

# Aviation QUARTERLY

Vol. 29 • Issue 2

North Dakota Aviation Council

Spring 2017



UAS Presentation



ForeFlight Presentation



Exhibitors' Night

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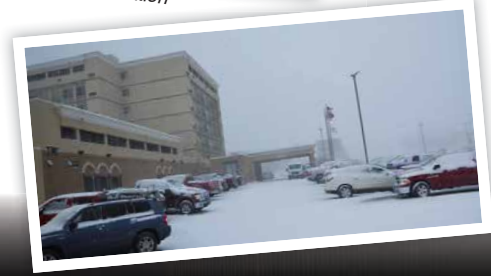
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Kris Magstadt,  
Editor

## AROUND the PATTERN

Seven years ago at this time of the year, Jon Simmers approached me and asked if I'd consider becoming the Editor of this publication. It was with great pride that I agreed to join the vibrant and every growing North Dakota aviation community. One of my main reasons for accepting the challenge was my dad and my hero, Vic Wokal. I have always been in awe of his passion for flight and commitment to family, aviation and community. My airport heritage in both Bowman, North Dakota and Glasgow, Montana, is one that I cherish. What an unique opportunity, providing wonderful memories growing up on an airport. Where else do you learn how to fit the maximum number of airplanes in a hangar? Aviation is an amazing field, and you are a truly passionate group of people.

The time, however, has come that I step down from this position. Much has changed in the past seven years, including three grandchildren. I have sincerely appreciated the support and encouragement I have received during these years and hope our paths will continue to cross. A part of me will miss the quarterly deadlines and the challenge of putting the articles together.

Thank you for this amazing opportunity, and remember:

*To most people the sky is the limit.*

*To those who love AVIATION, the sky is home.*

### North Dakota Aviation Quarterly (NDAQ)

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.*



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## CHAIRMAN'S COMMENTS

# Finding New Ways to Get the Job Done!

I want to start out by thanking the community of Minot for hosting this year's Upper Midwest Aviation Symposium (UMAS). Minot is my favorite location for UMAS because of their rich heritage and the endless enthusiasm for aviation. No doubt, my biased highlight of the event was to witness the induction of Don Larson in to the North Dakota Aviation Hall of Fame. Don has been an aviation advocate for over 40 years, and has been a personal mentor to me.

I'm excited to be a part of the changes taking place within the North Dakota Aviation Council (NDAC). This year's NDAC members bring new volunteers with new ideas and a desire to balance their new ideas while continuing to honor the heritage and good work of the North Dakota Aviation Council's 34 year history!

Today's society has a culture that demands more out of service organizations if they are to remain relevant. This demand will encourage our organization to reflect on where we can add more value to its current members, while at the same time search for ways to compel new members to join.

Today's cultural time-pulls include such examples as: What time is soccer practice tonight? Did the kids get their homework done? Did we get our baked goods to the church on time? "By the way, I have that thing at work tomorrow." As a result of these intense trends and demands for our time, volunteering time in our

community must have a very compelling cause in order for one to commit their precious time resources.

These scenarios are great examples of why the NDAC will be spending more time over the coming year focusing on how to structure our organization to become more appealing toward growing our membership base and activating aviation enthusiasts.

As we open up our minds to the future of the NDAC, there are endless possibilities of what we can do with a thriving organization. Recently, we held Aviation Day at the Capitol. The purpose of the day was to make touches with our lawmakers and reinforce our current infrastructure needs for our airport systems in North Dakota. In the future, it would be great if our lawmakers understood this need well in advance of the legislative session. How cool would it be for our citizens and state lawmakers to fully understand the value that aviation brings to our remote state of North Dakota?

2017 will be an exciting year of exploring how our organization can adapt and become more appealing in a society where time has become such a precious commodity. I'm confident with the enthusiasm of a great board and some guidance from our new Executive Director Team; great times are ahead of us!

*If you want to share ideas or comments, please send an email to [jons@bismarckaero.com](mailto:jons@bismarckaero.com).*

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# DIRECTOR'S Chair

## Legislative Highlights

As the 65th legislative session comes to a close, it becomes time to reflect on the results of the decisions that our elected leaders have made for the upcoming 2017-2019 biennium. On the following page, I provide a listing of the results of some of the aviation related bills that we have followed throughout the session. To view the full language of these bills and many others, feel free to visit the North Dakota legislative branch website at [www.legis.nd.gov](http://www.legis.nd.gov) to search and view any bills that were considered by your elected officials.

I also want to thank everyone from the aviation community that was able to make an impact by helping to reach out and educate our decision makers. Whether you sent an e-mail, made it up to the capitol building to testify on legislation, or were able to attend the Aviation Day at the capitol; your efforts have been noticed and are much appreciated. I also want to thank all of the volunteers and attendees that made this year's

Upper Midwest Aviation Symposium another great success, and I hope that you consider marking your calendar for next year's event, which is scheduled to take place March 4-6, 2018.

On this page, you will find a proclamation from the governor that declared March as Aviation month in the state of North Dakota. The aviation industry in our state has, and will continue to be, an important part of our communities, and we appreciate that our state's highest elected leader is willing to provide a proclamation to help document those benefits.

As summer approaches, I encourage all of you join your local aviation community and stay involved. Whether it's attending fly-ins, visiting one of our premier aviation museums, joining one of the aviation council's volunteer organizations, or flying around the state to fill in your North Dakota passport book – there are opportunities all around us to help fulfill one's love of aviation.

*Wishing you smooth  
flying, Kyle*



## LEGISLATIVE HIGHLIGHTS

**Senate Bill 2006** – The Aeronautics Commission budget bill was approved by the Legislature with no major alterations from the agency's original request. The final bill did include a reduction of 10% in general fund dollars, which was requested of all agencies as they crafted their base budget proposals. The aeronautics commission's budget for the 2017-2019 contains a total of \$900,000 general fund appropriation and \$8.8 million of special fund appropriation. A total of \$7 million of airport infrastructure grant appropriation was granted to the commission for the upcoming biennium.

**Senate Bill 2013** – The budget bill for the commissioner of university and school lands also contained language that honored oil impact funding commitments for the Williston airport relocation and the Dickinson airport runway reconstruction projects. State oil impact funding was appropriated at \$35 million for the Williston airport project and \$5 million for the Dickinson airport project.

**Senate Bill 2049** – This bill was considered an Aeronautics Commission housekeeping bill as it clarifies the intent and establishment of the Aeronautics Commission special fund and allows the tax department more authority to aid the commission in the collection of delinquent aircraft excise tax payments. This bill also removes the ability for consumers of aviation fuel to claim a refund on state aviation fuel taxes if aviation fuel falls below \$2 per gallon. The state aviation fuel tax rate is now set at a constant eight cents per gallon. The revenue gained from aviation fuel taxes are utilized for the operation of the Aeronautics Commission and airport infrastructure grants.

**House Bill 1217** – This bill was the result of conversations that took place in the 2015 legislative session regarding revenues gained from aircraft registrations. The fee schedule for aircraft registration has not been updated since 1987, and the revenue has not kept pace with inflation or airport construction costs. The current legislature decided to keep the aircraft registration fee schedule intact, but removed the discount that was provided based on the age of the aircraft. Aircraft registration fees, beginning in 2018, will be determined based on the maximum permissible take-off weight only and not based upon the aircraft age.

**House Bill 1305** – This bill provided clean-up language to the airport authorities act which has not been updated for decades. Essentially, this update makes the language in century code easier to understand.

**House Bill 1128** – This bill is related to the state's ability to ensure full compliance to the federal Real ID Act of 2005. Establishing compliance with the Real ID Act will ensure that North Dakota citizens will be able to continue to utilize their driver's license ID cards when boarding airline flights instead of having to rely on another ID form such as a U.S. passport.

**Senate Bill 2200** – This bill allows local airport infrastructure funding to be considered in capital mill levies. Airports that are established as regional airport authorities with the county as the main sponsor will immediately have access to the ability to request consideration of capital mill levy authority. Airports that are sponsored by cities will need to request a vote of the people to authorize the city to access mill levies for capital improvements.



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## Ways to Inspire the Next Generation

This year at the Upper Midwest Aviation Symposium, our theme was “Inspiring the Next Generation.” In attendance, we had more than 60 high school students, who not only participated as learners, but also provided us with updates about what they are learning in their classroom. If you missed this session, we have a video available on our website: <https://aero.nd.gov/education-programs/high-school-programs>. Thank you to these students and their instructor, Meric Murphy, for sharing their learning experiences with us. It was exciting to see and hear the confidence of these students as they presented to the audience. Although the theme was inspiring the next generation, listening to these students was truly an inspiration to me and the current generation in attendance.

Prior to joining the Aeronautics Commission, I worked for the Bismarck Public School district as a high school aviation teacher. Recently, I had the opportunity to fly with one of my former students, and the roles were reversed, as I needed some training. During the flight, I was intrigued as to what inspired this student, now an instructor and aerial applicator, to pursue a career in aviation. It was exciting to hear that his high school aviation class played a role in his decision, but also hearing about the other mentors that he has had along the way was energizing.

Many of us can think of those individuals in our life that have mentored us and led us in the direction we are today. It may have been a teacher, a friend, family member, or an astronaut, an airshow performer or a local pilot that took you for a ride. I now challenge you to be an inspiration. Although



this may seem like a difficult task, it is achievable. The following is a small list of ways that you can be inspirational:

- **Volunteering at your local airport.** Many airports host fly-ins throughout the summer. The airport may be looking for volunteers to help flip pancakes, park vehicles, or conduct Young Eagle flights. Prior to the event, they may need some assistance mowing the grass or getting the word out to the local community. Whatever your skills, the local airport can likely use your time.
- **Contact an air museum.** The air museums in our state do a wonderful job at providing inspiration. The museums are a great place to volunteer your time. Again, all skill sets can be put to use!
- **For the pilots and aircraft owners out there, become a Young Eagle Pilot.** That first flight is sure to be an unforgettable experience for the youth, and it gives you an excuse to go flying!
- **Help the Aviation Council.** The Aviation Council represents all the aviation organizations in the state. Consider becoming a member (or a more active member) of one or more of these groups. If you are in or near the host city (Fargo for 2018), the council can use your help planning the symposium. We are always looking for sub-committee members.
- **Volunteer at your local school.** Teachers are often excited to have guest speakers. Even better, bring the kids to your local airport.

Though this list is small, I hope you can see how just a little bit of your time can have a big impact to our youth. If you need any assistance making a contact with any of the individuals mentioned above, or if you have other ideas, please reach out to me, or our office, so we can get you in touch with the correct individuals.

*I hope to see you at one of our airports or many fly-ins this summer. Stay safe!*

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## Airport Funding 102: Airport Planning and the Capital Improvement Plan

Airport planning and funding can be a daunting task. In the last article, Airport Funding 101, we learned of the funding options available for airports. With all these funding options, it should be easy to get projects done, but nothing could be further from the truth. As discussed in 101, most of these funding sources, whether federal, state, or local, come with many restrictions and obligations. But before an airport can even consider funding, they will need to plan, plan, plan.

Airport planning is the foundation to get an airport from point A to B. Airports are complex organizations with multiple layers that have an effect on other organizations. For example: an airport expects that in ten years their runway will not be long enough to accommodate the aircraft that are forecasted to use the runway. This airport has commercial and residential growth to the south that is moving toward the airport and will impact a future runway extension to that direction. Additionally, the airport has a major wildlife reserve and wetlands to the north that will impact any future runway extension in that direction. So, how does the

airport get from point A to point B? With a plan. In this case, something called an airport master plan.

The airport master plan is a process where the airport looks for alternatives and options for anticipated growth or planning needs in the immediate and thereafter. This process will include involvement from the airport, consultants, local municipality and community, state, and federal agencies. The master plan process will take several years and will provide the justification for future projects at the airport. For airports in the National Plan of Integrated Airport Systems (NPIAS), any project where federal funds will be used must be on an FAA approved Airport Layout Plan (ALP). The ALP is a graphical representation of the current, future, and ultimate plan for the airport and comes directly from the airport master plan document.

The master plan and ALP are the planning documents that will be used to justify and coordinate the future development at an airport. Let's continue with the airport extension example: the process will involve elements such as: public involvement (if

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the airport extends south how will this impact the commercial and residential areas), environmental considerations (if the airport extends north how will this impact the wildlife reserve and wetlands), forecast of aircraft types and operations (this will be the justification for the runway extension), the airport capital improvement plan (how will future development be funded), and other considerations. Now that we have an understanding of the planning aspect, let's talk about the capital improvement plan.

The capital improvement plan (CIP) is a document that shows the immediate (1-3 year), 5-year, 10-year, and sometimes the 20-year funding needs of an airport. The CIP usually lists the year, projects planned in that year, and the planned or needed funding source (local/airport, state, federal). If we go back to our runway extension example, the CIP would show the master plan/ALP update in the 1 to 5 year timeframe, which could include any environmental or cultural studies needed, and the 6 to 10 year timeframe would include the design and construction with any phases that would be needed to spread the funding over multiple years. This is a very simplified example, but it gets the point across to show how the process works.

There are multiple levels to the CIP process. The airport will have a CIP that will show the airports goals for the next 10-years. The state will also have a state-wide CIP which will show the state's priorities for individual airports, and how it should play out with state funding. The state-wide CIP for NPIAS airports is then submitted to the FAA, so they can come up with a national CIP

with the federal priorities for projects and funding options. CIPs do not always agree, and all federal funded projects will have to meet the need of the national goals and objectives to be funded. This can lead to a tug-a-war between local, state, and federal organizations when priorities do not line up.

The CIP process for smaller GA airports (not in the NPIAS) is similar to the NPIAS airport CIPs. The main difference is the funding sources would be state and local funding with no federal involvement, usually. This could make it harder for these smaller airports when big dollar projects, such as runways, come up. But sometimes, the process goes more smoothly because these Non-NPIAS projects do not have the constraints of federal obligations and regulations. Airports will always have more needs than available funding; that's just the nature of the business.

Airport planning is a process that involves everyone from the local community to top-management at federal agencies like the FAA. Planning is the beginning for any airport to reach its goals, and for some projects, this process could take up to a decade or more. The capital improvement plan is the document that helps to facilitate the funding needs for airport projects and prioritize them according to local, state, and federal funding opportunities. I hope that this lesson helps you to have a better understanding of the planning and funding process. If you have additional questions, please feel free to call the North Dakota Aeronautics Commission at 701-328-9650.

*Be Safe Out There in the Air, Benjamin*



The advertisement features a Garmin GTX 345 avionics unit in the foreground, displaying 'ALT 1200' and 'BLUETOOTH ON'. The background is a faded map of the Bismarck, ND area. The text 'guidance by GARMIN' is prominently displayed, with 'GARMIN' in large, bold, black letters. Below this, the question 'What's in your aircraft?' is asked. To the right of the question, four blue arrow icons point to the following text: 'GTX 345', 'G600 & G500', 'GTN Series', and 'Flightstream'. At the bottom right, there is a logo for 'BISMARCK AERO CENTER ND' and contact information for Kris Hexom, Lead Avionics Technician, including a phone number (701.223.4754) and an email address (krish@bismarckaero.com). The text 'Presenting the Garmin GTX 345' is written at the bottom left of the unit.



# Congratulations to the state winners of the International Aviation Art Contest

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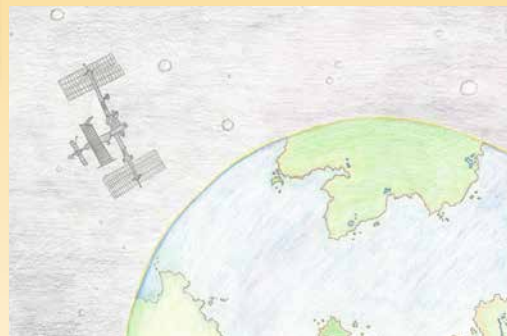


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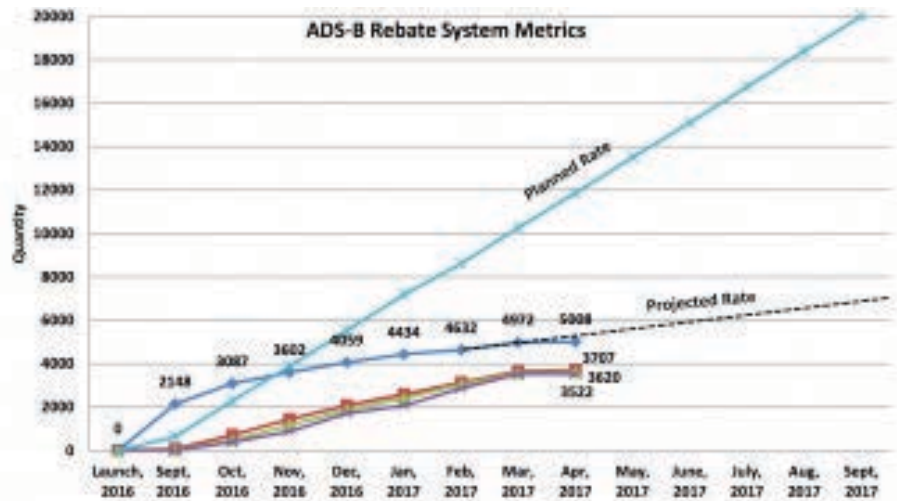
# ADS-B Rebate Requests Stall

By Avweb.com

In an April 5 report on its ADS-B rebate program for general aviation, the FAA says it has processed 5,008 reservations for the rebates, and 14,910 rebates remain to be claimed by the end of the program on Sept. 18. That's much slower than the FAA's planned rate for reaching its goal, which projected 12,000 reservations by April. The report also notes that the "fly and validate" phase has 3,707 participants, 3,620 have filed a claim, and 1,064 reservations that were made have expired without further action. Also, the report states that 35 rebate applicants who originally planned to install NavWorx systems have switched to install an "eligible avionic unit." The FAA "de-certified" certain NavWorx units last November, an action that NavWorx has disputed. EAA and AOPA also raised questions about the action.

The FAA's rebate plan offers a \$500 rebate to help owners of general aviation aircraft equip now with the ADS-B Out avionics that will be required Jan. 1, 2020, to fly in most controlled airspace. The program will run until Sept. 19, 2017, or until all 20,000 rebates have been claimed. To qualify for the rebate, avionics must be certified to FAA Technical Standard Orders and meet the program rules (software upgrades of existing equipment are not eligible). Aircraft also must complete a flight test.

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# Taking flight: SkySkopes opens first-of-its-kind drone academy to public

By April Baumgarten, Grand Forks Herald



UND student Andrew Werle (right) pilots an Inspire 1 UAV as Skyskopes chief instructor pilot Cory Vinger watches Friday during a UND for-credit training session south of Grand Forks. (Eric Hylden/Grand Forks Herald)

North Dakota's first-of-its-kind drone academy open to the public is ready to accept potential unmanned aircraft system pilots.

SkySkopes, a Grand Forks-based aerial inspection and photography company that specializes in unmanned aircraft, announced in December it would launch a training academy that would allow the public -- from hobbyists to business people who want to expand their horizons -- to learn the ins and outs of flying drones. The first set of online classes are set to produce some of the academy's first graduates in March, said Brandi Jewett, the company's director of marketing and media relations.

As a service company, SkySkopes got into the niche of training prospective pilots, including University of North Dakota students through a for-credit program, according to the company. Several members of the public came to SkySkopes in hopes of being trained as UAS pilots, chief instructor pilot Cory Vinger said.

After that, the open-to-the-public training, dubbed SkySkopes Academy, was born. "It's open to anyone who enjoys flying or wants to learn to fly the aircraft we have," Vinger said.

Though classes have been offered by other groups, SkySkopes' is the first academy of its kind offered in North Dakota, Jewett said.

## A big lift

The industry of unmanned aircraft, also known as drones, has expanded in recent years and has helped put Grand Forks on the map. Grand Sky, the first UAS business and technology park built in the U.S., has



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attracted drone giants General Atomics Aeronautical Systems Inc. and Northrop Grumman Corp., as well as interest from other potential tenants. The two companies will fly large unmanned aircraft at the 217-acre business park located at Grand Forks Air Force Base.

SkySkopes also has played an instrumental part in the drone industry taking off in the Red River Valley, becoming the first North Dakota startup that was approved by the Federal Aviation Administration to fly unmanned aircraft for business purposes.

Vinger also attributed UND's aeronautics curriculum to the success the drone industry has seen in Grand Forks. The academy isn't meant to compete with UND's drone program but instead complement it, SkySkopes President and CEO Matt Dunlevy said in a news release.

"It has developed into something that I don't think anyone really saw coming to Grand Forks," Vinger said of the industry's growth. "We're trying to develop that small unmanned aircraft culture here in Grand Forks and explore what the potential is."

The drones that will be flown in the academy are considered small -- similar to the ones SkySkopes uses to survey objects and land for its clients.



**SkySkopes Academy lead flight instructor Eric Goetsch (center) works Friday with UND student Gavin Leach on a training session south of Grand Forks as part of a UND for-credit program. (Eric Hylden/Grand Forks Herald)**

"Some people don't really realize that flying these small UAS can be challenging in different kinds of environments, and different rule sets apply to each environment that they fly in — so the classroom is important as is the hands-on flying," Rick Thomas, interim dean of the academy, said in a news release.

### **Class choices**

There are two options: the online classes for this spring and the in-person flight training set to begin

during the summer.

Upon completion, academy students will be given a certificate to show they have completed training.

"We're not here to just teach someone how to run a drone business," SkySkopes Director of Flight Operations Mike Johnson said in the release. "We want people to have a better understanding of the national airspace and be able to navigate it safely."

The goal is to eventually open more academies in other cities where SkySkopes operates, such as Minot, Jewett said. It's possible the classes could grow into topic-specific offerings, such as night classes and courses geared toward teenagers, according to the news release.

*Those interested in signing up for the academy or finding out costs should visit [www.skyskopesacademy.com](http://www.skyskopesacademy.com) or call (701) 738-4825.*



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Rolla 6th Grade Class

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# Wild Blue Wonder

Students get an upclose look at the Rolla Airport and nearby fertilizer plant

The Rolla 6th grade class was able to tour Wilbur Ellis Fertilizer Plant and the Rolla Airport recently. Al Krech and Justin Berg showed students the different types of fertilizers. They were then able to tour the shop and sit in a spreader and truck.

Gordon Krech and Al took students over to the Rolla Airport. Gordon explained the different types of planes, what they are made out of, and how they are used. Students were also able to sit in a plane and use some of the controls.

"The students really enjoyed their experience. They were really excited to learn about and to touch the different types of fertilizer. They loved being able to sit in some of the different equipment, and learn about the process of spreading fertilizer. They were very excited about being able to sit in a plane and play with the controls. Al and Gordy were amazing guides, teaching the students about their jobs and the opportunities that Rolla has to offer. They were great about encouraging students to invest in their education, set goals and work hard. The tours were truly appreciated and were an amazing experience for these students to see the opportunities that they have!" said Tiffany Disrud, the school's counselor.

McKenna Samuelson said, "I thought it was really neat learning about the different fertilizers and being able to touch them. I learned a lot!"

Hannah Neamy said, "It was neat to see the process of how they get the fertilizer into the plant and then onto trucks."

Xavier Cote said, "I really enjoyed being able to sit in the plane, it's not easy climbing into some of those."

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# Work begins at airport site

## Land grading expected to last all summer

By Elizabeth Hackenburg ehackenburg@willistonherald.com

After months of delay, heavy construction machinery began covering ground on Friday at the site of Williston's new airport.

Huge site graders, vehicles that level off land, scraped and piled dirt near a future runway, while representatives from Native American tribal groups watched closely for the unearthing of any artifacts, which are under the protection of federal law.

Although work was scheduled to start on Monday, progress was limited to surveying and seeking out culturally sensitive sites, along with blocking off the habitats of two birds discovered on the land.

Workers cordoned off a patch of field and a tree where a mallard duck and great horned owl were living to

make sure the birds can stay on the land, city administrator David Tuan said.

"We could not start this until the fences were up as a protective measure," he said, pointing out a large patch of land where a handful of vehicles were creating clouds of dust.

Site grading, which will cover much of the project's 1,500 acres northwest of Williston, is likely to take Martin Construction of Dickinson all summer to complete.

The next step in the \$250 million airport relocation, which will replace the existing Sloulin Field International Airport with the

Williston Basin International Airport, is to reinforce the ground on the site of the terminal building with a thick layer of packed dirt. That work is likely to start within several weeks, while a reroute of 59th Street NW, which runs through the airport land, is scheduled to begin in May, Tuan said.

A contract for runway construction is to be awarded this summer, and work on the terminal building, which is estimated to

cost between \$30 and \$40 million, may start around August.

Construction, which was originally expected to start last fall after a groundbreaking in October, was delayed when deed transfers and other paperwork from the \$13.5

million purchase of privately owned farmland took longer than anticipated.

A portion of a \$27 million grant from the Federal Aviation Administration, \$17 million of which was marked for the purchase of land, is expected to be deposited into the city's bank account in coming weeks, Tuan said. About \$10 million of the grant is to be used for a number of things, including engineering and preliminary construction work, while the remaining money from property acquisition may be redirected to other parts of the project, he added.



By Elizabeth Hackenburg

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

## Bismarck Municipal Airport is Awarded 2016 Commercial Service Airport of The Year



*Presenting the award was Kyle Wanner, Executive Director of the ND Aeronautics Commission. Accepting the award for the Bismarck Municipal Airport included Gregory Haug - Airport Director and Timothy Thorsen - Assistant Airport Director.*

The Bismarck Municipal Airport has received the “2016 Commercial Service Airport of the Year” award. The award was presented on March 7th, 2017 at the Upper Midwest Aviation Symposium held in Minot. The award is sponsored by the North Dakota Aeronautics Commission in partnership with the Airport Association of North Dakota. This award is for excellence in maintaining safety, project management, and community awareness.

**Accomplishments for 2016 were:** In 2016, the Bismarck airport continued its strong airline presence with 271,022 boarded passengers, a 4.35% increase from 2015, and seventh consecutive annual passenger boarding record for the airport. Through the hard work of the airport’s staff and in collaboration with local civic organizations: such as the Chamber of Commerce and the Convention and Visitors Bureau, the airport continues to successfully market Bismarck to air carriers with flights to seven destinations.

Throughout 2016, the Bismarck airport participated in local community outreach events including presenting to over 650 area students at the Bismarck Aviation Career Day, offering job shadow opportunities to high school students and co-sponsoring the annual “A Day at the Zoo” event.

In June 2016, the Bismarck airport partnered with a private developer to construct and manage a new car rental quick turn-around facility at the airport, the first partnership of its kind in the country. This facility consolidates rental car return services in a single location reducing carbon emissions and traffic around the airport.

Currently, the Bismarck airport is preparing for a major runway reconstruction project that will start in the spring of 2017. Throughout the past year, the airport’s staff worked alongside local, state, and federal officials in finalizing the planning aspects of this major project which ultimately led to the award of \$13.5 Million from the Federal Aviation Administration for the first of the three phases of this project.

## Bowman Regional Airport Is Awarded 2016 General Aviation Airport Of The Year



*Presenting the award was Kyle Wanner, Executive Director of the ND Aeronautics Commission. Accepting the award for the Bowman Regional Airport included Rodney Schaaf, Bowman Airport Chairman and Brent Kline, Bowman Airport Manager.*

The Bowman Regional Airport has received the “2016 General Aviation Airport of the Year” award. The award was presented on March 7th, 2017 at the Upper Midwest Aviation Symposium held in Minot. The award is sponsored by the North Dakota Aeronautics Commission in partnership with the Airport Association of North Dakota. This award is for excellence in maintaining safety, project management, and community awareness.

**Accomplishments for 2016 were:** In 2016, the Bowman Regional Airport completed its first full year of operations since relocation. The airport ended the year with 19 based aircraft and approximately 5,200 aircraft operations. Users of the airport include: Mediflight, North Dakota Game & Fish Department, Weather Modification Inc., Civil Air Patrol, agricultural sprayers and numerous other businesses and general aviation pilots.

Bowman Regional Airport board members were active throughout the local area in 2016. The airport’s board members actively promoted aviation careers at the Bowman County High School, hosted a number of airport breakfasts and a summer fly-in at the airport. In addition, the airport’s terminal building was utilized for flight training, which resulted in four new pilots being certified by the Federal Aviation Administration.

In addition, the airport hosted a number of emergency preparedness exercises and continues to host a weather modification project at the airport. These emergency preparedness exercises included the Quad State Search and Rescue exercise and a statewide Civil Air Patrol Search and Rescue exercise. In November, Bowman County voters favored to keep the cloud modification project running in Western North Dakota.

The Bowman Regional Airport is congratulated for a tremendous year of accomplishments.



# North Dakota Pilots Complete “Fly North Dakota Airports” Passport Program



On Sunday, March 5, a total of 25 pilots were presented awards for participating in the “Fly North Dakota Airports” Passport Program. The passport program presents awards to pilots for flying to airports in the state as well as attending FAA Safety Seminars and visiting the two North Dakota air museums.

Six pilots were presented with bronze awards for visiting at least thirty airports and attending one safety seminar. These pilots received a polo shirt embroidered with the North Dakota Flying Legacy logo.

The Bronze award recipients:

- Kevin Pfeifer, Buffalo, ND
- Flint Kasowski, Buffalo, ND
- Paul Ripplinger, Enderlin, ND
- Fred Remer, Grand Forks, ND
- Michael Bahamonde, Grand Forks, ND
- Steven M. Jensen, Tioga, ND

One pilot was presented with the silver award for visiting at least sixty airports, one air museum and attending two safety seminars. This pilot received a flight bag embroidered with the North Dakota Flying Legacy logo.

The Silver award recipient:

- Gylar Irlbeck, Grand Forks, ND.

The most prestigious gold award level was achieved by eighteen pilots during 2016. These pilots received a leather flight jacket embroidered with the North Dakota Flying Legacy logo in addition to the bronze and silver awards. This prestigious accomplishment is achieved when visiting all 89 public use airports in North Dakota, visiting both air museums and attending at least three FAA Safety seminars. These 18 pilots join 25 others who have completed the passport program in previous years.



Included in the: (Back Row) Arvid Boe, Pete Weisbeck, Francis Butler, Jake Werner (Front Row) Doug Anderson and Devin Cole

The following is a list of the 18 individuals:

- |                                |                            |
|--------------------------------|----------------------------|
| – Doug Anderson, Berthold      | – John Morgan, Mandan      |
| – Carol-Beth Beaird, Aledo, TX | – Jay Pratt, Ft. Worth TX  |
| – Arvid Boe, Langdon           | – Roy Seckerson, Jamestown |
| – Francis Butler, Fargo        | – John Solberg, Bismarck   |
| – Devin Cole, Minot            | – Yvette Tracy, Elyria, OH |
| – Brad Cruft, Wahpeton         | – Bill Tracy, Elyria, OH   |
| – Todd Ellig, Horace           | – Pete Weisbeck, Bismarck  |
| – Wendy Lessig, Tooele, UT     | – Jake Werner, Fargo       |
| – Nick Meyer, Burbank, CA      | – Roy Wiege, Bismarck      |

The awards presentation was conducted at the Dakota Territory Air Museum (Minot, ND), in conjunction with the Upper Midwest Aviation Symposium. Presenting the awards was Kyle Wanner, Director of the North Dakota Aeronautics Commission. The program is sponsored by the North Dakota Department of Commerce’s Tourism Division in partnership with the Aeronautics Commission, the Airport Association of North Dakota, and the North Dakota Pilots Association.

Many of the pilots participating in the passport program have fascinating stories to tell about their adventures. Five of the pilots completing the program, were from various states and came together to complete landings at all 89 airports in eight days. For more stories and information about the passport program, please visit: [aero.nd.gov/education-programs/passport-program](http://aero.nd.gov/education-programs/passport-program)

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**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](http://www.nd.gov/ndaero) or call 701-328-9650 for more information!

# Free Golf Ball Drop and Fly-in

By Patrick Tracy, President, JT Rice North Dakota Chapter of Pilots for Christ

On Sunday June 25th 2017, the "JT Rice North Dakota Chapter of Pilots for Christ" will be hosting a FREE Golf Ball Drop and Celebration fly-in. This is the fifth annual ball drop for the organization and again this year the members would like to give back in appreciation of all that has been given to them through donations of time, talent, resources, and funding.

With that in mind the group formed a prize committee to choose three prizes to be given away along with \$700.00 in cash prizes to be given away, with free ball drop tickets distributed on the day of the event. As in past celebrations, the event will also have an All Faith Service, Featured Speaker, Free Lunch, Free Airplane Rides, and Free Helicopter Rides throughout the event.

The organization is anticipating an attendance of 250-400 for the celebration. The 3000' cement runway will accommodate a wide variety of airplanes landing at the Maddock Airport (6D3). The group would like to see 50-100 planes fly-in for the event. The event, in previous years has had pilots fly in from Wyoming, Washington, Michigan, South Dakota, and of course from all around our great state of North Dakota. In the past, the event has always had wonderful media coverage, both television and newspaper.

The Chapter is looking forward to having you and your friends fly-in, drive-in, walk-in for the JT-Rice North Dakota Chapter

of Pilots for Christ 5th Annual Golf Ball Drop. It should prove to be a very fun and entertaining fly-in. What a great way to spend a family day in summer 2017!

The JT Rice-North Dakota Chapter of Pilots for Christ serves the State of North Dakota, with free urgent air and ground transportation, with focused service on ambulatory patients seeking treatment at distant medical locations, terminally ill patients seeking to return home to family, pastors and missionaries within the scope of their duties, with additional considerations to veterans, and the general population with valid urgent transportation needs.

The organization is always in need of pilots willing to help serve the citizens of North Dakota that are in need. They invite you to consider joining in their service efforts by becoming a member.

For more information on membership you may contact: Patrick Tracy, President, JT Rice North Dakota Chapter of Pilots for Christ, Int., P.O. Box 100, Maddock, ND 58348, PH: 701-739-9024, [ptracy@pilotsforchrist-nd.com](mailto:ptracy@pilotsforchrist-nd.com)



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A Cirrus SR22 GTS flies near a runway in Maryland.  
Photo by Chris Rose.

# BasicMed goes live

By Dan Namowitz  
Associate Editor Web

May 1 has come. Go ahead and pinch yourself. Then get out there and fly, if you are one of the early movers who seized the initiative and have already completed the necessary steps under BasicMed rules to be pilot in command of an aircraft having a maximum certificated takeoff weight up to 6,000 pounds, and authorized to carry no more than six total occupants.

Pilots will be permitted to fly as pilot in command day or night, VFR or IFR, up to 18,000 feet msl and 250 knots indicated airspeed. Pilots may carry up to five passengers on the flight, which must be within the United States unless authorized by the country in which the flight is conducted. Flights cannot be for compensation or hire, but flight instruction is permitted.

Here's the good news: Between April 24 when the FAA made the BasicMed Comprehensive Medical Examination Checklist and online medical education course available, and May 1, when the program went live, 1,354 pilots had received BasicMed completion certificates, 3,897 had completed the online medical education course quiz, and 2,412 pilots had begun the online medical education course. It's that easy.

Bringing about BasicMed was what you might call a long cross-country, sometimes flown in bumpy weather, but ultimately signed into law on July 15, 2016.

AOPA and other general aviation advocates had a lot of help from aviation's allies in Congress to make third class medical reform a reality. Give yourself a pat on the back if you signed a petition, sent an email to an elected official, passed the good word to a lapsed pilot who had dreamed of getting back into the air, or if you just kept the faith. Your patience has been rewarded.

To recap, you most likely are BasicMed-eligible if you held a valid medical certificate, special issuance or regular, on or after July 15, 2006; your most recent medical was not revoked, suspended, or withdrawn; your most recent application for a medical was not completed and denied or authorization for special issuance withdrawn; you have a valid U.S. driver's license and comply with all of its restrictions; and you have not developed certain cardiac, neurological, or mental health conditions designated by the FAA since your last valid third class medical.

Those pilots who have one of the medical conditions specified by the FAA in the BasicMed rule will need to obtain only one special issuance medical for that condition before flying under BasicMed rules.

Once you have determined that you are eligible, using AOPA's Fit to Fly resources, you must visit a state-licensed physician and provide the physician with the FAA-generated Comprehensive Medical Examination Checklist.

The physician will need to affirm that he or she has performed an

examination and discussed all the items on the checklist, including medications, with you. The doctor will have to affirm that he or she is unaware of any medical conditions that, as presently treated, could interfere with your ability to safely operate an aircraft. You must repeat this physician's visit every four years (48 months) to continue flying under BasicMed.

Retain the completed checklist with your logbook or in an accurate and legible electronic format. It does not go to the FAA unless requested, such as during a routine ramp check, an investigation, or enforcement action.

With your Comprehensive Medical Examination completed, the next step, which you will repeat every two years (24 calendar months), is to take the free AOPA Medical Self-Assessment Course. You'll need to provide the FAA with some of the same certifications you do today, such as an authorization for the National Driver Register to provide your driving record to the FAA, and a statement that you understand that you cannot act as a pilot in command, or any other capacity as a required flight crew member, if you know or have reason to know of any medical condition that would make you unable to operate the aircraft in a safe manner.

Take the quiz at the end of the course, print out the course completion certificate, and keep it with your logbook.

Now go fly.

It's been a long road. Medical reform made three good tries at passage starting in 2015 before it finally became law when medical certification provisions of Sen. Jim Inhofe's Pilot's Bill of Rights 2 were included in the FAA Extension, Safety, and Security Act of 2016.

But pilots weren't out of the woods yet. As recently as February 2017 there was concern that a new executive order for new regulations to undergo a 60-day review might slow BasicMed's progress beyond May 1. AOPA reviewed the executive order and determined — to members' relief — that it would not derail BasicMed.

Now, pilots have the new pathway to exercise their freedom to fly that they were waiting for, but if you feel you need a little help brushing up on regulations, air traffic control, and regaining confidence in your cockpit, AOPA's Rusty Pilots program, a key component of the umbrella You Can Fly initiative, stands ready to help.

Find a Rusty Pilot Seminar near you. Brush up with a flight instructor, and when you are ready, take a flight review (not a checkride).

Just like BasicMed, it's easy—and you're back in the left seat. Reprinted with permission. Author Dan Namowitz, Associate Editor Web has been writing for AOPA in a variety of capacities since 1991. He has been a flight instructor since 1990 and is 30-year AOPA member.

# 50 YEARS OF FLYING: Kindred pilot to get FAA award for longevity

By Kim Hyatt, Fargo Forum

Even though it was nearly 50 years ago, Daniel Heuer remembers his first solo flight.

"Oh yeah, that's something you don't forget," the 69-year-old Kindred pilot said.

It was November 1967, and Heuer was just 20 years old. At the time, he was a carpenter's helper, and his boss offered to pay for his first flying lesson. It was \$2 for the lesson and \$10 for the airplane, compared to \$50 for instruction and \$150 for the plane today.



Heuer said he doesn't know what attracted him to aviation. He was always good at sports, and "flying is basically hand-eye coordination," so he gave it a shot.

He had better luck than his father, who had his first flight in the early 1950s with a Kindred instructor.

"Before he got home mother knew about it and that was the last lesson he had," Heuer said.

Luckily for Heuer, he would have many opportunities to fly in his lifetime. Later this week, he'll be honored for that longevity when he receives the Wright Brothers Master Pilot Award on Thursday, Feb. 23, at the Kindred Airport.

## Recognized as 'master'

The Master Pilot Award is the top honor the Federal Aviation Administration bestows on pilots. It's been given to 43 other North Dakota pilots since it was instituted by the FAA in 2003.

The thing is, Heuer isn't one for awards.

"I just flew for 50 years, and they didn't catch me doing anything wrong," he said.

But Heuer has had quite the aviation career. From spraying hundreds of acres of potatoes in Park Rapids, Minn., and



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throughout the Upper Midwest to foreign fields in South Africa, and training dozens of pilots, the award is well-deserved, said local FAA representative Jay Flowers, who will present Heuer the award.

“Looking at the ag industry as a whole, those pilots are flying in some of the most dangerous air space: low to the ground with birds, trees, power lines, you name it. To have flown that many years with the limited amount of incidents he’s had is very excellent,” Flowers said. “In general a Master Pilot Award is issued to those pilots active in the community, very safe pilots who promote aviation. As a flight instructor, he’s actively working with our nation’s new pilots. There are a lot of things he’s involved in that all kind of add to the fact that he really does deserve this award.”

Flowers said all pilots love flying, but not all of them enjoy the attention an award brings. In fact, many of the past recipients of the award opt out of a ceremony and instead they receive the plaque at a local coffee shop.

Though Heuer was against publicly accepting the recognition, he obliged.

### **Many changes**

Watching other pilots take their first solo flight is “a lot of fun,” Heuer said, but he works with experienced pilots as well who need ratings every three years. Heuer has signed off 50 pilots, the last one being his son, Dustin, a mechanical engineer, who finally got his private licence.

“I was really proud of that,” he said.

Aside from instructing, Heuer said with his 36 years working in agriculture aviation, he “got gratification doing the job right,” whether he was spraying fields in South Dakota or South Africa.

“As an ag pilot, he’s been very active in the community with a lot of flying over the years, many thousands of hours,” Flowers said. “Dan spent a lot of years spraying crops, all something that is very important.”

He sprayed two seasons in South Africa during the early 1980s. He would live there from November to March and in his spare time would often go hunting for kutus, zebras and impalas — game he couldn’t find back home in North Dakota.

Heuer said he’s witnessed many changes in the aviation industry since he first started flying. GPS is the greatest advancement, he



said, especially when spraying fields as “it made the application a lot more accurate.”

“We used to drop flags from the airplane to mark our last run. With GPS it tells you exactly that run or next run within 6 inches,” he said.

Along with GPS came fluid control of chemicals. And the airplanes got bigger to handle more fluids, from 150 gallons to now spray planes can hold up to 800 gallons on board, he said.

“When I first started spraying, there were probably around here 10 different chemicals,” he said. “Now there’s hundreds of different chemicals.”

As Flowers alluded to, Heuer has had a limited number of scares. He rolled three spray planes — two because of engine failure and one because of faulty wiring.

“I survived,” he said. “It’s not like what you see in the movies with people screaming. You’re too busy trying to fix the problem and trying to take care of the situation the best you know how.”

Now retired, Heuer said he’s still giving flight reviews and has a couple students.

“I get enough flying,” he said.

The award reception was held Thursday, Feb. 23, at the Kindred Airport.



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# Privatization of the Air Traffic Control System

By Darrel Pittman

Our current President of the United States is in favor of privatizing the nation's air traffic control system. For years, the nation's airlines have been vigorously lobbying Congress to have the ATC system privatized. We don't know who would be in charge, but it is obvious the airlines would like the job. Big business will profit at the expense of general aviation.

As a retired air traffic controller, I oppose this change in our air use. The most important things I learned in air traffic control were "first come first served" and the axiom "the most efficient way is expediting the ATC system".

It is true that I once worked for a contracting firm as the manager of the Minot (ND) International Airport control tower. This was a private company and it is important to note that, currently, when you work for a contracting company you must abide by all the current FAA rules, including separation of aircraft.

United States air traffic and military controllers go through a very intense training process. This is not easy; many do not make the cut.

Let's consider some of the other users of our national airspace. The National Business Aviation Association (NBAA) is not in favor of privatizing the system. The problems this change would cause for General Aviation (GA) must be considered as well.

The FAA does not cater to the airlines, NBAA, GA or any other user group, except for the military. Service is on a first come first served basis

The airlines say the FAA will still be in charge of safety. Yes, safety is an important factor, but there are other equally important training factors that must apply. For example, who will teach the application of rules of flight? I worked for many years in the FAA, and my contact with current controllers convinces me that they are still doing a good job.

The airlines could be more inclined to consider the interest of the airlines industry first and give themselves preferential treatment. I think they would feel this justified, since they occupy some of the airspace.

Those opposed to the United States privatization of air traffic control fear having user fees, more restrictions, and, probably, other additional fees! In closing, I would not consider putting the airline industry in charge of air traffic control. The airlines consider it a business. This is not a business; it is a service provided by the FAA that assures the safety of the flying public.

We had a very good Upper Midwest Aviation Symposium (UMAS) in Minot at the Holiday Inn. The weather wasn't very good, but the people were. Marlette and I enjoyed getting to visit with many of you and we hope you all had a good time. We appreciate everyone who attended.

*Cleared for Takeoff,  
Darrel*



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# FAA approves night flights for Sheriff's Office drone unit

By April Baumgarten, Grand Forks Herald

The Federal Aviation Administration has given drone pilots with the Grand

Forks County Sheriff's Office permission to fly drones at night anywhere in the country.

Sheriff Bob Rost announced in March that the FAA issued the authorization to the Northeast Region Unmanned Aircraft Systems Unit about a day after a deputy made a public plea to the federal agency during a helicopter expo earlier this week in Dallas.

The multi-agency unit has permission to fly at night in 18 North Dakota counties, but the Sheriff's Department applied for countrywide regulatory exemptions six months ago, saying it is possible it may be called to give support to other agencies outside its exempt area.

Rost criticized the FAA after it gave electronics giant Intel permission to fly drones at night for the Super Bowl Halftime Show. The 300 drones were equipped with LED lights and formed multiple patterns during a pre-recorded segment that was shot days before the performance that featured Lady Gaga.

Intel has said it pre-recorded its flight patterns because it feared

weather could ruin the program. FAA spokeswoman Elizabeth Isham Cory previously told the Herald the operation required certain conditions, including weather free of clouds and wind, numerous spotters and "carefully controlled conditions." She added the agency kept air traffic out of the area during the flight.

Rost said he felt approving the night flight in less than six weeks sent a message the entertainment takes priority over public safety. He said in a statement the timing was right "to make the public aware of the FAA's long delays in processing UAS waiver requests from public safety agencies."

"While we are appreciative that our request for nationwide nighttime UAS operations was granted, it is unfortunate that our agency had to resort to making a public request to the FAA in order to have it happen," Rost said in the statement.

It was unclear whether the FAA had plans to approve the sheriff's request this week or if the public plea influenced the decision.

Cory wrote in an email to the Herald the Sheriff's Department submitted two "complex waiver applications" and the FAA has been reviewing the applications since they were submitted. Only one was approved since the other did not have all of the required information, she wrote.

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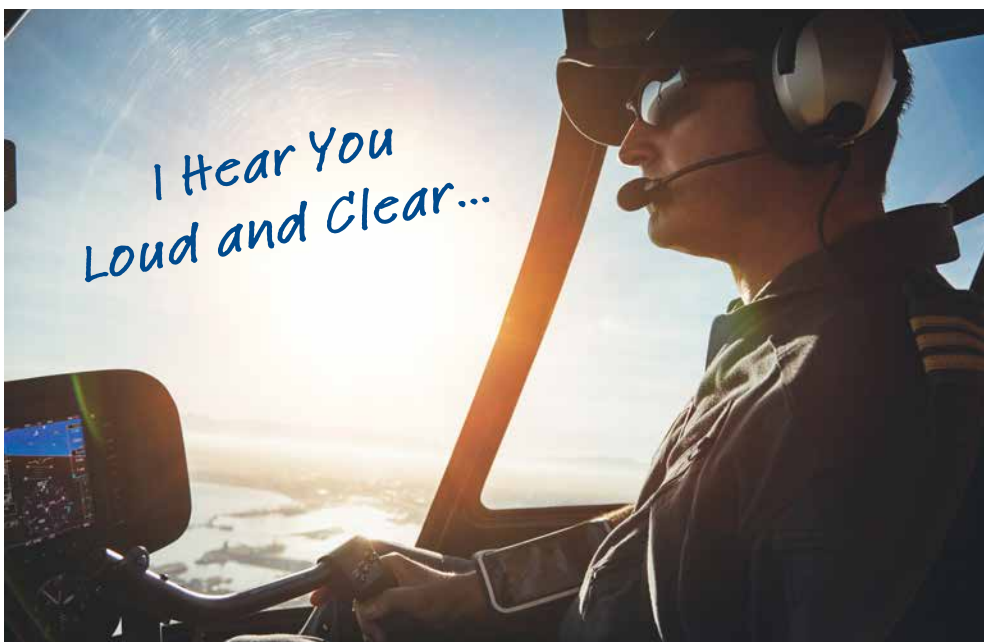
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# I Hear You Loud and Clear...!

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



One of the many tasks we are challenged with here in the FAA Safety Teams Fargo District Office is to monitor and evaluate the level of risks aviators are taking. By reviewing the local accident rate, looking at all aircraft incidents, and pilot deviations we are tasked to decide whether the hazards we are facing have been properly considered, managed, and finally trained for.

Over the past year North Dakota has seen a rise in communication related issues on the ground and in the air. Airman are accepting a clearance from Air Traffic Control (ATC), reading back the clearance then become involved in runway incursion or pilot deviation. What is it that allows us to hear but not understand and comply?

One reason, referred to as Expectation Bias, allows your expectations to affect the outcome of your actions; or in memory, a tendency to distort recalled events to make them fit your expectations.

Another reason is called Verbatim Effect in which the “gist” of what someone has said is better remembered than the verbatim wording. This is because memories are representations and not exact copies.

Here’s an example of these two concepts at work: “After landing, the student pilot was usually cleared to taxi to parking by the Tower controller and normally remained on tower frequency.” On this one occasion, the Student Pilot was instructed to contact ground control. The student pilot readback the “contact Ground control...” clearance, then taxied to the ramp on tower frequency.

***“The pilot stated he taxied as he usually would have with how he was normally instructed.”***

**In order to prevent this from happening to you, consider the following as part of your daily flight planning:**

- Review aircraft performance data prior to taxiing
- Review airport taxi routes and “Hot Spots” prior to calling for a taxi clearance
- Advise ATC you would like an “expect to taxi clearance”
- Write down and read back all clearances
- If clearance received is “as filed” ensure the clearance IS AS FILED, including route transitions and Departure Procedures (DPs)
- Do not accept an abbreviated departure clearance such as “Cleared as filed...”

**If the aircraft is on the ground and moving:**

- DO NOT adjust radios
- DO NOT Adjust seats and/or seatbelts
- DO NOT Run checklists

- DO NOT use your cell phone or other portable electronic device
- DO NOT Encourage unnecessary conversation with passengers or crew

**If the aircraft is in the air, climbing, descending, or anytime other than cruise:**

- Essential conversation ONLY
- Plan to complete your checklists prior to the Final Approach Fix or anytime within 5 miles of the airport
- Eyes outside (VFR) – Limit distractions inside the cockpit
- Do not accept a clearance to land farther than 5 miles from the airport (at 90 kts. Roughly 2:45 to downwind)

Just like in marriage, hearing something is not as important as “did you understand what you heard?”

You can make a difference in the accident rate. After all, Safety is on you.



# Fargo Air Museum

By Jed Brazier

Recently, Fargo Air Museum had the good fortune to host several classes from Casselton to learn about the history of flight and possible careers in the field of aviation. Retired Captain Robert Miller volunteered his time and his expertise, giving an information-packed presentation that had interested third graders asking questions and laughing out loud. His message for students to continue their education and to stay away from drugs was a useful message, included in an already impressive demonstration.

Each month, museum employees, helpful parents, and dedicated volunteers teach classes focusing on different aviation-related topics to dozens of interested would-be aviators. The monthly free Youth Aviation Camp classes are divided into two sections: "Junior Aviators" caters to the younger attendees from six- to ten-years-old and the "Senior Aviators" hosts more advanced students at eleven through eighteen years of age.

We at Fargo Air Museum are thrilled we have so many return students, month after month. The kids are genuinely excited to learn and seeing their interest continue to grow is a wonderful motivator to keep our instructors invested in fostering the students' curiosity.

Fargo Air Museum would like to thank Captain Miller, museum volunteers Dave Mohn, Dick Logan, North Dakota Aeronautics Commission, and everyone involved for their time and continued effort in helping us share aviation with so many interested youth. It is with the help of so many that Fargo Air Museum is able to continue its mission of promoting aviation through education, preservation, and restoration.

***Do you have an interesting aviation story to share?***

***Submit your ideas or stories for consideration to: [ndaviation@yahoo.com](mailto:ndaviation@yahoo.com) or call (701) 220-2797***



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# Thank you from NDPAMA

By Frank Argenziano, NDPAMA Scholarship Committee

For some time now, we have been hearing about the looming shortage of pilots and maintenance technicians. On a global scale the numbers are large, indeed. Over the next 20 years, there is a projected global demand for 617,000 air carrier pilots and 679,000 aircraft maintenance technicians. In many ways this is good, as it means a lot of new jobs and careers for young aviation oriented men and women. On the other hand, it also means identifying and encouraging people to enter the profession, which has its own challenges.

While most of what we read or hear is oriented towards air carriers, and they are by far the largest employers, the shortage will also impact corporate, FBO, charter, instructional and agricultural operators. Understanding this, the members of the North Dakota Professional Aviation Mechanics Association (NDPAMA) looked at ways they could address the aviation technician shortage on a local level.

In 2007 NDPAMA established a program to provide scholarships to qualified students enrolled in FAA part 147 aviation maintenance technician programs. At the Upper Midwest Aviation Symposium Awards Banquet in 2008, NDPAMA awarded the first \$1000 scholarship to a student enrolled in the aviation maintenance program at Northland Community Technical College in Thief River Falls, Minnesota. In following years, we were able to raise additional funding, and increase the number of scholarships. We also added students

at Lake Region Area Technical College in Watertown, South Dakota to the list of recipients. During each of the past four years we have been able to provide four \$1,000 scholarships. Since inception, our total scholarships have amounted to \$29,000.

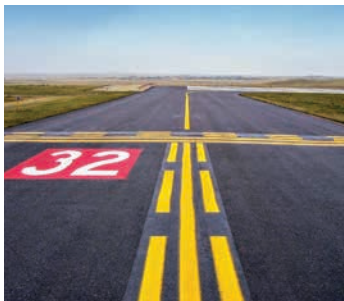
While NDPAMA conducts various fund raising events, this in itself is not sufficient to support the scholarship program. In fact the very success of the program is due primarily to several businesses that have contributed on a consistent basis. These businesses understand that qualified, talented AMTs are necessary to maintain their aircraft, as well as their customers, and that their future success depends upon these individuals. We would like to recognize the following businesses who have partnered with us to provide funding to educate the next generation of AMTs:

- Odegaard Wings, Inc., Kindred, ND
- Bismarck/Mandan Aero Center, Bismarck, ND
- Air Dakota Flite, Inc., Hettinger, ND
- Fargo Jet Center, Fargo, ND
- Minot Aero Center, Minot, ND
- Propworks Propeller Systems, Inc., Winnipeg, Manitoba

On behalf of the members of NDPAMA, I would like to express our sincere gratitude to these businesses for giving so generously, and for making the scholarship program such a notable success.



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# CALENDAR *of* EVENTS

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

## June 2017

Drone Focus — Jun 1  
The Stage at Island Park  
333 4th Street South, Fargo, ND

Milnor June Fest Fly-In Breakfast — Jun 3  
Milnor, ND

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

Planes & Pancakes — Jun 11  
Mandan, ND Fly-In breakfast with  
Buggies and Blues

Dakota Territory Air Museum  
Pace Camp — Jun 12-16  
Dakota Territory Air Museum

Kindred Brats and Burgers — Jun 22  
Kindred, ND

Kulm Fly-In — Jun 24

## July 2017

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

Fargo Air Museum Youth Camp — Jul 8  
Fargo Air Museum Aviation Traffic Safety

Detroit Lakes, MN Fly-In/Drive-In — Jul 8  
Wething Detroit Lakes Regional Airport, MN

Williston Airport Fly-In — Jul 15  
Soulun Field International Airport

Poker Run and Fly-In — Jul 15  
West Fargo

## August 2017

Great Lakes Chapter AAAE Annual  
Conference — Aug 3 to Aug 6  
Grand Forks, ND

Tioga Drone Camp — Aug 5 to Aug 6  
Tioga, ND

Kindred Fly-In Breakfast — Aug 12  
Kindred, ND

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

## September 2017

International Peace Gardens Fly-In — Sep 04  
Dunseith, ND

Fargo Air Museum Youth Camp — Sep 9  
Fargo Air Museum Unmanned Aircraft

Valley City Fly-In — Sep 9

Bismarck Fly-In Breakfast — Sep 10  
Bismarck Aero Center

Fly-In Pancake Breakfast — Sep 17  
Enderlin Municipal Airport

## October 2017

Fargo Air Museum Youth Camp — Oct 14  
Fargo Air Museum, Space Exploration

Fly-In and Chili Feed — Oct 21  
Mandan, ND

## November 2017

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

*Mark Your Calendar!*

**Upper Midwest Aviation Symposium**

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

