but would love to have any SD pilots to join us! The plan right now is to get to Beach on Saturday the 14th, go to the pitchfork fondue, take in the musical and either stay in Medora, Beach or go back to the airport and camp. I'm asking for a good contact in the SD Pilots Association so when we have info, I can forward it and they can distribute it to the membership. We hope to make this an annual event and look forward to you joining us!

Thank you, *Ron Lundquist*

SDPA

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Big Nasty Breakfast Fly-In

Big Nasty Fly-in at Big Nasty Creek in northwest SD, on Saturday, September 4, 2021 from 7:00 to 10:00 AM. Dennis Nash and family are hosting a fly-in breakfast at their ranch (N 45.706475 -- W 102.879127). On Billings Sectional chart go 13 miles North (up) the middle of Gap C High MOA to the banks of the Big Nasty Creek. Turf runways: 12-30 (2000'; obstructions: 30 – road); 18-36 (1400'; obstructions: 36 – 50'creek bank; 18 -- hill). Contact Dennis Nash at 605-855-2453 in the evening. SDPA



FAA Awards Airport Improvement Grants

(FAA News, May 13)
 WASHINGTON – The U.S. Department of Transportation’s Federal Aviation Administration (FAA) announced the award of more than \$898.9 million in infrastructure and safety projects through the FY2021 Airport Improvement Program (AIP). This total includes \$113.5 million in American Rescue Plan Act funding to award all grants at a 100-percent federal share.

The May 13 announcement includes 488 grants to 447 airports in 49 states and American Samoa, the Northern Mariana Islands and Puerto Rico. May 13 also marks the 75th anniversary of the legislation that established federal investment in our Nation’s airport infrastructure.

President Harry Truman established the first program to provide federal investment for airport infrastructure and development of the nation’s civil airports when he signed the Federal Airport Act of 1946. The first grant was awarded to Twin Falls, Idaho, to help construct an airport. Since 1946, the FAA has issued more than 89,000 grants totaling \$96 billion.

The Airport Improvement Program receives approximately \$3.2 billion in congressional funding each year. The FAA will award more than 1,500 grants this year.

AIP Grants to **South Dakota airports** include the following:

Town	Airport (Identifier):	Description of Work Project (Total Funding Amount)
Brookings	Brookings Regional (BKX):	Seal Runway Pavement Surface/Pavement Joints, Seal Taxiway Pavement Surface/Pavement Joints (\$500,000)
Canton	Canton Municipal (7G9):	Construct Terminal Building, Construct/Rehabilitate/Modify/Expand Snow

- Removal Equipment Building (\$77,777)
- Gregory Gregory Municipal - Flynn Field (9D1): Reconstruct Runway (\$4,127,011)
- Miller Miller Municipal (MKA): Extend Taxilane, Reconstruct Taxilane (\$777,777)
- Pierre State of South Dakota: *SDS Update State/Regional System Plan or Study (\$300,000)
- Rosebud Rosebud Sioux Tribal (SUO): Seal Apron Pavement Surface/Pavement Joints, Seal Runway Pavement Surface/Pavement Joints, Seal Taxiway Pavement Surface/Pavement Joints (\$260,000)
- Sisseton Sisseton Municipal (8D3): Install Miscellaneous Airport Beacon (\$66,666)
- Tea Marv Skie-Lincoln County (Y14) Acquire Land for Development, Update Airport Master Plan or Study (\$1,126,300)
- Webster Sigurd Anderson (1D7): Acquire Easement For Approaches, Construct Building (\$870,000)
- Wessington Springs Wessington Springs (4X4): Extend Taxilane, Reconstruct Taxilane, Shift or Reconfigure Existing Taxiway (\$88,888)
- Yankton Chan Gurney Municipal (YKN): Construct Access Road, Construct Taxiway (\$166,666) SDPA

National Center for the Advancement of Aviation Act of 2021

(AOPA online May 21)
 On May 21, Senators James Inhofe and Tammy Duckworth reintroduced legislation to create a **National Center for the Advancement of Aviation** (S.1752) [S.3360 in the previous Congress]. Other co-sponsors included Senators Marco Rubio (R-Fla.), Ron Wyden (D-Ore.), and Cindy Hyde-Smith (R-Miss.).

This legislation would create a federally chartered Center to promote aviation and aerospace as a whole, serving as a stakeholder-led, gathering place for all aviation and aviation-related stakeholders to address pressing issues. First and foremost, this Center would focus its efforts on aviation workforce development. Without a qualified workforce, we will not have a safe and vibrant national aviation system.

The **South Dakota Pilots Association** supported the legislation in 2020 and will again with the re-introduction in 2021. In 2020, 148 organizations, companies, and other aviation stakeholders signed onto a letter expressing strong support for this important legislation. Hopefully, a greater number will sign on to the reintroduced legislation.

SDPA

FAA: Real-time Special Use Airspace Alerts Coming

by Gordon Gilbert (AINonline)
 Over the next few months, the FAA will develop the capability for automated real-time broadcasts in the cockpit of the status of military operations areas (MOAs) and other special-use airspace (SUA), similar to what is now available for temporary flight restriction dissemination. The plan is included in the recently passed **National Defense Authorization Act**.

Under the requirements of the act, the FAA has 180 days

to “initiate a program enabling automated public dissemination of information on the real-time status of the activation or deactivation of MOAs...and restricted areas in a manner that is similar to the manner that temporary flight restrictions are published and disseminated.”

“This really sets the course for FAA and DOD to use existing technology to ensure pilots have the tools readily available to transit this type of airspace safely and efficiently,” said Aircraft Owners and Pilots Association (AOPA) president Mark Baker. “It is a game-changer for many pilots and ensures our warfighters continue to receive the training they need and deserve.”

Further, the goal to improve operational safety and efficiency by transmitting directly into the cockpit the real-time status of military training and other SUAs “will result in enormous savings and environmental benefits for operators of private, commercial, and military aircraft,” AOPA said.

SDPA

Stability Aviation Funding Act of 2021

(AOPA online, June 23)

The bipartisan **Stability Aviation Funding Act of 2021 (H.R.4042)** was introduced on June 22 by Representatives Peter DeFazio (D-Ore.), chair of the House Committee on Transportation and Infrastructure; Rick Larsen (D-Wash.), House Aviation Subcommittee chair; Brian Fitzpatrick (R-Pa.), member of the House Aviation Subcommittee; and Bob Gibbs (R-Ohio), member of the House Committee on Transportation and Infrastructure.

The bill was originally introduced in February 2019 in response to a threatened federal government shutdown that would have significantly hampered the FAA’s ability to carry out its mission “to provide the safest, most efficient aviation system in the world.” The proposal will again seek to protect FAA programs and personnel from future shutdowns.

The only marked difference between this legislation and the original 2019 bill is that under the current proposal, the FAA’s authorization to draw from the Airport and Airway Trust Fund during a shutdown will be permitted only for up to 30 days if no appropriations bill is enacted, rather than for an indefinite period. The Airport and Airway Trust Fund, which funds the U.S. national air transportation system, typically generates enough revenue from the domestic passenger ticket tax, commercial fuel tax, general aviation gasoline tax, and cargo tax to sustain FAA programs during a lapse.

In the event a shutdown causes a lapse in FAA appropriations, the measure will authorize the FAA to continue to draw from the Airport and Airway Trust Fund to sustain all of the agency’s programs. In addition, the proposal allows the entire agency to operate at current funding levels, with no congressional action required, ensuring that all FAA programs function uninterrupted and that all FAA employees are paid for their important work.

More than 30 aviation groups are backing the bipartisan bill.

SDPA



RETAIN GPS and Satellite Communications Act

(EAA eHotline, June 24)

U.S. Senators Jim Inhofe (R-Okla.), ranking member of the Senate Armed Services Committee, Tammy Duckworth (D-Ill.), and **Mike Rounds (R-S.D.)** introduced the **RETAIN GPS and Satellite Communications Act (S.2166)** on June 23, which, if passed, would force communications company Ligado to pay the private and public sector costs associated with any GPS interference from their terrestrial-based 5G telecommunications.

Commercial and general aviation interests were both opposed to Ligado’s 5G wireless plan that was ultimately approved by the Federal Communications Commission, as it could cause interference with GPS signals increasingly relied upon for air traffic separation and aircraft navigation, including precision and nonprecision instrument approaches. The Department of Defense also came out strongly against the proposal as a technology that could cost billions of dollars to replace GPS equipment in military aircraft.

EAA remains adamantly opposed to inappropriate frequency spectrum allocation and use that could degrade the accuracy or integrity of GPS signals, radar altimeters, and other systems that have become integral to the utility and safety of the national airspace system.

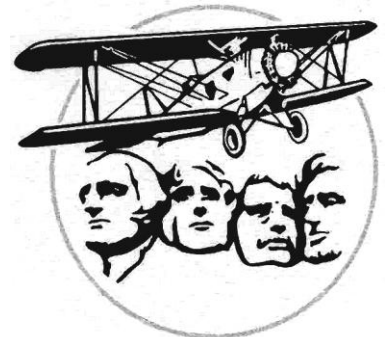
SDPA



South Dakota Aviation Hall of Fame

The SD Aviation Hall of Fame ceremony will be held at Black Hills Aero on Black Hills Airport – Clyde Ice Field (SPF), Spearfish, SD, on Saturday, September 11.

The event is currently being organized by SDAHf Event Chairmen **Ted Miller**, Black Hills Aero (605-642-0277) and is a “work in progress.” (more details in the SDPA September–October newsletter)



9:30 AM: Breakfast (free-will donation)

10:00 AM: <typically a safety presentation>

Noon: Lunch (free-will donation)

1:00 PM: <typically an aviation presentation>

3:00 PM: <typically an aviation presentation>

5-6:00 PM: Social hour

6-7:00 PM: Steak dinner

7:00 PM: SD Aviation Hall of Fame ceremony, and FAA Master Pilot Awards

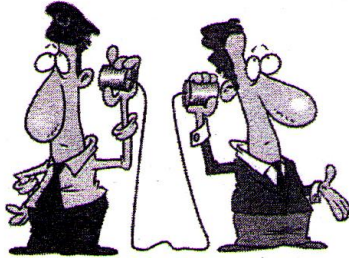
Contact Nick Weyrich at weyrichnick@gmail.com or 605-920-9352.

SDPA

GCOs in SD

GCOs (Ground Communications Outlet) have been installed at 15 airports in South Dakota: Britton, Brookings, Chamberlain, Gregory, Hot Springs, Lincoln County, Madison, Miller, Mobridge, Platte, Spearfish, Sturgis, Vermillion, Winner, and Yankton. Each use uses frequency **121.725**.

A GCO is a non-staffed, remotely controlled ground / ground communications facility. Pilots may contact ATC (Air Traffic Control like Minneapolis Center or Denver Center) or FSS (Flight Service Station such as Huron Radio) via standard VHF aviation frequencies through a telephone connection to obtain an instrument clearance, or to activate or close a VFR or IFR flight plan. You may also get an updated weather briefing prior to takeoff. At an airport with a GCO, pilots will use 6 "key clicks" on 121.725 to contact an FSS, and 4 "key clicks" to contact the ATC facility. See the table below for airport specific-use.



Because the GCO frequency will be shared throughout the area, the GCO should only be used on the ground. Use in the air will cause interference with other GCOs.

To Use: Change frequency to **121.725**. **To contact FSS**, key your mic 6 times. This "clicking" will initiate a telephone call to Flight Service. **To contact ATC**, key your mic 4 times. Once the specialist answers the telephone, you should identify your aircraft and airport, and state your request. Use standard radio procedures, but note; **YOU MUST KEY YOUR MIC ONCE EVERY MINUTE WHILE THE SPECIALIST IS PAUSING, OR THE CALL WILL DISCONNECT.** When completed, the call will disconnect after one minute. If this process fails, please file a PIREP.

GCOs are to be used only while on the ground.

Airport	4 Clicks	6 Clicks
Britton	Minneapolis Center	Flight Service
Brookings	Minneapolis Center	--
Chamberlain	Minneapolis Center	Flight Service
Gregory	Minneapolis Center	--
Hot Springs	Denver Center	Flight Service
Madison	Minneapolis Center	Flight Service
Miller	Minneapolis Center	Flight Service
Mobridge	Minneapolis Center	--
Platte	Minneapolis Center	Flight Service
Spearfish	Ellsworth Approach	Denver Center
Sturgis	Ellsworth Approach	Denver Center
Tea	Sioux Falls Tower	--
Vermillion	Minneapolis Center	--
Winner	Minneapolis Center	--
Yankton	Minneapolis Center	Flight Service

(information from page 15 of the SD Airport Directory, 2020-2022)

New addition in 2021:

Huron Minneapolis Center Flight Service

SDPA

Going my way?

By Julie Summers Walker (AOPA Pilot magazine)

In July 1938, an Irish-American airplane mechanic – having restored a 1929 Curtiss Robin – flew from California to New York to propose he fly the Atlantic Ocean route his hero Charles A. Lindbergh had flown 11 years earlier, but U.S. aviation officials said no. **Douglas Corrigan's** restored Robin was still no more than a "dilapidated crate," said the powers that be at the time, believing it would not make the flight across the pond (even though Corrigan had been a mechanic on the building of Lindbergh's custom-made *Spirit of St. Louis*. So, hat in hand, Corrigan departed New York's Floyd Bennett Field ostensibly headed back home. Twenty-eight hours late, on July 17, he landed in Dublin, Ireland. He is said to have asked upon landing, "Where am I?" claiming his navigation equipment did not work, but few believed him. However, his feat was celebrated, and he was infamously dubbed



"Wrong Way" Corrigan. **National Wrong Way Corrigan Day** is celebrated each July 17. Organizers say you could watch *The Flying Irishman*, a biographical film about Corrigan in which he stars himself – or you could celebrate the day by telling someone you are going one direction, and then go the opposite way.

"This is especially fitting if you have an airplane," say the organizers.

SDPA

Around the World in Eight Days

By John D. Parce (AOPA online, June 16)

From before dawn on June 23, 1931, until sunset on July 1, 1931, Wiley Post and navigator Harold Gatty flew a single-engine Lockheed Vega 5C known as Winnie Mae around the world without nav aids, radios, an autopilot, or life jackets or a raft, into unknown weather, at remote and unimproved grass fields with questionable fuel and oil availability.



Their track was meticulously drawn in pencil on maps of dubious accuracy with rivers and railroads and sun and moon shots as their guides. This is their story.

'Winnie Mae'

The Lockheed Vega 5C was a proven workhorse aircraft with a monocoque fuselage, high wing, and plywood and metal fittings. Post flattened the angle of the aircraft's wing for speed and cut four inches from the tailskid to prevent the

tail from bouncing during cocked-up, 80-mph landings.

The Pratt & Whitney R-1340 Wasp engine with a supercharger developed 510 horsepower, cruised at 160 miles per hour, and drank 22 gallons per hour. The aircraft's 500-plus gallons of fuel were carried behind the cockpit, separating pilot from navigator. Post and Gatty communicated through a ship-like speaking tube.

Gatty sat at a fixed table in a chair that he moved back and forth within a two-foot range—fore during takeoff and aft during landing. Post flew from his favorite armchair—16-hour flight legs necessitate comfort and some room to squirm.

Winnie Mae was outfitted with 1930s state-of-the-art IFR/night instruments—a bank-and-turn indicator, a rate of climb meter, an artificial gyroscopic horizon, and an aperiodic compass. Two navigation hatches were cut into Winnie Mae, one in the roof to shoot latitude and longitude, and one in the floor to calculate drift and ground speed.

Harold Gatty

From his native Tasmania in Australia, Gatty fell in love with the sea and plied his trade as an officer on merchant ships sailing to the most remote parts of the South Pacific. Gatty passed on being an engineer, keeping his eyes to the skies—their romance, rotation, and navigation.

By the time Gatty was 25 in 1928, he was living in southern California with his wife and child, and had opened an aviation navigation school. However, in the United States, aviation was the buzz, not navigation. Even military pilots flew by map, looking at the ground. Gatty's exacting aviation navigation school and his development of the best navigation tools of the day attracted the smartest and most influential aviators. When Post sought him out in the fall 1930 to fly around the world, Gatty was the best navigator in the air.

Wiley Post

Post was no schoolboy. Machines and their workings made him tick. Post saw his first airplane as a youth and was destined for the sky. To make ends meet, he rough-necked on Texas oil rigs. Post then barnstormed Oklahoma after World War I, saving every nickel. Piloting and parachuting paid well, but by early 1925, the money had run dry.

He returned to supervising oil rig drilling. An iron bolt was being hammered when a chip of metal spit out and struck and permanently blinded his left eye. Workman's comp bought him a \$240 JN-4 Canuck, a Canadian version of the Curtiss JN-3 Jenny, with an OX-5 engine. He trained his right eye to gauge distance better than when he had both and for the next two years, he owned the skies above Oklahoma, Arkansas, and Texas.

In 1928, a patriarchal wildcatter named F.C. Hall hired Post as his personal pilot and fellow adventurer. Hall wanted the best aircraft available, so he bought a Lockheed Vega 5C and named it Winnie Mae after his daughter. During a brief economic downturn, Hall sold the aircraft, but as soon as the oil business rebounded, he had Lockheed build another, financing the modifications Post prescribed, and also named it Winnie Mae.

The flight

Legacies are born from rainy pre-dawn launches. On

June 23, 1931, Post and Gatty took off from Roosevelt Field on Long Island and flew six hours and 45 minutes over New England to Harbour Grace, Newfoundland. The two were on a quest in Winnie Mae: Fuel and go.

The Atlantic crossing was foul and dirty. Post flew low, under fog and through steady rain, to see the water and to calculate speed and drift. He could see the needle and ball, and a dimly lit heading. The crew continued ahead at 160 miles per hour, for hour after hour. In improving weather, Post climbed to be able to see the moon so that Gatty could get a fix on their position. Gatty had 15 preset positions on their track, spaced 200 miles apart, from which to make corrections.

They made it to England and the Sealand Airfield of the Royal Air Force near Liverpool. After enjoying some roast beef, they pressed on to Berlin in clear air. In less than an hour, they arrived at the famous Tempelhof Airport, 22 hours and 30 minutes after departing Roosevelt Field.

One-third of the circumnavigation was over the Soviet Union. Broad rivers, desolate mountains, the steppes of Siberia, and the Trans-Siberian Railroad guided the crew east to Moscow, Novosibirsk, Blagoveshchensk, and Khabarovsk, all in frequently blinding rain. When they stopped in Moscow, a young Russian woman, a graduate of Hunter College in New York City, wrote instructions for fueling and the like for future, non-English-speaking ground crew to follow—a blessing.

Four hours after taking off from Khabarovsk, Post and Gatty crossed Sakhalin Island. It was go/no go to Alaska. "Only" 13 hours to go. They pressed on in black rain, fog, and hail, flying between layers to find an opening (to get a fix) and eventually land on the beach at Cape Nome, Alaska, 129 miles southeast of the Bering Strait. The flight leg lasted 16 hours and 52 minutes.

Winnie Mae took on 100 gallons of fuel; however, when preparing for takeoff, Winnie Mae dug into the sand and pitched forward, both propeller tips smacking the sand. Post hammered the bent tips back into shape and continued to Fairbanks, where Alaska Airlines crewmembers gave Winnie Mae the spa treatment, including a new propeller.

"Only" 3,100 miles to go.

Over the Rockies to Edmonton in Alberta, Canada. But Edmonton's sloggy, saturated grass strip made takeoff impossible. No worries, eh? Winnie Mae was towed to the main street in town. Post took off down the main street and flew over the Hotel Macdonald, maître d' and staff saluting from the rooftop. Next stop: New York.

That New York skyline! After landing, Post and Gatty hugged their wives and Hall, and celebrated ticker tape parade No. 38 with Mayor Jimmie Walker.

Debrief

In 1932, Post acquired Winnie Mae, and in the summer of 1933, he was the first to fly solo around the world, 21 hours faster than his flight with Gatty in 1931! Post developed the first practical pressure suit and, by taking Winnie Mae to 50,000 feet, is credited with verifying the jet stream. In August 1935, Post and good friend Will Rogers were exploring Alaska when the aircraft Post had built from parts of other airplanes experienced an engine failure and crashed into a lake shortly after takeoff. Both were killed instantly.

Gatty returned to his beloved South Seas. He formed the South Seas Commercial Co., whose regional air services were bought by Pan Am. During World War II, Gatty was a captain in the Royal Australian Air Force and developed survival kits for Australian and U.S. air crewmembers downed or ditched at sea. After World War II, he moved to Fiji with his second wife and founded Fiji Airways. Gatty died in 1957 of a stroke and is buried in Fiji.

Winnie Mae is polished and on display at the National Air and Space Museum's Steven F. Udvar-Hazy Center in Chantilly, Virginia, near Washington Dulles International Airport.

John D. Parce is a retired Naval Aviator who flew the EA-3B Skywarrior for 335 traps from eight carriers in the Atlantic, Pacific, and Indian Oceans and the Mediterranean and North Arabian Seas from 1979 to 1988. He lives in Key West, Florida, and works as a realtor and real estate blogger.

SDPA

SD Aeronautics Commission – May 20

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

Participating were Commissioners **Chris Funk** (Volga), **Bob Huggins** (Sioux Falls, Vice Chair), **Rolf Johnson** (Mina), **Dave Luers** (Pierre), **Kassidy Nelson** (Elkton), **Eric Odenbach** (Eureka, Chair), **Jerry Rieber** (Watertown), **Joel Jundt** (Secretary of SD DOT), **Jack Dokken**, **Jon Becker**, **Tom Koch**, **Brad Remmich**, **Earl Holben** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, Office of Secretary, SD DOT), **Dustin DeBoer** (SD DOT Office of Legal, Sioux Falls), **Kyle Weinman** (SD DOT Office of Legal Counsel, Contract Administrator), **Steve Hamilton** (SDPA, Yankton).

Chairman Odenbach determined that a quorum was present via roll call 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 April 15 meeting of the Commission were approved by roll call vote: all aye.

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

Joel Jundt gave the Secretary's report. He met with the governor this week and thanked her for her support in transferring \$4M from the General Fund to the Aeronautics Fund. Joel said he would provide future fund balances at the next Commission meeting so that Commissioners might consider using some funds for non-AIP projects.

Joel asked if the Commissioners had any

thoughts on future legislation that needed to be discussed and brought up with the Governor's office.

Joel informed the Commission that no one would be hired to fill the deputy Secretary of Transportation position. The Office of Air, Rail & Transit was moved under the Division of Finance & Management (directed by Kellie Beck) where it had previously been about 10 years ago. The move was expected to be seamless.

Jack Dokken requested Commission consideration of **Aeronautics Commission Policies and Procedures**. Attached were the 2021 Aeronautics Commission Policies and Procedures document (4 pages). This document was discussed and adjusted based on the Commission's direction at the April 15, 2021, meeting and will be used as guidance by the Commission when making decisions on state funding for airport grant projects. As airport grant programs and funding sources evolve, this document should be updated to reflect the goals and common decisions of the Commission. Having these policies and procedures in writing will help airports understand what state funding they can typically expect on a project, which will help them plan financially.

Jack said that the issue of fuel shrinkage allocation was investigated and that there was no industry standard for shrinkage. He commented that shrinkage was used in every state and for every kind of fuel.

The Commission voted to approve the revised Policies and Procedures: all aye, none nay.

Jon Becker requested Commission consideration of **Airport Improvement Program Projects**.

Aberdeen: Reconstruction of Taxiway D, D1, B; closure of taxiway C between 13-31 and F; reconstruction of phase I apron. Federal Share \$5,000,000.00; State Share \$0; Local Share \$0; Total \$5,000,000.00. The Commission discussed the work on taxiway B and D, and the closure of taxiway C. Jon Becker noted that the FAA was funding taxiway work to avoid direct connections between aprons and runways – thus forcing aircraft to make turns while taxiing from the apron or ramp and the runway in order to simulate situational awareness.

Brookings: Pavement maintenance including route/seal, emulsified asphalt seal coat, runway friction testing, runway/taxiway painting on runway 12-30 and connector taxiway. Federal Share \$265,000.00; State Share \$0; Local Share \$0; Total \$265,000.00.

Gregory: Construct runway 13-31; connector taxiway to runway OFA (object free area), partial parallel taxiway to ROFA (runway object free area) of 13. Federal Share \$2,685,000.00; State Share \$0; Local Share \$0; Total \$2,685,000.00.

Lemmon: Upgrade existing fuel system with additional tanks, new equipment, 24-hour card reader. Federal Share \$70,000.00; State Share \$0; Local Share \$0; Total \$70,000.00.

Rosebud: Pavement maintenance runway



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

Charter Service
 FAA Repair Station
 Flight Instruction
 Aircraft & Auto Rental

Ray A. Jilek, President

and taxiway. Federal Share \$231,000.00; State Share \$0; Local Share \$0; Total \$231,000.00.

Sisseton: Reimburse for beacon and wind cone. Federal Share \$50,000.00; State Share \$0; Local Share \$0; Total \$50,000.00.

Sturgis: Design and construction of hangar taxi lane expansion. Federal Share \$390,000.00; State Share \$0; Local Share \$0; Total \$390,000.00.

Tea: Reimburse for land appraisals and review appraisals, land acquisition, exhibit A and ALP updates. Federal Share \$1,040,000.00; State Share \$0; Local Share \$0; Total \$1,040,000.00. Jon Becker mentioned that the FAA pays for one appraisal and one review appraisal. Lincoln County has paid for additional appraisals in the past.

Wessington Springs: Design connector taxiway (eliminate direct access), hangar taxilane reconstruction, hangar taxilane expansion & level III cultural resources survey. Federal Share \$80,000.00; State Share \$0; Local Share \$0; Total \$80,000.00. Jon Becker commented that several ag sprayers used the airport, and the taxilane and taxiways were being upgraded to class B II standards.

SDDOT Pavement Maintenance: Conduct airport pavement maintenance at airports across the state. Airports include Harding County, Canton, Custer County, Highmore, Hoven, Lemmon, McLaughlin, Onida, Pine Ridge, Vermillion. Federal Share \$577,502.00; State Share \$0; Local Share \$0; Total \$577,502.00.

Brad Remmich described three types of crack repairs: route & seal cracks: route out ¾" by ¾" crack and fill with sealant; overbanding: resealing existing sealed crack using mastic sealant; crack leveling: used on severe cracking whereby the crack is leveled using a sand-type mastic sealant.

Chris Funk asked why the Brookings project was not included in the SDDOT Pavement Maintenance project, and Jon Becker replied that pavement maintenance at some airports is such a large undertaking, such as replacing large panels, that they are made a project of their own.

SDDOT Pavement Index Inspections: Conduct airport pavement condition inspections at airports across the state, and update Paver pavement management software. Federal Share \$390,000.00; State Share \$0; Local Share \$0; Total \$390,000.00.

Jon mentioned that he expected about 30-35 more AIP grants would be presented at future Commission meetings. He also expected several discretionary grant projects in the future.

The Commission voted on the Brookings project separately due to Chris Funk having a conflict of interest. Vote all aye with Funk abstaining.

The Commission approved the other 10 projects. All aye.

Bob Huggins commented that at the Rapid City CIP meeting it was mentioned that the cost of PVC products had increased about 60% in a 2-week period. Jon Becker said that the bids for pavement were good so far, but the cost of steel buildings had increased about 50%.

The meeting adjourned at 2:38 PM.



SDPA

The SD Aeronautics Commission held a conference call on June 17 at 2:00 PM in the Becker-Hansen Transportation Building in Pierre.

Participating were Commissioners **Bob Huggins** (Sioux Falls, Vice Chair), **Rolf Johnson** (Mina), **Kassidy Nelson** (Elkton), **Jerry Rieber** (Watertown) [absent: Chris Funk (Volga), Dave Luers (Pierre), Eric Odenbach (Eureka, Chair)], **Joel Jundt** (Secretary of SD DOT), **Jack Dokken**, **Jon Becker**, **Tom Koch**, **Earl Holben** (all DOT Office of Air, Rail & Transit), **Kari Kroll** (Executive Assistant, Office of Secretary, SD DOT), **Kellie Beck** (SD DOT Division of Management & Finance), **Dustin DeBoer** (SD DOT Office of Legal Counsel, Sioux Falls), **Kyle Weinman** (Office of Legal Counsel, Contract Administrator), **Steve Hamilton** (SDPA, Yankton).

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

The minutes of the May 20 meeting of the Commission were approved by roll call vote: all aye, none nay.

The discussion regarding **Aircraft Registration Law** was deferred to the next Commission meeting because Eric Odenbach, who had requested the agenda item, was absent from the meeting.

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

Joel Jundt gave the Secretary's report. He noted that the current FAA Appropriations Bill will expire on September 30 and that Congress would have to pass a new Appropriations Bill for the FAA to continue funding projects beginning October 1st.

Jon Becker requested Commission consideration of **Airport Improvement Program Projects**:

Bison: Replace beacon and windcone. Federal Share \$60,000.00; State Share \$0; Local Share \$0; Total \$60,000.00.

Canton: Design snow removal equipment storage/general aviation terminal building. Federal Share \$86,000.00; State Share \$0; Local Share \$0; Total \$86,000.00.

Hot Springs: Construct 10-aircraft hangar & site grading. Federal Share \$870,000.00; State Share \$0; Local Share \$0; Total \$870,000.00.

Hoven: Upgrade existing fuel system to 100LL and 24-hour card reader. Federal Share \$332,250.00; State Share \$0; Local Share \$0; Total \$332,250.00.

Huron: Design and construct lighting improvements including replacement of existing lighting fixtures on runway 12-30 and replacing PAPI [Precision Approach Path Indicators] units for both runways with LEDs. Federal Share \$345,000.00; State Share \$0; Local Share \$0; Total \$345,000.00.

Lemmon: Upgrade existing fuel system with additional tanks, new equipment and 24-hour card reader. Federal Share \$70,000.00; State Share \$0; Local Share \$0; Total

\$70,000.00.

Madison: Construct south general aviation apron expansion. Federal Share \$1,121,000.00; State Share \$0; Local Share \$0; Total \$1,121,000.00.

Martin: Design and construct wildlife fence including cultural review. Federal Share \$60,000.00; State Share \$0; Local Share \$0; Total \$60,000.00.

Milbank: Design and construct AWOS-IIIP and acquire RPZ [Runway Protection Zone] easement. Federal Share \$370,000.00; State Share \$0; Local Share \$0; Total \$370,000.00.

Mobridge: Construct apron rehab and hangar taxilane reconstruction. Federal Share \$858,368.00; State Share \$0; Local Share \$0; Total \$858,368.00.

Murdo: Construct multi-aircraft hangar. Federal Share \$868,000.00; State Share \$0; Local Share \$0; Total \$868,000.00.

Wagner: Design hangar taxilane expansion with geotechnical exploration and site surveys. Federal Share \$65,000.00; State Share \$0; Local Share \$0; Total \$65,000.00.

Wall: Design reconstruction and lengthening of runway 12-30, including connector taxiway and MIRL [Medium Intensity Runway Lights] system. Federal Share \$243,000.00; State Share \$0; Local Share \$27,000.00; Total \$270,000.00.

Webster: Construct revenue producing 4-unit T-hangar; easement acquisition. Federal Share \$955,000.00; State Share \$0; Local Share \$0; Total \$955,000.00.

Winner: Design and construct runway 13-31 rehab and pavement maintenance. Federal Share \$320,000.00; State Share \$0; Local Share \$0; Total \$320,000.00.

Yankton: Environmental, design and bidding services for new hangar taxilanes and access road. Federal Share \$123,000.00; State Share \$0; Local Share \$0; Total \$123,000.00.

Bob Huggins asked how the bidding of projects was doing. Jon Becker replied that bids on pavement projects were reasonable, as were grading projects, but that bids for projects involving steel or lumber were higher than expected.

Before a grant request is submitted to the FAA, consultants get the best estimate of costs. The FAA will not pay more than the cost estimates, but does allow a small percentage over the estimate, and change orders are scrutinized.

All of the grants requested were approved by a roll call vote. All aye, none nay.

Kellie Beck provided an informational item: **Aeronautic Fund Projections.** She reviewed a graph of Aeronautics Fund actual balances FY17 through FY20 and future projections starting in FY21. The graph noted that 2017-2019 grants had a state share of 5%, 2020 & 2021 grants were 100% federal, and 2022 grants and beyond were based on a state share of 3.5%. Actual balances (excluding City Allocations) were \$2.7M for FY17, \$2.7M for FY18, \$3.0M for FY19, \$2.8M for FY20. Projected Aeronautics Fund balances were \$5.2M for FY21 (influx of \$4M general funds per 2021 Legislative Session – SB 64 -- minus state share for FY21 projections), \$5.8M for FY22, \$5.7M for FY23, \$4.6M for FY24, \$3.4M for FY25, and \$1.9M for FY 26. The graph showed a

precipitous decline starting in FY24.

Bob Huggins asked about legislation preventing the sweeping of Aeronautics Funds in the future, and Joel Jundt said no legislation to that effect had been introduced.

Jerry Rieber asked about ways to increase revenue to the Aeronautics Fund, and Joel Jundt said that there were no proposals to increase revenue sources.

Bob Huggins asked that an agenda item be added for the next meeting for consideration of funding of future AIP projects.

Joel Jundt commented that the Commission has control over the state share, and that the Legislature has control over funding sources to the Aeronautics Fund.

Kellie Beck noted fuel tax revenue to the Aeronautics Funds was down – typically \$750K to \$780K in the past years, but \$605K as of May 30 this year.

Jerry Rieber asked about the status of the Spearfish crosswind runway project. Jon Becker said there were monthly meetings at Spearfish and that the airport was currently building a wildlife fence. Jon thought that the runway alignment issue had been resolved, but that he would have to cross check that.

The meeting adjourned at about 2:33 PM.

SDPA

High Flight

by Dennis K. Johnson (AOPA online)

Not all poetry is *“How do I love thee? Let me count the ways”* and *“Only God can make a tree.”* Some verse has been composed about deeper and more meaningful themes, like flying. Perhaps the most famous aviation poem is “High Flight,” which almost everyone has heard, at least the first and last lines—*“I have slipped the surly bonds of Earth”* and *“Put out my hand, and touched the face of God.”*

I first heard this poem in the days when TV broadcasting ended at 2 AM. After a bad B-movie, our local station would sign off with images of military jets flying in formation while the narrator intoned, “...put out my hand, and touched the face of God.”

The author of this most famous of all aviation poems, **John Gillespie Magee Jr.**, was born in 1922 to an American father and British mother, both Anglican missionaries in China. At age 7, he attended the American School in Nanking and later moved to England where he attended the celebrated Rugby School. There, he developed a love of poetry and won Rugby’s Poetry Prize in 1938. He was an admirer of the poet Rupert Brooke (1887–1915), who had also attended Rugby and died in World War I.

Magee was at school in the United States when World War II broke out in Europe in 1939. Instead of attending university, Magee joined the Royal Canadian Air Force in 1940 and received his wings in 1941. He was sent to the United Kingdom for advanced training on Spitfires at Llandow, Wales. There, on August 18, 1941, he flew a



Spitfire to 33,000 feet, higher than he'd previously flown, and it's this "high flight" that is believed to have inspired the poem.

Magee wrote the poem immediately after landing, and it was first read by a fellow pilot later that day in the officer's mess. Magee sent a copy of the poem to his parents, in which he wrote, "I am enclosing a verse I wrote the other day. It started at 30,000 feet, and was finished soon after I landed." His father, then a curate in Washington, D.C., printed the poem in church publications, and that might have been the extent of its renown, if not for a convergence of tragic events.

After training, Magee was assigned to a fighter squadron at RAF Digby in the East Midlands of England and took part in his first operational sorties in November and December 1941. On December 7, 1941, Japan attacked Pearl Harbor and the United States was drawn into World War II. Four days later, December 11, 1941, Magee's Spitfire collided with an Airspeed Oxford, a twin-engine training aircraft, and Magee was killed, aged 19. He was buried in the graveyard of Holy Cross Church in the village of Scopwick, close by RAF Digby.

Because Magee was a U.S. citizen, he was among the first American casualties of the war, and his parents were interviewed by Washington newspaper reporters. Magee's father gave the journalists a copy of "High Flight," and it's likely this is how it came to the attention of Archibald MacLeish, the Librarian of Congress. The poem was subsequently included in the 1942 "Poems of Faith and Freedom" exhibition at the Library of Congress. There, it was displayed with two renowned World War I poems, John McCrae's "In Flanders Fields" and Rupert Brooke's "The Soldier."

"High Flight" quickly became one of the best-known poems of the war; British pilots often flew with a copy in their flight suits. The poem was recited by actress Merle Oberon during the "Hollywood Victory Caravan," a war bond tour by Hollywood stars, and Orson Welles read it numerous times on radio programs throughout the war.

From the 1950s onward, the poem was used by many television stations for their end-of-the-broadcast-day "sign off," introducing the poem to generations of younger Americans. Several vintage "sign-offs" that include the poem can be found on YouTube.

The poem was taken into orbit by astronaut Michael Collins on Gemini 10 and to the moon's surface by Apollo 15 moonwalker James Irwin. Numerous musicians have set the poem to music, including pilot and singer John Denver, and the poem has been recited in numerous films.

President Ronald Reagan quoted "High Flight" in his address to the nation on the evening of the 1986 Space Shuttle Challenger disaster. He spoke of the lost crew, "We will never forget them, nor the last time we saw them, this morning, as they prepared for their journey and waved goodbye and 'slipped the surly bonds of Earth' to 'touch the face of God.'" The text of "High Flight" is inscribed on the Challenger Memorial at Arlington National Cemetery. Lines of the poem—usually only the first and last—can be found on the gravestones of many aviators, including Magee's. Monuments to fallen pilots around the world often include the

poem in its entirety.

"High Flight" has been transcribed so many times that errors have crept into many of the published versions. The most authoritative version comes from the Library of Congress, which holds the original letter from Magee to his parents. Magee had written, "if anyone should want this, please see that it is accurately copied, capitalized and punctuated."

Nearly 80 years after the composition of "High Flight" by a 19-year-old pilot preparing for war, it continues to evoke the joy of flight and inspire people to soar.

High Flight

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled and soared and
swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace.
Where never lark, or even eagle flew —
And, while with silent lifting mind I have trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee Jr.

Other Aviation Poems

- "Courage," by Amelia Earhart
- "The Aeroplane," by Gordon Boshell
- "An Irish Airman Foresees His Death," by William Butler Yeats
- "The Bombers," by Sarah Churchill
- "Battle of Britain," by Cecil Day-Lewis
- "Flying Crooked," by Robert Graves
- "History of the Airplane," by Lawrence Ferlinghetti SDPA

Overheard

While I was on short final into KFHU (Fort Huachuca, Sierra Vista, Arizona):

Shadow-1: "Shadow-1 at runway 26, ready to take off."

Tower: "Shadow-1, hold short for landing traffic."

I then looked over at the holding aircraft and noticed that it was a Military UAV, an Unmanned Aerial Vehicle. This being the first one I'd ever seen, I struggled between landing my plane and looking at the UAV. Landing the plane finally caught my attention. After landing, while on rollout, I overheard:



NXXXXX: "Tower, was that an unmanned airplane I just passed?"

Tower: "NXXXXX: Yes, it was."

Shadow-1: "There is actually a man sitting somewhere ..."
From Mark Harris (Flagstaff, AZ) SDPA

Overheard

An American Airlines jet landed in ORD [O'Hare, Chicago] in the early morning before the beginning of a typical busy day. Expecting the usual complex taxi instructions, they instead had the following exchange:

American 123: "Morning, O'Hare Ground. American 123 clearing 32 left for K8."

O'Hare Ground Control: "American 327, O'Hare Ground. Good morning. Taxi to the gate."

[Long pause.]

American 123: "Do you care how we get there?"

O'Hare Ground Control: "Just stay off the grass, and don't cross any runways."

From T. J. A.

SDPA



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

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

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

Jul 4: Airport breakfast at **Hay Springs (4V6), NE** (Best Turf Runway in the Panhandle -- about 20 miles east of Chadron -- a real nice grass strip). 7:00-10:00 AM. Contact Vern Platt at 308-360-9183.

Jul 12, 2021: Sioux Falls Ballooning Club meeting in **Sioux Falls, SD**, at 7:00 PM at TBD <http://www.sfballooning.org>

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

Jul 10: Wings'n Wheels fly-in lunch at **Sturgis (49B), SD**. 11:00 AM to 3:00 PM (rain or shine). BBQ lunch for free-will donation. Contact Roger Burnham at 605-347-1050 or Bruce Bowen at 605-490-1139 [second Saturday in May, June, July, & September, but not August due to Sturgis Motorcycle Rally]

Jul 10: Airport breakfast at **Redfield (1D8), SD**, 6:00 AM to Noon for free-will donation. Held in conjunction with Redfield Car Show sponsored by the Auto Value and the City of Redfield. Will have shuttle service to the car show. Free-will donations for breakfast and airplane rides to go to Edmond Perry Scholarship Fund. Also could use some help from pilots willing to give rides. Will have waivers for

passengers under 18. Contact Dan Appel at 605-450-0223 or appel@appeloil.com

Jul 10: SDSU Flying Jacks and Women in Aviation clubs airport breakfast at **Brookings (BKX), SD**, from 8:00 – 1100 AM. Rain or shine. Free-will donation (pancakes, sausage, eggs, juice, coffee, water). Proceeds support the SDSU Flying Jacks and Women in Aviation clubs. This airport breakfast coincides with the annual Brookings Summer Arts Festival <https://bsaf.com/> which is within walking distance from the airport. Contact Michael Stillson, President SDSU Flying Jacks at michael.stillson@jacks.sdstate.edu or Kallie Benson, President Women in Aviation-SDSU Chapter at kallie.benson@jacks.sdstate.edu

Jul 17: Fun Days Fly-in at **Upton (83V), WY**, 9:00 AM to 1:00 PM. Food, pilot contests, and music. Contact Lori Materi at 307-746-8411 or Lmateri21@gmail.com

Jul 21: Monthly cookout & open house at **Council Bluffs (CBF), IA**. 5:30-7:00 PM. Open to all -- museum open. Sponsored by Great Plains Wing of the Commemorative Air Force (16803 McCandless Drive). Contact Jeff Hutcheson at 402-981-4633 or jeffhutcheson3@gmail.com. http://greatplainswingcaf.org/Great_Plains_Wing/Home.html

Jul 17 (every year): National Wrong Way Corrigan Day is celebrated July in honor of Douglas Corrigan's feat of departing New York's Floyd Bennett Field ostensibly headed back to California – twenty-eight hours later, on July 17, he landed at Dublin, Ireland – the "wrong way."

Jul 17: Airport breakfast in the EAA Chapter 289 Building at **Lincoln County (Y14), Tea, SD**, 8:00-10:30 AM featuring pancakes with eggs & sausage, coffee and juice for a suggested donation of \$8.00; fly-in PIC free. Contact Gary Pelach at 605-310-9984. Young Eagle rides. Discovery flights by Legacy Aviation.

Jul 17: ForeFlight Refresher seminar in the EAA Chapter 289 Building at **Lincoln County (Y14), Tea, SD**, at 10:30 AM. This unique event is for beginners to intermediate / advance Foreflight users. Equipment, subscriptions, app functions and displays for practical use during VFR and IFR operations will be included as time permits. Taught by Mark Isackson of Legacy Aviation: 605-368-2841 or misackson@legacyaviationsd.com

Jul 18: Airport breakfast at **Norfolk (OFK), NE**, 8:00-11:00 AM. Contact Tim Miller at 402-750-8638 or tim.mpgpro@gmail.com

Jul 18-22: International Flying Farmers Convention at **Mitchell, SD**. Details at <https://www.internationalflyingfarmers.org/> Post convention tour being organized by Ellen Valburg (605-669-2637; 605-280-5057; bevalburg@goldenwest.net)

Jul 22-Aug 1: Oshkosh Special at **Chan Gurney Airport (YKN), Yankton, SD**. FREE FOOD AND DRINKS from July 22 through August 1 for Oshkosh-AirVenture flyers. Avgas will be discounted from July 22 through August 1. We have 24-hour charge card fuel for Avgas and JetA, 24-hour restrooms, Internet computer / printer, WiFi, cable TV, shower in "crash building" next to terminal (bring your own towel & soap), "on-airport" camping allowed, 6 tie-

downs in front of the terminal (2 in the grass) and 3 more north of the barrel hangar (NO TIE DOWN FEES), ramp space for large aircraft (i.e., DC-3s), and two crew cars. Contact Mike Roinstead at 605-661-9223; mroinstead@cityofyankton.org

Jul 26-Aug 1: EAA AirVenture Oshkosh at **Wittman Field (OSH), Oshkosh, WI**. <https://www.eaa.org/en/airventure>

Jul 30 – Aug 7: National Balloon Classic at **Indianola National Balloon Classic Field, Indianola, IA**. Contact office at 515-961-8415 or <http://www.nationalballoonclassic.com>

Jul 24-25: Air Show at **Fargo (FAR), ND**. Featuring the U.S. Navy Blue Angels, F-16 Viper Demonstration Team, Shockwave Jet Truck, Mini-Jet (Tom “Lark” Larkin), Lucas Oil Airshows (Mike Wiskus), Jacquie B Airshows, Red Tail Rise Above Exhibit by CAF, Leap Frogs U.S. Navy Parachute Team, and more. <http://www.fargoairsho.com>

Jul 21-23: Cessna 150-152 Club National Fly-in and Convention at **Clinton (CWI), IA**. Lots of activities. Contact Mark Buchner at 301-275-2476. <http://www.cessna150152flyin.org>

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

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

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

Aug 4-8: Commemorative Air Force “Air Power” Tour visit to Sioux Falls Regional Airport (FSD), Maverick Air Center, 4201 N. Maverick Place, **Sioux Falls, SD**. Aircraft attending: B-29 Superfortress “FIFI,” B-24 Liberator “Diamond Lil,” T-6 Texan, PT-13 Stearman, P-51 “Gunfighter,” Stinson L-5 Sentinel. Access to the ramp will be \$20 Adults, \$10 Children (age 11 thru 17), Free Children (age 10 & under), includes cockpit tour of B-29 and B-24. Aircraft rides available. For pricing go to <https://www.airpowersquadron.org/siouxfalls-sd>

Aug 6-8: Doug Yost Challenge Aerobatic Competition at **Spencer (SPW), IA**. Hosted by Minnesota Cloud Dancers Chapter 78 of the International Aerobatic Club. Check NOTAMs. Contact Sara Arnold at 515-991-0866 or Sarnold969@gmail.com <http://www.iac78.org/contest>

Aug 7: Monthly airport breakfast at **York (JYR), NE**, 8:00-10:00 AM featuring custom-made omelets, burritos, eggs, sausage, and of course, airplane shaped pancakes if so desired. Free-will donation. EAA Chapter 1055. Contact Rod Matlock at redoakrod@stewireless.com

Aug 7: Open House at **Council Bluffs (CBF), NE**. Breakfast 8:00-11:00 AM. Lunch 11:00 AM Open House at Great Plains CAF Wing Museum 8:00 AM-1:00 PM. Contact Jeff Hutcheson at 402-981-4633 or jeffhutcheson3@gmail.com <http://www.greatplainswing.com>

Aug 8: Airport breakfast at **Red Cloud (7V7), NE**, 7:00-10:00 AM. FREE to fly-ins. Contact Chuck Stokes at 402-

746-3818.

Aug 9: Sioux Falls Ballooning Club meeting in **Sioux Falls, SD**, at 7:00 PM at TBD. <http://www.sfballooning.org>

Aug 10: Monthly meeting of Norfolk EAA Chapter 918 in **Norfolk (OFK), NE**, in the FBO building at 7:00 PM. Contact Tim Miller at 402-750-8638 or tim.mpgpro@gmail.com

Aug 14-15 (tentative date): Annual Great Plains Balloon Race in **Sioux Falls, SD**, at Kenny Anderson Park., Launches Friday, Saturday, and Sunday all depending on weather. <http://www.sfballooning.org>

Aug 14: Monthly meeting of the Joe Foss Squadron of the Commemorative Air Force at **Joe Foss Field – Sioux Falls (FSD), SD**, at 10:00 AM in Maverick Air Center. Contact Rick Tupper at rick@cafjoefoss.com <https://www.cafjoefoss.org>

Aug 15: YRAA potluck meeting (plan airport breakfast) meeting at **Chan Gurney (YKN), Yankton, SD**, at 6:00 PM in the terminal. Bring a dish or two to share. Contact Steve Hamilton at 605-665-8448 or skyhawk43v@gmail.com

Aug 15: Airport breakfast at **Mankato (MKT), MN**, 7:30 AM-12:30 PM, sponsored by EAA Chapter 642. Rain or shine. Eggs to order, sausages, pancakes, juice, milk, and coffee: \$10. PIC Free. Contact John Barsness at 507-327-5447.

Aug 14, 2021: Airport lunch at **Valentine (VTN), NE** at noon. Cherry County Fair & fly-in starts at 10:00 AM. Two Pitts performers this year – check NOTAMS for airport closure. Lunch donated by Abbott’s Sandhills Own. Contact A.J. Abbott at 308-458-9670.

Aug 18: Monthly cookout & open house at **Council Bluffs (CBF), IA**. 5:30-7:00 PM. Open to all – Museum open. Sponsored by Great Plains Wing of the Commemorative Air Force (16803 McCandless Drive). Contact Jeff Hutcheson at 402-981-4633 or jeffhutcheson3@gmail.com. http://greatplainswingcaf.org/Great_Plains_Wing/Home.html

Aug 19 (every year): National Aviation Day. Go out and fly – celebrate the freedom to fly. Why is National Aviation Day observed on August 19? It's **Orville Wright's** birthday. Born August 19, 1871 – died January 30, 1948 at age 76 years old. *Happy Birthday Orville!!* Celebrate the day by sharing your love of aviation. In 1939 President Franklin Delano Roosevelt proclaimed August 19 - birthday of first pilot Orville Wright - as America's first National Aviation Day celebrating the development of aviation. **2021** marks the **83th** observance of National Aviation Day. *Go out and commit “aviation.”*

Aug 20-22: Commemorative Air Force “Air Power” Tour visit to Western Nebraska Regional Airport (BFF), **Scottsbluff, NE**. Aircraft attending: B-29 Superfortress “FIFI,” B-24 Liberator “Diamond Lil,” T-6 Texan, P-51 “Brat III”. Access to the ramp will be \$20 Adults, \$10 Children (age 11 thru 17), Free Children (age 10 & Under), includes cockpit tour of B-29 and B-24. Aircraft rides available. For pricing go to <https://www.airpowersquadron.org/scottsbluff-ne>

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<https://sdpilots.org>

Aug 21: Monthly airport breakfast in the EAA Chapter 289 Building at **Lincoln County (Y14), Tea, SD**, 8:00-10:30 AM featuring pancakes with eggs & sausage, coffee and juice for a suggested donation of \$8.00; fly-in PIC free. Contact Gary Pelach at 605-310-9984.

Aug 22: Airport breakfast at **Hartington (0B4), NE**, 7:00 AM-12:30 PM. "BEST sausages in a 100 miles." PIC & co-pilot FREE, 5th Grade to adult \$8.00, 5 years old to 4th Grade \$6.00, 4 years old and under free. Served by Holy Trinity Grade School. Sponsored by Becker Flying Service. Contact Amy Kleinschmit at 402-649-4055 or kleinamy@hotmail.com



Aug 22: Airport breakfast at **Garrison (D05), ND**, 8:30 AM-1:00 PM. Contact Jim Wilcox at 701-897-1571.

Aug 25, 2021: Airport fly-in at **Hillsboro (3H4), ND**, 5:30-10:00 PM. Contact Larry Mueller at 701-430-1642.

Aug 27-29, 2021: Fall River Hot Air Balloon Festival at **Hot Springs (HSR), SD**. Aug 28: Approx 6:00 AM balloon launches from Hot Springs Airport (weather permitting). Approx 7:30 PM introducing the new "Glow Around Town" where our pilots will setup up pods of balloons around Hot Springs. Locations TBD. Aug 29: Approx 6:00 AM balloons launch from Hot Springs Airport (weather permitting). For current status of activities, check Facebook, search on Fall River Hot Air Balloon Festival. <https://www.fallriverballoonfest.com>

Aug 28: Airport breakfast at **Greenfield (GFZ), IA**, 7:30-11:00 AM. Iowa Hall of Fame Induction (following breakfast). Contact Greg Schildberg at 641-343-7184. <http://www.flyingmuseum.com>

Aug 29: Airport Breakfast at **Vermillion (VMR), SD**. Breakfast 8:00 AM-noon. Free-will donation to Lions Club for breakfast – fundraiser for the Senior Citizens Center in Vermillion. Contact Denny Martens at 605-677-8159.

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

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

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

Sep 4: Big Nasty Breakfast Fly-In at **Big Nasty Creek in northwest SD**. 7:00 - 10:00 AM. Dennis Nash and family are hosting a fly-in breakfast at their ranch (N 45.706475 -- W 102.879127). On Billings Sectional chart go 13 miles North (up) the middle of Gap C High MOA to the banks of the Big Nasty Creek. Turf runways: 12-30 (2000'; obstructions: 30 – road); 18-36 (1400'; obstructions: 36 – 50'creek bank; 18 -- hill). Contact Dennis Nash at 605-855-2453 in the evening.

SDPA