

NORTH DAKOTA

Aviation QUARTERLY

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***"A mile of road
gets you a
mile of road,
but a mile
of runway
gets you to the
world!"***



*Aviation Day
photos on page 6*

With the changes in the *North Dakota Aviation Quarterly* Board and the way it is published, we thought you may enjoy meeting the volunteers responsible for its content. Although the board members are located across the state and across aviation professions, we welcome you to contact us at ndaviationcouncil@gmail.com.

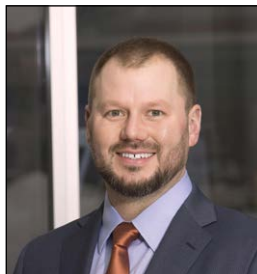
Elizabeth Bjerke serves as the Associate Dean of the John D. Odegard School of Aerospace Sciences at the University of North Dakota, and Professor of Aviation. She began her career in aviation as a flight instructor at UND 20 years ago. Dr. Bjerke is involved in numerous national organizations working to research and find solutions to a growing pilot shortage in the nation. These discussions have helped define numerous career pathway programs for current students pursuing a degree in aviation at UND.



Chris Brown is a long-time pilot from Mandan. He is a Medevac/Charter pilot, flight instructor, business consultant, and Airport Authority Board member. Chris brings perspectives from various angles, to include areas outside of aviation.



Zach Peterson is the Sales Manager for Appareo Aviation and supports the team of territory managers and global dealer network, representing the Stratus line of general aviation products. He earned his M.B.A. from the University of Mary in Bismarck, ND, and is the VP of Membership for the Minn-Dak Manufacturer's Association (MDMA). Zach is a private pilot and currently working on his commercial certificate.



Mike McHugh has a passion for aviation education and is currently employed with the North Dakota Aeronautics Commission. Prior to joining the commission, Mike taught high school aviation at the Bismarck Career Academy. Mike is a graduate of the University of North Dakota (2002, 2017) and enjoys hunting, fishing and traveling in addition to flying.



Joshua Simmers has an eclectic aviation history including UAS business development for the State of North Dakota, managing projects at the ND Aeronautics Commission, US Army Aviation (yes...a rotorhead), and administration, board, and association work. Josh now makes his home in rural ND and his living as a professional fixed-wing pilot.



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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Front Cover: Aviation Day celebration with (L to R) Darren Hall, Ed Bolen, Governor Doug Burgum and Kyle Wanner.

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

So what is the Aviation Council?

I recently had a call with a long-time pilot based in ND on the subject of the North Dakota Aviation Council (NDAC). His comment really brought to life the challenge we have in connecting our aviation community across the state which I believe will be redefining moment in the history of the ND Aviation Council.

Simply said, the mission of the NDAC is to promote and support aviation's growth in North Dakota through our members' professional development, and advocacy. But what does that really mean?

To give a better perspective we have used the graphic below to show all of the different aviation association groups in ND in relation to the NDAC:



- NDAA** - North Dakota Aviation Association
- NDPAMA** - North Dakota Professional Aviation Mechanics Association
- AAND** - Airport Association of North Dakota
- NDAAA** - North Dakota Agricultural Aviation Association
- NDPA** - North Dakota Pilots Association
- NDEAA** - North Dakota Experimental Aviation Association
- NDAAM** - North Dakota Association of Aviation Museums

Each of the individual groups have their own purpose or mission and the aviation council provides support to them in different ways to serve many of their needs. In addition to what each group does to support its mission and serve their members, the NDAC is committed to helping each group grow, be more effective in communicating and have a positive impact in our communities.

Below are a few areas highlight how the NDAC is supporting

our aviation community.

ONLINE: A new website was launched just prior to our annual symposium served us well in managing our event pre-registration process and allowed all of the groups to collect annual dues. The website will eventually be the hub current event postings, aviation news, host the ND Aviation Quarterly and be a management tool for all of the association groups annual membership registrations. The ND Aviation Quarterly is an award-winning publication produced by the NDAC and is available in print or on the website www.ndacaero.com. To compliment the website we also have a facebook page to help share our aviation stories and connect our community.

EVENTS: Hosting and supporting multiple aviation events/ fly-ins throughout the year will be an area of growth in how the NDAC is supporting our aviation community throughout the year. The annual NDAC Symposium is an event gathering aviation professionals of all types and is an opportunity for some of our member associations to host educational sessions. Generally, there have been sessions specific to the airport community, mechanic's and pilot's groups. Although this is the largest event of the year, it's not the only one. There are numerous fly-ins throughout the summer months and pilot seminars help throughout the state.

OUTREACH: Supporting events like Bismarck's Aviation Education Day or the 9th Grade Health, Tech and Trades Career Expo in Fargo are just two examples of how the involvement and support of the council is having an impact on the lives of the next generation of aviators.

As we continue to see and hear about the shortage of mechanics, pilots, air traffic controllers and other aviation professionals, one of our biggest priorities moving forward is outreach to youth and support programs that introduce them to the opportunities found in the world of aerospace.

Join in our efforts through membership in the aviation council or one of the association groups that best fits your interests or both. Your membership dues will be used in numerous ways to support and build a greater community of aviation throughout the great state of ND.



Jim Lawler was the *Quarterly's* longest standing volunteer and board member. We would like to thank Jim for his time, expertise, and perspective over the years...and years...and years! Jim also gave his time as treasurer for the North Dakota Aviation Council and managed advertisers for the *North Dakota Aviation Quarterly*.

Jim & Sharon Lawler

*Congrats on a job well done and
"happy contrails" into your next adventure!*



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



DIRECTOR'S Chair

Infrastructure Funding Highlights Legislative Session

As another legislative session comes to a closure, it becomes time to reflect on the results of the decisions that our elected leaders have made for the upcoming 2019-2021 biennium. On the next page, I provide a listing of the results of some of the aviation related bills that our agency has been following throughout the session. To view the full language and final results of these bills and many others, feel free to visit the North Dakota legislative branch website at www.legis.nd.gov to search and view any legislation that was recently considered by your elected officials.

One of the most touted bipartisan pieces of legislation this session was House Bill 1066 which has also been referred to as "Operation Prairie Dog". The intent of this bill was to provide a certain level of ongoing funding certainty for infrastructure projects throughout the state. This legislation created new "buckets" of state funds that are projected to fill from future oil tax revenues. The newly created funds are currently authorized to fill to \$250 million per biennium in total, distributing up to \$115 million to cities, \$115 million to counties and townships and \$20 million for airport infrastructure. It is important to note that an adjustment of the fund amounts can change in future legislative sessions, but the intent was to allow communities to plan for project funding beyond the current biennial window. Our agency is currently anticipating that the airport infrastructure fund will begin to accrue revenue in late 2020 or early 2021. This will allow the funds to be allocated to benefit airport projects starting in the 2021 construction season.

The North Dakota airport system has recently seen unprecedented growth and maintenance requirements and the state's legislature has stepped up to provide "one-time" infrastructure funding each session since 2013. The recent establishment of the airport infrastructure fund from HB 1066

will greatly help the Aeronautics Commission in our work with the federal government and our local communities to plan, prioritize, and complete projects in a timely manner. The state wants to continue to maintain a leadership role in providing solutions to both maintain and to grow its critical airport infrastructure and watching this landmark legislation come to fruition is truly an exciting and legacy impacting moment for North Dakota aviation.

I 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 in Bismarck another great success and I hope that you consider marking your calendar for next year's event which is scheduled to take place in Minot during March 1st – 3rd, 2020.

On page 6, you will also find a proclamation from the governor, as he 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 governor is willing to provide a proclamation to help vocalize that message.

Lastly, as summer approaches, I also want to encourage all of you participate in your local aviation community activities. Whether it's attending fly-in's, 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 booklet – there are opportunities all around us to help fulfill and share one's love of aviation.

Wishing you smooth flying, Kyle



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Aviation Related Legislation

Passed Bills

HB 1006 – Aeronautics Commission Budget Bill: This bill provides funding for on-going expenses and operations of the Aeronautics Commission as well as the authorization for the utilization of general and special funds for airport infrastructure grants. At the time of article submission, the state legislature was also considering additional one-time infrastructure grants to help provide funding for certain airport projects until the availability of the “operation prairie dog” funds in early 2021.

HB 1066 – Oil Revenue Infrastructure Bill – “Operation Prairie Dog”: As described in the previous article - this legislation created new “buckets” of state funds that are projected to fill from future oil tax revenues. The newly created funds are currently authorized to fill to \$250 million per biennium in total, distributing up to \$115 million to cities, \$115 million to counties and townships and \$20 million for airport infrastructure.

HB 1018 – Department of Commerce Budget Bill: This bill provides funding for on-going expenses and operations of the Department of Commerce. At the time of article submission, the state legislature was also considering funding for the operations of the Northern Plains Unmanned Aircraft Systems Test Site and the allocation of one-time funding to install a statewide Unmanned Aircraft Systems radar infrastructure network.

HB 1356 – Public Improvement Bidding Threshold: This bill changes the threshold for when a political subdivision (such as an airport authority) is required to utilize a professional engineer to construct public improvements. The current threshold is \$150,000 and at the time of article submission, the state legislature was considering changes to this threshold up to \$200,000.

Failed Bills

SB 2275 – Infrastructure Loan Program: This bill would have allowed communities to utilize a low-interest loan program from the Bank of North Dakota for certain critical infrastructure projects that included airport infrastructure. At the time of article submission, similar language from SB 2275 was being discussed and potentially included within HB 1014 and still had an opportunity to be considered.

SB 2180 – Transportation Network Companies: This bill would have allowed airports to contract individually with transportation network companies.

HB 1184 – Relating to Eminent Domain: This bill would have taken away the authority of political subdivisions (such as an airport authority) to utilize the quick take option within eminent domain proceedings.



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Aviation Day at the North Dakota Capitol

Aviation Day at the North Dakota Capitol is at the core of why the ND Aviation Council exists. It began (or restarted) a few sessions ago to engage our state lawmakers and remind them of the benefits an investment in aviation brings – jobs, access, industry, medical, recreation, innovation, and more. If a person isn't in aviation, how would they understand that "a mile of road gets you a mile of road, but a mile of runway gets you to the world!" Here are some photos of our day at the capitol, and we hope that the decision makers keep aviation in mind as they make their decisions at local, state, and federal - and even international levels.

Join us in the next legislative session in 2021!
Contact Darren Hall at dhall@fargojet.com
or Stacy Krumwiede at
stacy@scgnd.com or 701-223-3184.



— State of —
North Dakota
Office of the Governor
Doug Burgum
Governor

**PROCLAMATION
 AVIATION MONTH
 MARCH 2019**

WHEREAS, the State of North Dakota has a significant interest in the continued vitality of general aviation, aerospace, aircraft manufacturing, educational institutions, aviation organization, public airports and airport operations; and

WHEREAS, the aviation and aerospace industry continues to play an increasing role as an economic catalyst in North Dakota, creating over 32,000 jobs and contributing an estimated \$3.6 billion annually to the state's economy; and

WHEREAS, North Dakota has 89 public use airports across the state, serving over 3,900 in-state pilots and over 2,100 based aircraft; and

WHEREAS, 2.2 million passengers utilized commercial air transportation in North Dakota in 2018, contributing over \$500 million to the state's economy; and

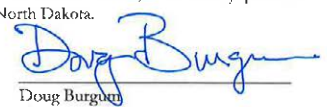
WHEREAS, North Dakota is a leader in world-class aviation education opportunities, product development and technological advancement; and

WHEREAS, North Dakota is home to one of the leading Unmanned Aircraft System (UAS) test sites in the nation, where research is conducted to help integrate this new industry into the national airspace system; and North Dakota was selected as one of the nation's UAS Integration Pilot Programs and will help the United States accelerate the application of unmanned system technology; and


WHEREAS, aviation is also an essential part of our agricultural productivity as 100 aerial applicator businesses provided services to over 3.2 million acres of crops in 2018; and

WHEREAS, communities within North Dakota depend heavily on their community airports for the continued flow of commerce, tourists and visitors to our state.

NOW, THEREFORE, as Governor of the State of North Dakota, I do hereby proclaim March 2019, **AVIATION MONTH** in the State of North Dakota.


 Doug Burgum
 Governor

ATTEST:


 Alvin A. Jaeger
 Secretary of State

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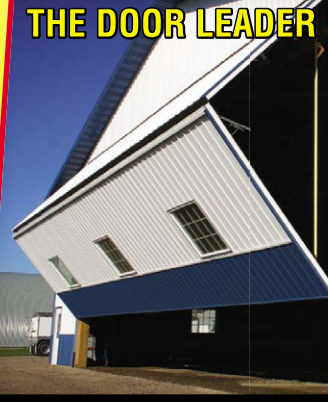
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AIRPORTS OF THE YEAR

The Dickinson Theodore Roosevelt Regional Airport has received the “2018 Commercial Service Airport of the Year” award, and the Maddock Municipal Airport has received the “2018 General Aviation Airport of the Year” award, sponsored by the North Dakota Aeronautics Commission in partnership with the Airport Association of North Dakota. The award is for excellence in maintaining safety, project management, and community awareness.



Congratulations!

Dickinson

In 2018, the Dickinson airport had a strong passenger growth year that saw 22,592 boarded passengers, which was a 19% growth from 2017 numbers. The airport continues to work with its current airline to increase the number of flight operations that occur on site, particularly over the holiday seasons.

Throughout 2018, the Dickinson airport supported the Make-A-Wish Foundation by providing VIP treatment to families traveling through the airport terminal. The airport staff has also conducted airport tours to children from surrounding schools, from preschool to high school. The airport also supports the Civil Air Patrol Rough Rider Squadron.

The airport has made multiple recent improvements to its airfield, which has included expanding its general aviation apron and rehabilitating and widening taxiways to accommodate the commercial airlines. The airport has also developed a lighting replacement program upgrading to high efficiency LED which provides substantial electrical cost savings.

Currently, the Dickinson airport is preparing for a major taxiway and runway reconstruction project and has recently cleared all planning and environmental work to be able to proceed forward with construction in 2019. The airport board and staff has worked tirelessly over the last few years to educate all levels of government and the public regarding the necessity for their upcoming airport expansion project.

The Dickinson Theodore Roosevelt Regional Airport is congratulated for a tremendous year of accomplishments.

Maddock

The Maddock Municipal Airport has a strong belief in aviation advocacy and volunteerism. Their growing annual event, the Golf Ball Drop and Celebration is a nonprofit fundraiser bringing hundreds of guests and introduces children and adults to the world of aviation through free airplane and helicopter rides. The airport welcomes local civic groups to host their meetings at the airport and currently acts as a home for the JT Rice North Dakota Chapter of Pilots for Christ. The chapter works to promote and provide free air transportation for those in need.

In 2018, Maddock had multiple first year pilots, as well as IFR certification, taildragger endorsement, helicopter training, and annual flight reviews through local committed CFI's. The airport also temporarily opened its available hanger space to New Rockford pilots and aircraft after the 2018 windstorm destroyed the New Rockford Airport terminal and hangar building.

The Maddock Municipal Airport also takes great pride in its appearance and impressions. The airport added a new cement taxiway to connect its paved apron to its 3,000 foot cement runway that was constructed in 2013. The new taxiway will allow a wider variety of planes to land and use the accommodations that the airport has to offer.

The Maddock Municipal Airport is congratulated for a tremendous year of accomplishments.

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Bismarck Career Academy Flying Club Update

By Logan LaVallie, Bismarck High School Junior and Secretary/Public Relations Officer

Our aviation program at the Bismarck Career Academy Flying Club would not be where it is today, without the airplane that Dr. Bob Scarlett so willingly donated. We have flown over 300 hours in the past 12 months and provided over 100 student demo flights. Of those students, 20 have started flight training, with 15 of them soloing. Four pilots have emerged from our Aviation Capstone that provided flight, maintenance, and flightline training. The four private pilots are: Nathan Fuder, Lathan Lowman, Keith Bride, and Brett Ovind. Fuder is a freshmen at Bismarck State College,

who volunteers by assisting current students in and out of the classroom. Lowman and Bride are students at the University of North Dakota, beginning Instrument Training. Ovind is currently completing training for the United States Navy.

According to third-year student James Grothier, "Over the past couple of years, the program and the capstone have made great refinements on getting students to solo and getting



Brett Ovind, fueling the aircraft before departing to Wahpeton for his checkride.



Keith Bride and Lathan Lowman with CFI Brad Stangeland after completing their Private Pilot Checkride.



Our team is ready to help you reach new heights



A group photo of the Aero Center team, consisting of several men and one woman, standing in front of a small aircraft in a hangar. They are all smiling and appear to be proud of their work.



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students their private pilot's licenses." Another capstone student, Braxton Glatt, described the program as, "A big focus on actually getting us into the air, which is really beneficial to becoming a pilot." Student Tyler Jose added, "It really helped me find something I want to make a future career out of. It gave me more experience and helped me obtain hours towards my license, which is going to help me get a headstart on college." He continued, "It is a really good experience and I would recommend it for anyone who would want to make a career out of it." Jose will be attending Iowa Lakes Community College in Estherville, Iowa, in the fall where he will be pursuing his career in aviation. His mother, Kelley Jose, says, "The capstone provided a priceless opportunity for Tyler and other students to gain hands on experience in aviation. Because of this opportunity, Tyler has been able to obtain knowledge and skills that will help him not only advance, but excel as he pursues his goal of becoming a professional pilot."

On the other side of things, not every student takes the class in order to become a private pilot. It is not uncommon to find those who are interested in flying drones or unmanned aircraft. "It's the biggest program we have for high school in the state."



All smiles after completing a solo.

says Camden Rydquist, an Aviation II student. "It is preparing me to fly drones for the army, which I plan to do after graduating." Justin Vollmers, also an Aviation II student, added, "It has really helped me begin my career as a drone pilot. Because of this program, I am now a licensed drone pilot and I can start by helping my uncle inspect his crops by flying a drone over it instead of having to walk and monitor them manually."

Not only are these students raving about the program, but their parents are too. Parent Dana LaVallie says, "It has been a wonderful experience for our son. It has built his confidence and given him a future career to focus on. He enjoys being a part of a small group and assisting the instructor. Having our son enrolled in the aviation program has been everything we hoped for and more. It has been a very positive experience for all of us."

Special thanks to Clear Skies Aviation (Mandan), Mandan Aero Center, Dr. Bob Scarlett (Bismarck), and First Class Aviation (Jamestown).

HELPING NORTH DAKOTA GROWERS FEED THE WORLD

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NORTH DAKOTA AGRICULTURAL AVIATION ASSOCIATION

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Adam Dillin, C.M., A.C.E., Airport Planner
North Dakota Aeronautics Commission

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From the Airport Toolbox

Prior Permission Requests

Every airport works hard to ensure safety and accessibility for all of their users, but sometimes events like construction and severe weather make shut-downs unavoidable. Long airfield closures are not only frustrating to pilots but can also have much wider consequences, including disrupting local businesses and preventing air ambulance access during medical emergencies.

An airport may be able to strike a compromise by making use of Prior Permission Requests (PPRs). These are requirements published by the airport, either temporarily via Notices to Airmen (NOTAMs) or long-term via Chart Supplements (A/FDs), that close the airfield to regular activity but *do* allow aircraft to operate by obtaining special permission beforehand. The airport can specify dates, times, and how much of a “heads-up” they need, ranging from mere minutes to as much as 24 hours.

Now, you might ask, when would an airport even use a PPR? Here are some examples.

Construction and maintenance activities are common on airfields. Runway lighting inevitably burns out. Pavement breaks down and needs patched or sealed. Tractors may leave airplane-jarring ruts in soft turf. Safety areas settle and require regrading. Markings wear off and must be repainted. Essentially, if airport crews need a substantial amount of time to work on or along a runway but can be pulled off with advance warning, a PPR can be used to make this happen quickly and efficiently. However, an airport shouldn’t use a PPR unless they’re sure they can make the worksite safe in time - letting an aircraft use a surface while it’s still littered with tools, debris, or holes is downright dangerous.

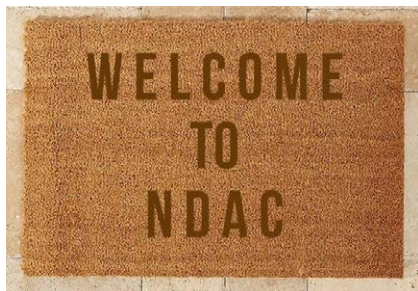
Snowstorms are another occasion when PPRs prove useful. Blizzards can quickly overwhelm snow removal teams and make it impossible to keep up with accumulations. Running

crews to exhaustion in the middle of the night when no aircraft will be active for hours or even days is expensive and hazardous. Publishing a PPR can give crews time to regroup and focus their efforts for times when they know an aircraft is expected, and it tells pilots that airfield access is possible if they simply ask for it.

Routine operational necessity sometimes causes airports to issue permanent PPRs. Republic Airport packs a tremendous amount of New York City’s General Aviation traffic into cramped apron space and uses a PPR to control the size and numbers of large aircraft. Outside of San Francisco, Moffett Field is home to NASA’s Ames Research Center and requires all aircraft to obtain prior permission before arrival. In North Dakota, Richardton’s turf airstrip sees double-duty in the fall as a cattle pasture, and a PPR ensures the runway can be cleared prior to arrivals. Last, but not least, is the PPR-only turf runway that Lakeland-Linder Airport activated just for 2008’s SUN ‘n FUN fly-in.

For readers who haven’t seen a PPR, here is a NOTAM-type example for the hypothetical burg of Anytown, USA with an airport identifier of ATN: !ATN 04/015 ATN AD AP CLSD EXC 1HR PPR 701-555-5555 1904011300-1904012100. A quick translation is that any town is closed to aircraft except those who have obtained prior permission one hour before their flight. Pilots can request access by calling the airport at (701) 555-5555. This closure lasts from 1300Z-2100Z (8AM-4PM CT) on April 1st, 2019.

PPRs can be tailored for each airport’s circumstances, including specifying runways, time frames, and radio frequencies. For details on how to write or translate PPRs and just about any other kind of NOTAM, please see the most recent versions of Order JO 7930.2 or Advisory Circular 150/5200-28. These can be easily accessed at www.faa.gov/regulations_policies



Come On In!

This year's Upper Midwest Aviation Symposium (UMAS) is in the record books as another successful event. Many volunteers planned and

organized it by serving on a variety of committees, from Site Planning to Speakers to Publicity. They can be proud of their efforts and a job well done.

Attendees were able to participate in a wide variety of sessions including meetings of the various alphabet groups that regularly meet at UMAS. In addition, several general sessions were added to give the opportunity for valuable collaboration on aviation related topics. It's always fun to celebrate award winners and scholarship recipients at the annual awards banquet. Attendees also heard updates on industry trends, saw state-of-the-art products and services, and, of course, had many opportunities to socialize and get caught up with friends.

A somewhat unseen bonus: membership in the North Dakota Aviation Council (NDAC) was included in the registration fee. If you attended, we welcome you and thank you because membership is the basic funding source for the Council's work beyond UMAS.

If you didn't attend UMAS, we invite and encourage you to join and support its broader mission. Those efforts are led by the

Board of Directors who are charged with expanding the role and visibility of the organization, as well as addressing the challenges of critical issues facing aviation in North Dakota. Just in case you don't have it memorized, here's that mission statement:

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

Speaking of leaders, next year at the annual meeting, held during UMAS, members will elect three people to open positions on the Board of Directors. If you or someone you know has an interest in the broader issues having an impact on aviation and a willingness to determine the trajectory of the Council, consider serving on the board.

If you would like to hear more about this opportunity, feel free to reach out to Darren

Hall at dhall@fargojet.com or Stacy Krumwiede at stacy@scgnd.com or 701-223-3184.

*Stacy Krumwiede,
Bonnie Staiger,
Mike Krumwiede*



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

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701-566-6449



Finding Flight Training Funding

By Mike McHugh

Graduates usually have two main questions...

This time of the year is a great time to get new students flying. With the many fly-ins, airshows, and events happening in the summer months, there is plenty of aviation inspiration for youth. As a student begins thinking about flight instruction, they usually have two main questions: How much will it cost, and is there any funding available to help?

There are many organizations willing to provide financial assistance for flight training, though determining which ones you are eligible for can be time consuming. The list below (or wherever the Scholarship graphic is- please update) was compiled by a student in Fargo and is a helpful resource for finding scholarships. A quick internet search for these scholarships will provide more information. In addition, the AOPA has compiled a list of scholarships on their website: www.aopa.org/training-and-safety/learn-to-fly/aviation-scholarships.

There are many other organizations who also provide scholarships, you simply have to take the time to seek them out. It comes down to this: the more hours you put into finding flight scholarships and putting together your

application packet, the more dollars will likely come your way.

Within the state, there are scholarship dollars available from the North Dakota Pilots Association and the North Dakota Professional Aviation Maintenance Association, University of North Dakota (for enrolled students), as well as a scholarship fund for high school students in Minot.

For airports without a flight instructor, the North Dakota Aeronautics Commission provides assistance through the FTAP program, which provides grant funding for the travel costs associated with getting a flight instructor to your airport.

Be sure to share these scholarship resources with any potential students you know or meet. Let's get those new students up in the air and/or turning wrenches!

Aviation Scholarships by Organization Name

99's	Clay Lacy Aviation	Mooney Aircraft Pilots Association Safety Foundation
Able Flight Scholarship Program	Charlie Wells Memorial Scholarship Fund	NATA
AEA	Aviation Distributors and Manufacturers Association Scholarship	National Gay Pilots Association
Aero Club of Pennsylvania	EAA	National Space Club and Foundation
Aeroism Flight Academy	Community Foundation of Dunn County	NBAA
Aerospace States Association	FAA Scholarships	NDPAMA
AIA Education Foundation	Ernie Ayers Memorial Flight Scholarship	North Dakota Pilots Association
Air Traffic Control Association	Figure 1 Foundation	Northwest Minnesota Foundation
American Association of Airport Executives	General Aviation Manufacturers Association	Oklahoma Pilots Association Scholarship
AOPA Air Safety Foundation	International Council of Air Shows Foundation	Organization of Black Airline Pilots
AOPA	International Grumman-American Pilots Association	Professional Women Controllers Inc
Archie C. Towle Aviation Scholarship	Learning for Life/Exploring	Robert H. Mollohan Family Charitable Foundation, Inc.
Association for Women in Aviation Maintenance	Homer Leroy Foundation	Teledyne Continental Aviation Excellence Scholarship
ATCA	Memphis Belles	Tuskegee Airmen Scholarship Foundation
Avfuel	Minnesota Aviation Hall of Fame	University Aviation Association
Boy Scouts of America	Montana Gov Aviation Scholarships *MT Residents	Women In Aviation International
Blue Goose First Generation Flight Scholarship		Women Soaring Pilots Association
CAE-Simulflight		Fred & Mary Koch Foundation

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Don't Miss This Years' Fargo Airsho!

Save the date for the Fargo AirSho, July 20-21, 2019 at the Fargo Hector International Airport. The U.S. Air Force "Thunderbirds" Demonstration Team will be the Headline of this years show.

Since 1953, the Thunderbirds have showcased the pride and precision of the U.S. Air Force to millions of fans in the United States and worldwide. The team flies six F-16 "Fighting Falcon" aircraft, demonstrating precision aerobatics and formations. The last time the Thunderbirds performed in Fargo was in 1989 during the North Dakota Centennial AirSho.

Fargo AirSho officials have booked a number of unique and exciting acts for this year's show, including some great ground acts and Midway attractions.

There will be fun for the whole family! Some of the performances include:

Red Bull Team Chamblis and the Red Bull Skydive Team.

First time to Fargo, Kirby Chamblis is one of the premier aerobatic pilots in the world, flying his Edge 540. He is the five-time US Aerobatic Champion and two-time Red Bull Air Race Champion. Chamblis has accumulated 13 medals in world aerobatic competitions.

The Red Bull Skydive Team will be on board to provide an amazing demonstration of human flight with their perfect studied wingsuit-formations. Free fall as well as wingsuit flying is brought to the spectators as close as possible.

UND Graduate Jeff Boerboon and his YAK 110

You may have seen Jeff Boerboon's Yak 110 on the cover of many aviation magazines. This one of a kind aircraft was new

to the airshow circuit last year. Jeff had this idea to connect two YAK 55 aerobatic airplanes together. He accomplished that and then added a jet engine in the middle. This combination of three engines develops over 6,000 pounds of thrust. The Fargo AirSho will be one of the 10 stops on his *One-Of-A-Kind YAK 110* 2019 tour.

Michael Wiskus and his Lucas Oil Pitts Special

Another first-time performer at the Fargo Airsho, Mike will provide "outrageous high- performance aerobatics smothered in smoke and noise" flying his Pitts S-1-1B, also known as the Super Stinker. Mike's excitement for aviation is contagious, and at his appearances he always attempts to help encourage kids of all ages "to not only dream, but to live their dreams and never give up!"



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Kent Pietsch Air Show

North Dakota's own Kent Pietsch has performed in airshows since 1973. His comedy act using a single engine plane called "Jelly Belly" entertains audiences with intense aerobatic routines, such as Dead Stick Landing, Vehicle Top Landing, and other zany maneuvers. Pietsch hails from Minot.

Paul & Jarrod Lindemann, Valley City, ND Natives

Paul and Jarrod Lindemann are both fourth generation pilots. Paul's aerobatic performance includes a Pitts S-2B aircraft. Jarrod's aerobatic performance showcases the Red Baron Stearman which was originally No. 5 of the aerobatic Red Baron Squadron Team. Both of these aircraft were fully restored by the Lindemann brothers.

PiNN-iT FMX Riders

Back by popular demand, these FMX Riders have over 18 years of experience in creating some of the best high-flying, death-defying, motorcycle action on the planet! Offering some of the largest freestyle motocross stunt programs in the nation, the PiNN-iT FMX features nothing but the most professional riders on and off the bike!

Black Sheep Skid - Jake Hatch

The whole family will love another new act to the Fargo AirSho this year. Jake Hatch has a Bobcat skid steer loader that he puts through stunts with razor edge precision and gravity defying accuracy. He holds the world's record for the longest wheelie in a skid steer loader - over 70 feet.

Find updates on the AirSho and purchase tickets at: www.fargoairsho.com



Hope to see you at the Airsho!!!



In Memoriam: The **Fargo AirSho 2019** is dedicated to the memory of Darrol Schroeder, who passed away on March 3, 2019. Darrol was a co-chair of the Fargo AirSho since its inception in 1989. Schroeder had a stellar career in aviation as an Air Force pilot and later in the ND Air National Guard. Serving a total of 39 years in the military, Schroeder achieved the rank of Major General. His leadership, good humor and aviation know-how will be sorely missed by the AirSho Committee.

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A Fly-In to Remember

By Tajae Viaene, Assistant Chief Flight Instructor, Fargo Jet Center

It was mid-May, 2015. I was an eager young aviator looking to share the thrill of aviation with my three-year-old son for the first time. I caught word of a fly-in close to home, and Hillsboro Airport (3H4) became the destination for the day.

Little Desmond reached for my hand when he saw the first airplane land and taxi in. I thought, "Kid, you ain't seen nothing yet". One after another, he marveled at the sights and sounds of arriving taildraggers (Mom's favorite), experimental aircraft, and even a helicopter. What surprised us most was the inviting nature of the pilots who were beaming with delight as we took a closer look at their aircraft. Desmond was able to, with permission, sit inside and admire both shiny glass avionics panels and vintage round dial instrumentation in a variety of aircraft. I really couldn't tell who enjoyed it the most: the little boy in awe of all the buttons and controls, or the prideful owners with grins as wide as can be, sharing their treasured aircraft with a budding flyer in the making.



The day's adventure stirred up a healthy appetite for both of us. As is tradition with fly-in gatherings, a hefty portion of pancakes and sausage were served hot off the griddle. Desmond's growing comfort with this crowd afforded him the courage to go up for seconds all by himself and ask for extra sausage. If you know anything about my son, I'm sure you know he eats well! With full tummies and new appreciation for those who help put on these community aviation gatherings, we headed home with lasting memories and countless smiles.



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Spring Clean-up

By Andrew Tibert

Aircraft

Spring has finally arrived and the weather is shaping up for some great flying. Time to get your airplane out!

Of course, there are a few things to take care of first. This last winter was a cold one with lots of snow, and your airplane probably sat in the hangar longer than usual. Consider giving it a very thorough pre-flight, paying special attention the fuel sumps.

If your aircraft is out of annual and needs to be flown to a maintenance facility, make sure to obtain a ferry permit from the FAA. The permits are easy to get and can be faxed or emailed to you. The permit must be in the aircraft before the ferry flight.

I always say that airplanes have a special way to let you know when something is not right. They try to "talk to us" by way of noises, grinding, a shimmy, etc. If you are saying to yourself, "it never did that before", "it never sounded like that", or anything out of the ordinary is going on, take time to talk to your mechanic. They will keep you flying safely in a reliable airplane.

The Anticipation of Spray Season

By Andrew Tibert, NDAAA President

This time of year is always exciting for the professional aerial applicators of North Dakota, with the anticipation of spray season about to begin! We are all looking forward to finally getting back in the airplane and back to work.

Most ag pilots have spent the off season taking care of aircraft maintenance, updating equipment and attending one of many applicator conferences. The national conference was in Reno, NV, and The Tri-State Applicators Conference (ND, SD, and MN) was in Sioux Falls, SD. The topics addressed were safety, security, regulatory updates, the latest technology and innovation, and networking with fellow pilots and operators. All were mixed with comradery and fun!

I am honored to be the newly elected president of the NDAAA. It is a two year term, which I am looking forward to serving. I will do the best I can to complete all issues addressed.

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Dear Stakeholders,

On August 2011, 2017 the FAA's Flight Standards services reorganized. In order to enhance the Flight Standards culture; interdependence, critical thinking, and consistency are now embedded in every employee's work requirements. Organizationally the changes created a more horizontal structure and removed duplicate work groups in what we referred to as Regions. It also removed the word "District" and in some cases the "boundaries" you have been familiar with in the past. Fast forward to March 2019 and here are some changes we have made and observed since the beginning of the Flight Standards reorganization.

Our inspector staffing has remained the same and we continue to manage the certificates we had before (air charter, repair stations, ag operators, etc ..). However, the biggest change at the Fargo Flight Standards Office is that we have performed, and will continue to perform; initial certification work for air charter, agricultural operators, repair stations, and flight schools in areas beyond the borders of North Dakota. Currently we are working on certification projects in California and Florida.

The Fargo Flight Standards Office has accepted, for a minimum of two years, the certification management of air charter and repair station certificates of thirteen operators based in Hawaii, Guam, Mariana Islands, and Micronesia. This additional certificate management responsibility is the result of the pilot shortage in the United States. The FAA, just like the military and civilian pilot markets, continues to compete for qualified aircrew. In some cases a Flight Standards Office which

is normally staffed with four to six operations inspectors are now operating with one or two. The FAA has recently streamlined the hiring process for qualified pilots and if you have an interest in joining the FAA there are many opportunities available.

The FAA continues to develop and employ new computer automation to manage the work we perform. CFIs should be familiar with renewing via IACRA. Designated Pilot Examiners are utilizing the Designee Management System and the office has transitioned to electronic record keeping. The simple fact is if you are not "digitally connected" it may become difficult for you to interface with the FAA.

The increase in responsibilities assigned to the Fargo Flight Standards Office is well within its capability and scope. We are excited about working interdependently with other offices and operators. However, the Fargo Flight Standards Office is a lot busier than it was in the past and this may affect the timeliness of services requested by our stakeholders. For example, if you were accustomed to just dropping in and taking care of some paperwork we would highly recommend making an appointment. For our existing North Dakota and Minnesota certificated operators we recommend being proactive in scheduling of check rides and other certificate management activities.

The Fargo Flight Standards Office is proud of the cooperative relationships we have built over the past 10 years and will strive to maintain the highest level of service our stakeholders deserve.

For more information, contact Nick Eull, (701) 492-5800

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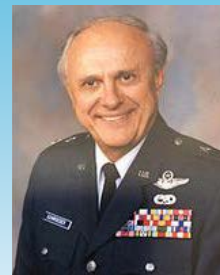
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Darrol Schroeder, from his boyhood days laying in a ditch chewing on a piece of grass watching 'prop planes' fly over, to his first airplane ride in the Aeronca Champ, Darrol was hooked on airplanes. Next to his family, his greatest love was flying, totaling more than 22,000 hours in over 130 different aircraft. (June 25, 1930 – March 3, 2019)



By Gary Ness Reprinted with permission State Aviation Journal (edited)

A connection between myself and Darrol goes back to 1946, when I was about 18 months old and riding around in the baggage compartment of an Aeronca Champ. My Father was an instructor at Dakota Skyways on Hector Field, Fargo, ND, and was teaching the rudiments of aviation to Darrol. I have the baggage compartment log book entries to prove it.

Darrol had completed his hours and was ready to solo, but he had to wait for permission from his parents before that event could proceed. He had not informed his folks about this endeavor, and prevailed on my father, Oscar Ness, to present good evidence on the benefits of aviation so he could continue the flying course.

Darrol came home from the service to farm and joined the North Dakota Air National Guard and start an aerial application business in his home town of Davenport, ND. My father's business was located about forty miles away in Lisbon and the two kept in touch throughout the years, continually promoting the aerial application business on a statewide and national basis.

In 1975 my father was hospitalized, and Ness Air Spray was behind on several thousand acres of work. Being several years

away from ag flying, I called Darrol about the issue and he said, "I'll have one pilot on the way down today, more to come tomorrow." The next day four aircraft sat on the ramp and five days later Ness Air Spray was caught up. The season was saved by a great friend.

Now, jump ahead to 1986 when I applied for the job of Director of the North Dakota Aeronautics Commission. Darrol was a member of the board that hired me, so the circle was complete from baggage compartment time to serving the aviation community of a great state. Not only was this gentleman a military man but also a father, farmer, business man, educational developer, and general aviation advocate. He was honored in 2009 as a member of the North Dakota Aviation Hall of Fame.

The Fargo Air Museum released an in-depth interview of Darrol recently on Facebook. It is worth the time to watch and listen about his military time, from learning how to fly to the transition from props to jets; from WWII battle ground, to Cold War Nuclear readiness of the front line air force in Europe.

I will miss the conversations that we had over the years, and sadly will never make up those that we failed to finish.

Gary Ness is a Naval Aviator, an Ag pilot, former Director of the North Dakota Aeronautics Commission for 22 years, and a longtime contributor to the State Aviation Journal.

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Fargo Air Museum's Unique Exhibits and Displays

By Ozzie Groethe

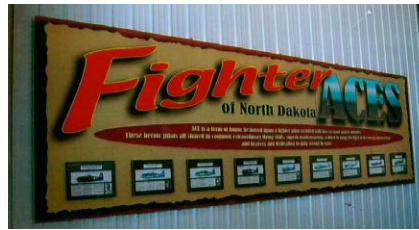
Looking at the logo of the Fargo Air Museum, you'll see *Preservation* as one of our three goals of achievement. And that's what we want the public to know: we have a new way we want to preserve history and how we present it!

History doesn't have to be boring, with just rows of dull looking plaques. The Museum is trying to make them look different, with exciting backgrounds that make you want to keep reading and exploring. With all of our updates in the past two years, perhaps the Museum has changed the way all air museums will look someday.

In 2018, the Fargo Air Museum opened two important exhibits: the Fighter Aces of North Dakota and the Congressional Gold Medal for Fighter Aces. We recently put the finishing touches on another exhibit, one of the most exciting and significant of all. It is The Flying Tigers of the the American Volunteer Group (AVG), the American pilots that fought for China against the Japanese prior to the U.S. entering WWII. The display is multi-purpose, as it is a history of the AVG, but also honors Commander Percy Bartelt.



He was a local pilot in the AVG, and ended up



both an ace and a hero to the Chinese people. A hero of such a stature that the Republic of China (ROC) Taiwan is sent over a military attaché to present the hero's family with one of the most significant awards given by the ROC. This is the Order of the Cloud and Banner, presented posthumously. The award by the ROC is significant in another sense: their government, after a lengthy, extensive search, realized the honor had been overlooked, so it is actually 78 years after the actual heroic deeds by Flight Leader Percy Bartelt. Additional credit must be given to the hero Bartelt, as he was in the U.S. Navy for many years and returned to carrier duty after leaving the AVG. He retired as a full Commander after WWII.

Aviation and history enthusiasts will recognize the fighter plane the Tigers flew, with their vicious looking sharks head and teeth. Come visit the Fargo Air Museum to experience our unique exhibits and displays for yourself!

Visit www.FargoAirMuseum.org for more info.

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CALENDAR *of* EVENTS

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

May 2019

EAA 380 Fly-in — May 5 Grafton, ND

Bismarck Career Day — May 8

Bismarck Aero Center Sponsored by NDBAA

Brian Shul SR-71 Pilot — May 9

Fargo Air Museum

Combat Raider — May 14-16

Powder River MOA Large Force Exercise

New Town Fly-In — May 25

June 2019

Milnor June Fest — Jun 1

Milnor, ND

Wishek Kick-Off to Summer Fly-in — Jun 01

Wishek, ND

75th Anniversary of D-Day — Jun 6

KMOT Dakota Territory Air Museum

Planes and Pancakes — Jun 9

Mandan Airport

ND Pilots Association Fly-In — Jun 15

Riverdale, ND

Garrison Airport Fly-In — Jun 16

JT Rice ND Pilots for Christ 7th Annual Fly-In

Golf Ball Drop — Jun 23 Maddock

July 2019

DTAM Independence Day Event — Jul 4

KMOT Dakota Territory Air Museum

Williston Fly-In — Jul 13

Watford City Fly-in — Jul 13

DTAM Wings and Wheels Event — Jul 17

KMOT Dakota Territory Air Museum

Fargo Air Sho — Jul 20-21

www.fargoairsho.com

AirVenture 2019 — Jul 22-28 KOSH, WI

August 2019

Kindred Fly-In — Aug 10

B-29 FIFI in Bismarck — Aug 12-19

DTAM 23rd Annual Sweepstakes Drawing —

Aug 17 Dakota Territory Air Museum

September 2019

Cessna 195 convention — Sep 4-8 Bismarck

Valley City Fly-In Supper — Sep 07

Hettinger Fly-In Breakfast — Sep 14

DTAM Women, Wings and Wine — Sep 19

KMOT Dakota Territory Air Museum

Enderlin Sun-Fest Weekend Fly-In — Sep 22

October 2019

Props and Hops — Oct 3 Mandan, ND

Fly Girls Presentation — Oct 19

Fargo Air Museum

Night At the Museum Hangar Dance — Oct 19

KMOT Dakota Territory Air Museum

Please send your event dates to ndaero@nd.gov.

