

NORTH DAKOTA

# Aviation QUARTERLY

Vol. 31 • Issue 1

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Winter 2019



## Building a *community* of Aviation



North Dakota Aviation



HALL OF FAME

**North Dakota Aviation  
Hall of Fame Names  
2019 Inductee:**

**Brian Rau**

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**UPPER MIDWEST  
AVIATION  
SYMPOSIUM**

Poster on Page 7





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## North Dakota Aviation Quarterly (NDAQ)

Official Publication of the North Dakota Aviation Council

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## From the Editor

Thank you for reading this issue of the North Dakota Aviation Quarterly. We hope that you find this issue to be informative.

The goal of a newsletter is communication, and communication is a two-way street. We hope that you will provide your feedback with us. The editorial committee can be reached anytime at ndaviationcouncil@gmail.com and we welcome your feedback. You may also find the committee members at the Upper Midwest Aviation Symposium. Would you like to see more of something? Less of something? Or do you like what you see? ***Please let us know!***

If you have an interest in serving on the editorial committee, we would be happy to visit with you about it.

*On behalf of the editorial committee,*  
**Mike McHugh**



Daren Hall, Chairman  
North Dakota Aviation Council  
dhall@fargojet.com

## CHAIRMAN'S COMMENTS

### PROMOTE | SUPPORT | EDUCATE | ADVOCATE

The mission of the North Dakota Aviation Council (NDAC) is to promote and support aviation's growth in North Dakota through our members' professional development and advocacy.

Whether you have been an active participant in past NDAC activities, been a member of one of the North Dakota Aviation Associations, or are new to the state or to aviation, there has never been a better or more important time than now to get INVOLVED and ENGAGED.

INVOLVEMENT happens in many different ways that culminate in fostering future growth and success throughout the state. In its most simple form, just being a member of the NDAC by paying an annual due helps to fund and support activities that you may not have the time in which to actively participate. Our Aviation Day at the Capital, coming up on March 6th, is just one example. This is a great opportunity for the NDAC to represent the voice of aviation across the state to our local legislators while they are in session. We will have representation from the NDAC, aviation organizations, and even some business that will participate in the event.

ENGAGEMENT truly happens when you plug into one of the Aviation Council's member organizations to connect, help, and support their specific missions. This is a great way to contribute beyond financial support to the organization in volunteering your time and expertise. It may be in the form of providing a Young Eagles flight, hosting tours at your airport or hangar, serving as a mentor to a local student, serving on a subcommittee of the NDAC, or simply being available to speak at a high school class about your story in aviation. Of course, this is just a small list of how you could consider engaging in the mission. For most, they need to answer the question, "Why should I get involved and engaged?"

WHY? We have a great challenge in workforce shortages facing our industry both nationally and right here in our North Dakota. This really means that we have an incredible amount of opportunity for our youth in careers throughout the aerospace industry. Now more than ever, we need our community of aviation professionals, advocates, and enthusiasts to join together in supporting our efforts in reaching out and inspiring the next generation of aviators, mechanics, engineers, and so on.

For those that are looking for even more opportunity to serve, the Executive Board of the Aviation Council is a great opportunity to invest in the future of our great aviation legacy in this state. This board will have open elections starting in 2020 and will continue to lead many of our efforts across the state.

Consider supporting the efforts of the NDAC by joining as an individual, corporate, or allied member ([www.ndac.aero](http://www.ndac.aero)).

*Sincerely, Darren Hall*



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## DIRECTOR'S Chair

# Structure Built for Success

Throughout this “New Horizons” themed issue of the Aviation Quarterly, you will find information related to the structural changes of the Aviation Council that were voted on last spring at the Upper Midwest Aviation Symposium. The changes are significant, and the group is currently within a transitional phase that is expected to be completed after membership voting occurs in 2020. I encourage all of you who enjoy reading this publication to learn more about these changes and the options that now exist for you or your organization to become involved within the North Dakota Aviation Council.

Over the last couple of months, I have worked first hand with the new Aviation Council Board of Directors and I can say that I have been very impressed with the direction that the group has decided to take. Each meeting has been filled with meaningful conversations and follow-up tasks that have an overall goal of growing, promoting, and developing aviation related initiatives throughout the state. Subcommittees have been formed that are trying to address the strategic mission and branding of the organization and work has been done to develop a new website for the group. Another committee is working behind the scenes to participate in aviation educational efforts and the development of solutions to help combat the pilot and aviation workforce shortage. The Aviation Council Board is kept apprised of federal and state aviation issues and at the same time, they have an executive director team and local committee that works to ensure that the spring conference that will be held in Bismarck March 3<sup>rd</sup> – 5<sup>th</sup> is a great experience for all who plan to attend.

Much work goes into our state’s annual aviation conference and that effort will remain an integral part of this organization, but to see our aviation leaders allow an executive director team to plan this event, so that they can focus their time

and efforts on important aviation advocacy efforts has made the recent changes feel like a breath of fresh air. A key part of the discussions on their organizational structure has also been to work on a “mentorship” structure and to try to find ways to prevent volunteerism burnout. These conversations are critical for any modern organization that wants to attract new leadership and maintain membership involvement and enthusiasm over the long-term. The efforts of our Aviation Council Board of Director’s over the past couple of months has given me reassurance that they are doing everything that they can to grow an aviation advocacy group that is built for success.

As we work to continue to build a culture in our communities that supports and appreciates aviation, I want to challenge you to reach out to your neighbors and community members and have conversations regarding the benefits of aviation and your local airport. The North Dakota Aviation Council has an “Aviation Works” program that provides free handouts and presentations that can help you provide information within a public forum. Feel free to also reach out to the North Dakota Aeronautics Commission staff, as we can provide materials and suggestions in helping to support a local aviation public relations plan for your airport and community. Information on the benefits of airports and studies that analyze the economic impact of all airports within North Dakota can be found on the North Dakota Aeronautics website or requested from our staff.

On another note, the state legislative session is already in full swing and airport infrastructure funding will continue to be a large topic of discussion. Please consider joining us at the Upper Midwest Aviation Symposium March 3<sup>rd</sup> – 5<sup>th</sup> and Aviation Day at the Capital on March 6<sup>th</sup> to learn more and to participate in the aviation related issues that are being discussed at our state capitol.

*Wishing you smooth flying, Kyle*



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**2019  
Inductee**

North Dakota Aviation



HALL OF FAME

## **North Dakota Aviation Hall of Fame Inductee**

### **Brian Rau**



The North Dakota Aviation Hall of Fame committee announces that Brian Rau has been selected for induction into the state's Aviation Hall of Fame. The induction ceremony will take place on the evening of March 5, at the Upper Midwest Aviation Symposium banquet in Bismarck, ND. Brian Rau will join the prestigious aviation hall of fame group that currently includes 43 other individuals who have all had a significant impact to the growth, development, and promotion of aviation in North Dakota. For more information on the North Dakota aviation Hall of Fame, visit [www.ndacaero.com/hall-of-fame/](http://www.ndacaero.com/hall-of-fame/).

Brian Rau began his career in aviation in 1975 when he received his private pilot license. Brian's start to aviation came from his father, who had been aerial spraying their farmland after gaining flight experience in Korea flying combat missions in an F-80. In 1979, Brian received his commercial pilot's license and returned to his family farm after receiving a higher education degree in Agronomy. Brian's passion for flight grew as he established Medina Flying Service and since that time, he has become actively involved in the agricultural aviation industry at all levels – grower, local, state, regional, and national. His passion about sustaining and growing the industry through technology and education while ensuring safety for all involved has helped him become well known as a leader within the aviation industry.

Brian has been an active member of the North Dakota Agricultural Applicator Association for over 30 years. Over that time, Brian has also served on multiple national boards and committees and he has held leadership positions where he was able to advocate for the interests of North Dakota aviators. Brian was the chair of a national committee that developed the professional operating guidelines for the aerial application industry. That guiding document is now being used to develop international standards for the industry by the International Organization of Standardization (ISO). Brian is currently a PAASS presenter (Professional Aerial Applicator Support System), a role in which he travels to state and regional Aerial Application Conferences to provide information to other

Aerial Applicators regarding safety. Brian has also been a leader through the Recreational Aviation Foundation in advocating and promoting back-country aviation to remote and scenic natural areas throughout the United States.

Brian's love for aviation is contagious and he has encouraged and helped many people to understand and advocate for the aviation industry. Brian has also worked to inspire and promote aviation careers to the next generation by presenting and visiting with youth at multiple aviation education functions throughout the state. One such example of this is his annual attendance at the North Dakota's Business Aviation Association's 5th grade career fair where he utilizes his aircraft and experience to help educate and spark interest in nearly 900 students from across the region.

Brian has also spent a considerable amount of time volunteering for many aviation organizations. He served as a legislative representative for the aviation industry and helped the state rewrite its pesticide application laws. He also led the effort to advocate for safer low flying conditions throughout North Dakota by establishing regulations pertaining to the marking and reporting requirements for meteorological evaluation towers (METs). Taking this important safety issue one step further, he also served as a chairman of a national government relations committee where he advocated for the enactment of a federal statute requiring the marking and mandatory entry into a database, of towers in rural areas between 50-200 feet.

Brian has been an active member of the Medina community for many years. In addition to being an agriculture pilot and grower, Brian has been a paramedic for 30 years and does EMS instruction for first responders. He has served many different roles on the fire department and on numerous occasions, he was also called upon to drop water and assist with wild fires that were either growing or moving fast.

Brian's contributions to his community and to aviation across North Dakota and the Country has led to him deserving a place in the North Dakota Aviation Hall of Fame.

*The induction ceremony will take place in **Bismarck** at the **Upper Midwest Aviation Symposium** on Tuesday **March 5th**.  
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.ndacaero.com](http://www.ndacaero.com).*





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Ed Bolen, National Business  
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More information and to register: [www.ndacaero.com](http://www.ndacaero.com)

### SCHEDULE HIGHLIGHTS

#### SUNDAY

- Aerial Applicators Safety Meeting
- Opening Social

#### MONDAY

- Student Day
- Many IA Renewal Qualifying Classes
- Dale Klapmeier - Cirrus Aircraft
- Great Networking Opportunities
- Exhibitors Night Social

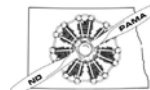
#### TUESDAY

- The State of Aviation in ND
- ND Aviation Council Business Meeting
- Organizational Updates and Q&A
- ND Aviation Hall of Fame Awards and Banquet

**NORTH DAKOTA  
AVIATION  
COUNCIL**



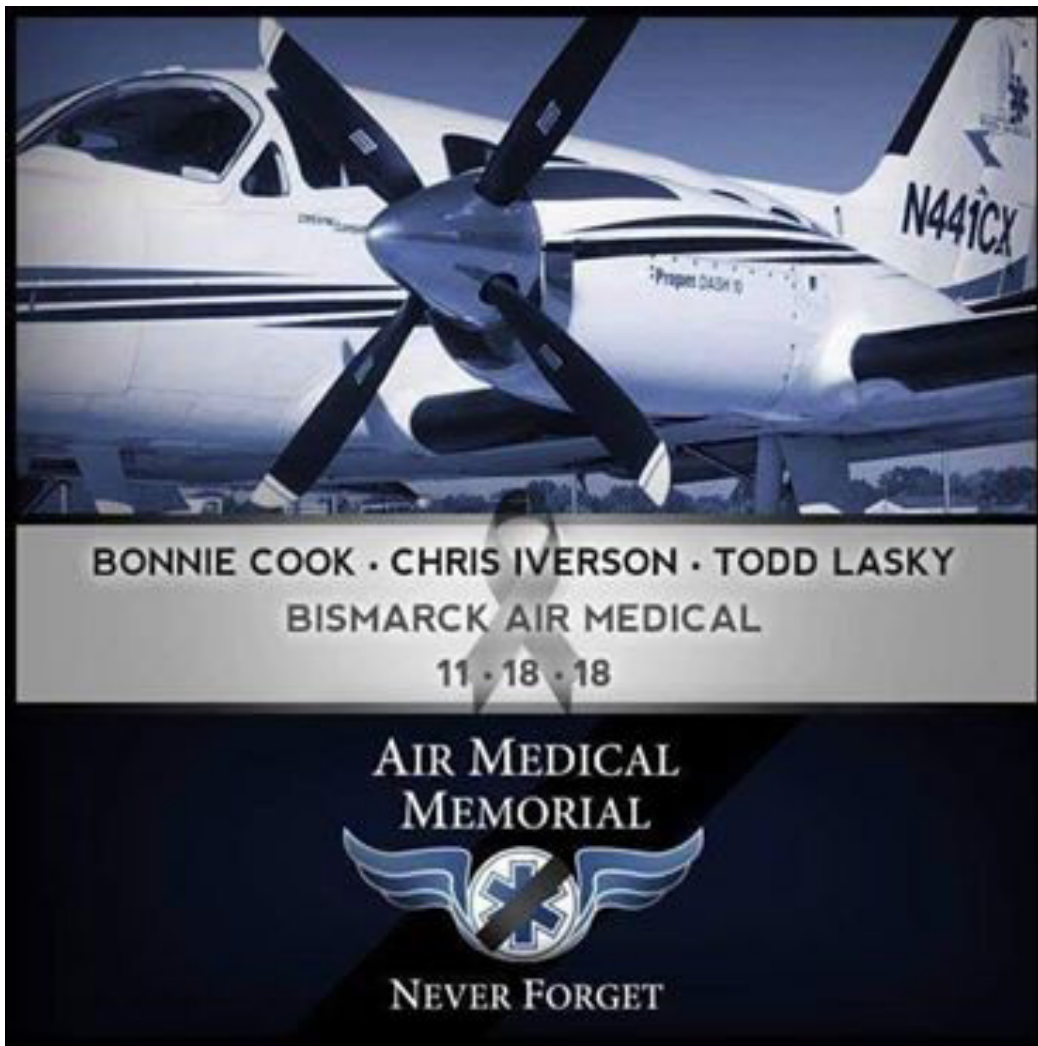
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# Collaboration & Growth Amongst North Dakota Aviation Groups

By Jon Simmers, NDAC Past Chair

Now that the new bylaws are in place for the North Dakota Aviation Council (NDAC), several of the Organizational Member groups are asking themselves to re-evaluate their purpose. In the early 1980s, several of the organizational groups were formed to develop their membership to the NDAC. While groups like the North Dakota Business Aviation Association (NDBAA) and the North Dakota Professional Aviation Mechanics Association (NDPAMA) were in existence prior to NDAC, groups like the North Dakota Pilot's Association (NDPA) and North Dakota Association of Air Museums (NDAAM) were formed so they could represent their respective aviation interest groups on the NDAC.

Under today's new bylaws, the NDAC has gained more flexibility to represent and advocate for the needs of aviation in North Dakota, while the individual organizational member groups have gained more flexibility to fulfill their core purpose. In addition, the NDAC is now more accessible to individuals that are interested in furthering aviation in our state.

## The new bylaws now allow for four categories of members:

1. **Individual Member** – You can now be a direct member of the NDAC. In the past, you had to be a member of one of the state aviation alphabet groups. Moving forward, if you choose to attend the Upper Midwest Aviation Symposium (UMAS), you are automatically an Individual Member.
2. **Organizational Member** – Examples include the previous seven alphabet member groups. Under the new structure, Unmanned Aircraft System (UAS) groups are now showing interest. Organizational members will no longer be required to serve on the board.

3. **Allied Member** – This allows industry partners to be a member of the NDAC. This may include engineering, consulting, FBO's, and other for-profit type of organizations that have an interest in North Dakota aviation.
4. **Student Member** – This category invites all students that are enrolled in high school or other higher education programs to access free membership to NDAC.

We are not competing for the same membership between all of the North Dakota aviation groups; Rather, we are all evolving as an aviation community, and redefining how all aviation organizations in North Dakota can reorganize to reduce overlap, and to complement each other with their strengths.

During the two year bylaw transition, the Organizational Member groups have appointed one member to the Board of Directors for the NDAC in calendar years 2018 and 2019. Starting in 2020, a Board of Directors will be elected by votes submitted by the Individual Members of the NDAC.

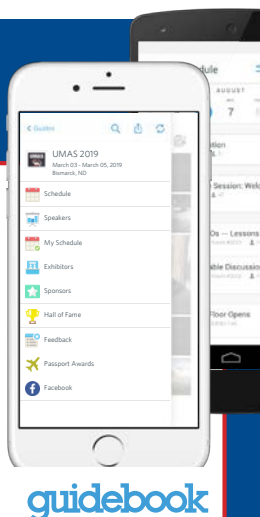
Several of the following articles in this publication are written by Organizational Members who were a part of the original NDAC structure. The Organizational Member articles will discuss what the new horizon means to their respective members, highlight what makes their organization unique, and how they complement the NDAC.

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# Should North Dakota Pilots Equip with ADS-B?

By Zach Peterson, Private Pilot, Aviation Enthusiast, and Aviation Sales Manager at Appareo

## Preflight:

There is less than a year remaining until aircraft flying in ADS-B required airspace need to be equipped with compliant hardware. Those who are waiting or choosing not to equip generally haven't had the opportunity to speak with someone well-informed about ADS-B. I have encountered only a few pilots who choose not to equip once fully informed, usually because they plan to sell their aircraft.

Safety is at the core of every rule and recommendation in the FAR / AIM. As competent and thoughtful pilots, we are not only required to be fully informed before making the decision to fly, but it's a best practice. The consideration to equip should be given the same due diligence.

## Taxi:

General Aviation (GA) pilots in North Dakota that fly below 10,000 feet MSL, will not cross an international border, and do not fly into Class C or B airspace (including flight within the Mode C veil) do not need to equip for the 2020 ADS-B rule. This leaves most of us with a choice as to whether or not we still want to reap the benefits of this technology.

The ADS-B system provides enhanced situational awareness, safety, and increased flexibility. I enjoy flying over the lakes country in our C-182 and typically use Flight Following for trips to northeast Minnesota. Since equipping with an ADS-B Out transponder, MSP Center can track me at lower altitudes, which is nice for low ceilings and a sense of security when a forced landing would include the choice of trees or water.

Every pilot who is part of the GA community knows other pilots. After reading this article, I suggest educating yourself by reaching out to your peers for questions about function, the FAA for specifics about the rule, and avionics shops or manufacturers for details about the hardware. (You should be able to find all of these resources at the Upper Midwest Aviation Symposium in Bismarck March 3-5.)

## Take-off:

Progress is the reality of our world, and the ADS-B system is only one of the FAA's NextGen initiatives. Freedom to fly where we want, when we want, is one of the reasons many of us became pilots, and we all know that freedom has a price. Equipping with ADS-B Out is a renewal on that elusive lease. Before reviewing options to equip, it's important to consider the two most common reasons pilots are delaying the choice:

1. **"The FAA is going to extend the deadline past the end of 2019."** The FAA has indicated they will not extend the deadline for General Aviation, and have given us no reason to believe otherwise. We will have had nearly a decade of notice by the time ADS-B Rule Airspace becomes a reality.
2. **"I'm going to wait for a lower-cost option to come out."** From an economic standpoint, now is a good time to purchase certified ADS-B hardware. With the mandate approaching, demand will increase on avionics shops, which will likely drive up prices and lead times. What's more, as the maximum number of aircraft to equip is approached, manufacturers will

reduce production and cost may increase. If you want to equip but choose to wait until closer to the deadline or after it's passed, you should be prepared to pay more for the avionics, have an extended wait to get into a shop, and incur additional cost for installation.

It's also important to consider the age of your transponder when weighing your options. Trying to save money now by combining new technology with old transponders, will cost you more in the end than simply upgrading your transponder now.

## Climb-out:

For a moment let's forget about the mandate and cost, and review some of the benefits of being equipped with ADS-B In and Out. I want to avoid getting stuck in a soft field, so I'm going to jump right past how the system works. It certainly is relevant and interesting, but what matters most is that it does work.

Did you know that with ADS-B In, under certain conditions, you can see almost any aircraft in the sky through broadcasts from ground stations?

First, the target (whether ADS-B Out equipped or not) must be flying in an area of radar coverage. Second, you must be ADS-B Out equipped so the system can recognize you and broadcast a custom traffic picture to your aircraft. When these circumstances exist, aircraft that are not equipped with ADS-B Out still appear as targets on whatever ADS-B In visual medium you are using, portable or certified.

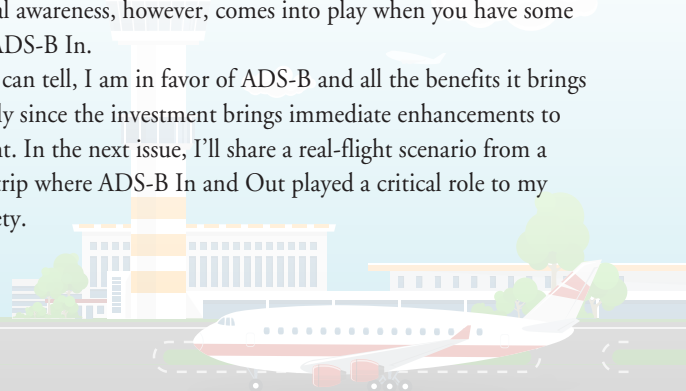
Inflight FIS-B, TIS-B, and future products the FAA plans to release to the ADS-B network deliver an incredible amount of information into your aircraft, enhancing the safety of decision making and awareness of your environment. All of this information is provided without a subscription. You must purchase and install the hardware, but after the one-time investment, ADS-B In is at your disposal without added cost.

## Cruise:

In-depth product discussion about what's right for you, your aircraft, and mission are best had with representatives from avionics shops or manufacturers. Engaging in conversations that leave you more knowledgeable about ADS-B, before having conversations about hardware options, will better prepare you for what questions to ask.

The immediate benefits of the ADS-B system are not as obvious when you're only equipped with ADS-B Out. Air-to-air transmission will allow other aircraft equipped with ADS-B In to see and avoid you when outside of radar or ground station coverage, and ATC will have a more precise idea of your location. The most notable enhancement to situational awareness, however, comes into play when you have some form of ADS-B In.

As you can tell, I am in favor of ADS-B and all the benefits it brings - especially since the investment brings immediate enhancements to your flight. In the next issue, I'll share a real-flight scenario from a summer trip where ADS-B In and Out played a critical role to my flight safety.





## 2020 IS COMING! Are you ready?

According to the FAA, the \$500 rebate available to qualified ADS-B installations on single engine fixed wings is back in effect until the remaining appx 7,000 applications are submitted or by Oct. 11, 2019.

[www.faa.gov/nextgen/equipadsb/rebate/](http://www.faa.gov/nextgen/equipadsb/rebate/)

## More on ADS-B...

To read what the FAA has to say about ADS-B, go to [www.faa.gov/nextgen/equipadsb/](http://www.faa.gov/nextgen/equipadsb/).

Many other industry leaders and associations have information on their sites. AOPA also has provided information covering both pros and cons to the mandate: [www.aopa.org/go-fly/aircraft-and-ownership/ads-b](http://www.aopa.org/go-fly/aircraft-and-ownership/ads-b)



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# Aeronautics welcomes 2 new employees...



## Welcome, Adam Dillin, C.M., A.C.E.

After over a decade working in Airport Operations, Adam Dillin has had a hand in everything from training program design to construction project coordination and wildlife hazard management to airport firefighting. Together with his armchair passion for plans and schematics, this wealth of experience gives him a unique insight into the practical needs of airports of all sizes. Originally from Wyoming, Adam graduated from the University of North Dakota in 2007 with a B.B.A. in Airport Management and earned his Private Pilot Certificate and Certified Member status from the American Association of Airport Executives, later going on to achieve Airport Certified Employee-Operations status. He is thrilled to return to North Dakota to meet the new challenges of Airport Planning for the North Dakota Aeronautics Commission.



## Welcome, Nels Lund

Nels is originally from the Fargo Area, but has since moved to Bismarck over three years ago. He earned a Bachelor of Science degree in civil engineering and minor in business administration from North Dakota State University and has over three years' experience in airport engineering. Nels also has two years' experience working in the airline industry where he was fortunate to do quite a bit of traveling around the world. He has been married to his wife, Corrie, for two years and together are expecting their first child. He enjoys the outdoors and traveling in his spare time. Nels is excited to join the Aeronautics Commission as a Planner and looking forward to growing North Dakota aviation.



The image shows the exterior of the Minot Aero Center hangar at night. The hangar has a red roof and white walls. The name "MINOT AERO CENTER" is prominently displayed above the entrance. Inside the hangar, several vintage aircraft are visible, including a black and white biplane and a yellow biplane. The sky is dark, and the hangar is illuminated by interior lights.

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# A New Year & New Horizons

By Staiger Consulting Group, NDAC Executive Director

The New Year is often a time for reflection. A time for looking back and a time for looking forward—for setting or revising goals. The ND Aviation Council has done all that with a year of changes in 2018. Some of those were small but not insignificant and others more far-reaching.

Beginning in 2017 the board embarked on an exhaustive self-assessment to evaluate the organization's internal strengths and opportunities with a goal to determine how the Council could better serve all of aviation. Leaders quickly saw the need for the board to become more visionary. It became clear day-to-day operations had strayed from the bylaws and both needed revising. In the process, leaders began to envision the prospect of greater and more diverse involvement, expanded programs beyond UMAS and the financial support of additional revenue streams. However, in order to accomplish all that while staying true to the mission, the Council had to adapt and evolve.

This started a concerted 1-year effort to rethink and revitalize the ND Aviation Council's future—from the tarmac up to 30,000 feet. To enable that vision, patterns and practices needed adjustment and the bylaws revised. Since then, the board has been implementing the transition plan: to insure continuity of governance and representation while it downsizes yet becomes more nimble, to restructure operations to broaden responsibilities to volunteer committee and liaison groups, and to enable individual member involvement.

The momentum has already begun to shift as people realize the opportunities unfolding. Ultimately, new horizons are a reminder of what is immediately in front of us as we navigate a revised flight plan toward new destinations.

*What's relevant to me?*

Stacy Krumwiede,  
Bonnie Staiger,  
Mike Krumwiede

For Questions or Comments ND Aviation Council [admin@scgnd.com](mailto:admin@scgnd.com) 701-223-3184



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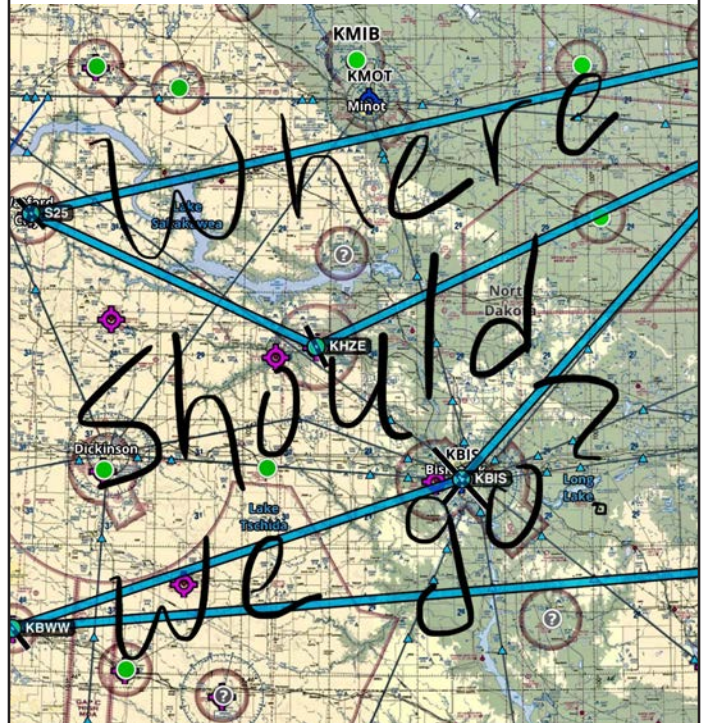


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Find one of the editorial board members at UMAS or at [ndaviationcouncil@gmail.com](mailto:ndaviationcouncil@gmail.com) and tell us what you'd like to see in this publication.



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# Making the connections so you don't miss yours.



# North Dakota Experimental Aircraft Association

By Darrel Pittman

The Experimental Aircraft Association (EAA) is an international organization with chapters around the world, founded to promote recreational flying. They hold an annual convention at Oshkosh, Wis. called the EAA AirVenture Fly-In. This event holds the claim to be the "Busiest Airport and Air Traffic Control Tower in the World" during the 10 days of the show. I worked at the fly-in for two years while in the FAA, in 1984 and 1985.

The EAA is famous for a program called Young Eagles. This is a long-running program established to provide young people from ages seven to 17 the opportunity to have their first ride in a small airplane. The pilots of EAA volunteer their aircraft and fuel at no cost to the young students.

This program currently has flown over 1.5 million students. The EAA Chapter 1008 Bismarck/Mandan gives Young Eagle rides every three months, weather permitting.

Chapter 1008 is also involved in Mandan's Buggies and Blues event. For two days every June, Main Street in Mandan becomes a vintage automobile showplace with great local music in the band shell and local craft booths. Chapter 1008 holds a Sunday morning fly-in breakfast at the Mandan Airport in conjunction with Buggies and Blues. Many pilots fly in from all over the state and elsewhere. It is not unusual to have a full ramp of airplanes and over 500 to 700 folks in attendance. We have flight simulators and aviation information booths set up at the event.

This year Chapter 1008 brought the Ford Tri-Motor to the Bismarck airport (*see the photo by Vern Davis*).

There are five EAA chapters in North Dakota: EAA 317: Fargo, ND; EAA 1342: Grand Forks, ND; EAA 380: Grand Forks (Grafton terminal summer), ND; EAA 1008: Mandan, ND and EAA 265: Rugby, ND. There is more information on each of these chapters and the national organization at [EAA.org](http://EAA.org)

The EAA has a representative on the North Dakota Aviation Council (NDAC). In 2020, the EAA members will be asked to decide if they will be members of the EAA chapters and/or the NDAC.

This marks my last article for the *Aviation Quarterly*.

I have been writing this column for 20 years, and it has been both interesting and enjoyable. My wife Marlette and I appreciate the support and friendship of the aviation community. As with everything in life, a time comes when it is right to pass the task on to a new generation.

Thank you for the opportunity, it's been a great flight!

*Cleared for  
Takeoff, Darrel*



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# On the Horizon

By Deanna Stoddard and Matthew Remynse

As we enter 2019, there is much on the horizon that our North Dakota airport community can look forward to this year and beyond. The coming year should bring completion to the new Williston Basin International Airport (XWA), a project made possible through a variety of funding sources, political support, and public-private partnerships. All eyes have been on the planning and development of the nation's newest airport and after years of construction, the aviation community eagerly anticipates its opening in late **November**.

Just around the corner is the 2019 Upper Midwest Aviation Symposium (UMAS), to be held March 3-6 in Bismarck. The Symposium presents a great opportunity for all facets of aviation – pilots, mechanics, consultants, airport managers, aviation students, and regulatory agencies – to come together in a collaborative environment. These aviation professionals are able to learn more about issues facing our industry on a local, regional, and national level, and leave with best practices to implement as shared by those speaking from experience. The day after UMAS is Aviation Day at the Capital. Aviation Day at the Capital is a day where we come together as an industry to educate legislators, elected officials and others about aviation and why it is important for North Dakota. Please consider staying in Bismarck after UMAS to help promote aviation at the capital.

## Aviation in this years' Legislation

Also on the horizon are legislative issues for airports in the next biennium. AAND has three legislative priorities for this session. One major priority is supporting the \$46 million in funding through the oil and gas tax revenue fund. Previously, this revenue was used for oil impact grants and the State Investment and Improvement Fund, monies to which only certain airports had access. A new bill has realigned how the revenues are distributed and with the new funding formula, all airports in the state will be eligible for receiving funding from this \$46 million fund. The importance of this bill cannot be stressed enough, nor how much support legislators will need to see from airports. If passed, this bill will provide airports with a long term funding source for many years to come. We cannot let this opportunity slip away!

Another priority is supporting the bill that funds the North Dakota Aeronautics Commission (NDAC) and its grant programs. As always, AAND will be at the capital expressing our support of Kyle, his staff, and the wonderful programs they deliver.

One more priority is enacting language to the century code that would allow the eight commercial service airports to

enter into contracts with Transportation Network Companies (TNC), such as Uber and Lyft. Currently, state law prohibits any political subdivision in the state from entering into a contract with a TNC.

Lastly, the FAA Reauthorization Act of 2018 became the first five-year authorization bill for the FAA since the 1980s. The Act stipulated mandatory funding for the Airport Improvement Program (AIP), which provides grants to airports for safety, security, environmental, and capital improvement projects, over the next five years (FY2019-2023). The legislation also included a new airport infrastructure program that authorized discretionary grant money to smaller airports and revisions to regulation and oversight of unmanned aerial systems. You can be certain that your North Dakota airports and regulatory partners are already working diligently to make best use of this opportunity in the coming years.

In closing, 2019 is going to be an exciting year for North Dakota's airport community! A new airport, the potential for long term funding, and many important construction projects - who could ask for more? We look forward to seeing everyone at UMAS and until then, fly safe and check the NOTAMs.

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# NDPA: Founded to Protect and Promote General Aviation in North Dakota

By Ron Lundquist

The Upper Midwest Aviation Symposium (UMAS) is just around the corner in Bismarck where the N.D. Legislature will be in session. This is no coincidence; Some time ago, it was decided to hold UMAS at this time to have access to legislators and keep a finger on the pulse of important bills which affect aviation. Aviation Day at the Capital will be Wednesday, March 6th, so I am asking you to consider staying for this event. When we email, snail mail, or make phone calls to our legislators, they take note. When we show up in mass and make our voice heard, they really take note. I know it takes time to do this, but I firmly believe a little effort on our part now will pay big dividends in time!

An important item that will no doubt be discussed during UMAS and at evening "safety meetings" is the transformation of our North Dakota Aviation Council (NDAC). I'd like to share my personal experience with this. I was on the NDAC when we had two representatives from each alphabet group, totaling roughly 15 people. By default, if you were on the Council, you were tasked with planning next year's UMAS.

I think some people grew fatigued. It wasn't hard work, just busy work. Hiring Staiger Consulting Group has, in my opinion, been a godsend. They are taking care of much of that busy work. They are pleasant, professional, and have been tremendous to work with. I am in no way trying to disparage previous councils and the work they did. They did an excellent job. It's just that the monthly meetings preceding the symposium were largely UMAS planning sessions. The volunteer time got tapped out. The new Council isn't totally removed from the Symposium, but the Staiger Consulting Group is doing a lot of the coordination. This has freed the other members to focus on more of our state's aviation issues, such as education and advocacy. This is what the NDAC should be doing. We are still putting in time, just in other capacities. It's exciting and I see it continuing forward like this. The new structure of the NDAC now has one representative from each alphabet group, but by 2020 council members won't necessarily be from NDPA, NDPAMA or AAND. An NDAC Board Member will represent all groups. You, by joining the



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Council, will be able to run for the Board. I already have a new feeling of optimism about the Council and the energy we are freeing up to pursue bigger picture items.

Another issue I see being a hot topic this year will be the preservation of "the alphabet groups". Some have made their concerns known to me that with the new look of the Council, they worry about the survival of their respective organization. I totally understand. Without automatic representation on the Council, however, it's more important than ever to stay and/or become engaged in your group. At the business meetings this year, I really feel we need to identify people that will make good council members and urge them to run - not just as a representative for your group, but all groups. As for worrying about your group's survival, if you are active, great. If you are inactive, I would recommend you take a look at your mission statement. Talk about the direction and purpose of your organization. The new Council isn't going to take away your identity, but they could advocate on your behalf while you refocus or redirect your energies.

Some examples would be to ask the NDAC to help with your membership drive or scholarship promotions. We could also help with educating the youth or public on your behalf. By using the council as such, I see a lot of growth potential in all the alphabet groups! Just like the NDAC uses the Steiger Consulting Group as a resource to help with UMAS, you should use the council as a resource for your group.

I really hope to see all of you at UMAS this year. Our new website [www.ndacaero.com](http://www.ndacaero.com) makes registration easy. While you are registering for UMAS, take time to explore the new website. All of your council members contact info is on there, so take a minute and reach out to let us know your aviation concerns.

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# North Dakota Pilot's Association: Determining Our Future

*By Joshua Simmers, professional pilot, enthusiast about a lot of things, and secretary/treasurer of the NDPA*

The North Dakota Pilots Association (NDPA) is on the horizon of somewhere new. It reminds me of visiting a friend in northern Missouri with my wife in our Cessna 150 at the advent of my flying. We savored seeing firsthand what was on the horizon, although we would get there anything but quickly. I remember my dad saying, "If you have no place to land, you have no business being there." We would climb higher over dams to maximize gliding distance and options, and were quite surprised the little airport we landed at was as steep as anything else in the Ozarks. One would've thought I'd have put two and two together and foresaw such steep terrain, but I guess experience is the best teacher!

Experience has shown the NDPA where we excel, and where we...maybe don't. As the NDPA came into existence to represent pilots on the North Dakota Aviation Council (NDAC), we see with the structural changes that direct representation on the NDAC Board is no longer necessary. So, it begs us to review why we exist - and why we should exist.

A lot of folks don't see the true benefit of associations. While many think they were created to help people socialize before transportation and technology made things so much more

convenient, their real purpose and true benefit is to accomplish something greater than any one individual could, namely to advocate. An example specific to our industry is airspace. If they would consider creating a military airspace covering N.D. from surface to infinity and beyond, a couple of us pilots may call the Aeronautics Commission or a lawmaker and express our sore disapproval. Some may even have articulate points to make. The majority of us wouldn't have a clue who to talk to, and a coherent, strong message would never be communicated. However, an organization can create a unified, articulate message that represents all of its members to key decision makers. Associations are valued and heard because they are the voice of the people, rather than a person.

The NDPA has done well to offer applicable content at the annual convention and offer an annual scholarship- or scholarships! We should be proud of these things. The NDAC has historically carried the weight of an association, as described in the previous paragraph, when needed. As the NDPA transfers from offering representation on the NDAC's board to a non-voting associate member, we should consider how things change for the NDPA.





A small group of pilots gathered to discuss NDPA potential, our options, and our overlap with the NDAC and other organizations. Since structural changes about how we voice pilot interests into the NDAC take effect in 2020, our business meeting at the upcoming Upper Midwest Aviation Symposium (UMAS) is our chance to decide how we want to shape this horizon.

**Our main three options are:**

1. **Transform:** Membership in NDPA will be separate from membership in the NDAC. Since the Council excels at considering the logistics of the annual aviation symposium, advocating, and bringing groups together, supporting the NDAC is merited. Doing this requires separate dues to each organization. If we allow the NDAC to excel in their mission, we can focus on a fine-tuned mission for NDPA. Such as local airport advocacy, safety seminars, scholarship, addressing the pilot shortage, etc. Although some of these activities duplicate other entities (EAA, NDAA, etc.), partnering *strengthens*, and every action needs *someone* to *do* it. Transforming requires an honest discussion with our members about what we want to focus on, what action it requires, and *who* is going to do it. This option also protects our interest if we ever face an issue where the NDAC would oppose a stance of the NDPA.
2. **Stay the course:** Of course, we can continue to operate as we have been. In reviewing our history, bluntly: we haven't accomplished much beyond an annual

scholarship. Should we continue as we have been, NDPA will eventually cease to exist.

3. **Dissolve Intentionally:** This doesn't need to be a scary, sad idea. As other organizations overlap with every purpose in our bylaws, we could dissolve into the NDAC and encourage our members to support the NDAC and for pilots to be a strong, large part of their membership. This alleviates the NDPA from its own board and dues.

A lively discussion is likely to ensue at UMAS this year during our annual meeting. We slotted two meetings on two days so we can raise ideas and let them simmer before any vote. Unlike flying, we get the chance to not just see the horizon but to shape it ourselves.

**The bylaws of the NDPA have the following highlights:**

- To operate for charitable, educational, and scientific purposes
- To cooperate to encourage the development of aviation in our state
- To promote camaraderie among pilots
- To protect pilot rights and privileges
- To encourage the use of airplanes
- To promote the development of suitable landing facilities
- To make available the use of this Association in an emergency
- To maintain a continuous aviation program

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# You're a crop duster? You must be crazy!

By Mike Stolz

"You're a crop duster? You must be crazy!" I just finished my fourth season as an ag pilot, and I can't count how many times have I heard this sentence. I muse that most do not understand there is a method to the madness as an ag pilot. The day I first pushed the power lever to red line torque on an Air Tractor, I realized I had dedicated many years to the pursuit of enough skills to survive that single mission. However, that lone flight was only the beginning. Over more and more seasons, I have witnessed my proficiency and efficiency slowly evolve as an ag pilot. This dedication requires such an intense amount of effort, energy, perseverance, and discipline, I never would have believed it could be this rewarding.

Of course, it is inherently dangerous. I remind myself before every flight that my number one goal is to make this a safe flight and that even unsinkable ships sink. Using extreme caution, I constantly weigh risk versus reward, which keeps me coming home at night. In the constant effort to avoid

the embedded chaos, it can be difficult to remember how awesome this job is and how much joy the art of flying an ag plane successfully can bring to the few pilots that get to experience it.

A quote I find applies for all pilots, from John Archibald Wheeler, "We live on an island surrounded by a sea of ignorance. As our island of knowledge grows, so does the shore of our ignorance." Burning out is often a symptom of giving up the desire to expand the nuance of our skills. There is always something to learn; if you think you have learned it all, you are not putting yourself in situations that push you to be better. This fact is what makes any discipline of human flight such a consuming and rewarding endeavor.

My concluding thoughts to myself for next season: Keep a realistic understanding of where you are at and do not stop striving to be better, while maintaining an intense appreciation for where you are right now. Always have a way out. And keep having fun!



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# CALENDAR *of* EVENTS

Check out the online calendar  
for details on these events:  
[www.aero.nd.gov/events](http://www.aero.nd.gov/events)

## February 2019

Flurry Fest RC Fly-In — **Feb 16**  
Bismarck Indoor Electric RC  
Airplanes at the Golf Dome

## March 2019

UMAS — **Mar 3-5**  
Upper Midwest Aviation Symposium  
Bismarck Ramkota

## March 6

Aviation Day with Legislators at Capital  
Bismarck Capitol, Memorial Hall  
9:00 a.m. – 3:00 p.m.

*Please send your event dates to [ndaero@nd.gov](mailto:ndaero@nd.gov).*

## June 2019

Planes and Pancakes — **Jun 9**  
Y19 Mandan Airport

Garrison Airport Fly-In — **Jun 16**  
D05 Garrison, ND

## August 2019

Kindred Fly-In — **Aug 10**  
K74 Kindred, ND

## September 2019

Hettinger Fly-In Breakfast — **Sep 14**  
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