

## Airmanship Skills Tested at the 50th Hayward Air Rally to AirVenture 2014

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Take-off checklist complete, check. The radio crackles as we hear our race number called to line up and wait for our start. The tension builds and then finally, the radio breaks its unbearable silence and we hear the air boss finally count down “3-2-1, Go!” The throttle gets pushed to redline and we’re off, just as the flagman briskly swings the bright orange and white checkered start flag earthward. I look over at my navigator who has already started our race timer and our Hayward Air Rally competition has officially begun. For the next 3.9 hours, precisely, we’ll be tracking our course, fuel consumption and elapsed time while trying to identify the six checkpoints and finish line specified in our Air Rally crew handbook. We will also have to answer the multiple choice questions contained in our handbook that will help verify that we actually *did* see each checkpoint after all, not just fly somewhere near it. And if that weren’t enough already, we’re trying not to get too lost along the way so that if all goes well, we may come close to the six second time variance and within 0.4% of the estimated fuel consumption score established by last year’s winner so that we may have some slight hope to win this year’s event. But then again, we’d probably be happy just not getting too hopelessly lost period, since we will be making this journey (gulp) without using our trusted GPS navigation system...



Pilots and crews are briefed before engine start

What began as a friendly bet between two fellow aviators in 1963 has now become one of the longest continuously-held aviation competitions in North America. The Hayward Air Rally is celebrating its 50<sup>th</sup> anniversary this year and will be commemorating this historic event with an unprecedented, three day competition route to AirVenture 2014 in Oshkosh. Past Air Rally events have been conducted to Las Vegas, Laughlin NV, Palm Springs CA and Bend OR but none have ever spanned over more than a one day flight. With mandatory fuel and lunch stops during each leg, as well as overnight accommodations for each team of competitors, and with the route spanning over CA, NV, WY, SD, MN and WI, the logistical challenges for planning this 50<sup>th</sup> anniversary event have been monumental. But as current event chair and committee member for over 18 years, Chris Verbil is undaunted and exudes the excitement that this year’s extra special event brings. After all, Chris has not only run this event for the past six years, he’s actually won it himself participating as a solo competitor.



Crews painstakingly plan their routes with precise fuel use and elapsed times

Chris’ responsibility as Rally Committee chair encompasses a variety of roles, as you would expect with the leader of any volunteer non-profit organization. Not only is his job to make sure dozens of competitors all arrive safely at their destination at each leg of the competition, that all fuel pumps are carefully calibrated at each fuel stop and that each EAA chapter and other civic groups are ready at each of the rally stops for local

support, Chris is also fundamentally responsible for the tremendous philanthropy that results from this event, namely the (15) full EAA Air Academy youth scholarships that the Air Rally has sponsored which have



Competitors nervously await the start of their runs

totaled more than \$25,000 over the years. Lucky young aviation enthusiasts from each of the locations where the Air Rally legs have been held are sent to Oshkosh each year, airfare included, to enjoy a week-long camp learning about aviation in a top-rated youth education summer program run by EAA. Some of these attendees have gone on to career paths in the Air Force or have become private pilots themselves on their way to various aviation-related careers. “It is a tremendously satisfying and rewarding experience to provide both a challenging competition for flight teams, as well as to provide such a great benefit for the youth in our participating areas” explains Chris who would one day like to return to the Air Rally as a competitor himself.

So what does it take to win the Hayward Air Rally? It requires a keen understanding of your plane’s performance first, combined with your team’s ability to then plan, predict and fly a precise enough course over specified checkpoints within seconds of your estimated time. Not hard enough? Then let’s make predicting your fuel consumption twice as important as time in scoring and factor in the unpredicted winds aloft, getting lost, not locating the checkpoints at first pass and your ability to precisely refuel your own plane at each stop as some added noteworthy challenges. To add to the excitement of the competition, an arrival timing line is used just before landing at the final destination where planes get the rare opportunity to zoom along at 100’ AGL so Air Rally ground officials can log their official race time as they zip by, some teams likely pushing into the yellow arc in a steep dive for the line while others may be hanging the gear and flaps out to try and cross at the slowest speed possible while still managing to maintain some degree of controlled flight. In the end, the winner will be recognized at the event’s infamous awards dinner, along with a collection of many other dubious honors designed to recognize most all the participants including “Tail End Charlie” or the equally distinguished “Red Baron Award” presented to the team heralding the least direct path from start to finish. To add to the fun, a graphic is displayed at the end of the ceremony which is an overlay of each team’s flight path as recorded in the compulsory GPS logging unit that is installed within each plane, and this is when especially beleaguered teams must then claim responsibility for and expand upon their various navigational misadventures. It’s all in good fun and most all participants go home with some type of award or door prize at the conclusion of the ceremony, along with some great stories to tell their fellow aviators and friends.



Pilots refuel under the watchful eye of rally officials



Timing runs flown at 100’AGL are thrilling for both pilots and cameramen!

This year’s Hayward Air Rally 2014 to AirVenture will start July 23 as competitors’ planes are impounded and inspected for rally rules compliance during their overnight stay at KHWD. Here, race committee members check that GPS, fuel flow and other disallowed flight instruments are either covered up or temporarily disabled for the following days’ competition. Early the next morning, a final crew briefing covers the relevant details and last minute instructions before the competitors all head out to the ramp. If you are the owner of a Technically Advanced Airplane with a glass primary display, fuel flow measurement and GPS, you can still compete in the Hayward Air Rally but with increased penalties for estimated time and

fuel use as a compensatory handicap in their Digital Class category. The object of this event is safety and fun however, so any panel vintage or airplane type will be welcomed to the competition. The Hayward Air Rally is designed to be a test of your basic airmanship skills using compass, charts and timer along with careful flight and fuel planning and will either surprise you with the results or help dust off those seldom-used pilotage skills that have since been abandoned from your primary training days. The Hayward Air Rally 2014 will conclude with a group fly-in to AirVenture following the final day of competition on Saturday, with an awards ceremony to take place on Tuesday, July 29 in Oshkosh.

For those still looking for the potential once-in-a-lifetime opportunity to experience flying their own or rented plane to Oshkosh but who may lack the confidence or experience in planning such a long cross-country flight, the Hayward Air Rally may be a great opportunity to give this a try. With full ground support, established logistics and confidence of knowing that all flights will be made in VFR conditions, the 50<sup>th</sup> anniversary Hayward Air Rally could be a fun and exciting way to experience flying to Oshkosh. The Air Rally is guaranteed to test the most seasoned veterans as well as those freshly-minted pilots who are ready for their first long cross-country adventure and who may want to just follow the magenta line to Oshkosh. For more information, visit the event website at [www.hwdairrally.org](http://www.hwdairrally.org) or you can email them at [info@hwdairrally.org](mailto:info@hwdairrally.org).

## 50th Anniversary Hayward Air Rally

July 23-29 2014

### Going to EAA AirVenture? Have fun on the way!

Rally proceeds benefit EAA Air Academy scholarships for deserving youth in all seven rally cities.

Rally schedule:

July 23	Hayward Registration, Impound, and Briefing
July 24	Hayward CA - Silver Springs NV - Wendover UT
July 25	Wendover UT - Lander WY - Rapid City SD
July 26	Rapid City SD - Montevideo MN - Madison WI
July 27	Madison WI - Oshkosh WI
July 28	EAA AirVenture opens
July 29	Air Rally Awards Dinner at Oshkosh

Participants may depart OSH on their own schedule.

The Rally accepts aircraft with traditional instruments or glass panels. Pilots of all skill levels are welcome!

[www.hwdairrally.org](http://www.hwdairrally.org)

The Rally will be operating at the Rapid City Airport over an approximate four-hour block of time on Friday, July 25 from about 1 PM to 5 PM, and again on Saturday, July 26 from about 7 AM to 9 AM. Aspen Eatherton (who won a scholarship to The Air Academy at Oshkosh) will have an opportunity to act as a race official on Saturday morning by assisting in launching airplanes on the third and final day of the competition. A few volunteers will be needed during the times listed above. We'll discuss it at our June 10<sup>th</sup> meeting.





# The Prez Sez...

*by Darrel Sauder*

Black Hills College of Aviation Booklet (June 21, 1929): Cruising the skies is perhaps the most alluring adventure the the modern age offers. The sense of mastering aviation greatly exceeds that of navigating a ship, driving an auto, or piloting a locomotive. Man gets inspiration not by looking up but going up!

With that inspirational bit from 1929 in mind, I hope you have been enjoying the nice flying weather (finally) we've been having these last couple of weeks. You know what I mean....the smell of new mown grass and hay, blossoming flowers, and feedlots. If you have an airplane that has a tight cockpit or poor ventilation you can always purchase one of those "air fresheners" and hang it from your primer plunger or heater knob. They come in a variety of odors from alpine to purple dandelion. You could also purchase a can of spray "dirt" from a sporting goods store (used to mask your scent while hunting) and spray it in your cockpit. If you fit the typical pilot image and don't want to pay for anything, you could fill up on cooked cabbage and beans the night before the flight and enjoy an array of "natural smells" This also works well for taking someone with you that you don't care to fly with again.

The Hayward Air Rally Race is coming to Rapid City Regional Airport 24, 25, 26 of July (en route to Oshkosh). Never heard of it?...Google it up and look in this newsletter for some explanation of it. It is a big deal, with over 50 participants, big prize money, and probably national news coverage. Aspen Eatherton was our local recipient of an EAA Academy Scholarship sponsored by the Hayward Air Rally Organization. We will be participating in their arrival and departure activities...and will need several volunteers to help out. So....keep it in mind...not a lot of time will be required and should be a lot of fun.

Sharon and I hope to see you at our hanger breakfast at the Sturgis Airport on June 7th. If not then, will see you at our next chapter meeting burger burn.

Don't forget to floss.

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## **Flying Axioms**

The only time you have too much fuel is when you're on fire.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.



*Plane Hits Skydiver  
Submitted by Grove*

See the full story at [Cool Links](http://39.eaachapter.org) on our webpage  
<http://39.eaachapter.org>

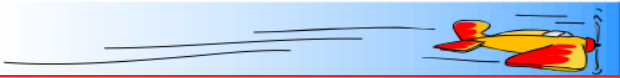
**Next Meeting:**  
Tuesday, June 10  
at **Chapter 39 Clubhouse**

**6:00 Burger Burn**

Please bring a salad, dessert, or munchies to share.

**7:00 Meeting**

**Program:** Charlie Summers will talk about the history of SD glider pilots.



**Chapter 39**

**Officers**

President	Darrel Sauder
Vice President	Dan Benkert
Secretary	Gary Schroeder
Treasurer	Milo Schindler

**Volunteers**

Newsletter & Web Manager	Molly Benkert
Young Eagles	Jerry Petersen
	Brenda Nolan
Safety Officer	Jerry Densmore

**Tech Advisor** Randy Daughenbaugh

## Coming Up

June 7 **Sauder's Open Hanger Fly In Breakfast**  
9:00 at the Sturgis Airport (If you can't fly in, then drive in. You'll still have a good time!)

July **Telcamp/Williamson Fly In** at the  
Spearfish Airport

Aug. 12 **Young Eagles**  
9:00 at RAP

Sept. **Benkert's Annual Fly In Picnic** at  
Dan's Airport

*The "Mystery Plane" in last month's newsletter won't be revealed until next month—when I find out. ☺*



**June Birthdays:**

Brenda Nolan—12<sup>th</sup>  
Gary Schroeder—24<sup>th</sup>  
Patrick Ealy—26<sup>th</sup>

## TREASURER'S REPORT

*by Milo Schindler*

Balance brought forward.....\$1016.50

**Income:**

Dues x 4. .... 80.00  
Burger Burn, pop cash.....143.76

**Expenses:**

Ink, Sam's club, Molly (frames, badges) . \$1048.85

Balance on hand..... \$1048.85

# Secretary's Minutes

By Gary Schroeder

- Meeting was held at the clubhouse
- Burger burn in Rick's hanger
- Dan called the meeting to order at 7:15
- Minutes read and approved
- Treasures report given, balance \$855.74
- Guests - Mike Harmon, Arie LaCroix

## Old Business

- We discussed Young Eagles – The required parental signatures and EAA membership to qualify for the EAA insurance and possibly 9 dates the Brinda would like pilots to give rides.
- The Sauder fly/drive-in breakfast at Sturgis 6/7/14 at 9:00 AM

## New Business

- Tabled discussion about summer fly-ins
- Loren donated a video to the chapter *Birth of Flight*
- ADSB – Forrest advised it doesn't seem to be operational
- Forrest advised he has completed the required 40 hours in his RV-12, and it flies great

## Program

- Derek Leivestad presented a very interesting and informative briefing about the B-1 bomber

Meeting adjourned 8:56 PM

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*After years of being our official "chef", Milo turned the spatula over to Rick. Thank you, Milo—and welcome, Rick!*



*Derek's presentation about the B-1 bomber*



*More pictures can be found on our webpage.*

The State of South Dakota has many individuals who have a passion for flying. Many of these individuals have built, or are in the process of building, aircraft from a kit or components they have purchased. South Dakota law requires sales or use tax to be paid on these kits and other components used to build these aircraft. Once an aircraft is completed, it must be registered with the South Dakota Department of Transportation (DOT) and a registration tax of 4% is imposed on the aircraft. This tax is placed in an aeronautics fund pursuant to SDCL 50-11-19. There was some concern that individuals were paying tax twice on their purchases of the aircraft kits and components.

In order to address some of these concerns the 2014 legislature passed Senate Bill 80, which will take effect on July 1, 2014. This bill allows individuals who are registering a homebuilt aircraft with the DOT to receive a credit against the registration tax for any South Dakota sales or use tax that was paid on the kits or components. The credit will only be granted for South Dakota state sales tax. Any municipal sales or use tax paid is not eligible for the credit. In addition, only sales or use tax that was paid less than 5 years before the application is made to register the aircraft is eligible for the credit. Lastly, the credit granted cannot be greater than the registration tax imposed by SDCL 50-11-19.

The individual who is registering the aircraft with the DOT will need to provide documentation showing the amount of sales or use tax paid on the kits or components. The DOT will maintain a copy of the documentation for their records. Because of federal funding issues, the South Dakota Department of Revenue (DOR) will transfer to the DOT's aeronautics fund, an amount equal to the credit that was granted against the registration tax.

The South Dakota DOR worked with the DOT on the language in this bill and both departments were in support of it. The efforts of Senator Bob Ewing and Representative Fred Romkema as prime sponsors of the bill were greatly appreciated by both departments as well.



May Burger Burn