

FLY-ND

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QUARTERLY

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SPRING 2020

*"When everything
seems to be going
against you, remember
the plane takes off
against the wind,
not with it."*

—HENRY FORD

IN THIS ISSUE

intro to
aviation

The official publication of the North Dakota Aviation Association

FLY-ND Quarterly Editorial Committee

Nicolette Russell, Editor (editor@fly-nd.com)

Elizabeth Bjerke, Chris Brown, Mike McHugh, Zach Peterson, Joshua Simmers

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From the Editorial Committee

The Editorial Board would like to welcome **Nicolette Russell** as the new editor of the **FLY-ND Quarterly**. With training in marketing and work experience in aviation, we are confident our contributors, advertisers, and readers will enjoy working with her. *Congratulations and welcome, Nicolette!*

If you have comments, advertising needs, individuals or businesses to add to the mailing list, or article ideas, please contact Nicolette at editor@fly-nd.com.

Welcome to the spring issue of the *FLY-ND Quarterly*, where tales of exciting changes and flying await you within these pages. Perhaps it is because I am a pilot, I cannot help but see an introduction to aviation as a theme for this issue. Whether it is regarding UAS operators, airport managers, or future army aviators, the simple things we do as an aviation community encourage not just the future of our industry, but also introduce all the joy and fulfillment for those who benefit from it. So many people in our communities lack an introduction to aviation and that first flight, that first career fair, that first hands-on moment of looking to the sky, the event that opens a future of the skies to them. So, as you make post-coronavirus plans, please take the opportunity to share aviation with someone new.

~Joshua Simmers

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 NDAA, or FLY-ND Quarterly staff. If you've received more than one copy of this newsletter, please share it with a friend.

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Daren Hall, Chairman
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CHAIRMAN'S COMMENTS

Time To Turn The Page to a New Chapter

This past March during our annual business meeting, we publicly and unanimously voted to change the name of the North Dakota Aviation Council to the **North Dakota Aviation Association (NDAA)**. We also changed the name of the Upper Midwest Aviation Symposium (UMAS) to **FLY-ND Conference**.

In short, the name change will help in creating clarity between the Association and the North Dakota Aeronautics Commission – two North Dakota aviation organizations that were commonly mistaken for each other. Moving forward, we are working to develop the NDAA brand to represent the organization and will help further our effort in

establishing who we are and what we do.



I know it's been talked about for years that we have a vibrant aviation community across the state, but we are still challenged with some dysfunction and confusion that has negatively impacted our ability to share and celebrate our great story. Now more than ever, we feel it is important to clean things up, have a collective voice throughout the state when it comes to legislative issues, provide more opportunities to connect and serve, and to reach the next generation of aviators and help them discover the opportunities found throughout aerospace.

Behind the scenes, we are also working on numerous projects, from website updates and a reorganization of how to more efficiently run NDAA, to our new **FLY-ND CAREER EXPO** that is planned for October 2020 at the Fargo Air Museum. Read more about that in Mike McHugh's article on page 8 and think about how you can engage and support the efforts.

NDAA Board Members:



Justin is an aircraft pilot and owner, based in Bismarck, and works at American Bank Center as a Business Banking Officer. He served on the site planning committee for the symposium in Bismarck last year.

Welcome Justin Weninger and Tanner Overland.!



Tanner is from Williston and is very engaged in the aviation community. He owns and operates Overland Aviation at XWA, while also running his own aerial photography business and spraying for mosquitoes.

Lastly, I would like to thank Ron Lundquist and Andy Teibert for their service on the board over the past few years.

Thank you!

The *Fly-ND Quarterly* is proud to have hired an editor, who will be continuing to work with the editorial board. We wish to extend our gratitude to the following board members who have **volunteered** their time to bring you this publication:

Dr. Elizabeth Bjerke
Chris Brown

Jim Lawler
Mike McHugh

Gaye Neimiller
Zach Peterson

Joshua Simmers
Malinda Weninger



Kyle Wanner, Director

North Dakota Aeronautics Commission
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DIRECTOR'S Chair



We Will Weather This Storm

If you had the opportunity to attend the Upper Midwest Aviation Symposium in early March, you may have attended a session where I presented on the current state of aviation in North Dakota. At that time, I had been a firm believer that the aviation industry in North Dakota was in an incredibly strong position and at a historical high point in multiple areas. I also provided information which showed that 2020 was trending towards a record-breaking year in statewide air service and air passenger levels. It's amazing how drastically things can change in just a couple of weeks.

The COVID-19 virus that has now spread throughout the world is having an unprecedented and significant impact on airports throughout our state and country. As of early April, airline passenger boardings throughout North Dakota and the rest of the country are currently estimated to be at 5% of their normal passenger boarding numbers. Commercial airports receive most of their operational revenue through passenger facility charges from purchased airline tickets, paid parking, and customer facility charges from car rentals and other on-site concessionaires. The dramatic drop in passengers has, in turn, created financial concerns for both airports and airlines who depend on passengers for revenue. The CARES stimulus package that was recently signed into law is expected to provide short term relief for airports and the aviation industry and will help our community leaders continue to work through this crisis. A full breakdown of the aviation aid that was provided within the stimulus bill is provided following this article.

Airlines have reacted to this lower demand by temporarily grounding aircraft and reducing the amounts of flights at airports throughout the country. North Dakota's airports have also been experiencing reductions in flights and in the month of April, the state has experienced an estimated 42 percent loss in overall passenger seats

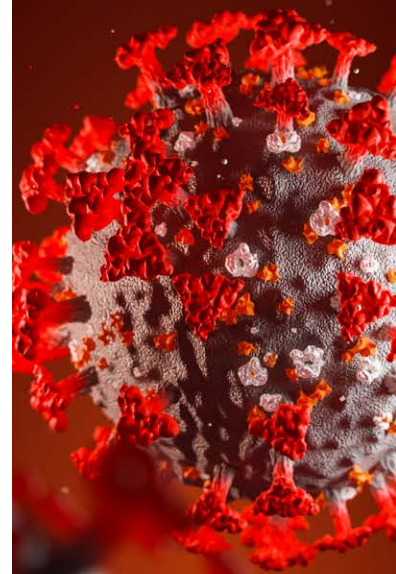
available. These losses are expected to be temporary, as the current demand for air travel has been significantly lowered due to COVID-19 mitigation efforts. In the near future, the airlines are expected to maintain a minimal service level to communities throughout the country due to the aid that they will receive from the CARES stimulus package.

All of North Dakota's commercial and general aviation airports continue to remain operational at this time and the freight of products via air transportation are ongoing without disruption. Our incredible airport staff throughout the state continue to maintain and operate safe facilities for those people who currently need to utilize the safest air transportation system in the world. Airport staff and TSA personnel at our commercial service airports are also being pro-active to sanitize surfaces throughout their airport multiple times a day, in efforts to maintain clean facilities and help to prevent further spread of COVID-19.

Although these are currently difficult times, our airports are helping to ensure the safe transportation of critical materials and personnel who need to travel. They are also working hard to be in a position to help our economy rebound, once the COVID-19 virus concerns have subsided. Due to the strength that we previously had in North Dakota's aviation industry and the fact that North Dakota's airports have tackled so many other significant issues over the years, I am confident that together, we can work through these new issues and help our communities come out of this situation stronger than before.

Throughout this challenging period, please know that myself and the entirety of the North Dakota Aeronautics Commission team are here to support you in any way that we can. In the meantime, stay safe, stay healthy, and stay optimistic that we are all strong enough to weather this storm – together.

~Kyle



***“Although these
are currently
difficult times,
our AIRPORTS
are helping to
ensure the SAFE
TRANSPORTATION
of critical
materials and
personnel who
need to travel...”***

New Name + New look = Same Mission

You probably noticed the new heading on the *FLY-ND Quarterly* and the new name for the North Dakota Aviation Council is now NDAA. We are proud to showcase our new logo and programs to better serve our members.



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H.R. 748, Coronavirus Aid, Relief, and Economic Security Act – Aviation Funding Summary

Airport Funding

\$10 Billion in Overall Funding: The final bill includes \$10 billion “to prevent, prepare for, and respond to the coronavirus to remain available until expended.” Airports would not be required to pay a local match for federal grants like they do for traditional Airport Improvement Program grants. Funds would come the general fund rather than the Airport and Airway Trust Fund.

\$7.4 Billion for Any Lawful Purpose: Of the \$10 billion, \$7.4 billion would go toward airports for “any purpose for which airport revenues may be lawfully used” at a 100 percent federal share. Of that amount, funds would be distributed in the following ways:

- **Grants Based on Enplanements:** The bill would require the FAA to distribute 50 percent of the funds, or \$3.7 billion, to airports based on their “calendar year 2018 enplanements as a percentage of total 2018 enplanements for all commercial service airports.”
- **Grants Based on Debt Service:** The remaining 50 percent of the \$7.4 billion would be dedicated toward helping airports with their debt service payments. The FAA would be required to distribute funds in this category based on “an equal combination of each sponsor’s fiscal year 2018 debt service as a percentage of the combined debt service for all commercial service airports and each sponsor’s ratio of unrestricted reserves to their respective debt service.”

\$2 Billion for Apportionments: The bill includes another \$2 billion that airports could use for any lawful purpose without paying a local match. Funds would be distributed based on a modified apportionment formula in a way that would help large and small airports. It would eliminate PFC “turnbacks” for large and medium hub airports and remove the maximum apportionment cap.

It would preserve doubled entitlements and retain the \$1 million minimum entitlement for smaller primary airports, which are in place when Congress appropriates \$3.2 billion or

more for AIP in a fiscal year. The bill would also preserve the \$600,000 apportionments for airports that have between 8,000 and 10,000 enplanements. Any remaining funds after the apportionment run would be distributed like the \$7.4 billion category above.

\$500 Million for 100 Percent Federal Share of FY20 AIP

Grants: The bill calls for not less than \$500 million to pay a 100 percent federal share for AIP funding that Congress already approved as part of the Fiscal Year 2020 appropriations process.

\$100 Million for General Aviation Airports: \$100 million would be reserved for general aviation airports. GA airports could use the funds “for any purpose for which airport revenues may lawfully be used.” The bill requires DOT to apportion the funds “directly to each eligible airport” based on categories published in the most current National Plan of Integrated Airport Systems. The bill would also eliminate the local match requirement for GA airports.

Workforce Retention: The final bill includes a House proposal that would require airports receiving federal funds to continue to employ “at least 90 percent of the number of individuals employed by the airport” from when the bill is enacted into law through December 31, 2020.

However, the requirement would not apply to non-hub or non-primary airports. The bill would also allow DOT to waive that workforce retention requirement if the agency determines the airport is experiencing “economic hardship” or if the requirement would undermine aviation safety and security. It is our understanding that this requirement applies only to direct employees of the airport, not tenants.

Airport Concessions: The final bill does not include a House proposal that would have required airports use a portion of federal funds “to provide financial relief to airport concessionaires experiencing economic hardship...”

Administrative Expenses: The plan would allow the FAA to retain up to 0.1 percent of overall airport funding - or \$10 million - to administer the airport grants.

Do you have an interesting aviation story, event or photos to share?

- Airport events
- Aviation awards
- Aviation adventures

Submit your ideas or stories for consideration to: editor@fly-nd.com

It's time to share your story.



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Small Community Programs

Essential Air Service: The bill would provide an additional \$56 million for the Essential Air Service Program.

Security Provisions

REAL ID: The bill would extend the REAL ID requirement until not earlier than September 30, 2021 - a year later than the current enforcement deadline.

Transportation Security Administration: The bill includes \$100 million for TSA to spend, in part, on "cleaning and sanitation at checkpoints and airport common areas...." The agency would also be allowed to use funds for overtime and explosive detection materials.

Airline Provisions

Loans and Loan Guarantees: The final bill includes a total of \$58 billion in loans and grants for the airlines. Of that amount, \$29 billion would go toward loans and loan guarantees for the airlines -- \$25 billion for passenger carriers and \$4 billion for cargo carriers.

Grants: Despite vocal opposition from some lawmakers, the bill includes another \$29 billion in grants to air carriers and



cargo air carriers to provide financial assistance for air carrier workers. This category would also be split at \$25 billion for passenger carriers and \$4 billion for cargo carriers. This is same amount that the airlines requested for immediate assistance.

Contractors: The bill also includes \$3 billion in grants to airline contractors to help ground support and catering workers. The House proposal included a similar provision.

Aviation Excise Tax Holiday: The bill would suspend certain aviation excise taxes through the end of 2020. However, it would keep Passenger Facility Charges intact.

Executive Compensation/Stock Buybacks: There are some strings attached for the airline assistance. The measure would place limitations on executive compensation for carriers that receive assistance. It would also "ban stock buybacks for the term of the government assistance plus 1 year on any company receiving a government loan from the bill."

Service to Small Communities: The final bill would also allow DOT "to the extent reasonable and practicable" to require air carriers receiving loan and loan guarantees to continue providing air service to communities that had received service before March 1, 2020.



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CAREER EXPO

Throughout history, the aviation industry has had its ups-and-downs, typically following the rest of the economy. When the economy is doing well, people travel for business and pleasure; when people are staying home, the airline industry slows down, causing a decrease in hiring among airlines, corporate flight departments, and more. If there is one thing I have learned, it is that after every downturn the industry emerges stronger than before. I am hopeful this will be the case yet again, when we get back to a new normal after the COVID-19 pandemic. It will take some time to recover, but I believe the demand for pilots, mechanics, and other industry professionals will be even greater than before.

The North Dakota Aviation Association (NDAA), formerly the Aviation Council, has formed a committee and is working hard to provide inspiration and assistance to youth interested in aviation careers. The Aviation Career Expo will be held October 30, 2020, at the Fargo Air Museum, with high school students as the target audience. This will be an annual event, with next year's tentatively being held at the Dakota Territory Air Museum. The Expo will have three main components: inspirational speakers, exhibitors, and scholarships.

Speakers: We plan to have three inspirational speakers, either from North Dakota or those with ties to the state. We hope they will inspire and energize the students with their experiences in aviation.

Exhibitors: Our goal is to introduce young people to the vast array of career opportunities within the aviation industry.

We want to educate students on the verge of making college and career decisions about these exciting options. We plan to have representation from all over the industry, ready to share the story of the diverse career opportunities in aviation.

Scholarships: We will be awarding a multitude of scholarships

to students, which I believe will be one of the best parts of the Expo. I would encourage you to consider donating to a scholarship fund, either as an individual or a business. Scholarships can be awarded as specific or as general as you would like. A specific scholarship could be to attend a certain

school or college, pilot training at an FBO, or for a student pursuing a particular career field. A general one could be, for example, a \$2,000 scholarship for anything aviation related.

We have found an excellent group of volunteers to help plan this exciting Expo, and we are always open to more. If you are interested in being a part of the planning committee either this year or in the future, contact Darren Hall or myself. Please spread the word about this event, as we hope to have a great turnout of young adults interested in an aviation career. If you or your business would like to donate to the scholarship fund, please contact Larry Mueller at Red River State Bank. We will provide more event information as we near the event.

Darren Hall: dhall@fargojet.com
 Larry Mueller: larry.mueller@redriverbank.com
 Mike McHugh: mmchugh@nd.gov or 701-328-9653



We strive to continue finding ways to inspire our youth in the aviation industry.



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ADS-B is now in full affect and here to stay. Users of the system have done an excellent job getting their aircraft properly equipped and ready; however, there is even more work that needs to be done. A key detail: maintaining and monitoring your equipment for accuracy and industry updates on a regular basis.

Please go to: adsbperformance.faa.gov/PAPRRequest.aspx

Flight Standards provides this automated tool in order to assist aircraft owners, operators, and avionics shops with the validation of the performance of the ADS-B Out equipment installed on aircraft. Public ADS-B Performance Reports (PAPR) may be requested for aircraft operations that were detected within FAA ADS-B Coverage areas. For best results, ADS-B validation flights should be conducted within published areas of FAA ADS-B Coverage. Flying near the surface or at the fringe of ADS-B coverage areas may negatively impact the metrics provided in your PAPR Report. Please refer to the FAA ADS-B Coverage Map before flying. The tool requires the following information:

- The date at the start of your flight of interest. This is entered as the date recorded in Zulu (UTC+0) at the start of the flight.
- A way to identify your aircraft. This may be entered as the aircraft's tail number (US registered aircraft only) or the ICAO Address of the aircraft in hex, octal, or decimal format.
- Your name and a valid email address to send your requested report.
- The configuration of the ADS-B OUT equipment installed on the aircraft, and the equipment installer. There are selection lists below for common equipment and Repair Shops. A notes area is included if you do not find your specific equipment.

At last review, the airspace in North Dakota, South Dakota, and Wyoming did not generally require the new technology to aviate. However, as times change and the demand for larger aircraft reaches our state, the need for this type of airspace and equipment may be upon us sooner rather than later. There are airports within the state that are currently looking at Class C certification simply due to the rise in commercial traffic. Demand and tech pending, the option to contact the airspace holder and ask for permission to fly through their airspace is still an option but you need to plan ahead.

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

Fly Safe!

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NDAA Executive Director's Note

By The Staiger Consulting Group

Warmer Weather Means Flying & Get-Togethers

“... something of the prairie – the open spaces, the distant horizons – has worked its way into the stoic souls and laconic speech of those who live here. People here know how to keep their distance. It comes naturally.”

~ Faith Bottom, Rapid City



With warmer weather fast approaching, we all are eager to begin our spring activities. For many of us, that means more time for adventures like fly-ins, partaking in delicious pancakes at fly-ins, and enjoying evening flights with glorious sunsets. It also means. . .
... *Standby.*

We interrupt this message for an important radio transmission:
Takeoff clearance canceled. Taxi to parking. Monitor ground.

The coronavirus has left many people and aircraft grounded, with springtime plans postponed or cancelled. While many aviation enthusiasts are loving the way social distancing is pushing pilots to recreational spring flying, other professionals are like fish out of water -or more appropriately, planes out of the sky- and are antsy to get back to work and their usual activities.

Those whose professional and personal lives revolve around aviation are a resilient lot and adaptable to rapidly changing circumstances. Sometimes those circumstances have safety of life implications, just like this pandemic. When we are no longer grounded, there will be plenty of time for tune-ups, check-rides, flapjacks, and then we can be . . .
... *Cleared for takeoff!*



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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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Volunteer pilots take to the sky to inspire love of flying

By David Olson / Forum News Service

Robert Miller, a volunteer pilot with the Young Eagles program, chats with students taking part in the program. Special to The Forum

HORACE, N.D. — At the end of World War II, thousands of American pilots trained to fly warbirds returned home.

But their interest in flying didn't end there, and the so-called Greatest Generation became very involved in private aviation.

But, as their numbers dwindled, so did the general public's interest in flying, and the Experimental Aircraft Association was born in the 1950s to help keep alive America's passion for flying.

In 1992, the EAA launched the Young Eagles program, which enlisted volunteers to give free airplane rides to young people in an effort to further spark interest in flying.

Since then, the program has provided airplane rides to more than 2 million young people, most of them between the ages of 8 and 17.

Todd Ellig, a pilot who lives in rural Horace, was recently recognized by the EAA for having given more than 500 free demonstration rides as part of the Young Eagles.

Ellig describes himself as just one of many EAA members in the Fargo region and he said there are chapters in nearby communities in northwest Minnesota as well, including Fergus Falls, Pelican Rapids and Detroit Lakes.

"We kind of consider ourselves brothers," Ellig said, referring to his fellow pilots.

Here's how the program works, according to Ellig.

EAA members approach school officials and ask if they can make a pitch to students inviting them to take part in free airplane rides.

The students hear a presentation and any who are interested in getting a plane ride are given time to get permission slips from their parents.

Students bring the permission slips to a "rally" day, when



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school buses take them to a nearby airfield for plane rides.

Bob Miller, a pilot from Casselton, ND, began flying as a teenager.

Robert Miller takes a passenger for a ride as part of the Young Eagles program, which aims to inspire a passion for flying in young people. Special to The Forum

He later flew in the military during the Vietnam War and after that he had a long career as a commercial airline pilot.

As an EAA volunteer, Miller has given almost 700 airplane rides to kids.

He knows of at least two young people who later went on to become airline pilots like himself. It's possible at least one more will be following that flight path, based on a recent outing Miller had with students from the Wahpeton, ND, area.

'I'm going to be a pilot'

Miller was assigned to give an airplane ride to a group of three girls, two of whom were eager to fly while the third needed coaxing to even climb inside the plane.

The reluctant passenger told Miller she would sit in the plane, but she didn't want to fly.

Miller eventually talked the young woman into letting him start the plane's engine and do a bit of taxiing on the ground.

Then, when the plane was lined up with the runway, Miller asked the student if it would be OK if they took off.

The frightened youngster acquiesced, but insisted she be allowed to pray first.

Miller agreed and after prayers were completed, they took to the sky.

Miller said the young woman was initially too scared to look out a window, but eventually she became brave enough to take in the view. At one point, Miller was able to talk her into gripping the plane's co-pilot controls.

Soon after, she became confident enough to actually execute some maneuvers on her own before the plane returned to earth.

At that point, the young woman made a pronouncement.

"She's got a great grin from ear to ear and she looked at me and says, 'I'm going to be a pilot,'" Miller said, recalling the moment.

Ellig and Miller say the response they get from the younger people is reward enough for the time they volunteer, but Ellig added that the EAA does send a little bling their way to mark volunteer milestones.

"Caps, jackets, things like that for helping with the program," Ellig said, adding, "You have to be committed to the purpose and think it's for a good cause, otherwise it's going to be the most expensive cap or jacket you've ever owned."

To find out more about the EAA, or its Young Eagles program, visit www.EAA.org.





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UMAS 2020 A Grand Time in Aviation

The Upper Midwest Aviation Symposium (UMAS) was a success again this year, even with the COVID-19 virus looming on the horizon. If UMAS had been scheduled for a week or two later, who knows if anyone would have attended or if it would have been held. Even though the virus was wreaking havoc in other parts of the world, aviation was the focus in Minot, ND, the first week of March.

Held at the Grand Hotel, the theme for UMAS 2020 was "A Grand Time in Aviation: Then, Now...", and it truly was that and more. At the opening social, attendees congratulated the pilots who completed the North Dakota Aeronautics Passport Program in the past year. They were also introduced to Dr. Carlene Mendieta, who flew a nearly identical flight path as Amelia Earhart across the U.S. She shared the story of her historic trip in depth the following day.

On day two, attendees learned about the opening of the new commercial service airport in Williston, an exciting accomplishment for aviation in North Dakota. Various meetings were held during the three-day event with staff from North Dakota airports, the Federal Aviation Administration (FAA), the North Dakota Aeronautics Commission (NDAC), and their respective engineers. Most of these meetings covered current and upcoming projects at local airports. To conclude the day's events, attendees enjoyed a spectacular drone show, held in the pool area.

During the final day of UMAS, NDAC Director Kyle Wanner shared how far North Dakota aviation has come in the past decade. He spoke of the accomplishments airports have made in completing projects, and a near record year of enplanements in 2019. This trend looked to continue into 2020, possibly a record year of enplanements in North Dakota. The three-day event was topped off with the Hall of Fame

Social and Awards Banquet. Al Sauter was inducted to the North Dakota Aviation Hall of Fame, Tioga and Williston airports received the Airport of the Year awards in their respective categories, and many individuals received various scholarships and awards.

Within weeks of UMAS, airports across the state were seeing extremely low traffic due to COVID-19. Most of our commercial airports in North Dakota had less than 100 passengers a day, with some even as low as four passengers a day. There was one day the Transportation Security Administration (TSA) reported around 150,000 passengers through checkpoints across the county, down from over 2,100,000 on the same day in 2019. Air Traffic Control towers in locations across the country have had complications with staffing, due to controllers contracting COVID-19.

Though one may look back and think that UMAS was a long time ago and perhaps overshadowed by COVID-19, our focus is on the positives, right now and the future. The current state of aviation in North Dakota is temporary; we will get through this and become stronger than ever. We need to help each other, as airports are vital to many industries, including the medical field. Aviation plays a key role in transporting medical supplies and workers, food and goods, energy workers, and other essential employees and products that keep us going day-to-day. We are grateful for what we had when the economy and airports were booming. We also are grateful for what we have now: our families, our health, and knowing that keeping our airports functional is saving lives, even though traffic and revenues may be down. We are thankful for what we had then and have now, as it is and will forever be "A Grand Time in Aviation."

A Grand Time
in Aviation: Then, Now...

FLY-ND



CONFERENCE

Save the Date!

UMAS has been renamed to
FLY-ND Conference

March 7-9, 2021



Al Sauter Hall of Fame winner and
Kyle Wanner, NDAC



Kris Hexom, Bismarck Aero
Center Diamond Award



Erik Peterson Mechanic of the Year



Chris Norgaard - Tioga Airport
General Aviation Airport of the Year

A Grand Time
in Aviation: Then, Now...

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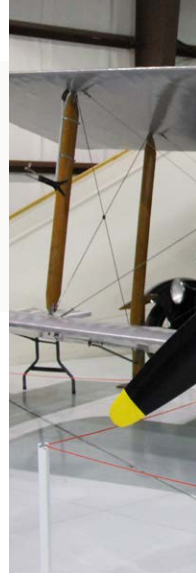


The Love of Aviation History in the USA

By Joshua Simmers

The history of aviation is often associated with a love for the “Red, White, and Blue.” Every year, air shows, museums, and fly-ins showcase war-era planes with a little history and a lot of eye-candy. As Americans, we lay claim to the birthright of aviation, when the Wright brothers made their first successful heavier-than-air flight on the sandy dunes of North Carolina. It is an American tale of perseverance and success, carrying more than just our individual aspirations but also those of the American identity. This mentality brought Orville and Wilber to the skies and, just as importantly, made the U.S. a fertile place for aviation to boom. The American mindset, with ample resources and great expanses to traverse, gave us a head start and passion for this industry.

One of the greatest highlights of the 2020 Upper Midwest Aviation Symposium was the featured speaker and aviator, Dr. Carlene Mendieta. In September 2001, she embarked on a three-week trip from California to New York and back, landing in the same 23 cities as Amelia



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Dr. Carlene Mendieta



“...leading her to re-create Earhart’s historical transcontinental voyage...”

Earhart. Dr. Mendieta piloted a rare, fully restored 1927 Avro Avian airplane, exactly the same as the one Earhart flew.

During her presentation, she described the unique circumstances leading her to re-create Earhart’s historical transcontinental voyage. As Dr. Mendieta illustrated the era in which Earhart flew, such as the difficulty of the times finding suitable navigation aids, fuel, and improved landing areas, there was magic and awe in her voice. Dr. Mendieta, like Amelia Earhart, has a passion for the embodiment of the American Dream.

Most impactful to me was a comment from Dr. Mendieta, which came outside of her prepared narrative: The best part of her commemorative journey was looking out of the cockpit and seeing the wide, open, varied, and free spaces that make up this amazing country. As we all consider what is in store for us after Covid-19, for the future of aviation, or big and small matters, the heart of this true and deep patriotism is to be heeded and appreciated.

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Images provided by Diane J Hochhalter Studio

A Gala to Remember

By Shawn Anderson

Astonishing. Spectacular. Breathtaking. Remarkable.

These are the comments of those who attended the Sheyenne Valley Community Foundation's Second Annual Fundraising Event and Gala at North Valley Aircraft in Valley City, ND. This event brought together nearly 200 people through the Barnes County Municipal Airport and into North Valley Aircraft to enjoy an extraordinary event to raise money for local charities in Barnes, Ransom, and Griggs Counties.

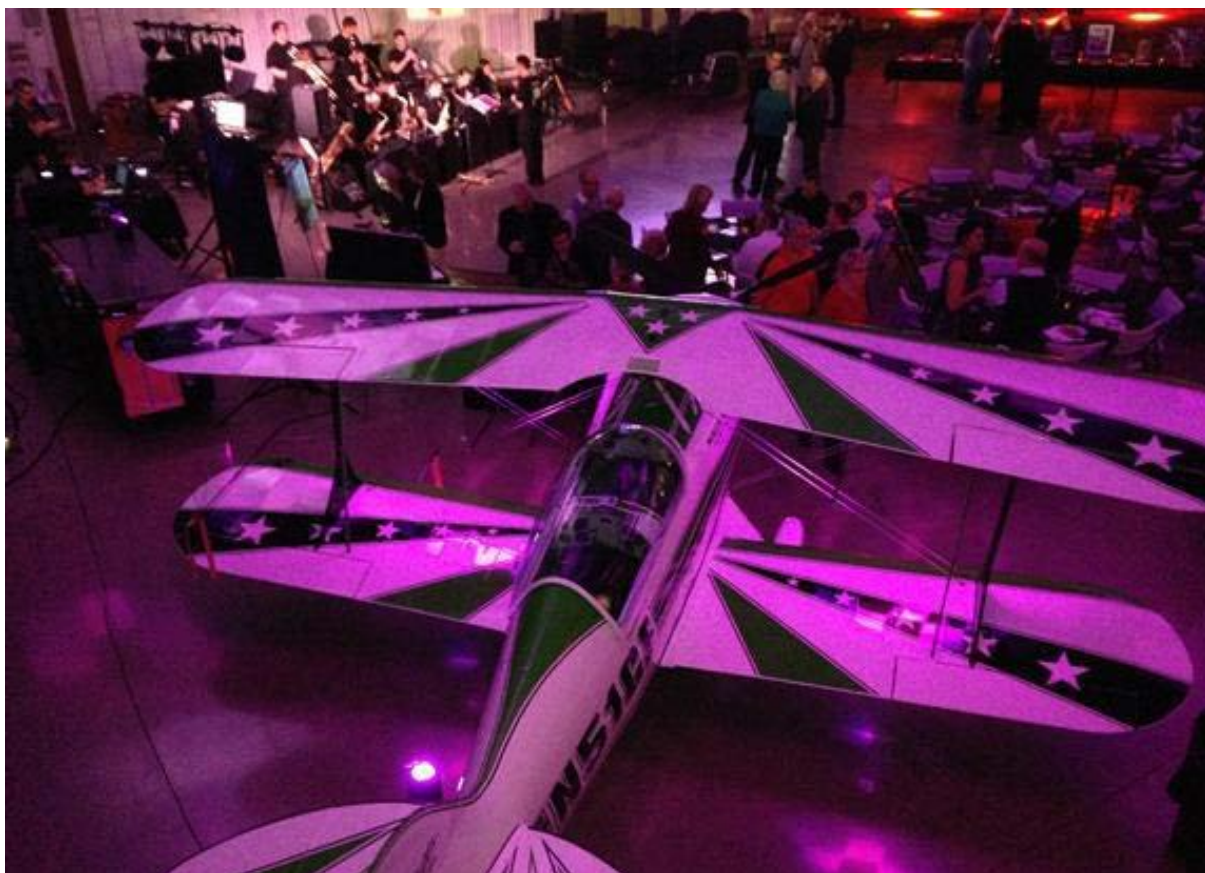
With a desire to bring an event that was not your typical fundraiser, the Sheyenne Valley Community Foundation (SVCF) began to think outside of the box. This is where the idea of transforming an airport hangar and business into a one of a kind venue began. "Hosting an event in an unconventional way for our community was a risk that we were willing to

take," said Andrea Nelson, Director of the SVCF. "We are so thankful to the Board of the Barnes County Municipal Airport and Paul, Jarrod, and Andrea Lindemann at North Valley Aircraft for allowing us to come in and transform their business and showcase the incredible space."

Continuing the mindset of creating a unique experience, the event featured art from local artists in the silent and live auction. Many talented artists donated a variety of mediums, ranging from culinary arts, mosaic, photography, pottery, and mezzotint from internationally renowned artist Linda Whitney. On display for guests to enjoy was the Lindemann's restored Boeing Stearman and a Pitts S-2B, as well as their signature crop spraying plane.

The Sheyenne Valley Community Foundation is a nonprofit, charitable organization that brings together the financial resources of individuals, families, and businesses to support a wide variety of nonprofit organizations in Barnes, Ransom, and Griggs Counties.

For more information on the Sheyenne Valley Community Foundation or ways to give please visit us at 250 West Main St, Valley City or contact us phone 701-490-1596 or email foundation@hellovalley.com





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‘Eyes light up’ at third annual Aerospace Community Day

Thousands venture through halls of UND Aerospace and get first-hand experience with nation’s leading flight school



Eight-year-old Andrew Cassanelli controlled a virtual airfield with the help of Hannah Park, an air traffic management major, at Saturday’s Aerospace Community Day. Photo by Connor Murphy/UND Today.

With a headset equipped, Andrew Cassanelli felt like he was the master of the airport.

Across his field of view, planes taxied for takeoff and approached for landings. His partner on the tower station, wearing a green shirt, pointed to the craft they were going to radio next.

And throughout the experience, Andrew’s eyes sparkled in the glow of the virtual airfield, as the 8-year-old sat the controls of UND’s giant air-traffic-control-tower simulator in Ryan Hall.

Watching hundreds of eyes “light up” while experiencing UND Aerospace is the real magic of Aerospace Community Day, according to many of the green-shirt-wearing volunteers — staff, students and faculty — who helped out with Saturday’s third annual event.

In the words of Paul Lindseth, dean of the John D. Odegard School of Aerospace Sciences, Community Day is an opportunity for the School to open its door to not only Grand Forks, but the region.

Every academic department and student organization around UND Aerospace has the chance to make a lasting impression on those who stop by.

As for Andrew, he just likes planes.

“He said he wants to go to UND,” chimed his grandmother, looking on as Andrew worked side by side with Hannah Park, an air traffic management major.



To the amazement of his little brother, Francis, August Preuss, 13, was quick to catch on to flying small quadcopters around Robin Hall’s drone gym. Photo by Connor Murphy/UND Today.

Educational, Hands-on, Super-fun

In the next building over, at Robin Hall, small quadcopters were hovering and buzzing around hoops and racing flags in the “drone gymnasium.” The steady hum would be interrupted only by the inevitable clatter of crashing plastic or the delighted exclamations of the drone-pilots-for-a-day. The only people allowed beyond the line of tables and into the flight area were student volunteers, who waded into the fray to recover and quickly repair the drones.

Before picking up a controller off a table, Francis Preuss was as bouncy and energetic as one would expect a 7-year-old to be. His older brother, August, 13, was bearing the brunt of it. But once the pair took turns learning how to control a drone, their energy turned into determination.

“I like that they go fast,” Francis beamed, watching his brother more adeptly dart the craft in and out of hoops. Once it was his turn again, Francis learned that at the touch of a button, the drone would do a flip. That was almost better than going fast, he said.

Their mother, Amanda, said it was their second time coming to the now-annual event. With the boys being able to experience a day’s worth of activities for a free admission cost, Aerospace Community Day is an easy draw on a wintry Saturday, she said.

“It’s organized so well,” she said. “And they get to see stuff they normally wouldn’t at school. It’s educational, hands-on and super fun for kids.

“Both of them are into the technology, so this event opens their minds to what they can do.”



Francis Preuss, 7, had his strength unexpectedly tested when picking up a meteorite at the Space Studies booths in Robin Hall. Photo by Connor Murphy/UND Today.

Eventually, the Preuss brothers had to let others in line get their shot at flying. Luckily, just down the Robin Hall hall, Assistant Professor Caitlin Nolby and her Space Studies team had a “Please Touch” lineup of space rocks and a touch-and-feel display of what the Moon’s surface is like.

Francis was once again captivated as a meteorite unexpectedly tested his lifting strength. Marissa Saad, North Dakota Space Grant Coordinator, gave him a magnet to test the objects on the table. Sure enough, the magnet clicked right onto the dense, iron-filled meteorite.

The display was one of many produced by Space Studies for Community Day, said Nolby. Another was over in Clifford Hall, where grad student and avowed “spacesuit nerd” Will Green showed off the suits designed both by students and Human Spaceflight Laboratory director Pablo de León. A new display in the lab also showed pieces of spacesuits that have been tested in space environments.

Both Nolby and Green affirmed that watching kids’ excitement as the young people learn is what makes Aerospace Community Day worth it.



WDAY Broadcast Meteorologist and UND alumna Summer Schnellbach taught youngsters the ropes of being weather anchors at Community Day. Photo by Connor Murphy/UND Today.

“I really think it will be a day they remember,” Nolby said. “And maybe it will help them form their academic or career track as they grow up.”

The community-building event, as Nolby noted, also presents an excellent opportunity for students to work with kids, and to share their research and passions at a level young people can understand. For Nolby, who partners with Saad on North Dakota Space Grant, working with kids is a weekly occurrence.

More than 200 people volunteered to help Saturday’s 10 a.m. to 3 p.m. event go smoothly.

“It’s significant for our students to be part of this,” she said. “Aerospace is a huge piece of being in Grand Forks.”



The new Virtual Reality Lab in Odegard Hall required all hands on deck for the entirety of Aerospace Community Day. Photo by Connor Murphy/UND Today.

Hidden Gem of Grand Forks

The varieties of simulators were a huge draw for the thousands descending on campus. The recently opened Virtual Reality Lab in Odegard Hall was hopping all day, keeping its minders consistently moving station to station.

The experience was a highlight for India Loewen, whose family came from just across the Canadian border for the occasion. She and her sisters talked about their favorites from the hangar at UND Flight Operations at Grand Forks International Airport.

"It made me very dizzy," she laughed, referring to the VR experience. "And I couldn't see my brother, who was standing right next to me."

India's flight ended in a nose-dive for her virtual craft, but her sister Kennedy had a more successful approach. Speaking of Kennedy, she enjoyed her tour of a UND-green R44 Cadet Robinson helicopter.

"I liked seeing the helicopter, and it was fun to sit in it," Kennedy said. "There were so many different buttons."

Throughout the day, buses made trips from Odegard Hall to the airport, where aircraft of all sorts were on display, along with airport maintenance equipment.

In another section of the large hangar, Assistant Professor and aerobatic pilot Mike Lents was posted next to one of UND's bright red Super Decathlon aircraft, made specifically for flying daring airborne routines. Some kids arriving at the hangar,



Jonathan Gehrke, director of development for UND Aerospace at the UND Alumni Association & Foundation, keeps an eye on sons Elijah and Josiah as they get a chance to sit in the cockpit of one of UND's R44 Cadet Robinson helicopters. Photo by Connor Murphy/UND Today.

after experiencing a handful of simulations beforehand, paused to ask if the aircraft is real, he said.

"We have them sit in the plane and move the flaps and look around," Lents said. "It's fun to see their amazement as they experience the real thing."

Lents said getting people out to the airport is an excellent way for the community to fully realize the scale of UND's flight training. UND Aerospace, for

all its renown, is a "hidden gem" when it comes to not only its impressive fleet, but also its prestigious and competitive flight teams, he noted.

"For one of the most active flight schools in the nation, Community Day really helps with awareness of what it is we do out here," Lents said.



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Delta Airlines Captain and UND alumna Karen Ruth could be found close to Delta's Instagram photo booth, where kids could try on pilot's caps and pose for pictures. Photo by Connor Murphy/UND Today.

Community, industry partners

Now that Aerospace Community Day has become an annual occurrence, more of UND's industry partners are getting in on the fun. UND Aerospace Hall of Famer Karen Ruth, a captain with Delta Airlines, said it's important for the airline to recognize the highly valuable customer base in the Grand Forks community, and that Delta will have a presence at the event in years to come.

On the second-floor landing of Robin Hall, Ruth and fellow Delta representatives had activities for the kids, including an Instagram photo booth and a taped runway along the hall where visitors could land a styrofoam aircraft.

"We recognize there's a huge value in exposing Delta Airlines to the community that supports us," said Ruth, adding that the airline is looking to hire positions across the board, not just pilots. "We're seeing individuals who are really young, and we want to get them interested early. I had that exposure at a young age, and that's what made me a Delta pilot."



Cody Anderson, an aviation major, helped Delta with its styrofoam airplane demonstration, where people could try to "land" the craft on a taped-off runway. Photo by Connor Murphy/UND Today.

Community Day's sponsors were mostly (though not all) in the aviation sphere, said Associate Dean Beth Bjerke. Cirrus Aircraft, Envoy Airlines and Rydell Cars joined Delta as Gold-level supporters. Other sponsors included Grand Forks International Airport, Sun Country Airlines, Endeavor Airlines, SkyWest Airlines, Fargo Jet Center and the Grand Forks Convention and Visitors Bureau.

"Not only do they provide monetary support to help offset the cost of the event, but they also provide inspiration for our young guests," said Bjerke. "It was fun to watch them interact with everyone on Saturday."

Lindseth, looking across the room at the overflowing coat rack in Robin Hall, remarked that Aerospace Community Day once again had a great turnout, and the dean was proud of the all-hands-on-deck approach of the School's departments and organizations.

"It's great to let the community know what's going on at the University, especially the new technologies we're starting to use with our training," he said.

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North Dakota's 1928 *Miss Fargo*

By Penny Rafferty Hamilton, Ph.D.

Although she may not have been the Miss America-type, North Dakota's first female licensed pilot, Florence Klingensmith, was very attractive. In August 1928, Florence was living in Fargo as a 24-year-old divorcee. Having been a motorcycle daredevil in her early years in Minnesota, she was inspired to take flying lessons after an exciting visit to Fargo by Charles Lindbergh. She began her flying lessons at the Fargo Hanson Auto and Electrical School.

Florence was very enterprising. That summer, she agreed to be a skydiver to pay for flight lessons. In the winter of 1928, she actually went door-to-door soliciting sponsors and money to purchase a plane. Spunky Florence would use the plane to promote Fargo at 1929 flying meets and air races.

Fargo Laundry owner, William T. Lee, and other Fargo business leaders raised \$3,000 (which would be almost \$50,000 now) to buy her Monocoupe. Florence flew her new plane back to Fargo's Hector Field, where she was working as a mechanic's apprentice. The new plane was christened "Miss Fargo."

In June 1929, Florence Klingensmith became the first licensed woman pilot in North Dakota. That summer she barnstormed county fairs, worked as operations manager at Hector Field, and flew in her first race, where she took fourth place.

On June 22, 1931, before more than 50,000 spectators, including National Aeronautics Association officials, Florence took off from Minneapolis Wold Chamberlain Field. Four and a half hours later she landed, "A trifle groggy and gagged

by gas fumes," with a verified record of 1,078 loops.

At the 1931 National Air Races in Cleveland, OH, she won four woman-only events and claimed \$4,200 (currently about \$72,000) in prize money. At the 1932 Nationals, she won the most coveted prize in women's aviation: the Amelia Earhart Trophy. It was presented by Amelia Earhart herself, along with the grand prize of an Essex Terraplane automobile.

Florence continued on in aviation fame, until her tragic death on September 4, 1933, while flying a bright red Gee Bee Model Y Senior Sportster. It happened during the prestigious \$10,000 Frank Phillips Trophy Race at the International Air Races in Chicago, where she was the first and only woman who entered. The fabric-covered airplane, souped-up with a 680 horsepower Lycoming engine, began to rip off when Florence was in fourth place and she had to leave the course. On that fateful day, just one day after her twenty-ninth birthday, the powerful plane crashed and Florence was instantly killed. In addition to the tragedy, her death was used as an excuse to bar women from competing with men in future air races.

North Dakota's "Miss Fargo", Florence Klingensmith, deserves so much credit for opening the skies for women and putting North Dakota Aviation in the history books.

America's Amazing Airports book author, Penny Rafferty Hamilton, is currently researching historic women in aviation for her next book, *Inspiring Words For & By Air & Space Women*.

Learn more at www.PennyHamilton.com



Amelia Earhart (L) awarded the Earhart Trophy for winning the 21-mile race at the National Air Races to North Dakota aviatrix, Florence Klingensmith. Both women were founding members of the Ninety-Nines. Florence was North Dakota's first licensed woman pilot. (Archival photograph)



UAS to the Rescue

By Robbie Lunnie, Assistant Professor of Aviation, University of North Dakota

Imagine it's early November, and you've been sitting in a deer blind six-feet above the ground for over eight hours. You've patiently waited for days, watching while your dream buck moves out of the brush and into the field late every afternoon to graze and socialize before the sun sets. Unfortunately, you haven't been able to line up a clean shot all weekend. As if on cue, the buck moves into the field and this time he's broadside. You take your time, line up the shot, control your breathing, and squeeze the trigger. As if

an apparition, the deer unexpectedly jumps straight up in the air and bounds off over the ridge and down into the adjoining coulee. In your excitement, you climb down the ladder, grab your rifle and head off into the brush tracking him.

Hours later you find the deer, but it's past 10 p.m. You're cold, exhausted, and there isn't enough moonlight to find your way back to your hunting blind. In your elation upon shooting the deer, you left your pack behind in an effort to move quickly through the brush. You are now stranded in a North Dakota coulee, in November, without any emergency equipment or gear. As you grab your cellphone to call for help, you discover the battery is dead. Then, off in the distance, you hear a faint humming noise that sounds similar to an angry swarm of mosquitos. Within minutes of hearing the noise, you see a light about 100 feet above the ground slowly approaching from the north. Weary and confused, you can't quite figure out what it is. It's too slow to be an airplane, yet too quiet to be a helicopter. At this point relief flows through you, as you realize you've been spotted by a small unmanned aircraft.

Although fictitious, this story, and variations of it, happens over and over again in all four seasons throughout rural America. Unmanned Aircraft Systems (UAS) have been making headlines recently for their assistance in search and rescue operations worldwide. Small drones have been used to lead people to safety from devastating lava flows in Hawaii, haul climbing ropes to stranded hikers in Utah, drop life vests to swimmers in Australia, and even find a missing boy lost in a cornfield at night in Minnesota.

Unmanned aircraft are valuable tools used in countless ways to find and aid in the rescue of lost and stranded individuals. Small UAS broadcast video in real time to incident command posts, use thermal imaging cameras to fly night missions searching for the heat signature of children, and fly ropes and small payloads to people stranded on high cliffs. There's even

a recent account of a drone with a cellphone flashlight taped to it, used to rescue a home-owner from encroaching lava flows.

While extremely valuable, it is important to remember that UAS are aircraft used by skilled pilots to aid search and rescue operations. They are used in partnership with the brave men and women who are risking their lives to rescue stranded friends, neighbors, and members of our rural communities.

If you are interested in using small UAS in your community, please remember drones are first and foremost aircraft. Therefore, it is very important to understand local, state, and FAA regulations before you purchase and fly UAS for public safety operations. Furthermore, you must be an FAA certified Remote Pilot-In-Command or be a part of an organization operating under an FAA issued Certificate of Authorization to fly any public operation, including search and rescue.

Now that the snow is melting and spring will eventually yield to summer, we will undoubtedly be venturing outside to engage in our favorite activities. With this migration to the great outdoors, small UAS in search and rescue operations brings another facet of safety. From ice fishing on Devils Lake to hunting in the Turtle Mountains, small unmanned aircraft have an important role in saving lives in our communities, all while making our beloved outdoor activities safer for all people who call North Dakota and the outdoors home.



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Scholarships: The Future of the North Dakota Pilots Association



By Joshua Simmers, NDPA

This past year, we set a North Dakota aviation scholarships record. The North Dakota Pilots Association (NDPA) awarded two \$1,000 flight training scholarships, offered two \$250 Aerospace Camp scholarships to secondary students, and facilitated three \$4,000 private pilot scholarships. We are thrilled to have reached this goal, which also marks the beginning of our association's transition.

As NDPA membership and investment continues at a low rate, attendees at the annual meeting decided to begin a transition into the North Dakota Aviation Association (NDAA). As the details are arranged, the NDPA hopes to leverage the organizational capabilities of the NDAA to gain greater access to the piloting community and continue awarding scholarships, while being a voice within the larger entity rather than a separate association. Stay tuned for exciting updates!

It has been a reminder, while working with our scholarship recipients, that much of our public never has the opportunity of a first introduction to the exhilarating world of aviation. One of our recipients, Jilian, shared with us when she first opened her eyes to aviation. When in the fifth grade, her class attended the Aviation Career Day at the Bismarck Aero Center, where she learned of a variety of aviation careers. One in particular caught

her attention, and she set her sights on becoming an Army Aviator. She encourages our community to do other similar outreach events to reach potential future aviators.

The NDPA proudly recommends these up-and-coming members of our aviation community:

NDPA Statewide \$1,000 Matching Scholarship Awardees (open to any rating state-wide)

- Dakota Kimberlin, Minot
- Byrne Curl, Bismarck (also alternate awardee for Props and Hops funds)

\$250 Space Camp Scholarship Awardees (unsolicited)

- Jilian, dreams of becoming an Army Aviator
- Ayden, plans on becoming an Aerospace Engineer and already has his area of specific interest

Private Pilot \$4,000 Matching Scholarships from the Mandan Aero Center Props and Hops Fundraiser (funds local to Y19 were raised to provide local scholarships)

- Dylan Wolff
- Jaden Mitzel
- Justin Ormiston

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North Dakota Aviation Council is now North Dakota Aviation Association! See page 5 for more details!

CALENDAR *of* EVENTS

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

June

June 19
North Dakota Pilots Fly In and Camp Out
KBAC, Valley City, ND

June 20
Barnes County Municipal Airport Fly-in
KBAC, Valley City, ND

June 21
Garrison Airport Fly-In
DO5, Garrison, ND

June 27
Kulm Fly-In Breakfast
DO3, Kulm, ND

July

July 25
Northwood Fly-In Breakfast
Vince Field, Northwood, ND

August

Aug 15 to Aug 16
Survival Clinic Fly-In
Custer State Park Airport Custer, SD
jonsolbergmd.com

Aug 15
Kulm Windfest

Aug 15
Williston Fly-In and Airshow

September

Sept 7
International Peace Gardens Fly-In
Dunseith

Sept 12
Hettinger Fly-in Breakfast

Sept 13
Bismarck Fly-In Breakfast

This spring and summer, it is
recommended to confirm the upcoming
events with local airports or organizers.

Fly-In + Camp Out

Friday, June 19, 2020

Friday Night Fly-In & Camp-Out on the field at the
Barnes County Municipal Airport (KBAC)!

Courtesy car available.

Saturday fly-in breakfast followed by community events.

Contact editor@fly-nd.com
for more information.

