

Aviation QUARTERLY

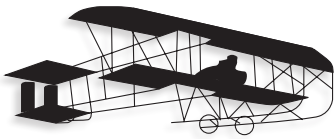
Vol. 29 • Issue 1

North Dakota Aviation Council

Winter 2017

Don Larson – 2017 North Dakota Aviation Hall of Fame

North Dakota Aviation



HALL OF FAME

Don Larson was born in Minot, North Dakota and raised on a rural Minot farm. Don was always interested in aviation and earned his private pilot license in early 1960, his commercial shortly thereafter, and almost immediately began flying for Pietsch Aircraft in Minot as a charter pilot. He also flew Charter Ambulance flights during evenings and weekends for 25 years, carrying over 1200 patients/passengers.

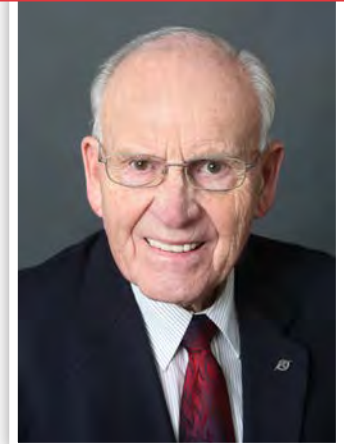
He served as Chairman of the Airport Committee for the Minot Chamber of Commerce for many years and was responsible for making recommendations regarding the Minot International Airport. Appointed by the Mayor, Don, has been involved in the planning and construction of Minot's new airport terminal that was completed in 2016.

Don has chaired a committee to produce airshows both for the Minot centennial and the state of North Dakota's centennial. Integrating aviation history into the airshows, quickly inspired him to preserve history, and he became one of the founders of the Dakota Territory Air Museum.

He has been committed to furthering aviation education and awareness, and has been instrumental in starting two annually run youth summer camps at the Dakota Territory Air Museum. He has also been a significant part of a new high school initiative that produced a course of study focused on basic aviation.

Don has been a member of the North Dakota Aviation Council for over 30 years. He has been active as a mentor to high school students in the Real World Design Challenge (RWDC), which is an annual high school competition to increase awareness of the Science, Technology, Engineering, and Mathematics (STEM) workforce. Don received the Wright Brothers *Master Pilot Award* in 2014.

Don worked as President of Town & Country Credit Union in Minot for 25 years and had a Farmers Union Insurance agency for 20 years. A committed community member, Don has also been involved in the Minot Lion's Club for over 45 years, has served on the North Dakota State Credit Union Review Board, served on the Board of Directors for Verendrye Electric Cooperative in Velva, and remains active in the Zion Lutheran Church.



Join us at UMAS for the
Hall of Fame Awards Banquet
Tuesday, March 7

Please display the UMAS poster on page 16. Hope to see you in March!



Kris Magstadt,
Editor

AROUND the PATTERN

Congratulations to Don Larson, the 2017 inductee into the North Dakota Aviation Hall of Fame! I've had the privilege of working with Don and know that it is well-deserved.

The Upper Midwest Aviation Symposium is quickly approaching. The poster in the middle of this issue can be used to promote attendance and awareness. It looks like an amazing schedule and a great chance to once again meet, reminisce and share knowledge. The Minot Committee is hard at work to make sure that it provides a successful experience for all that attend.

Legislative session is once again upon us in North Dakota, and we are fortunate to have such a dynamic Aeronautics Commission that is committed to working with our Council to look out for North Dakota aviation's best interests. In this issue you will find a listing of legislative bills and also a great tool to keep track of what is happening. We hope they are helpful to you, and that you will support the efforts of the Commission and Council.

I'd like to take this opportunity to thank our advertisers. They allow us to provide a quality publication. Please utilize their services and products as often as you can and say thank you for their support.

Wishing each of you a successful and happy 2017.

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Correction: In the last *Quarterly*, on page 25, the NDPAMA article, *Myths Realities or Engine Preheating*, was reprinted and written by Jeff Simon, AOPA.

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*Jon Simmers, Chairman
North Dakota Aviation Council*

CHAIRMAN'S COMMENTS

NDAC Hires Executive Director

In January, the North Dakota Aviation Council (NDAC) reached a two-year agreement with the Stagier Consulting Group (SCG) to provide the services of Executive Director to the NDAC.

During our interview process, an appointed sub-committee interviewed several qualified candidates that could all do the job and do the job well. Ultimately, the Council chose a group of professionals that specialize in providing similar services to board driven volunteer organizations. What made the SCG presentation unique is that they recognized the need to divide up the duties between the SCG and NDAC based on everyone's strengths. The SCG group is good at the administrative functions and driving efficiency through member organizations, while the NDAC is made up of volunteers that are really good at aviation.

Over the next two years, the SCG will help the Council mainstream convention processes, evaluate our board governance, help develop costs savings, and ultimately add value back to our member organizations. SCG will help us get to the things we are not able to get to in our strategic plan, and take over the duties that the Council is not particularly good at.

Year one in the agreement focuses on getting the SCG up to speed with our methods of conducting Council matters, taking over UMAS registration, taking over social media, publicity, website content, maintain data base for member organizations, explore a fall safety day and develop provisions for strategic plan implementation.

Year two in the agreement focuses on capitalizing the findings from year one and implementing best practice changes, implement an achievable strategic plan, growing alignment amongst national, state, and local advocacy groups, develop membership goals and grow the alignment between the NDAC and the North Dakota Aeronautics Commission.

In our last edition of the Quarterly, we talked about the "chicken or the egg." In this edition, it is clear that there may be some growing pains on the horizon with this transition. While at the same time, it is important to recognize the investment that the NDAC has made in to the long-term future of aviation in North Dakota and the investment toward the long-term health of the North Dakota Aviation Council. Bonnie, Stacy, and Mike (SCG) will be joining us during the ice breaker at UMAS. Please take advantage of the opportunity to introduce yourself and join in on making them feel welcome into the Aviation Community!

Here is a BIO about the SCG:

- We are people creating abundance and living in service.
- We have over 20 years of government relations, association management/consulting and leadership development – in the non-profit, private, and public sectors.
- Vision & Mission — The Staiger Consulting Group is about creating unstoppable partnerships committed to professionalism and integrity. We exceed our partner's expectations through uncommon approaches and unreasonable dedication to details.
- Specialties & Clients — professional societies, trade associations, health care and policy, small business, architects, engineers, psychologists, oil, coal, energy, agriculture.
- Government Relations — from lobbying and advocacy to grassroots training.
- Association Management — from member services to national alliances.
- Regulatory Board Management — from licensee services to audit compliance and continuing education.
- Event management — from socials and galas to conferences and trade shows.



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Kyle Wanner, Director
North Dakota Aeronautics Commission



DIRECTOR'S Chair

Balanced Budgets and Innovative Solutions

Along with the large amounts of snow that our state has received this winter, the 65th Legislative Session has also arrived, and regardless of the weather outside, our agency and community leaders around the state will be hard at work discussing what the state priorities will be over the next two years. As a part of our promotion and education of aviation, we will be holding an "Aviation Day" at the capital on March 27. If you or your organization are interested in attending or providing a booth, please contact the North Dakota Aeronautics Commission office to learn more about this opportunity. I also want to encourage all members of the aviation community to consider stopping by the Memorial Hall in the capital building on this day to show support for the exciting things that have been happening in aviation around the state.

A new governor, along with multiple new legislators, will bring many different innovative ideas and solutions to the table during this upcoming session. Those of us in the aviation industry understand what it means to be innovative and on the forefront of technology and we should be able to help lead those conversations. I look forward to working with our new Governor and state legislators to help identify ways that state government can continue to improve its services while becoming more efficient.

Balancing the state budget will be a top priority, and many agencies, including the Commission, have had to work to reduce dependence on general fund appropriation. Most of the funding

that exists to support the Commission's grant programs and services is provided from the agency's special fund, and so I do not expect any major negative changes to occur in our agency as we transition into the next biennium. We will, however, need to continue to work with our state leaders to find the solutions required to maintain and develop the state's airport infrastructure as we continue to work towards diversifying and growing our communities throughout the state.

I also want to encourage all of you to stay engaged with the legislative process by keeping in touch with your local legislators and by utilizing the Legislative Council bill tracking system as explained on the following page. A smart phone application that you can download titled ND Legislative Daily is another source for you to stay informed on what is happening at the capital. As legislation comes forward regarding elements that have a factor on aviation, I encourage you to contact me to share your concerns. It is also important to communicate and engage your elected representatives to share your point of view on critical aviation and non-aviation issues.

Lastly, I hope that you are able to join us in Minot during March 5-7 for the Upper Midwest Aviation Symposium. As always, your aviation council representatives have been hard at work preparing an exceptional program for all aviation enthusiasts to enjoy. I sincerely hope that you are able to take the time to celebrate aviation with us.

Wishing you smooth flying, Kyle

Kristin Hedger Named to Aerospace Industry Group

Kristin Hedger, an executive for family-owned Killdeer Mountain Manufacturing Inc. in western North Dakota, has been named as a member of an aerospace industry advocacy group that is being organized by Boeing Co. Killdeer Mountain Manufacturing is the only U.S. small business that has been invited to be part of the group of aerospace industry suppliers. The committee has 13 members, including Hedger, who is KMM's vice president for business development, and representatives from GE Aviation, RollsRoyce and Pratt & Whitney, three of the world's largest jet engine manufacturers.

KMM makes wire harnesses, circuit cards and fiber optic subassemblies, which make up an aircraft's brains and nervous system. The company employs about 350 North Dakotans at manufacturing locations in Dickinson, Killdeer, Regent and Hettinger. KMM is in the top rank of parts suppliers for Boeing,

which is the world's largest maker of military and civilian aircraft. Hedger said the group will advocate for increased U.S. aerospace sales abroad, including aircraft sales to India and Norway, and support the ExportImport Bank of the United States, which is a key source of financing for commercial aerospace deals overseas.

Boeing recognized KMM's work last April by presenting the North Dakota company with its Excellence in Advocacy Award. Hedger has been a vocal North Dakota supporter of the ExportImport Bank, which she says is important to helping U.S. companies compete with export subsidies in other countries. She organized an event in Washington, D.C., attended by North Dakota's congressional delegation, to successfully push for congressional renewal of the bank's business operations.

2017 North Dakota Aviation Related Legislative Bills

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| <p>SB 2006 A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.</p> <p>HB 1305 Relating to the form and style of statutes governing airport authorities; and to repeal sections 2-06-05 and 2-06-23 of the North Dakota Century Code, relating to airport authorities.</p> <p>HB 1217 Relating to aircraft registration.</p> <p>SB 2049 Relating to the aeronautics commission special fund, aircraft excise tax, and aviation fuel tax; and to repeal sections 57-43.3-04 and 57-43.3-06 of the North Dakota Century Code, relating to the aviation fuel tax; and to provide an effective date.</p> <p>SB 2073 A BILL for an Act to provide an appropriation for defraying the expenses of the commissioner of university and school lands; to provide for transfers; to provide for distributions from permanent funds; and to provide an exemption.</p> <p>HB 1366 Relating to oil and gas gross production tax definitions and allocations; to provide an appropriation to the board of university and school lands; to provide a statement of legislative intent; and to provide an effective date.</p> | <p>HB 1031 Relating to authorization to purchase or lease aircraft by a state agency.</p> <p>HB 1128 Relating to the definition of primary source identity document and driver's license central identity management; and to amend and reenact sections 39-06-01, 39-06-03.1, 39-06-07.1, and 39-06-18, subsection 5 of section 39-06-19, and sections 39-06-20 and 39-06.2-08 of the North Dakota Century Code, relating to operator's license and nondriver identification card criteria, license renewals, notice of change of address or name, and the application for commercial driver's license.</p> <p>SB 2179 Relating to eligible uses for infrastructure revolving loan funds.</p> <p>SB 2200 Relating to capital project levies; and to provide an effective date.</p> <p>HB 1167 Relating to remedies for violations of unmanned aerial vehicles; to amend and reenact subsection 1 of section 29-29.4-05 of the North Dakota Century Code, relating to prohibited uses for unmanned aerial vehicles; and to provide a penalty.</p> |
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Bill Tracking Guide

Stay informed and track bills

The North Dakota Legislative Council hosts an online bill tracking system and video streaming platform. A link to the bill tracking system website is published on the Legislative Branch home page at www.legis.nd.gov. A link to the user manual is found on the bill tracking system website and in the bill tracking system itself.

Video streaming from the Senate and House chambers is active each day of the session and allows you to watch floor debates, order of business and voting.

The bill tracking system allows users to:

- Create bill tracking lists by bill number or track all bills which go through a specific standing committee (e.g. Finance and Taxation).
- View the chamber calendar information, committee hearing and conference committee hearing schedules for one or more tracking lists you have created.
- Search for bills by text contained in the bill or by major topic (e.g. gross production tax).
- Add or delete bills from your tracking list as the session progresses.
- Add your own descriptor to a bill so it is easier to find.
- View the status of bills based on your tracking list and search bills introduced since your last log in.
- View the House or Senate Journal to see what action was taken on a bill.
- View each bill version. If more than one, view amendments and see fiscal notes.
- Share your tracking list with your colleagues.

Subscribe to RSS feeds

A convenient and efficient method of tracking bills is by subscribing to an RSS feed. An RSS (Really Simple Syndication) is a free reader that will send an alert to your email inbox every time there is activity on your bill tracking list, committee tracking list, individual bills or scheduled conference committee hearings.

To begin the RSS subscription process:

- Click on the orange RSS graphic (as shown here) located on the page of the information you want to collect.
- Copy the URL displayed and add it to your RSS feeds folder in Microsoft Outlook.
- Once you have subscribed, click on the “view article” link in the email and it will take you directly to the activity that prompted the alert.



If you are new to RSS or cannot find the RSS feed folder in your Microsoft Outlook, contact your system administrator or look for information and tutorial links in the user manual on the ND Legislative Council website.

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Mike McHugh, Education Coordinator
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Every Pilot is a Student

Continuous learning is a part of the world of aviation. Although there is no written curriculum for the continuum of learning for a pilot, each flight brings a new learning experience. There are many ways for a pilot to learn, including FAA safety seminars, industry publications, online webinars, videos, blogs, and the Saturday morning “hangar flying” coffee session at the airport. Along with these sources of information, learning should occur on every flight and through the BFR process. If you have never had a chance to attend the Upper Midwest Aviation Symposium (UMAS), this opportunity to attend formal learning sessions and learn from fellow aviation enthusiasts through informal networking is a great opportunity to learn and share.

Pilots seek to improve their skills from flight to flight, constantly analyzing the factors that contributed to a great landing, or what improvements could be made for a better one next time. After being a classroom teacher, I have found that personal interaction and hand-on learning is one of the best ways to grow one’s knowledge. Although we can’t make it to every conference, safety seminar or other face-to-face learning experience, I would encourage you to attend UMAS this year and in the future. Some highlights of this year’s schedule include:

- Howie Franklin: The future of GA Airports and a banquet presentation highlighting his experiences on Air Force One

- Jay Flowers: A good chance to attend an FAA FFAST Team Safety Seminar
- Powder River MOA updates
- Updates from the North Dakota Aeronautics Commission
- UAS updates from the Northern Plains UAS Test Site and Sky Skopes
- FAA updates for airports and mechanics
- The North Dakota Aviation Hall of Fame awards banquet
- Networking opportunities with other attendees and exhibitors
- And the schedule is still filling up!

If you are unable to attend UMAS, you can find an updated list of learning opportunities on our website: www.aero.nd.gov/events or the FAA FFAST Team website: www.faasafety.gov

For more information about UMAS, please visit the council’s website www.ndac.aero or download the app for your smartphone.

Remember that learning is lifelong. Whatever method you choose to continue learning, sharing your knowledge and experiences is sure to benefit yourself and those around you. If you would like to share your knowledge and/or experiences with us at UMAS, contact a council representative, and we will work to ensure that you are put on the schedule. I look forward to seeing you in March!

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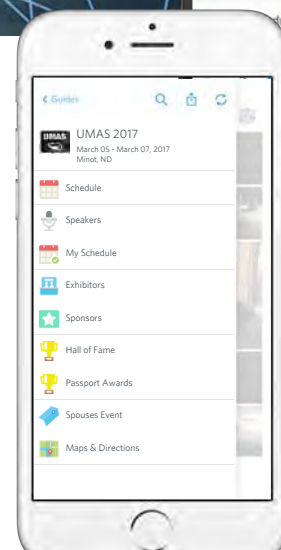
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Aviation Day at the Capitol

In the Memorial Hall

Tuesday, March 27, 2017

8:00 am – 3:00 pm

Join the AVIATION
COMMUNITY in
celebrating aviation
in our GREAT STATE
with the 65th
Legislative Assembly.

If you are interested in hosting
a booth during this event,
please contact Mike McHugh
(mmchugh@nd.gov)
with the North Dakota
Aeronautics Commission.

You're Invited: Aviation Day at the Capital is a way for the industry to promote aviation at the Capital. For those that have never been to an Aviation Day event, North Dakota's aviation alphabet groups, Fixed Base Operations, aviation companies, and aviation supporters gather in Memorial Hall of the North Dakota Capital to promote our valuable industry.

Throughout the day, we are able to discuss our industry with the Governor, Legislators, and other elected officials as they come and go between meetings.

I hope to see you there.
-Matthew Remyense

Another First North Dakota UAS Industry Steps Ahead of the Competition with Beyond-Line-of-Sight Operations



This week, North Dakota took another step to stay ahead of the competition in unmanned aerial systems (UAS) research development and training. The Federal Aviation Administration (FAA) approved beyond-line-of-sight operations for the Northern Plains UAS Test Site, allowing companies in our state to conduct UAS operations that are not possible anywhere else in the nation. At the same time, this authorization will attract government and military agencies to our state, such as the Air Force, the Department of Homeland Security, and NASA, as they work to integrate UAS into the national air space (NAS)/

Beyond-visual-line-of-sight operability means being able to fly a remotely piloted aircraft without a ground observer or chase plane. It is a vital capability, because in order to use UAS for commercial applications, they will have to be flown beyond the line of sight in the NAS concurrently with piloted aircraft and other UAS.

Remotely piloted aircraft are already being used by our military overseas and by the Customer and Border Patrol at home. They are also being used, to limited extent, in agriculture, energy, and some other industries. Someday, however, they will be used routinely by farmers to more efficiently irrigate and reduce pesticide use by builders and architects on constructions sites and by engineers to monitor pipelines and transmission lines. You may at some time in the future even get your Christmas presents delivered by UAS to your front door. The uses are limited only by the imagination.

We were the first to be granted this operability due to our hard work for more than a decade to make our state the ideal location to initiate this capability. It started in 2006, during my time as governor, when we established the Unmanned Aircraft Systems Center of Excellence at the University of North Dakota's John D. Odegard School of Aerospace Sciences. Our objective was to secure UAS missions for the Grand Forks Air Force Base and the North Dakota Air National Guard in Fargo. From there, we started building a path forward by, among other things:

- Establishing Grand Sky at the Grand Forks Air Force Base.
- Creating the FAA's test site program, which includes the North Plains UAS Test Site.
- Securing funding to upgrade the DASR-11 digital radar system at Grand Forks.

The Northern Plains UAS Test Site has already made remarkable gains, such as night-time operations, flying multiple aircraft in the same airspace, and researching and testing aircraft at altitudes up to 1,200 feet, and Grand Sky is growing space with major global companies like Northrop Grumman and General Atomics in residence at the tech park. Beyond-line-of-sight authorization further cements North Dakota's position as a leader in the UAS industry. There's much more to do, of course, and I am committed to supporting that effort, but today North Dakotans can be proud of our growing role in this exciting new industry.



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Upper Midwest Aviation Symposium

Howie Franklin Keynote Speaker



Imagine the abundance of stories a person would have if they worked personally with five leaders of the United States. Howie Franklin, the keynote speaker for the Upper Midwest Aviation Symposium (UMAS) 2017, was the first United States Air Force flight attendant to serve five Presidents aboard Air Force One, and he has the stories to prove it. In his younger days, Howie worked as a waiter for the Jet-set crowd at the ritzy Talisman Yacht Club on Fire Island, New York. Unknowingly, his experience serving the rich and famous prepared him for a career he never imagined he would have. He joined the Air Force at age 20 to avoid being drafted into the Army during the Vietnam War, and ended up working in food service. Howie wasn't fond of his job though, and was counting down the days until he was done, when he was given the opportunity to work as a flight attendant. Soon Howie was traveling the world, attending to high-ranking military officials and government leaders. One such person was Dr. Henry Kissinger during his famous shuttle diplomacy trips under the Nixon and Ford administrations in the 1970s. Soon after, Howie became a part of the famous 89th Wing, serving aboard Air Force One. For 18 years, he served five different presidents: Ford, Carter, Reagan, Bush, and Clinton. Listening to Howie's stories about each president allows you to imagine yourself riding along on a presidential mission, sitting next to them aboard Air Force One. Howie spent 29 years in the Air Force, 18 of those on the presidential aircraft, and he reached the rank of Chief Master Sergeant. Over time, he came to realize that all the people he had served, from those at the Talisman Yacht Club to the President of the United States, may been famous, but they were still human. Currently, Howie works as Director of Cape Fear Regional Jetport at Howie Franklin Field, and is the past president and a current member of the Executive Board of Directors of the North Carolina Airports Association. Howie's years of experience both as a flight attendant and managing an airport provide him with entertaining and expert material on General Aviation.

Come listen to his stories and learn from his experiences at UMAS 2017!

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Ben West, Airport Planner
North Dakota Aeronautics Commission



Airport Funding 101

It would seem there are misconceptions from the public in believing that airports have an endless supply of funds to utilize on infrastructure projects. This thought process comes from the fact that some airports can tap into federal and state funding, which means, at least in the mind of the general public, an endless supply of funds are just waiting to be snatched up by anyone who would like to partake. Additionally, the general public sees those airline and baggage fees and assumes that their money will end up with their local airport. None of the above statements are true; airport funding is a delicate dance between the airport, Federal Aviation Administration (FAA) and state. In reality, funding shortfalls are very common in airport planning, and development needs outweigh the availability of funding sources. With that said, let's talk about how airport funding really works.

In North Dakota, we have 89 public-use airports. Of those 89, there are eight Commercial Serve airports and 81 General Aviation (GA) airports. For purposes of federal funding and this discussion, there are 53 airports in the National Plan of Integrated Airport Systems (NPIAS) and 36 airports that are Non-NPIAS (Non-NPIAS airports usually only have local and state funding with no federal funding). NPIAS airports are those identified by the federal government to be significant to the national air transportation in the United States, and they are eligible for federal grants under the Airport Improvement Program (AIP). The AIP provides grants to the NPIAS airports for planning and development. Under this program, Congress must appropriate a minimum of \$3.2 billion each fiscal year for these airports to have their \$150,000 entitlements available to use (we will discuss entitlements shortly). Now that we have a foundation for federal funding, it is important to understand the process and eligibility to use these funds.

Federal funds come with many assurances and obligations. Airports cannot just use these funds for anything that they can dream up. First, there must be an eligible sponsor. "Sponsor" is the term used by the FAA to refer to recipients of AIP grants. The sponsor must be legally, financially, and otherwise able to assume and carry out the obligations required of an AIP grant agreement. The sponsor can be any of the following: planning agencies, public entities, certain privately owned airports, or a State. Not only must the sponsor be eligible, but the project must be eligible.

Eligible projects include: improvements to enhance airport safety, capacity, security and environmental issues. Examples of ineligible improvements include: landscaping, artwork, airport operational costs (salaries, operations equipment and supplies) or exclusive use areas. Typically, the federal share for these eligible costs are up to 90%, if federal funds are available. That

means that the airport must have local funds (other than federal funding sources) to cover the last 10% of the eligible project costs. In North Dakota, the Aeronautics Commission has a grant program to cover 5% of the local share, leaving 5% as the airport's responsibility. The AIP grant money available for each NPIAS airport is called entitlements.

Entitlement amounts (per federal fiscal year) for commercial service airports are based on the number of commercial airline passenger enplanements at each individual airport. As mentioned previously, GA airports receive \$150,000 per fiscal year. These entitlements can be saved up to three fiscal years to pay for larger projects, or they expire and are returned to the AIP pot. When airports need additional funds because their entitlements are not enough, there are two other federal AIP funding sources: discretionary and state apportionment.

Discretionary grants are difficult to receive because airports compete for these dollars based on a national priority system. Safety, security, reconstruction, capacity and standards are the types of projects with the highest priority. State Apportionment, despite the name, is federal funding and not state funding. This funding is available for a state to allocate toward projects that are determined to be a high priority, but still must be approved by the FAA. It is important to understand that airports who receive AIP funding are required to abide by their assurances and obligations to include protecting the airport's airspace and maintaining the ever changing federal regulations; airports in non-compliance can potentially lose their federal entitlements.

In closing, it is important for cities and counties to understand that their actions, such as zoning and building municipal infrastructure (residential or commercial) too close or within an airport's boundaries, could result in the airport being non-compliant with the FAA and potentially risk losing their federal entitlement funding. It is equally as important for cities and counties to know that airports are obligated by federal assurances and almost always need more funding than is usually available for planning and development. These organizations should not put undue financial burdens on their local airports, e.g. special assessments with no direct benefit to the airport, and should find ways to help airports fund their local share that is not federally eligible. I hope this gives everyone a clearer picture of how airport funding works. If you have additional questions, please feel free to call the local FAA ADO office in Bismarck or the North Dakota Aeronautics Commission at 701-328-9650.

*Be Safe Out There in the Air,
Benjamin*

Powder River Training Complex Update

By Fred Adams

AOPA and the 28 Bomb Wing from Ellsworth AFB held the first Powder River Council meeting on November 18, 2016 at Ellsworth AFB, South Dakota.

I was asked by the North Dakota Aviation Council to be in attendance as a representative for General Aviation in North Dakota. There were approximately 30 people in attendance representing state aeronautics offices from North Dakota, Montana, South Dakota, and Wyoming; AOPA, NBAA, FAA, 28 Bomb Wing, South Dakota Stock Growers Association, ranchers, and Bowman, Baker, and Dickinson airports.

The Powder River Training Complex (PRTC) has been up and operating for a year now, and this meeting was to bring stakeholders together.

Most of the four parts of the PRTC has low MOA, high MOA, and an ATCAA above that. Currently PR4 does not have a low MOA, but that is scheduled for summer 2017, when recall communication becomes available.

There are numerous exclusions to the low MOA, so please refer to a current sectional chart and ask during your preflight briefing. There is an online PRTC usage schedule available at <http://sua.faa.gov>, and this site is not the most user friendly, which was voiced more than once at this meeting. The low MOA are typically 500 AGL up to 11,999 MSL, the high MOA are from

12,000 MSL up to 17,999 MSL, and the ATCAA begin at FL180 up to FL260.

In addition to the MOAs and ATCAA, there is Gateway East ATCAA, which is only used during Large Force Exercise (LFE) and Gateway West, which can be used daily.

There are three FAA Air Route Traffic Control Centers involved the PRTC: Denver, Salt Lake, and Minneapolis. Salt Lake coordinates with Ellsworth AFB, and then, Salt Lake will call the other two ARTCC as necessary.

There are three GAPS for IFR traffic that can be used except during LFE.

A concern voiced during the meeting is that there currently is not a way to collect data for General Aviation users. I have recommended to Chairman Simmers that the Aviation Council's website should add a link on the homepage to provide the ability to fill out a form with necessary data. This data can be reviewed and collected to see if there are trends that need to be addressed. I hope this gets approved and then shared with the other states to collect data also.

I heard concerns from the following groups of GA users.

- Farmers and Ranchers having livestock spooked.
- Farmers and Ranchers not wanting to fly in regards to their business while the low MOAs are active.



Are you talking to me?

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- Airport operators who have flight training within the low MOAs.
- FAA part 135 operators trying to conduct their flight operations, both low level and into and out of PTRC.
- Business aviation operators who are trying to support their business with safe and cost effective air transportation.

Increased and improved communication between GA users and Ellsworth AFB was a common thread during the meeting. Providing a more “user friendly” web site with the ability to see any segment of PRTC together, low MOA, High MOA, and ATCAA.

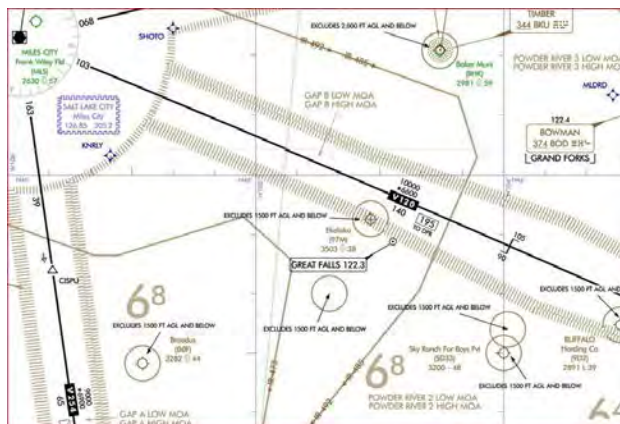
The 28 Bomb Wing gave a new presentation on how they typically operate. The request to schedule part of PRTC needs to be sent to Ellsworth the day before, and this is then put on the website listed above. These blocks of time are scheduled times and actual operations may not be the same, that is, they may start later or finish earlier, but cannot go outside the previously scheduled times.

LFE require 72 hour notice and are scheduled finding the notification is not always simple. For example, I was collecting data just before this meeting with some Part 91 operators, and they did not know of the LFE scheduled to start in two days.

I think most of us know that radar and voice communications near the corner of PR 2-3-4 by Belle Fourche is poor. During this meeting, the representative from the Salt Lake center provided Montana. Here is part of his email:



I confirmed with ZDV that their new frequency is 127.95/338.2. ZLC's frequency at the same location will be 132.425/317.45 on 12/8/2016. The proposed location for both of the SBUECs is 97M and is being worked on with an expected completion in January 2017:



All three ARTCC have their screens flash 15 minutes before the scheduled times of use within PRTC airspace, so the controllers can start to move traffic out of the segment (s) of PRTC scheduled for that day. If the bombers get done early and clear out of PRTC, then the airspace is returned to normal use. Flight Service will not know of early exit from the PRTC by the bombers, only the 3 ARTCC and Billings Approach.

The bombers have 2 radios, one is both UHF/VHF and the second is UHF only. When ATC clears the bombers into PRTC, they switched to “Belle Fourche” on UHF, and their second radio is on a frequency between aircraft. There is no way to hear GA aircraft communications on a VHR frequency.

The safe altitude within all of PRC for the bombers is 7,000 MSL. The bombers will level off and typically turn their radar to look for other aircraft as a primary target. The bomber's radar is best at mapping terrain, and that is what is used once the operational or training mission is under way. Some typical altitudes are 1,000 AGL for some missions, yet low level qualifications typically need 500 AGL with autopilot on coupled to terrain avoidance mode.

Look for a presentation at the Upper Midwest Aviation Symposium on this topic.

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including Conan, NatGeo, Discovery, Science Channel,
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Wall Street Journal and Make Magazine.*

A large commercial airplane is shown from a low angle on a tarmac. The aircraft's wing and engine are prominent in the foreground. In the background, a circular navigation chart or radar screen is overlaid on the image, showing various flight paths and data. The overall scene is set against a warm, golden light, possibly from a low sun.

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Remembering Pearl Harbor December 7, 1941

By Darrel Pittman

As I write this, the date is December 7. Many of you were born after that day in 1941, and have no personal memories of that day. This article is to remind you of the significance of the events that unfolded on December 7, 1941.

Seventy-five years ago; it was an early Sunday morning and everything was quite at Pearl Harbor, the United States Navy Base located on the south coast of Oahu, Hawaii. Suddenly Japanese Imperial Air Force fighters and dive bombers attacked without warning. The attack lasted 110 minutes, from 7:55 a.m. until 9:45 a.m. A total of 2,335 United States servicemen were killed, and 1,143 were wounded.

Much of the United States Navy fleet stationed at Pearl Harbor was destroyed. Among the Battleships destroyed were the USS Oklahoma and the USS Arizona. The Oklahoma was eventually refloated, refurbished and used in WWII by our Navy.

On November 23, 2016 I watched a 2-hour documentary on PBS, which previewed the USS Oklahoma and the USS Arizona. The Arizona still lies where it was sunk, with 1177 men still entombed there. This heartbreaking documentary used remote cameras to show the lower decks of the Arizona including areas

that have not been seen since the ship was sunk.

My personal memories include the speech made by President Franklin Roosevelt to Congress on December 8 declaring that December 7, 1941 was "a date which will live in infamy." I was 6-years-old when he made that speech.

I graduated from high school and lived for many years in Mesa, Arizona. On December 7 of each year, Mesa High School has a tradition of honoring that day. The ceremony is open to the public and folks from all over the state come to participate. Today, I still remember that vivid day they commemorate, and will as long as I live. Hopefully, that is a few years from now! In a book I read, the claim was that Japan had been planning it since around the mid-1930s.

Please don't forget the Upper Midwest Aviation Symposium (UMAS) is in Minot this year at the Holiday Inn. Dates are March 5-7. Make your reservations now.

See you there. Cleared for Takeoff, Darrel



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HIGHLIGHTS

Sunday, March 5

Icebreaker Event at Dakota Territory Air Museum, open to the public.

Monday, March 6

Many Educational Sessions
Vendor's Night with Guest Speaker

Tuesday, March 7

Many Educational Sessions
Awards Banquet and Dinner

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Volunteering and Promoting Aviation in North Dakota

By Lesa Hagen, Fargo Air Museum

As we look back at the exciting events that took place at the Fargo Air Museum in 2016, and we look forward with anticipation to 2017, the Fargo Air Museum would like to acknowledge the importance of promoting the field of aviation, as well as the volunteers that help make it happen.

Youth Aviation Education Camps were a huge focus for the museum in 2016. Our goal was to provide free camps at the museum once a month to Junior Aviators ages 6 to 10 and Senior Aviators ages 11 to 18. The Junior Aviators attend aviation camps from 10 a.m. to Noon, and the Senior Aviators attend from 10:15 a.m. to 3 p.m. These camps all vary in their topics, but have several things in common – they are all based around aviation, they are “hands-on,” and they introduce students to the wide range of opportunities found in aviation careers.

At the Aviation Welding camp, Junior Aviators got to try on the welding equipment. The Senior Aviators tried their hands at welding, and took home welding plates to prove what great welders they are.

Aviation Model Building Camp opened the doors for Senior Aviator students to put together a process model of aircraft systems. Then they used special foam and foam cutters to design and build their own aircraft model. The Junior Aviators used foam plates and constructed gliders and then experimented with cutting, shaping, and weighing the gliders to improve their performance.

At our Aviation Orienteering Camp, we heard from a WWII Paratrooper what it was like to jump out of a C-47 during the war. We learned WWII paratroopers studied sand-tables that were a mock-up of the place they would be landing. It helped them identify hills, water, and other landmarks once they had parachuted and landed.

That's just a small sampling of the eleven different youth aviation camps we hosted in 2016.

The Fargo Air Museum would like to send our sincerest appreciation to the volunteers that helped make these camps possible:

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2016 Youth Camp Guest Speakers:

Chris Hanson (Bob 95), Toby McPherson (Tall Towers Aviation), Fargo Mayor Tim Mahoney, Major Ryan Becker (USAF from the 119th Wing N.D. Air National Guard), WWII Paratrooper Merle McMorrow, Sgt Chris Eppler (N.D Army National Guard), Michael Hagen (Olaf Anderson Constr.), Robert Hahn (Valley News Live), Vern Whitten (Vern Whitten Photography), Capt. Robert Davidson Intelligence Officer (119th Wing N.D. Air National Guard), Nicholas Butts (Research Staff Engineering Appareo Systems); Dan Loegering, Kevin Rezac, Keith Gilman, and Glen Meyer from FM Area Rocket Society; Alex Goerke, Conrad Toni, Ron Landman, Ryan Jordet, and Ryan Johnson from RC Flyers.

2016 Youth Camp Volunteers:

Dave Mohn – Senior Aviator Camp Leader; Jo Barke – Registration Table; Russ Stabler-Photographer, Camp Assistant and Tour Guide; Brandi Flinn, Martin Carena-Santiago, Sam Kennedy, Braden Hagen, Can Green, and Logan Klockman – Camp Assistants

These camps would not be possible without the donations and grant funding that we received throughout the year. The museum would like to offer our heart-felt thanks to the following organizations:

North Dakota Aeronautics Commission for providing admission funding so all students could attend the monthly youth camps free of charge regardless of their ability to pay. We have heard from foster parents and others that without the “free admission” they wouldn’t be able to afford to bring their kids to the camps. What a great way to reach children with positive educational opportunities!

FM Area Foundation, Lake Agassiz Kiwanis, and North Dakota Aeronautics Commission for the donation of funds for education equipment and supplies. From a roof top weather station to safety goggles, these organizations provided much needed blessings!

McNeilus Steel Inc. for donating aluminum sheets for our aviation metal works class. Hands-on is what kids do best! The riveting camp is a challenge students are sure to love!

Volunteering is a fun way to encourage

youth to pursue aviation as a hobby and the many career paths aviation has to offer. I hope that you will consider volunteering at your local airport, air museum, the North Dakota Aviation Council, or one of the many aviation events happening around our state. Your efforts are sure to be appreciated and you will have an impact on the future of aviation in our state. Even small gifts of time are always appreciated.



*If you would like to bless the Fargo Air Museum and its visitors by volunteering your time and talents or providing donations, please contact us by phone (701) 293-8043, e-mail communication@fargoairmuseum.org, or stop in and see us at 1609 19th Avenue North in Fargo.

We look forward to serving even more aviation enthusiasts in 2017!



2017 Youth Aviation Camps

Fargo Air Museum's
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5-10 & 11-18

All camps subject to change.

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www.fargoairmuseum.com/camps

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- **MARCH 11, 2017 AVIATION PAINTING**
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- **MAY 13, 2017 EMERGENCY PREPAREDNESS**
- **JUNE 10, 2017 AVIATION FIRE SAFETY**
- **JULY 8, 2017 AVIATION TRAFFIC SAFETY**
- **AUGUST 12, 2017 ROBOTICS**
- **SEPT. 9, 2017 DRONES**
- **OCTOBER 14, 2017 SPACE EXPLORATION**
- **NOVEMBER 11, 2017 AVIATION COMPOSITES**

We would like to thank the **ND Aeronautics Commission** for providing grant funding for students to attend free of charge.
And thank-you to **FM Area Foundation** and **Lake Agassiz Kiwanis** for providing grant money to purchase equipment and supplies for the camps.

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White House Makes it Easier for Private Pilots to Complete Medical Exams

By Melanie Zanoma, The Hill

The White House finalized a rule on Tuesday that will make it easier for private pilots to complete medical exams that are necessary for flying, delivering a major win for the general aviation industry.

The regulation, known as "BasicMed," allows private pilots to fly without holding a Federal Aviation Administration (FAA) medical certificate as long as they have held a medical certificate in the last ten years and have a valid driver's license.

Pilots will still be required to undergo a medical examination every four years and complete a medical education course under the new rule.

But officials say the process will be easier and cheaper for pilots because they can have their medical form signed by a family physician, instead of having to undergo a physical examination with an FAA-designated aviation medical examiner.

"They have a relationship with their regular physicians, see them on a regular basis," FAA Administrator Michael Huerta said on a press call with reporters. "So it's essentially providing pilots the flexibility to maintain that relationship with their regular physician without making a special appointment to see another

one who may only be seeing them every five years and might not be as familiar with their medical history."

Huerta emphasized that the rule is not lowering the medical standards for private pilots, but instead providing an "alternative path" for them to complete necessary medical exams.

BasicMed only covers pilots operating aircraft that weigh less than 6,000 pounds and have a maximum of six passengers on board, including the pilot.

Congress required the FAA to draft the regulation in a short-term aviation bill last summer.

The general aviation industry has been pushing for so-called third-class medical reform for years, despite heavy opposition from the airline pilots union.

"BasicMed is the best thing to happen to general aviation in decades," said Mark Baker, president and CEO of the Aircraft Owners and Pilots Association (AOPA). "By putting medical decisions in the hands of pilots and their doctors, instead of the FAA, these reforms will improve safety while reducing burdensome and ineffective bureaucracy that has thwarted participation in general aviation."



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AOPA ASI, UND Study Stabilized Approach

Contact: Joe Kildea | 301-695-2159 | joe.kildea@aopa.org

On the heels of the NTSB's Nov. 14 release of its "Most Wanted" list of transportation safety improvements that included general aviation loss of control, the University of North Dakota, in partnership with the Aircraft Owners and Pilots Association (AOPA) Air Safety Institute (ASI), announced that it is studying the use of a continuous turning approach or "circular pattern" as an alternative to the traditional "box" or rectangular traffic pattern.

Reduction of in-flight loss-of-control accidents continues to be identified by the NTSB as a most-wanted safety improvement. Working with senior NTSB officials at a recent loss-of-control panel, the idea was formed that UND and AOPA team up to explore how simple procedural and training methodology changes in the landing pattern might improve safety and reduce loss-of-control accidents.

The hypothesis to be studied is that in contrast with a rectangular pattern, a continuous turn from downwind to final may provide for increased stability, reduced pilot workload, and a constant bank angle throughout the maneuver, helping pilots better manage angle-of-attack variances. Additionally, the use of a continuous turning approach has the potential to reduce the likelihood of overshooting a runway during base-to-final turns, a scenario that has resulted in multiple stall/spin accidents due to aggressive corrective maneuvering. Depending on the results of the study, this procedure may serve as a mitigating technique to reduce the likelihood of loss-of-control accidents during the landing phase of flight.

"It's too early to say for sure if the continuous turn to final method will be a safer, more stabilized way to land. But what we do know is general aviation has been flying the rectangular pattern for decades, and based on substantial

loss-of-control accident data in the landing pattern, we believe it's time to conduct research to determine if there is a potentially safer alternative," said George Perry, senior vice president of AOPA's Air

Safety Institute. "The U.S. military, commercial airlines, and many airline ab initio programs already utilize the continuous approach turn as the standard to support safe landing pattern operations. We should determine which is safer for general aviation, and this study will help us find the answer."

"The research will consist of flight data analysis to evaluate differences between the circular pattern and the rectangular pattern," noted Lewis Archer from UND's aviation department. "Variables that will be analyzed include bank angle, airspeed, and runway overshoot." Lewis continued, "Although the study is in its early phases, and it's far too soon to draw any definitive conclusions, the new procedure has already been studied and practiced by a select group of UND instructor pilots and initial data collection has been going quite well."

The study is ongoing, and both UND and the Air Safety Institute are hopeful that results will be available sometime in early 2017.



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AOPA ASI Releases Video on Low Altitude Maneuvering

Contact: Joe Kildea | 301-695-2159 | joe.kildea@aopa.org



The Aircraft Owners and Pilots Association (AOPA) Air Safety Institute (ASI) released a video on maneuvering aircraft at low altitude. *Margins of Safety: Low Altitude Maneuvering* is the fourth and final ASI video in a series looking at maneuvering.

"Maneuvering an aircraft at low altitude is something pilots do on every flight," said ASI Senior Vice President George Perry.

"While it's not much different than maneuvering at altitude, there are a number of unique factors to consider which we address in the video."

Margins of Safety: Low Altitude Maneuvering was made possible by the Tom Davis Fund.

To make a TAX FREE donation to the North Dakota Aviation Hall of Fame:

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Compliance Philosophy and Airman Rights



Jay M. Flowers / FAA Safety Team Program Manager, OPS, North Dakota, 701-492-5809, jay.m.flowers@faa.gov

Things are a bit different today in the FAA. For years, the FAA was limited to only a few tools with which to gain compliance from an Airman. Under the new Compliance Philosophy, we really can say “we are here to help”
Let’s take a look at the basics and how the new way of doing business will affect you as an airman.

Compliance Philosophy:

In 2015, the FAA in an effort to embrace a “just culture” implemented a new Compliance Philosophy. A “just culture” is one that has both an expectation of, and an appreciation for, self-disclosure of errors. A “just culture” allows for due consideration of honest mistakes, especially in a complex system like the NAS. But even unintentional errors can have a serious adverse impact on safety, and so we must ensure that the underlying safety concern is fixed in all cases.

Our objective is to identify safety issues that underlie deviations from standards and correct them as effectively, quickly, and efficiently as possible. Our view of compliance stresses a problem-solving approach (i.e., engagement, root-cause analysis, transparency, and information exchange) where the goal is to enhance the safety performance of individual and organizational certificate holders. An open and transparent exchange of information requires mutual cooperation and trust that can be challenging to achieve in a traditional, enforcement-focused regulatory model.

“We prefer to work with you to correctly identify and fix the root causes of a deviation”

Airman Rights:

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

Under the compliance philosophy, we hope to work with you to resolve any noncompliance with the regulations (14 CFR) without the need for a legal enforcement action. While legal enforcement action is generally not anticipated, the Pilot’s Bill of Rights (Public Law 112-153) requires that you receive this information:

The nature of this investigation is to identify safety issues that underlie the apparent regulatory noncompliance in connection with:

(an event under investigation by the Flight Standards District Office...)

If we confirm your noncompliance with FAA regulations,

we will use the information gathered in this investigation to determine the most efficient and effective means to return you to full compliance and to prevent recurrence.

Any response you make to an inquiry by a representative of the FAA Administrator in connection with this investigation may be used as evidence if legal enforcement action becomes necessary. You are entitled to access or otherwise obtain air traffic data in the possession of the FAA that would facilitate your ability to productively participate in a proceeding relating to this investigation.

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

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

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

FREE FIRST LESSON



The EAA Young Eagles program is offering a free first flight lesson to interested youth.

www.youngeagles.org

Compliance Action:

The Compliance Philosophy represents a focus on using—where appropriate—non-enforcement methods, or “Compliance Action.” Compliance Action is a new term to describe the FAA’s non-enforcement methods for correcting unintentional deviations or noncompliance that arise from factors such as flawed systems and procedures, simple mistakes, lack of understanding, or diminished skills.

*A Compliance Action is not adjudication, nor does it constitute a finding of violation. A Compliance Action is intended as an **open and transparent** safety information exchange between FAA personnel and you. **Its only purpose is to restore compliance and to identify and correct the underlying causes that led to the deviation.***

- *Examples of Compliance Actions include on-the-spot corrections, counseling, and additional training (including remedial training).*

Generally, if you are qualified and both willing and able to cooperate, the FAA will resolve the issue with compliance tools, techniques, concepts, and programs. Only on discovery of behavior indicating an unwillingness or inability to comply, or evidence that, for example, supports an intentional deviation, reckless or criminal behavior, or other significant safety risk, does the FAA consider an individual ineligible for a Compliance Action.

“We prefer to work with you to correctly identify and fix the root causes of a deviation”

Working Together:

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

We prefer to work with you to correctly identify and fix the root causes of a deviation. In all cases, we investigate the matter on behalf of the public’s safety interest. Working together, we in the aviation community have achieved a safety record that is unsurpassed. We must continue to set the gold standard when it comes to safety. We must focus on the most fundamental goal: find problems in the NAS before they result in an incident or accident, use the most appropriate tools to fix those problems, and monitor the situation to ensure compliance now and for the future.

This information and more is available at your local Flight Standards District Office, Fargo FSDO (701) 492-5800.

Safety is a motivated action which requires attention, skill, and refreshment throughout time.



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Rod Brekken

Cold Winds and Warm Thoughts

As you read this, we will have had winter for quite some time. The fall weather hung on and led us into believing it was here to stay. Then, winter reared its ugly head and struck with vengeance! High winds, relentless snow, drifting snow, more wind, cold and blustery weather that continued on for what seemed like weeks on end! Roads closed, people stranded in their cars, in their homes, in other people's homes, and in places they didn't want to be. Schools closed, universities closed, businesses closed, and everyone had to stay wherever they were! Then it got cold, REALLY cold, and the wind kept blowing and the snow kept falling! I don't know what the weather forecast is today as you read this, but I have an idea it's different than it was yesterday, and it will most likely be different tomorrow too. Yup, that's cuz we live in North Dakota, where the north wind blows and the snow moves with it. We live here because we like it here! Yes we do.....just admit it. You like it that most every day is different than the last, and will most likely it will be different tomorrow. A common comment is we like it cuz it keeps "the riffraff out"! I think that's

likely true, mostly any way.

The "warm thoughts" of this writing are that I hope during all the bad weather we endure most every year, we take stock and enjoy the warm thoughts and good times with our families and friends. Yes, I mean your own personal families, but I also mean our aviation families. We are a small community of good friends and family in aviation.

Some good friends, who you will name here in your heart, have left us this past year to fly with "Gods angels", and we are going to miss them all terribly. We are thankful that they are at peace and suffer no longer. Those of us who remain, will hold the memories we made with them in our hearts for the rest of our lives, and will remember the joyous time we had with them here on earth and in the stormy clouds above. Rest in peace Hans.

*Peace to you and your families,
and "warms thoughts" always!*
Rod Brekken

Weather Modification International and University of North Dakota Sign Purchase and Cooperation Agreement

Weather Modification International (WMI) and the University of North Dakota (UND) announced a collaborative partnership that will include the sale of UND's Cessna Citation II weather research aircraft to WMI and expanded joint cooperation between both organizations in developing worldwide atmospheric research programs and educational opportunities for students.

WMI and UND combined will bring unprecedented qualifications to the marketplace with their decades of operational history, modern instrumentation inventory as well as the extensive list of certifications and recognitions both have received in the aviation and atmospheric science fields.

"WMI will begin deploying this Citation II aircraft as an additional platform integrated into the most extensive atmospheric science fleet in the world," says Neil Brackin, President of Weather Modification International. "Building on our position as the global leader in operational cloud

seeding and atmospheric sciences, our strong relationship with the University of North Dakota positively impacts the industry as well as the science and academic communities," adds Brackin.

This cooperation has already resulted in a successful grant award from the North Dakota Centers of Excellence Commission in which WMI and UND will jointly study cloud nucleation temperatures that optimize associated cloud seeding delivery systems in 2017.

"UND is excited to build on our long term relationship with WMI to offer expanded capabilities to the industry and science communities and for our students to have increased exposure to operational and research opportunities in the field of Atmospheric Sciences," says Mike Poellot, chair of UND Atmospheric Sciences Department, part of the John D. Odegard School of Aerospace Sciences.

Eternal FLIGHT



Hans Peter Ahlness, 55, of Fargo, died on Dec. 1 when the aircraft he was piloting crashed near Fargo.

Hans' love affair with aviation began at an early age. Encouraged by his close neighbor, Wilbur Brewer, Hans was often seen at the Bowman County Airport, learning whatever he could (bugging whomever he could) about all things aviation-related, as he aspired to take wing himself.

Hans attended the University of North Dakota in Grand Forks, ND, from 1979 to 1983, earning his Bachelor of Business Administration in Aviation Administration while pursuing a pilot's license. He held his Commercial Aviation License with his Single-/Multi-Engine Instrument rating, as well as his Certified Flight Instructor licenses (CFI, CFII, MEI). In addition to those many ratings, Hans was an Airframe and Powerplant mechanic with his Inspection Authorization, which he earned at Dakota Aero Tech in Fargo.

Hans' flying career seemed preordained as flying emerged early as the focus of his professional life. His career flying cloud seeding missions began in the summer of aught '82, when he flew as a UND intern co-pilot on the Bowman-based turbo Twin Comanche. In subsequent summers he flew as a captain on the project, eventually accruing 35 seasons on the North Dakota project. In the earlier years, he worked as both aircraft mechanic and project pilot! In 1985, Hans became a full-time employee at Weather Modification, Inc., where he remained employed as Vice President of Operations until his death. He was active in the weather modification field first as a radar operator on the Brewer Farm, then as pilot, instructor, mechanic, and manager. Over his nearly forty years working in the field he mentored and trained hundreds of pilots (and many field meteorologists!) while flying charter flights intermittently. He was a Weather Modification Association Certified Operator—the first pilot to be so certified—and recently served the WMA as its president.

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Thomas A. Nord, 94, of Pembina, ND passed away Monday, October 31, 2016 at his home. Tom served as a paratrooper in the U.S. Army during World War II in the European Theatre. He started his career in the aviation business in 1952 taking flying lessons in Grafton. While in Grafton, he was in the Auxiliary of the United States Air Force Civil Air Patrol. In 1955, he started his own flying business at the Pembina Airport, which he ran until his retirement in 2000. His piloting awards include: North Dakota Aviation Hall of Fame 1997, State Soaring Record 1966 – still stands today, The Wright Brothers "Master Pilot" Award 2016 given by FAA. Tom was a member of the EAA, Quiet Birdmen, Soaring Society of America, Pembina Airport Authority.



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Did you know ND Aeronautics Commission is on Facebook?

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ND Aeronautics Commission Member Kenville Appointed to National DOT Working Group

The United States Department of Transportation Acting Assistant Secretary for Aviation and International Affairs Jenny T. Rosenberg recently announced the members of the new Working Group on Improving Air Service to Small Communities, which includes Aeronautics Commission member Kim Kenville, from Grand Forks.

The Working Group will consist of 25 stakeholders involved in air transportation to small communities. The group will advise Congress on current and emerging priorities, issues, and funding needs related to providing air service to small communities.

The Working Group was created in accordance with Section 2303 of the FAA Extension, Safety, and Security Act of 2016 (Reauthorization Bill), P.L. 114-190. The Reauthorization Bill established the Working Group and directs the Secretary of

Transportation to issue a report to Congress by July 2017. The inaugural meeting of the Working Group is expected to be held at the end of January.

"We are very excited to have one of our very own Aeronautics Commissioners represented on this National DOT working group," stated Kyle Wanner, Director of the North Dakota Aeronautics Commission. "We know that Commissioner Kenville will work hard to help identify the solutions required to help improve air service to small communities throughout North Dakota and the country."



Kim Kenville



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PILOTS NEEDED

By Ed Burkardt

Fellow pilots,

I don't know about you, but I occasionally get a little peeved when the enormous federal aviation system seems to wander off in a direction I do not personally approve. These are my blue skies too, dammit. What if I could have a voice, at least in my local area of the upper midwest? Well, we can. Who do you think helped adjust the recent Military Operations Area to something that fit General Aviation's needs in addition to the military's. We did, and we could use your inputs on future issues too.


Don't be a bystander, be the type of pilot personality that does something about future issues.

"Pilots Needed"

Seems to be a common phrase these days, and it couldn't be more true. I recently joined the North Dakota Pilots Association (NDPA) and serve on the North Dakota Aviation Council, both are great organizations and I am glad to be a part of both. The NDPA needs more pilots to help our cause and organization to succeed in the future. This is where you come in.

The North Dakota Pilots Association (NDPA) was founded to protect and promote General Aviation in the state of North Dakota. Through education and advocacy, the NDPA works to be the voice of its members. Whether you're a student pilot or an ATP, go visit the North Dakota Aviation Council website and see what both organizations are all about.

By being a member of the NDPA, you have a voice over any concerns you have or are seeing as you are out flying around this great state of North Dakota. It is also a great place to learn about aviation and get in touch with others like you who share our love of flying in these great blue skies.



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Airport Association of North Dakota

By Matthew Remynse

I hope everyone is making it through this tough winter. As an optimist, I look at this winter, as the winter airports across the state can perfect their snow removal operations. For AAND, the winter will go by quickly, as there is much to do

at the 2017 legislative session. AAND has several bills it will be monitoring and providing testimony on. Outlined below is the AAND legislative agenda for this session.

Bank of North Dakota (BND) Loan Infrastructure Program

AAND is working with legislators to insert new language in the North Dakota Century Code that would allow commercial service airports to utilize the BND's infrastructure loan program.

Mill Levy for Capital Projects

AAND is working with legislators to create new language in the century code that would allow airports and airport authorities to be eligible to receive mills from a City or County's Capital Projects Levy.

ND Aeronautics Commission Budget

AAND is supporting the ND Aeronautics Commission's budget. In addition to the base budget, AAND will be requesting the legislators appropriate one-time additional funding for airport capital improvements.

Airport Authorities Act (AAA) Update

A bill has developed by the Legislature that will update the AAA. The bill is not expected to create any material changes to the AAA. The bill's purpose is to update antiquated language that is no longer used.

Energy Impact Funding

AAND will be monitoring the bills related to Energy Impact Funding and supporting any funding the Land Trust Board recommends for western ND airports.

The theme of this year's legislative agenda is to create more resources to assist airports with the financing of their capital projects. This will be a unique challenge, as Governor Burgum's and the Legislature's priorities are to reduce spending and revitalize state and local government.

It's important that your representatives know how aviation benefits their community and/or district. I encourage you to reach out and have these conversations with your local representation. The more the legislature knows and understands about aviation, the greater advocate they can be for our industry during the session. The ND Aeronautics Commission has several great resources on their website where

you can get economic impact and local needs information. The NDAC website has an economic impact flyer for each legislative district.

I would like to end by thanking the ND Aviation Council for their continued support of AAND's legislative efforts. The Council's contribution has made it possible for AAND to have a lobbyist again this session. Odney's public relations team will be a valuable resource in spreading aviation's positive message. Hope to see everyone at the Upper Midwest Aviation Symposium in March; the schedule is shaping up to be great again this year. In the meantime, stay warm, check the NOTAMs, and remember each day is a day closer to spring.

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CALENDAR *of* EVENTS

*Check out the online calendar
for details on these events:
www.NDAC.aero*

February 2017

Fargo Air Museum Youth Camp — Feb 11
KFAR - Fargo Air Museum Aviation Art

Tri-State Aerial Applicators Convention &
PAASS Program — Feb 13-15
St. Cloud, MN
River's Edge Convention Center

Bismarck RC Club Fly-In — Feb 18
Bismarck Golf Dome

March 2017

Upper Midwest Aviation Symposium —
Mar 05-07
Minot, ND Holiday Inn

Fargo Air Museum Youth Camp — Mar 11
KFAR - Fargo Air Museum Aviation Painting

Aviation Day at the State Capitol — Mar 27
Bismarck, ND

April 2017

Fargo Air Museum Youth Camp — Apr 08
KFAR - Fargo Air Museum Aviation
Mechanics

"The Paper Airplane Guy"
Dakota Territory Air Museum — Apr 29
Fargo Air Museum — Apr 30
A visit from John M. Collins - "The Paper
Airplane Guy" - author, educator, and
Guinness world record paper airplane
distance holder.

May 2017

Grafton Municipal Airport — May 07
KGAF Grafton, NDKGAF - EAA Chapter 380
Fly-In / Drive-In

Fargo Air Museum Youth Camp — May 13
KFAR - Fargo Air Museum Emergency
Preparedness

June 2017

Fargo Air Museum Youth Camp — Jun 10
KFAR - Fargo Air Museum Aviation Fire
Safety

July 2017

Mercer County Regional
Airport Fly In — Jul 01
KHZE - Hazen

Fargo Air Museum Youth Camp — Jul 08
KFAR - Fargo Air Museum Aviation Traffic
Safety

August 2017

Fargo Air Museum Youth Camp — Aug 12
KFAR - Fargo Air Museum Robotics

September 2017

Fargo Air Museum Youth Camp — Sep 09
KFAR - Fargo Air Museum Unmanned
Aircraft

October 2017

Fargo Air Museum Youth Camp — Oct 14K
FAR - Fargo Air Museum Space Exploration

November 2017

Fargo Air Museum Youth Camp — Nov 11
KFAR - Fargo Air Museum Composites

*Please send your upcoming
dates to ndaero@nd.gov*

