

NORTH DAKOTA

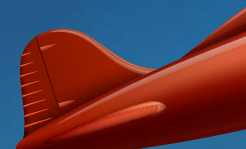
NORTH DAKOTA
AVIATION QUARTERLY **30** Years

Aviation QUARTERLY

Vol. 31 • Issue 1

www.ndac.aero

Winter 2018



Engage. Educate. Motivate.

2018 UPPER MIDWEST AVIATION SYMPOSIUM

March 4-6, 2018 | Delta Hotels by Marriott | Fargo, ND

Guest Speaker: Howie Franklin (Page 13)



North Dakota Aviation


HALL OF FAME

North Dakota Aviation
Hall of Fame Names
2018 Inductee:

Rod Brekken
PAGE 5

UMAS Poster
PAGE 14



Proud Member of



AIR ELITE

A Diamond Service FBO

-  Elevated customer service and facility standards
-  Local expertise
-  Benchmarking The Ritz-Carlton training
-  Elevated FlyBuys Rewards



BismarckAero.com
701 • 223 • 4754

North Dakota Aviation Quarterly (NDAQ)

NORTH DAKOTA
AVIATION QUARTERLY **30** Years

Official Publication of the North Dakota Aviation Council

Statements of fact and opinion are the responsibility of authors alone and do not imply an opinion on the part of officers and members of NDAC, or NDAQ staff. If you've received more than one copy of this newsletter, please share it with a friend.



NORTH DAKOTA AVIATION COUNCIL BOARD MEMBERS

Jon Simmers, Chairman	Airport Association of ND Jim Lawler Shawn Anderson	ND Experimental Aircraft Association Zach Peterson Jake Werner
Jim Lawler, Treasurer	ND Agricultural Aviation Association Matthew Schanilec Andy Tibert	ND Pilots Association Ed Burkardt Ron Lundquist
Gaye Niemiller, Secretary	ND Association of Air Museums Don Larson Robert Miller	ND Professional Aviation Mechanics Association Chad Symington Mike Devries
Rod Brekken, Past Chairman	EXECUTIVE DIRECTOR Staiger Consulting Group Stacy Krumwiede stacy@scgnd.com	ND AERONAUTICS COMMISSION Kyle Wanner, Director Mike McHugh
	ND Business Aviation Association Brad Fields Jeremy Sobolik	

Editorial Committee, ND Aviation Quarterly

Jim Lawler, Mike McHugh, Gaye Niemiller, Zach Peterson, Josh Simmers

Send Address Changes To: ndaero@nd.gov

North Dakota Aviation Quarterly • P.O. Box 5020 • Bismarck, ND 58502-5020
ND Aviation Quarterly is published four times a year (winter, spring, summer and fall).
Advertising deadline is the 1st of the preceding month.

Advertising Contact: 701-328-9653 • ndaviation@yahoo.com • Web: www.ndac.aero

HELPFUL WEB SITES

ND Aeronautics Commission: aero.nd.gov
ND Aviation Council: www.ndac.aero • ND Pilot's Association: www.ndpilots.com
FAA-Fargo FSDO: www.faa.gov/fsdo/far/ • FAA Safety: www.FAASafety.gov



**We are committed to helping
your business thrive.**

We offer Jet and Avgas,
full or partial transport loads.

Contact us today for your competitive quote!



Eddie Anderson
(406) 261-8929
eddiea@cityservicevalcon.com



Jon Simmers, Chairman
North Dakota Aviation Council
JonS@bismarckaero.com

CHAIRMAN'S COMMENTS

Aviation Heritage through a Treasure Hunt

This last summer, I was involved in the overwhelming task that most families go through... cleaning out Grandma and Grandpa's house and the family farm! The week was filled with many mixed emotions, but mostly good memories and warm feelings as we remember the life of my grandparents.

I wanted to take a few moments to share a few of the treasures that we found while cleaning out the the farm. I found several items that reintroduced me to my own aviation heritage.

First, I found a wooden prop that looked like it had been chewed up by a barbed wire fence. After visiting with a few of my aunts and uncles, the story behind the prop is that my Grandpa Francis was a fairly new pilot at the time and was trying to make a good impression with his in-laws. As legend has it, Grandpa's attempt at leaving a good impression was a failure as the aircraft ran right through a fence upon departure; and with several unimpressed spectators witnessing the mishap. Apparently Grandma Irene looked past this mistake as they were happily married for over 55 years!

The next item of interest was my Grandma Irene's logbook. Yes, that's right, during the 1960's, my Grandma held her private pilot's license. At the time, my grandparents used aviation as an important part of farming, ranching, business travel, and the occasional family outing. My grandparents were very involved in the Flying Farmers at the time, an organization that was thriving in the 1960's. Given that aviation was an integral part of their lifestyle, Grandma decided that it was best if she received her license too! Although she only logged a little over 100 hours in her logbook,

her flying activity in the left seat spanned from 1966 through 1974, with countless hours in the right seat flying along with Grandpa. This history of her logbook indicates trips to Bismarck, Jamestown, Valley City, Minot, Devils Lake, Grand Forks, and Jackson, MN. Most of her flights were related to her activity with the Flying Farmers.

As noted above, the 1960's was the swinging era of the Flying Farmers. On June 7, 1967, Grandma received her license in N7900B, a 1966 Cessna 172. Later that year, Grandma was elected the North Dakota Flying Farmers Queen. One of the items that I now display in my office is a Women's Achievement Award that my Grandma received from W.T. Piper on behalf of the International Flying Farmers in 1967. She also received similar recognition from Cessna and the 99's.

Back then, flying was an integral part of agriculture in our state. Airplanes on the farm were common. The last aircraft hangar disappeared in the late 1980's and our family farm was removed from aeronautical charts in approximately 2010 as the runway was no longer maintained for safe operations.

As I share a bit of my family heritage with you, the North Dakota Aviation *Quarterly* committee is preparing several themes over the next 12 months to celebrate the publication's 30th year in existence! I hope these memories can kickstart a few of your aviation heritage memories. Please feel free to

share your heritage stories with me at jons@bismarckaero.com or submit articles or publication ideas to ndaviation@yahoo.com.



- All major and minor repairs
- Annual/100 hr. inspections
- FAA-DAR services
- PT6 hot section inspection and repair by Pratt & Whitney trained technicians



MAINTENANCE, INC.

Casselton Regional Airport (5N8)
#8 Airport Road, Casselton, ND 58012

Trent Teets • 701-347-4680

701-347-4556 FAX

email: trent@aicaviation.com • www.aicaviation.com



AERIAL APPLICATION
AIRCRAFT MAINTENANCE,
REBUILDS & SALES
FLIGHT INSTRUCTION
AERIAL IMAGERY &
PHOTOGRAPHY
AIRSHOWS

NORTH VALLEY
AIRCRAFT
(701) 845-2100
NORTHVALLEYAIRCRAFT.COM

LOCATED ON THE BARNES
COUNTY AIRPORT
KBAC



Kyle Wanner, Director
North Dakota Aeronautics Commission
701-328-9650 | kcwanner@nd.gov



DIRECTOR'S Chair

Be a Spark

The theme for this anniversary issue of the Aviation Quarterly is “Roots.” I think it is exceptionally important to occasionally take a step back and think about how we got where we are and acknowledge those who helped us along the way.

Everyone involved in the aviation industry has their own unique story of why they decided to choose their career path. I often hear stories of close relatives or family friends that have inspired others to take a look at aviation and I have also met those that have found their own way simply due to an internal desire to be affiliated with the wonder of flight. Coming from a family without a large aviation background, my story is more of the latter. I have always looked up in the sky and loved seeing aircraft pass overhead... always thinking how amazing it would be if I would have an opportunity to be involved in some way with those flying machines.

This desire drove me to consider attending a school that offered courses in aeronautical sciences. Being a home grown North Dakotan, I didn’t have to look far and was eventually accepted into the University of North Dakota aviation program. I originally had a desire to work as an air traffic controller but also wanted to leave my career options open, so the decision was made to pursue both a degree in ATC and another in airport management. Most importantly, I was excited to have the opportunity to get my private pilot license. It is hard to think of many other times in my life that I was so excited about an accomplishment as the day when I passed my final check ride.

As a university student, I spent two summers working as a hot tar roofer in Bismarck and even spent most of a summer on top of the Kirkwood mall. Coincidentally, the mall is located on the final approach of Bismarck’s Runway 13 which occasionally allowed me to see aircraft directly overhead. My memory can recall times that I would look up at the sky at those aircraft and think that I was going to need to work even harder to make sure that an opportunity could exist to work in a career field that I was passionate about...and one that could also get me off of a roof.

Though grateful that a roofing job helped pay for my aviation schooling costs, I was excited to eventually find aviation related work as an aircraft fueling technician and an airport management intern. Upon graduation, I was also given a perfect score on the Air Traffic Standardized Aptitude Test and thought my career as an air traffic controller was on a fast track. After anxiously waiting for two years for the FAA to accept my application to train as a controller, I decided to leave the door open and began applying for other aviation related jobs. Noticing an airport planner job opening from the ND Aeronautics Commission, I threw my hat in the ring.

After a successful interview process, I was offered the planner position with the state agency. During my consideration of this career move, I surprisingly was also given a call from the FAA with a job offer to be an air traffic controller in Michigan. Initially, I was ecstatic, since most of my collegiate career consisted of an

expectation of mine to pursue a career as an air traffic controller. I found myself at a crossroads with the two job offers and ultimately, I decided to take the position that would allow me to work and make a difference in my home state. Accepting the planner job turned out to be one of the best decisions I ever made and I began a career I didn’t even know was an option when I first decided to pursue work in aviation. Over my time with the Aeronautics Commission, I have been able to meet exceptional aviators all throughout the state as we have worked together to tackle a multitude of aviation issues and infrastructure challenges.

Throughout my time working with the state agency, I have also seen firsthand the incredible benefits that aviation provides to our state and country. The industry provides for a higher standard of living for our communities, helps to save lives, and creates business and recreational opportunities that would not exist for us if flight was not a possibility. My aviation story is full of aviation professionals, professors, flight instructors who have inspired and provided me with the tools needed to excel in an aviation career. I have and always will be grateful for those role models and individuals who had given me the opportunity to find a place in a career field that I am so passionate about.

I am also excited to have an opportunity to help educate and give back to the next generation. Aviation programs at our high schools and museums are supported by our office and we continue to look to find ways to bring aviation career materials to youth. This support comes at a critical time for an industry that is currently in great need of a workforce in a variety of different areas – pilots, aviation mechanics, UAS operators...etc. There are many opportunities available and we owe it to all of those who came before us and helped us reach our goals to help this next generation find their way as well.

Our youth need people to be a spark and an inspiration for them as they discern a large multitude of career fields. With thousands of collegiate degrees and paths possible, we need to work together to advocate and share our stories to this next generation as we educate and motivate them to seek aviation as a serious option. Our state’s annual aviation conference - the Upper Midwest Aviation Symposium will be held March 4th – 6th, 2018 in Fargo. The theme of the conference is “Engage. Educate. Motivate” which is most appropriate as we work together to tackle the aviation workforce challenge. As always, I hope you consider joining us at the conference later this spring.

I encourage you to take some time to think about your story and those who helped you along the way. I also challenge you to find a way to give back to the industry that you love and to help be the spark that ignites the interest of a new generation of aviators. Think of how special that moment would be when you hear your name being mentioned when someone shares their aviation story of how and why they choose aviation as a lifelong career. Be an inspiration...be a spark.

Wishing you smooth flying, Kyle

**2018
Inductee**

North Dakota Aviation



HALL OF FAME

2018 North Dakota Aviation Hall of Fame Inductee

Rod Brekken



Rod Brekken began his career in aviation in 1988 when he earned his Airframe and Powerplant certificate. Soon after, he also earned his private pilot's license and found work as an aircraft mechanic for Airways Unlimited Flight School.

In 1990, he began work as an A&P instructor for Dakota Aero Tech and he earned his inspection authorization. Rod eventually became a lead shop instructor and provided aircraft mechanic training. He and his students rebuilt aircraft and engines for customers and several of the static aircraft engines rebuilt by his students are still on display in the Eagles Air Museum at Bonanzaville USA-Cass County Historical Society in West Fargo. Rod influenced many students and future aviators through his work at Dakota Aero Tech.

Rod joined Sky Tractor Supply in 1993 as an A&P mechanic working to maintain aerial application aircraft. During his tenure at Sky Tractor, he became self-educated in every aspect of GPS guidance systems for aerial application aircraft. Rod serviced GPS equipment for aerial applicators all over the United States and Canada. He even repaired equipment sent to him from Columbia, South America which was being used to attempt to eradicate the illegally grown coca. In 1996, Rod was also chosen by the International World Bank to travel to Krasnoyarsk, Russia, where he helped an international team install GPS systems on Russian Antinov II Aircraft used to spray the forests in central Siberia.

Rod joined Dickinson Air Service as the Director of Maintenance in 2003 and provided aircraft maintenance for their Part 141 instructional aircraft, their Part 135 air taxi aircraft, and locally based aircraft under Part 91. He also provided on-call maintenance for the Part 121 commercial

airlines flying into Dickinson airport during that time.

In 2011, Rod was hired at Fargo Jet Center, where he held the position of Aircraft Maintenance Training Coordinator until his retirement in May 2017. Rod was instrumental in contributing to the groundwork that led to the AMT Award of Excellence/Diamond Award awarded by the Federal Aviation Administration to Fargo Jet Center for five of the six years he worked there. Rod also initiated training guidelines to enable Fargo Jet Center to be eligible for the National Air Transportation Association Aviation Maintenance Technician Employer Recognition Awards Program; of which Fargo Jet Center has been a 5 Star Award winner for six consecutive years. Rod was also an integral part of creating an Airframe and Powerplant Internship Program that gives new student mechanics three months of aircraft maintenance experience working on an extensive variety of aircraft before they complete their final year of training, graduate, and become employed.

Rod was active with the North Dakota Aviation Council throughout most of his aviation career, having served an unprecedented eight (8) years as chairman. He also served several times as a president of NDPAMA and was also awarded the NDPAMA Mechanic of the Year in 1997.

Wherever Rod has resided he has worked to make significant contributions to his community. Together, Rod and his wife Jan, raised five children; and as a high school booster club member, he supported their school activities. He also served as a volunteer on the Hillsboro ambulance squad as an EMT Instructor. Rod enjoys sharing his musical talent in a variety of settings which include singing and playing guitar in local musicals and participating in the band and choir at his local church.

The **Hall of Fame awards ceremony** will take place in **Fargo** at the **Upper Midwest Aviation Symposium** on **Tuesday March 6th**. The social begins at 6 p.m. and the banquet begins at 7 p.m. To learn more about the state aviation conference or to purchase tickets for the awards ceremony, visit www.ndac.aero/umas. Questions can also be directed to the North Dakota Aeronautics Commission at 701.328.9650.

Connecting
your community
to the world



Partners in your airport's success

Your airport is an important connection to moving people and commerce. That's why we listen to your needs to deliver solutions in planning, layout and design of runways, taxiways, aprons, hangars, roads, parking, facilities and more.



Contact us to learn more.

mooreengineeringinc.com

ND - Bismarck · Minot · West Fargo

MN - Fergus Falls · St. Cloud



moore
engineering, inc.



Mike McHugh, Education Coordinator
North Dakota Aeronautics Commission

701-328-9650
mmchugh@nd.gov



Engage. Educate. Motivate.

Growing up, when I was asked “What do you want to be when you grow up?” the answer was always, “An astronaut, or a Pilot.” For me there was never another answer. I was led down this path out of curiosity and excitement. The first time that I can remember having this interest was in 1986; as a young child, I was extremely excited for my upcoming birthday. Then the interruption of Sesame Street; the television suddenly cut to the launch of the Space Shuttle Challenger. I was engaged in whatever this thing was. It led to so many questions: What is space, why are we going there, how did they figure this out, who are these people? What I did know is the astronauts seemed like cool people, and they must be important, because the “TV People” choose to air this instead of Big Bird. Following the ensuing disaster, I was motivated; I wanted to become an astronaut.

Knowing what I wanted to do at such a young age, allowed me to educate myself and learn what will it take to make this happen. I quickly learned that (for the most part) I either needed to be a pilot (with a military background) or a scientist. Taking my

first commercial flight a few years later, looking in the cockpit continued to intrigue me. What do all those dials, gauges, switches and lever do? The more that I learned about aviation, the more it became apparent that this was the place for me.

While we all have a different story of how we got where we are, we all had some inspiration. Although I am doubtful that any astronauts are reading this, we all have a story. My hope is that we can continue to inspire and motivate the youth of today through engagement and education. The theme of the Upper Midwest Aviation Symposium this year reminds us, whether you are retired from a career in aviation or five years old, we can be motivated by those around us.

I hope that you will take some time out of your busy schedule to attend UMAS in Fargo. We plan to have more than 100 high school students attending with us! Sharing your story and your passion could change the life of one of these students. I hope to see you in Fargo and thank you in advance for doing your small part to motivate the next generation.

guidance by **GARMIN**™

What's in your aircraft?

- ▶ GTX 345
- ▶ G600 & G500
- ▶ GTN Series
- ▶ Flightstream

Call Kris Hexom
701.223.4754
krish@bismarckaero.com
Lead Avionics Technician

Presenting the Garmin GTX 345



Jared Wingo, Airport Planner
North Dakota Aeronautics Commission

Jwingo@nd.gov
701-328-9650



Which Surface Applies? An Overview on Imaginary Surfaces

In airport planning, we apply guidance from multiple FAA criteria to safely design airports. For our airport managers around the state who have experienced a planning or construction project, they know first-hand how consultants, State Aeronautics and the FAA work together to ensure safety set-back and clearance surfaces, known as imaginary surfaces, are implemented to ensure a project is designed and constructed in a safe and efficient manner as well as protecting our airports airspace and instrument procedures. This article provides an overview of these imaginary surfaces utilized in and around airports.

The first surfaces applied to planning and construction projects are known as the FAA's Airport Design Standards, which can be found in the Advisory Circular (AC) 150/5300-13A. At our 89 public airports, this criterion is applied by determining the critical aircraft design group currently utilizing the airport and forecasted in the future. Once the design group is determined, we apply a set of imaginary surfaces around the airport to ensure taxiway and runway separation distances, adequate apron tie-down spots, and

taxilane to hangar distances are sufficient for airport operations. In addition to these surfaces, we educate airport operators about the importance of Runway Protection Zones (RPZs) and Runway Safety Areas (RSAs). These two safety critical areas are specifically designed to be vital to an airport and the surrounding area by restricting non-aeronautical activities within the area as well as providing additional space if an aircraft emergency or accident occurs. These imaginary surfaces are reviewed as construction projects are proposed, potential development occurs near an airport, during airport planning efforts and State Aeronautics inspection visits.

As airport activity increases and demand warrants, the establishment of Instrument Flight Procedures (IFPs) should be considered to enhance an airport's usability to potential users. As 43 airports around the state know, more stringent standards are applied by the United States Standard for Terminal Instrument Procedures (TERPS). These standards established by the FAA provides guidance in determining the feasibility of instrument approaches and departures out of an airport. In North Dakota, airports have been working hard to ensure at least a RNAV (GPS) approach with LNAV line of minima is established at their airports. For airports who meet even more stringent requirements, the inclusion of LPV or a RNAV (GPS) with vertical guidance is highly sought after by aircraft operators and provides landing minimums that mirror an ILS system.

The last surface pertains to the standard used to determine obstructions to air navigation, and navigation and communication facilities. This standard is referred to as FAA Part 77 surfaces. This FAA standard governs the aeronautical study process for proposed obstructions that exceed 200 feet AGL anywhere within the United States and its territories and in imaginary surface slopes near airports, based the airport's runway length. This standard is also utilized during State Aeronautics inspection visits to determine critical obstructions to a runway's approach path. As was mentioned earlier, the FAA has established a formal aeronautical study process to determine potential effects to air navigation and whether marking and lighting requirements apply to a proposed obstruction. This process is initiated by the proposer through the submittal of a FAA Form 7460-1, Notice of Proposed Construction or Alteration to the FAA Regional Office or via the FAA Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) website.

If anyone has any questions regarding imaginary surfaces and how these surfaces are applied at your local airport, please feel free to contact me with your questions.

Safe Flying! Jared L. Wingo

Vic's Aircraft Sales

701.293.8362

Featuring the Vista Carousel System



- Mid-Steel Construction
- Four individual aircraft supports - adjustable for aircraft wheel bases each to hold one airplane, Conventional or Tailwheel, up to 3200 lbs.
- HP Explosion-Proof Motor and Drive for each airplane support
- Two (2) Sets of Urethane-lined wheels for each drive assembly
- Main Frame to be constructed with formed and welded 12-Gauge channel, support plan to be Broke 12-Gauge
- Price includes basic approval-drawing for verifications of dimensions and setup, and assembly-drawings for installation
- Unit comes with Standard 1-Year Warranty

Visit us online for carousel details.

www.vicsaircraft.net/carousel.html

New and Renewing

By Staiger Consulting Group, NDAC Executive Director



A leader's job is to look into the future and see the organization not as it is, but as it should be.
- Jack Welch

The New Year brings a certain excitement and also a time for reflection. We take this time to look back on the past year to all the work and careful deliberation the council has put into the health of the organization. We also reflect and honor the council's roots and founders and look deeply at the reasons this organization was formed. It's fascinating to see how much has changed yet the basic values have stayed the same. From our perspective, we are proud of the board's thoughtful discussions about the future of the group and how the decisions being advanced will affect the organization and the forthcoming changes will foster great things for the aviation industry. Being part of these discussions has been both educational and exciting for us.

We have seen this before, the nature of associations is a constant evolution. Just like our personal or professional needs are always changing, so are the needs of groups and their members. This is the sign of a healthy, progressive organization with passionate leaders and common goals. We commend organizations and boards who are willing to assess, adapt, and evolve. Throughout this process, your board has attempted to

address the contingencies that will undoubtedly arise and like all good leaders, they are willing to take the necessary risk to bring the organization back to life.

As your executive director team, we are here to help. As the changes you are seeing go forward we are ready to evolve with you. The concept of organizational renewal is not new to us and we hope that through our experience we can make the transition go smoothly. With any reassessment, there can be some reluctance and maybe some bumps in the road. Our experience has shown that as groups go through this process they become stronger and more vibrant. For you as members, it's an opportunity to get involved and help move the council forward.

As we honor our founding member organizations, we reflect on the mission they set forth when the Aviation Council was established. Now is the time to get back to the goals of our visionary founders. Through promoting aviation in the state and collaborating on common values and issues, we believe this board is committed to returning those goals to the forefront of the organization.

We are excited to be a part of this great organization. So as we look into the New Year together, we challenge you to think about what the council could mean to you and to the aviation industry. How can it support you better and how can you support the council? We welcome everyone's thoughts, ideas and suggestions and will look to you, the future leaders of the organization and the industry. Although we don't know what's ahead, we go forward with a firm hold on the past, the ever-changing present, and hope for the future.

For Questions or Comments
ND Aviation Council
admin@scgnd.com | 701-223-3184

The Interstate Engineering logo features a stylized 'IE' in green and grey, followed by the text "INTERSTATE ENGINEERING" in green. Below the logo, it says "Engineering • Surveying • Planning". The block includes three photos: a modern airport terminal building, a construction site with a large truck on a road, and an aerial view of an airport runway and taxiway.

*From aviation planning and design
to construction management, we are the
professionals you need, people you trust.*

www.interstateeng.com
North Dakota | Minnesota | Montana | South Dakota



Stacy Krumwiede, Bonnie Staiger, Mike Krumwiede



1968-2018

Celebrating 50 years of excellence
in aviation education.

Check out our website for event details throughout the year: aero.und.edu/50th



UND AEROSPACE
UNIVERSITY OF NORTH DAKOTA

    @UNDAerospace • 1.800.258.1525 • flyUND@aero.UND.edu • fly.UND.edu



Passion for Aviation joins the NDAC Team



North Dakota Aeronautics Commission welcomes **Lydia Wiff** to our team as our new airport planner. If you need help with airport management techniques or airport planning services, you can reach her at lwiff@nd.gov or 701-328-9657.

Get to know Lydia...

Originally from Cologne, Minnesota, Lydia has a Bachelor's of Business Administration in Airport Management, specializing in Business Aviation from the University of North Dakota and is currently pursuing a Graduate Certificate in Geographic Information Sciences. In addition to her higher education background, she also is a Certified Member (C.M.) through the American Association of Airport Executives (AAAE). As a private pilot, she enjoys flying when given the opportunity and was active in the Minnesota Wing, Civil Air Patrol for several years. Prior to joining the ND Aeronautics Commission, Lydia worked at the Crater Lake-Klamath Regional Airport in southern Oregon in airport operations and maintenance. She has worked for several tenants in the airport environment including military contractors, Fixed Base Operators, and flight schools since pursuing her aviation career. She looks forward to working with the airports and pilots of North Dakota and is excited to be back in the Midwest.



NORTHSTAR AVIATION INSURANCE, INC.

SERVICE

Prompt, Knowledgeable & Personal

UNDERWRITING AVIATION

Personal & Business Aircraft

Ag Sprayers

FBO's

Hangars

Airports

THOROUGH

We research all insurance markets for your best value!

EXPERIENCE

Over 40 years of service

East Side Terminal
Hector International Airport
P.O. Box 5591
Fargo, ND 58105

Marc Lepage
Office: (701) 235-2041
FAX: (701) 239-4235
Home: (701) 280-9056



**Offering Aircraft Maintenance,
Avionics and Flight Instruction**

**Mandanaero.com
701.663.9925**



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) 2018, 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 be 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 2018!

Ulteig
We listen. We solve.™

Making the connections so you don't miss yours.

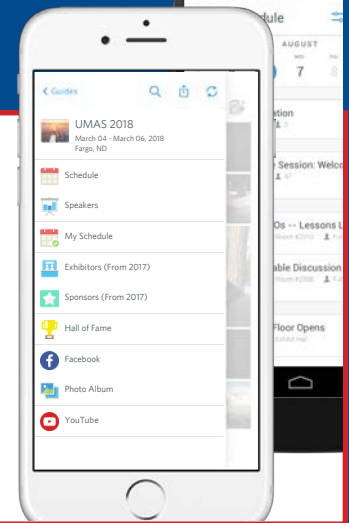
UMAS 2018 has gone mobile!

Get the app on your mobile device now - for free!

guidebook

- 1 Visit the above URL on your device
- 2 Tap the "download" button to get the free Guidebook app
- 3 Open Guidebook and look for the guide: UMAS 2018

<https://guidebook.com/g/umas2018/>



UMAS 2018 PLANNING COMMITTEE



Thanks!

A special thanks to the 2018 UMAS Planning Committee who are working hard to bring you a great symposium.

Engage. Educate. Motivate.



ENGINEERING YOUR VISION.



1 800 213 3860



Register today!

Engage. Educate. Motivate.

2018 UPPER MIDWEST AVIATION SYMPOSIUM

March 4-6, 2018 | Delta Hotels by Marriott | Fargo, ND



North Dakota Aviation Council

Keynote Speaker:

Howie Franklin

*"The man who made
history serving five presidents
on Air Force One"*

SCHEDULE HIGHLIGHTS

SUNDAY

- Aerial Applicators Safety Meeting
- Opening Social and Passport Awards at the Fargo Air Museum

MONDAY

- Student Day – More than 100 students in attendance
- Breakfast speaker: Fargo Air National Guard Updates
- Many IA Renewal Qualifying Classes
- FAA ADO Updates
- Exhibitors Night Social

TUESDAY

- The state of Aviation in North Dakota
- ForeFlight and Advanced ForeFlight with Tajae Viaene
- FAASTTeam Safety Seminars with Jay Flowers
- ND Aviation Hall of Fame Awards Banquet

Registration: www.ndac.aero/umas



Watch the Facebook page for ND Aviation Council for highlights and updates!

For hotel reservations contact Delta Hotels by Marriott, Fargo:
(701) 277-9000 (Be sure to ask for the ND Aviation Council Rate)

NORTH DAKOTA
AVIATION COUNCIL



Working in
conjunction
with...

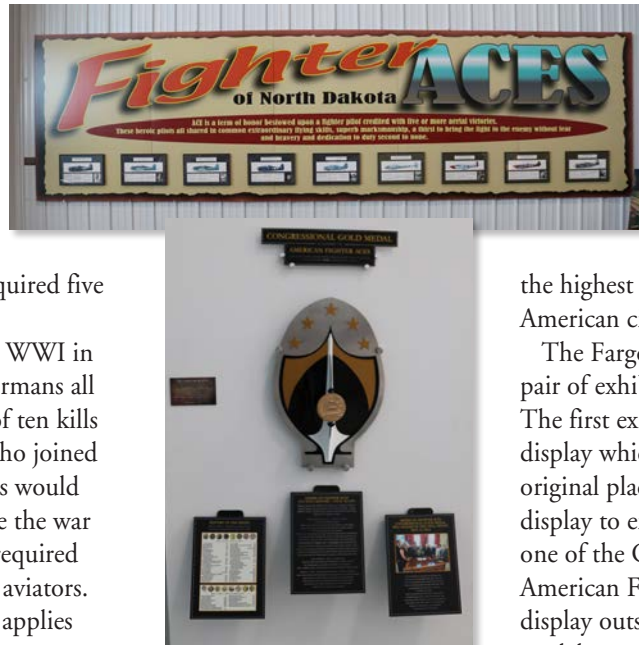


Fighter Aces of North Dakota

A Fighter Ace is an aviator of extraordinary skill who has distinguished himself in aerial combat. Aces are the apex predators of the skies, efficiently hunting their prey. These aviators are the elite who possess the skill, courage, and fortitude to not only survive missions, but to achieve a required five kills or victories.

The term “ace” was coined during WWI in France. The French, British, and Germans all adopted the term and the standard of ten kills that went with it. The Americans, who joined the war late, believed that their pilots would not be able to achieve ten kills before the war ended. They therefore adjusted the required number of kills to five for American aviators. This same standard of five kills now applies generally throughout the world.

Of the many American pilots who reached the status of Ace (approx. 1400), less than 50 are surviving. In a few short years, their stories and historic lives will become but a memory, footnotes to our nations rich heritage of aviation. Now is the time to honor these aviators and preserve their legacy for



future generations.

The United States government saw fit to award these brave aviators and on May 23rd, 2014 President Barack Obama signed a bill which awarded all American Fighter Aces, from all wars, the Congressional Gold Medal.

The Congressional Gold Medal is the highest honor which can be bestowed upon an American civilian.

The Fargo Air Museum has recently completed a pair of exhibits which honor these American heroes. The first exhibit is an update to a previous Aces display which was created 17 years ago. It takes the original plaques and creates a colorful and dynamic display to enjoy. The second is a display containing one of the Congressional Gold Medals given to American Fighter Aces. This is only the second display outside of the Smithsonian to display this medal.

The Fargo Air Museum is honored to have these exhibits and to carry on the legacy which they represent. These exhibits were created with the help of artist John Valo and the efforts of Osborne (Ozzie) Groethe, Dennis Larson, Matt Bartelt, and Leo Ostendorf.

Whoever said “the sky is the limit” obviously hasn’t met our Aviation Services experts.



From environmental reviews to project funding to working with the FAA, our aviation experts can help your project take off, and then bring it in for a perfect landing.



Real People. Real Solutions.

Bolton-Menk.com

Fly-In Scheduled for Missoula, Montana

The Aircraft Owners and Pilots Association (AOPA) Midwest/Northwest Fly-In will be in Missoula, Montana (MSO), June 15 & 16, 2018. AOPA organizes 4 regional fly-ins each year. The Missoula Fly-In will feature all the popular exhibits, seminars, aviation events, and comradery that participants have come to enjoy so much during the fly-in season. The Missoula venue offers exceptional opportunities for scenic enjoyment both on the ground and in the air. Glacier and Yellowstone national parks are within short flights' reach of Missoula as well as many other family friendly destinations. And more! Enjoy participating in the conference as a volunteer! AOPA's exceptionally efficient and highly organized planners have created a web site with the many volunteer opportunities: www.AOPA.org/volunteermso

Don't miss out on the variety of opportunities to enjoy this MSO Fly-In!



RED MIKE AIRPARK

A 17 LOT RESIDENTIAL AIRPARK TO BE LOCATED ON THE NORTH SHORE OF LAKE SAKAKAWEA.



- 3,500 FOOT CONCRETE RUNWAY
- TAXI WAYS TO YOUR GARAGE/HANGER
- PLANNED COMMUNITY OF AVIATION ENTHUSIASTS
- ON THE SHORE OF LAKE SAKAKAWEA
- CLOSE TO LUND'S LANDING MARINA AND LODGE & RESTAURANT
- CLOSE TO LINKS OF NORTH DAKOTA GOLF COURSE



Inquiries Can Be Made with:

BRIAN LEE
AIRPARK MANAGER
701-870-2320 - CELL

MITZI BESTALL
701-580-8116 - OFFICE
970-261-6888 - CELL

REDMIKEAIRPARK.COM
REDMIKEAIRPARK@GMAIL.COM



GOING TO A FLY-IN? *Take someone with you!!*

By Meric Murphy, Aviation Technology Coordinator Instructor
Magic City Campus, Minot

Flying is easy when you embrace the freedom it offers you. How much is freedom worth? I'd say it is on the top of the list of good things. People die to protect freedom. With students the learning would die if freedom didn't motivate them to reach for the sky. Teaching students to fly is easy when you offer them their wings. The job of a math teacher is to teach students to think. The job of a flight instructor is to teach students why they should think; how to apply the basic core instruction they have received since first grade into a practical application. The main difference between teaching adult students and high school students is the opportunity to direct their core education into practical use.

The students of flight, if not so highly motivated by their new found freedom, could find danger if it were not so. When someone thinks that a student solos in 7 to 15 hours, they must ask, "How can so much learning be accomplished in such a short time?" The answer is freedom . . . a highly motivating force This is the third year our high school has offered the Aviation Class. The first year was for Aviation I students only. The second year we added Aviation II with two hour block periods. The class also offered Air Traffic Control to the program. The "X-Plane 10" program allows students to view the Minot Airport from the tower with a radar approach control. Four aircraft can be programed to fly the local pattern and be vectored for approaches.



Reprinted with permission from the Dakota Territory air museum Winter 2017-2018 issue.



Now in our third year, Dakota Territory Air Museum has offered a Boredom Fighter homebuilt to the school. The students disassembled the airplane at the Air Museum and reassembled it for where it now rests in a class- room in the Tech Center. Students are reverse engineering the plane, i.e.: building ribs and other airplane components.

All in all, the experience gained at Magic City High School results in an impressive resume. A Magic Resume.

The Boredom Fighter has no engine and likely never will. That is where we are at this point. The bi-plane was a donation to the Air Museum and is a single seater. Otherwise all the components are there and is an excellent extension of our curriculum, an extension that adds a bit of realism along with the fun of hearing, "Hey, we have an airplane in our classroom." This is an amateur built craft made from wood and was designed by Donald Wolf of Huntington, NY, to resemble a wartime SPAD fighter and usually painted in WW I markings. It is 15feet 8.5 inches long with a wingspan of 20ft. Maximum speed is listed as 118 mph.

Our first year classes are full, 18 students. There are three first year classes and one second year class.



This year the students took on the challenge to create their own logo, which they did. The Big "M" for Minot's Magic City Campus.

A brown leather flight jacket with a collar and a patch on the chest that says "PASSPORT PROGRAM".

The Fly North Dakota Airports Passport Program is a fun reason for pilots to get out and fly while supporting aviation in North Dakota at the same time.

Go to www.nd.gov/ndaero or call 701-328-9650 for more information!

Create a **FLYING LEGACY** in North Dakota

A logo for Pittman Aviation Consulting, featuring a stylized blue and white paper airplane flying towards the right, enclosed within a circular frame.

PITTMAN AVIATION CONSULTING

Airspace, Airports, ATC, Mediation, Military

www.pittmanaviationconsulting.net

Darrel Pittman 701-391-7760 atcpn@bis.midco.net



“ Heater...ON Defroster...ON Staying warm at altitude”



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

For those that have flown in this climate before, the time is now for those winter fronts and blankets we pulled out of storage few months back. Winter Fronts crack or may need some repair or replacement, engine blankets may need mending or even cleaning, and no time like the present to inspect your heating system for cracks or leaks from all the flying we did this last summer and Fall.

With the source of heat most of us use, it's time to remind everyone of that silent killer carbon monoxide. Carbon monoxide (CO) poisoning is a safety issue that pilots tend to ignore, even though it is the most common industrial poisoning accident in the United States. When carbon monoxide poisoning occurs, it can have significant and fatal consequences for aircraft occupants. The most common symptoms of carbon monoxide exposure are shown in Table 1. These symptoms are typical for an individual with normal hemoglobin at sea level. You can expect these symptoms to worsen at altitude and/or appear sooner than they otherwise would. Wide personal variations may also occur, depending on the circumstances and whether or not the individual smokes.

Protection from CO exposure:

First and foremost is pilot education and awareness. Pilots must understand the danger posed by carbon monoxide poisoning and should be alert to the symptoms. Any unusual cabin smell or sensation of illness should call for immediate troubleshooting:

- Turn the cabin heat fully off.
- Increase the rate of cabin fresh air ventilation to the maximum.
- Open windows if the flight profile and aircraft's operating manual permit such an action.
- If available (provided it does not represent a safety or fire hazard), consider using supplemental oxygen.
- Land as promptly as possible.
- Do not hesitate to let Air Traffic Control know of your concerns, and ask for vectors to the nearest airport.
- Once on the ground, seek medical attention.
- Before continuing the flight, have the aircraft inspected by a certified mechanic.

Table 1: Carbon Monoxide (CO) Blood Levels and Possible Symptoms

Percent CO in Blood	Typical Symptoms
<10	None
10-20	Slight headache
21-30	Headache, slight increase in respirations, drowsiness
31-40	Headache, impaired judgment, shortness of breath, increasing drowsiness, blurring of vision
41-50	Pounding headache, confusion, marked shortness of breath, marked drowsiness, increasing blurred vision
>51	Unconsciousness, eventual death if victim is not removed from source of CO

Safeguards

The best protection against carbon monoxide poisoning is to avoid exposure:

- Aircraft operators and pilots must ensure that heating/ventilation systems and exhaust manifolds in their aircraft are all in good working order, as specified by the manufacturer and the Federal Aviation Administration.
- Certified mechanics must conduct all required inspections.
- Special attention should be paid to older aircraft because of corrosion or simple wear and tear.
- A certified mechanic should verify firewall and aircraft structural integrity and seal any defects.
- Finally, several devices are available to monitor for carbon monoxide. The least expensive are handheld or stick-on colorimetric devices that change color in the presence of carbon monoxide. While effective, they are not perfect or foolproof and do not last forever, most only lasting for a few short months. Powered detectors for aviation use are available as either portable or panel-mounted units and provide greater reliability.

Don't become a statistic. Learn to prevent and avoid this deadly threat to your flying safety.

The above is an approved excerpt from MEDICAL FACTS FOR PILOTS Written by G.J. Salazar, M.D.

For more information on CO contamination detection and prevention go to AC20-32B.

Training and proper maintenance all take time and dollars, the outcome of which is priceless in the world of safety.

Fly Safe!

Since 1999!

By Darrel Pitman

Wow! Looking back for the Quarterly's 30th Anniversary this year made me realize I first wrote for the Quarterly back in 1999.



So, let's take a look at how things are going in North Dakota Aviation compared to nineteen years ago. In my opinion, North Dakota still has one of the finest and most active aviation communities in the country. As a transplant and thriving North Dakotan, I am proud to be counted as a member of that group.

First, a little information to catch you up with my story. I moved to North Dakota to train air traffic controllers in 1981; just after the air traffic controllers strike. On New Year's Eve, I met my future wife, Marlette. I gave her my business card, which she kept. This year we will celebrate our 35th wedding anniversary.

Starting in 1983, my FAA career took me on to seven states before my retirement in 1990. This was followed by five more states for air traffic control teaching



Hillsboro Regional Airport 3H4

GREAT AIRPORT FACILITIES

Well Maintained Terminal Building
Aircraft Rental & Instruction
Full FBO on Field
24/7 Fuel Farm
Courtesy Van Available

www.flyhillsboro.com



positions. We returned to North Dakota in 1995. In 1997 I was offered a position at the Minot Control tower and retired from there in 2006 to take a job with the Civil Air Patrol, working there until 2012.

Since 1999 I have been involved with The North Dakota Pilots Association, the North Dakota Aviation Council, the North Dakota Aviation Hall of Fame Selection Committee, the FAASTeam, the Experimental Aircraft Association and of course helping preserve the Capital Aviation Hangar at Buckstop Junction.

During the last nineteen years, there have been exciting changes in ND Aviation. Last year the FAA approved the Powder River Complex. We have not seen too many changes because of this, but there may still be some in the future. Drones have become a popular item for discussion because of the challenges of integrating them into airspace. North Dakota has been chosen as a drone test site, and we are proud to be a part of this new aviation endeavor.

NDPA's "Wannabe" program was a success and has since been restructured as an education grant program. As part of the EAA program, I was a member of the North Dakota Aviation Council for eighteen years, having retired from that position last year. Serving as treasurer for EAA Chapter 1008 here in Bismarck/

Mandan keeps me in contact with many friends. This also allows me to continue involvement with their excellent Young Eagles program offering sixth-grade students the opportunity to enjoy their first flight in a small aircraft.

For 12 years I have been a member of the FAA Safety Team (faasafety.gov) and now am lead representative for the Bismarck/Mandan area. Working with the FAA Safety Team coordinator, Jay Flowers, the team sponsors seminars, events and exercises to promote flight safety.

One of my most interesting experiences in the last few years has been writing and publishing "Cleared For Takeoff, An Air Traffic Controller's Life Story." This has given me a new perspective, not only my own life but an appreciation for all of the people that have shared time with me. This month I celebrated my 83rd birthday and am loving every minute of life.



*Cleared for
Takeoff, Darrel*



Did you know ND Aeronautics Commission is on Facebook?

facebook

PROPWORKS

PROPELLER SYSTEMS

Overhaul • Repair • Sales

Winnipeg 1-888-679-2965
Edmonton 1-888-457-1910

**Avia • Dowty • Hartzell • Hamilton Standard
Hamilton Sundstrand • McCauley • MT Propeller
Sensenich • Governors • Non-Destructive Testing**

**FACTORY TRAINED TECHNICIANS - EASA APPROVED
AMO #105-99**

www.propworks.ca

Jessica Herman Kulm's Own Certified Flight Instructor

By JD White, Kulm Messenger

Growing up, Jessica imagined that she'd go into the medical field one day. That was until her grandfather, Lorence Holmgren, bought a plane in the summer of 2008.

Jessica immediately fell in love with the adventure and freedom of flight, and began lessons in 2013. Her first solo flight was on September 21st of that year.

A major struggle, however, was finding and keeping an instructor who could help her on her path to piloting. Jessica says that she went through three instructors just while she was trying to get her pilot's license. The issue was that no instructors were available locally, so anyone who could train Jessica would either have to travel to Kulm or she would have to travel to them. This was a timeconsuming inconvenience, but Jessica persisted, and on January 2nd, 2015, she received her private pilot's license.

By now, flying had become a passion for Jessica, and in October of 2016, she earned her I.F.R. (Instrument Flight Rules) Rating, another major accomplishment.

Jessica says that earning the IFR was the hardest part of this whole journey, as it involved flying all the way to Fargo just for one hour of instruction at a time, and then flying back home to Kulm again. Sticking to the process was challenging, but Jessica kept her eye on the goal, and after receiving her IFR rating, she received her commercial pilot's license in April of this year.

With these accomplishments under her belt, Jessica's next goal was to become a certified flight instructor, something which had special significance to her, given her own struggles with finding and keeping instructors in the past.

On September 13, 2017, that goal was achieved, and Jessica became Kulm's own local flight instructor.

We met up with Jessica at a reception with family and friends at the Kulm Airport on Wednesday afternoon. She had just flown back from passing the CFI test, but due to the haze from wildfires in Montana, had to land in Edgeley.

Smiling with her CFI cake, Jessica told us that she planned on remaining local, and on working to instruct other aspiring pilots. She says that she already has more than 15 folks on a waiting list to receive her instruction, a fact which illustrates the importance of her skill and new certification.

Jessica told us that her favorite times are spent soaring in the 120, checking the cows, and just enjoying the freedom and beauty of flight. With all that she's accomplished, she surely deserves every moment.

Reprinted with permission from Kulm Messenger.



Submitted Lorence Holmgren







THE MINOT AERO CENTER & PIETSCH AIRCRAFT
2400 N. BROADWAY MINOT, ND 58703
701.857.4738



WWW.MINOTAEROCENTER.COM

UMAS 2018 is Fast Approaching

It will be here before we know it. There are plenty of opportunities to get your hours in and hopefully learn something along the way. The schedule has 2 classes on Sunday afternoon following the first PAMA meeting of the year. Monday has back to back classes all day long. Hopefully one of the choices is something you will be interested in. Tuesday is back to one class option for the day, it is the only day I could get the requested FAA speaker Mike Millard from the Cincinnati FSDO or FSO which is it now(?), on the agenda. I have not personally heard him but everyone that has encouraged me to book him for our conference. You can get your hours on Sunday afternoon and

Monday or Monday and Tuesday. This year is not a renewal year so put your certificate and punch card in a safe place until next year. Your certificate will be emailed to you as it was last year. The proposed by-law changes will be on the agenda to vote on at the final meeting of the conference so read the materials that have been sent to you. Take time to visit with our exhibitors and presenters and thank them for their time and support of North Dakota aviation and NDPAMA. We will draw the winners for the gun raffle and Samsung 55" TV on Monday evening during the Exhibitors Night. Travel safely and see you all soon. Register for UMAS today! See page 14 for details.



Wright Brothers Master Pilot Awarded

Congratulations to Leon Basler for earning the Wright Brothers Master Pilot Award. This award is given to individuals who have 50 years of safe flying.
Congratulations Leon!

Devils Lake Aero Service



- aircraft maintenance
- annual inspections
- major & minor repairs
- major & minor alterations



Tanner Sotvik 701-662-4416

300 Dakota Aero Drive - Devils Lake, ND
Devils Lake Regional Airport

OPENING DOORS & PROVIDING SOLUTIONS



From concept and quality design to full-service installation and follow-up support, we'll partner with you for the best bi-fold and hydraulic doors to meet your needs. We offer customized solutions for new and existing buildings and unmatched customer service, *so you'll find the door is always open.*



1021 7th St. N.E. - West Fargo, ND 58078 // 701.277.8836 // www.MidlandDoorSolutions.com

Airborne

By Joshua Simmers

I have the good fortune of a childhood where flying was anything but out of the ordinary. Frequently, we would be asleep before lift off from the farm. Dad was especially good at this method of watching us. Aviation was as common in our family as bread on the table— with both Grandma and Grandpa being active pilots in their day, and others in the family, too.

Like some of you reading, I have ventured into aviation as a profession. It's an occupation I love. The cost of occupational loves often takes some of the fun out of them. I have been longing to get back into the air without a destination, but for the sole purpose of ... being in the air! - with all the joy and freedom that comes with it. So, I found a partner and bought a Champ.

Let's not get into the debate on a Champ vs a Cub or others' decisions to buy a Maule, Husky, Citabria...or Cirrus. The point is, I am back in the air for its own sake. And I hope you are, too. Winter is not the most active flying season for many, but with this new toy and winter performance, you better believe I am up for seeing some frozen riverbeds!

But one never experiences the joy of the flight unless someone first shares it with them. How many eyes look longingly at the sky, never tasting it for themselves to find out it *is* accessible. Some organizations do a phenomenal job inviting others to aviation — primarily through rides. Just “taste and see.”

A while ago I had the good fortune of giving a high school graduate a tour of aviation to examine his career options. It was a seed I unknowingly planted when I gave him his first ride over a decade sooner. As I pointed out the benefits and costs and opportunities and paths of this profession, he simply backed up and said, “Josh, every person you’ve introduced me to is happy.” I staggered at his broad - and much more accurate - response to the aviation picture I was trying to paint for him.

Years ago I was in Winnipeg, taking the time to learn about government sponsored initiatives to grow the pilot population in the hopes we could foster programs here. The reasons to stimulate the pilot population are endless — from responsible citizens understanding aviation investment, to filling the industry demand, to the simply wanting to share something so freeing with the world... But what merited long pondering was my frustrated dialogue partner whose main point was this: take people flying — programs don't get people to taste and see.

And so this is our common ground: take someone up in the air. And sharing the joy of flying is perhaps the greatest benefit of getting back into the air for its own sake. And while you're at it, encourage them to apply for the North Dakota Pilot's Association's Flight Training Scholarship. So if you see me in a Champ alone, feel free to ask me where my passenger is. The future of what we love may depend on it.



**EXPLORER. ENTHUSIAST.
ENGINEER.**

Growing up on a cattle farm east of Ashley, North Dakota, Jen Boehm dreamed of traveling, and travel meant airports. Six years of working on civil engineering projects at Denver International gave her access to one of the world's largest. These days, Jen's wanderlust has her leaving footprints at campgrounds all over her home state while bringing her years of airport engineering experience to projects at Hector International, Bismarck and many other North Dakota airports.

Mead&Hunt

jen.boehm@meadhunt.com
701-566-6449

A look into the future of AAND

By: Ron Lundquist

In the last *Quarterly* Matt Remyse, AAND president, wrote on the history of the organization, the people that made the association what is and it's purpose today. I'd like to keep going and look into the future of AAND. Discuss how you can be a part of it and shape its direction.

There's an old story about an airline pilot who was a first officer for years and years. When the opportunity came to upgrade to be a captain, he would always pass it up. He grew accustomed to sitting comfortably in the right seat, looking to his left and asking "what do you want to do, boss?" He rarely gave much thought to the overall direction of the flight. He was a capable pilot, just not a leader. Eventually the first officer upgraded, he completed training and was now a captain. One night he was on a flight that encountered some nasty weather, thunderstorms all around, his radar had been knocked out and one of the engines started to run rough. He turned to his left to ask "what do you want to do, boss?" Just then the lighting flashed and he saw his own reflection in the window.

I have no idea if the story is true but was told to me by a crusty old captain I was flying with. It was his way of telling me to "pay attention, stay engaged!"

I relate this story to humorously illustrate the need for involvement in the future of our state aviation groups. Whether it be AAND, NDPA, NDPAMA or any of the other groups under the NDAC. I would guess that many of us are a member of at least one of these, probably more than one. So I'll ask you, What is your mission statement? Do you have one? Do you think you can accomplish it? Are you involved?

Let's look at the AAND. We don't have a mission statement, per se, but we do have purposes and objectives. I won't list them all but they are listed in our constitution and bylaws and I will touch on a few. The first one is to "To promote the adoption of just and proper laws, rules and regulations governing our states airports." How do we do this? Aviation Day at the capital is one way. Going to talk to legislators, telling your story and what you need from them to effectively manage your airport is essential to moving forward and maintaining your operation. If there are so many rules and regulations that it hinders getting projects done, then we need to maybe loosen up some laws to make it happen. I'm sure you've run into something when doing a project that you just shake your head at.

Another way is to be at UMAS. I think most of the AAND district reps attend at least part of the symposium plus

there's a lot of members there as well. Here we are discussing the wants and needs of the airports we are representing. It's also a great opportunity to talk to the FAA and the North Dakota Aeronautics Commission folks.

One of the other purposes of AAND is to "lower aviation fatalities and serious aircraft accidents through development of a safer airport environment." Short statement but this can sometimes be very challenging to accomplish. I'll tell you how we try to do this. When there's a dip, a crack or something on the surface that can damage an airplane, we mark it and make sure it gets fixed. We plow snow in a timely manner so no one slides off the runway. Make sure the grass is mowed regularly so wildlife doesn't have a hiding place close to the airport. We address obstructions and potential hazards around the airport. I think most of know an unsafe situation when we see it and know how to correct it but not always. If you're not 100% sure what you need to do, reach out to your fellow AAND airports. Chances are someone has dealt with it. You can also bring it up at the round table at UMAS. If you're wondering, then someone else is too!

The future of our organization depends on new ideas and sharing old ones. AAND is your voice in promoting an economically strong airport with community support. It's your voice in helping to bring all state aviation interests together under the Aviation Council. It's your voice in dealing with airport encroachment of obstructions, hazards and development. Personally, I want to continue to have that voice for my airport so a growing vibrant AAND is important to me.

Hopefully you can join us at UMAS in Fargo in March this year. It'll be a great time for those of us that have been sitting in the right seat to upgrade and help with the direction of your group. The program should be excellent as usual. Our speaker, Howie Franklin was supposed to be in Minot last year but the weather had other ideas. Howie served five presidents aboard Air Force One and will be exciting to listen to. Add him to the list of some great banquet speakers we've had over the years. Paul Harvey, Bob Hoover, Al Haynes, Tom Poberezney and Dick Rutan are just some of the guests we've had but this year I'm looking forward to seeing YOU! Hope you can make it.



Moorhead Aviation Services

King Aviation

3309 70th St. S. • Glyndon, MN

218.287.1400

SERVICES OFFERED: Avionics Service & Installation • Aircraft Maintenance • FBO Services • Flight Training • Pilot Service • Sightseeing Flights

Maintenance Mike Koenig • 701.866.1495	Avionics Service & Installation Ryan Paulson • 319.423.5371
---	--

Like us on Facebook Moorhead Municipal Airport

Our Partners on Every Flight FBOs

Michael A. Kadrmas, R.D. Offutt Companies, ATP, CFI

I have the brain of a pilot, so when I was asked to submit an article for this edition of the Quarterly, I was drawing a blank. It was suggested that I write something about owning an FBO, or something from my business aviation background. This made me start thinking about the fact that now that I don't do the FBO thing anymore, I've started to take for granted the services and functions that we as corporate pilots (and pilots in general) expect as our due from the FBOs at the locations that our clients need to go.

Let's face it. We have jobs as professional pilots because folks with more money than time need to get somewhere. Our jobs are to get them there safely, timely, and as seamlessly as possible. As competent pilots, we take care of the first part, i.e. safety. We often rely on the FBO to help us with the last two.

When we call a week prior (or maybe two hours), the FBO makes reservations at the hotel chain we get points for, in a nice part of town (I don't know where that is), reserve a vehicle (they know which ones deliver to the airport) or loan us the courtesy car. They reserve hanger space and have taken special catering orders that we may require. They know which restaurant does that and which ones do not (I don't know which ones do what). They are an extension of our flight department that I am often just meeting for the first time when I arrive.

When we do arrive, we are parked, the FBO brings out the started and warmed rental vehicles for our passengers - and our passengers are usually gone in minutes, often never having to even enter the FBO. Our clients are in, out, and on their way seamlessly. In minutes, the line guys have taken the garbage, hooked up the tow-bar and are helping us wipe down the plane and close it up. The fuel order is taken, any special needs taken care of and our bags are in our car and we are ready to go -seamlessly.

The folks at the front desk verify our needs, and have recommended things going on in town or just pointed us to the

local Mexican joint with cheap tacos and margaritas to match. I have received Astros baseball tickets, coupons for go-carts, and even been invited over for a Super Bowl party. They do it all over again, and more, for us on the way out. We have gotten in to the airport and are on our way out again extremely quickly thanks to these folks.

I think we often believe these services are due us, because we pay for fuel, landing fees, facility fees, handling fees, and security fees. We have all paid a facility fee when all we did was walk through the building on the way to a waiting friend outside and that was only because that was the only way off the ramp. This seems like a complete overcharge and we hate to pay it. This article is not about the times that we get very little return on our money, but the majority of other times when we are getting great service for ourselves and our passengers in exchange for buying the minimum fuel that we need just to get home anyway.

These folks are constantly training and retraining on standards, equipment, and operations required by FAA, airport, TSA, fuel branders and airlines. Fuel farms and trucks require daily QC checks, maintenance and upkeep. Facilities need to be maintained, cleaned and refurbished. And of course, cookies have to be baked so I can eat 20 of them while waiting for passengers.

These professionals that we work with on any flight are the ones that make us look good to our clients. Just like a pilot is always graded on how smooth our last landing is, our capabilities are also rated, indirectly, by how well the transition to and from the airport is. We, as corporate pilots especially, are responsible to facilitate that transition for our clients and the dedicated folks at the FBOs have a huge part in making that happen. Thank those folks for making us look better.

SKIP FRYHLING

REALTOR • PILOT

Living, Working, Flying and Playing in our Community

701-425-8728



1022 E. Divide Ave., Bismarck, ND 58501



SCHWEISS

DOORS

HYDRAULIC

ONE-PIECE DOORS

— OR —

BIFOLD

STRAP LIFT DOORS

SCHWEISSDOORS.COM

THE DOOR LEADER



507-426-8273



Old to New!

Stay in “touch” with new Garmin upgrades!

Fargo Jet Center can help with all your installation needs to breathe new life into your aircraft!

Aircraft Pictured:

1981 Cessna 182RG

GARMIN® Upgrades

- GTN750 WAAS GPS
- GNC255A
- GDL88 ADS-B Transceiver
- G500 with GAD43e
- GTX330ES ADS-B
- Fabricated new instrument panel



701-235-3600
fargojet.com

North Dakota Aviation Quarterly

P.O. Box 5020

Bismarck, North Dakota 58502-5020

PRSRD STD
US POSTAGE
PAID
UNITED PRINTING

NORTH DAKOTA
AVIATION QUARTERLY **30** Years

CALENDAR of EVENTS

Check out the online calendar
for details on these events:
www.aero.nd.gov/events

February 2018

Fargo Air Museum - Youth Camp
Feb 10
KFAR - Fargo Air Museum
Topic: Astronomy

March 2018

Upper Midwest Aviation Symposium
Mar 04 to Mar 06
Fargo, ND

Fargo Air Museum - Youth Camp
Mar 10
KFAR - Fargo Air Museum
Topic: Aviation Medicine

April 2018

Fargo Air Museum - Youth Camp
April 14
KFAR - Fargo Air Museum
Topic: Search and Rescue

May 2018

Grafton Municipal Airport Fly-In
May 06
KGAF - Grafton Municipal Airport EAA
Chapter 380 Fly-In / Drive-In

Fargo Air Museum - Youth Camp
May 12
KFAR - Fargo Air Museum
Topic: Inventing the Airplane

June 2018

Fargo Air Museum - Youth Camp
June 09
KFAR - Fargo Air Museum
Topic: Entrepreneurship

Planes & Pancakes

June 10
Y19- Mandan, ND
Fly-In breakfast in conjunction with
Buggies and Blues

July 2018

Mercer County Regional Airport Fly-In
July 07
KHZE - Hazen

Fargo Air Museum - Youth Camp
July 14
KFAR - Fargo Air Museum
Topic: Geochaching

Northwood Fly-In Breakfast
July 28
Vince Field, Northwood

August 2018

Fargo Air Museum - Youth Camp
Aug 11
KFAR - Fargo Air Museum
Topic: Airplane Energy

September 2018

International Peace Gardens Fly-In —
Sep 03
S28 - Dunseith, ND

Fargo Air Museum - Youth Camp
Sep 15
KFAR - Fargo Air Museum
Topic: Welding

October 2018

Fargo Air Museum - Youth Camp
Oct 13
KFAR - Fargo Air Museum
Topic: Museum Collections

Mandan Chilli Feed
Oct 20
Y19 - Mandan, ND
Fly-In and Chilli Feed

November 2018

Fargo Air Museum - Youth Camp
Nov 10
KFAR - Fargo Air Museum
Topic: Metalwork



Engage. Educate. Motivate.
**2018 UPPER MIDWEST
AVIATION SYMPOSIUM**

Registration: www.ndac.aero/umas

March 4-6, 2018
Delta Hotels by Marriott
Fargo, ND