

VOL. 33 • ISSUE 2

SPRING 2021



Pilot's Logbook

Your Flight Plan...

Page

6

10

18

36

Your Flight Plan...
Join the North Dakota Aviation Association
Pay it Forward Through Scholarships
Attend Fly-ND Summerfest Fly-In
Preview of the Fly-ND Career Expo
... And More!

GRAND TOTAL, excluding passenger flying carried to



Private Pilot's License

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

Send Address Changes To: admin@fly-nd.com

FLY-ND Quarterly, P.O. Box 5020, Bismarck, ND 58502-5020

The Quarterly is published four times a year (winter, spring, summer and fall).

Advertising Inquiries: editor@fly-nd.com

Advertising deadline is the 1st of the preceding month.

2020-2021 BOARD MEMBERS



Darren Hall – Board Chair
Fargo Jet Center

Jon Simmers – Past Chair
Bismarck Aero Center

Justin Weninger – Vice Chair
American Bank Center

Don Larson – Treasurer
Dakota Territory Air Museum

Larry Mueller – Board Member
Red River State Bank

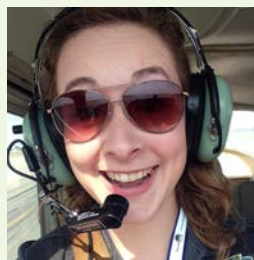
Tanner Overland – Board Member
Overland Aviation

Chad Symington – Board Member
UND Aerospace

Jake Werner – Board Member
Experimental Aircraft Association

ND Aeronautics Commission
Kyle Wanner, Director
Mike McHugh, Aviation Education Coordinator

NDAA Executive Director
Staiger Consulting Group
admin@fly-nd.com



From the Editor

Welcome to the spring edition of the Fly-ND Quarterly! Along with the beautiful spring weather and snowflakes, I am filled with optimism for what these next few months will bring to our communities. I hope you are able to attend an upcoming event and introduce someone new to aviation or reconnect with friends! As you flip through these pages, I believe you will be inspired by North Dakota aviators of yesterday and today, and learn something new about our local industry and the individuals who help it to thrive. Perhaps you will reflect on your aviation dreams, whether you have days or decades of experience. The aviation industry has a place for everyone and you have the opportunity to leave your lasting legacy, wherever your passion lies.

Wishing you clear skies and unlimited visibility, Nicolette

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.



Our team is ready to help you reach new heights



FAA Diamond Award in Maintenance
Garmin Factory Trained Technicians

bismarckaero.com
701-223-4754



Darren Hall, Chairman

North Dakota Aviation Association
chairman@fly-nd.com

CHAIRMAN'S COMMENTS

Forever Linked in Aerospace History

Summer is almost here and we have a lot to look forward to! Before you take in all that we have packed into this edition of the *Fly-ND Quarterly*, let's take a minute to ponder a few iconic moments, both recent and some time ago, that will forever be linked in aerospace history.

On December 17, 1903, in Kitty Hawk, NC, the Wright brothers

logged the first powered, controlled flight. Now, fast forward to February 19, 2021. This is the day that NASA's rover called Perseverance landed at the Jezero Crater of

Mars, carrying a helicopter called Ingenuity.

Two months later, on April 19, 2021, Ingenuity took to the skies of Mars, as did the Wright Flyer. Carrying a tiny

piece of fabric from the original Wright Flyer aircraft, Ingenuity successfully completed the first powered, controlled flight by an aircraft on another planet. The flight lasted 39.1 seconds and consisted of a vertical takeoff,

climbing ten feet above ground, hovering briefly, completing a turn, and then landing.

While the Wright brothers' first flight in Kitty Hawk and Ingenuity's first flight on Mars may be separated by 117 years and 173 million miles of space, they will always be uniquely connected.

As an homage to the Wright brothers, the Federal Aviation Association (FAA) designated the airfield on Mars as Wright Brothers Field, with the official International Civil Aviation Organization (ICAO) designator IGY, call-sign **INGENUITY**.

I hope this incredible achievement prompts you to reach out to the next generation of aviators and connect them with a world

full of opportunity. Our Fly-ND Career Expo at the Fargo Air Museum on May 14, 2021, and the Fargo AirSho on July 24-25, 2021, would be great opportunities for students to discover their own inspiration and pathway to a career in aviation.

As chairman of the North Dakota Aviation Association (NDAA), it has been an honor to lead the organization for the past few years.

Your membership, whether an individual or an allied company looking to better connect and serve the aerospace industry in North Dakota, helps us to achieve our mission to promote and grow aviation throughout the state.

If you or your company are not a member, consider joining our mission.

Blue Skies! Darren

P.S. Thank you to Elayna Hall at EAA HQ for sharing the Wright Brothers/Ingenuity connection.

To learn more about Ingenuity, visit: <https://astronomy.com/news/2021/04/fabric-from-the-original-wright-flyer-takes-flight-on-mars>





Kyle Wanner, Director

North Dakota Aeronautics Commission
701-328-9650 | kcwanner@nd.gov

DIRECTOR'S Chair



Optimism is in the Air

As summer approaches, it's exciting to see our airports showing increases in passengers and activity levels, as we begin to experience some of the best travel months since the start of the pandemic. Optimism is returning to the air as airlines are beginning to add back flights to certain communities while also making announcements of their plans to resume hiring. This is great news for our younger aviators who dream about a future career within the aviation industry.

At the state level, we have also recently seen the results of a successful legislative session as multiple bills that positively support our airports have passed. The Airport Association of North Dakota (AAND) will provide a legislative update in the summer issue and I congratulate them and all of our aviation leaders that have taken the time out of their busy schedule to help reach out to legislators on important issues.

I also want to thank the North Dakota Aviation Association (NDAA) Board and the Fly-ND Site Committee members for

their hard work to ensure that our aviation community still had access to the annual Fly-ND Conference. I know it was not an easy decision to switch to a virtual format, but they rose to the challenge to ensure that an option to network and receive industry related updates was available. We all hope that next year will allow for an in-person event to take place.

At the North Dakota Aeronautics Commission, our goal for the upcoming biennium is to continue to support our airports and the aviation industry's ongoing recovery. This summer, we also expect to see additional progress being made on Vantis, our statewide unmanned aircraft systems Beyond Visual Line of Sight (BVLOS) network. Vantis is expected to begin to allow commercial UAS operations in the western part of the state. We will also be continuing our work to promote aviation education and career initiatives throughout the state, in cooperation with the NDAA and our aviation museums.

Large runway projects are underway in Watford City and Dickinson. At completion, they will conclude an aggressive plan that began 10 years ago to modernize and update our airport infrastructure in western North Dakota. Many other great airport projects throughout the state will also be ongoing this construction season and we always recommend that you check NOTAMS prior to making flight plans.

This summer, we are also planning to update our pavement condition index study, a statewide project that occurs every three years. We work with an experienced pavement consultant firm to inspect and take inventory of the approximately 60 million square feet of pavement that exists at our airports throughout the state. The data will show the condition of each pavement section, along with deterioration details, projected future conditions, and a recommended funding plan to ensure that the pavements are maintained in the most cost beneficial way possible. These studies have provided our state with a revolutionary way to manage its airport pavements and greatly helps us to develop a strong system plan for the future.

Great things are happening all around us in aviation and I hope that you are able to feel that optimism as you take flight and breath in some of our fresh North Dakota air. As always, I encourage you to fulfill your passion of aviation by finding ways to make some incredible aviation related memories and adventures this summer.

*Wishing you smooth flying,
Kyle*

**Western Canada's ONLY Factory Authorized
Propeller Facility for all Manufacturers**



- Complete Overhauls, Repairs & Service
- 24/7 & AOG Technical Support
- New Sales, Exchanges and Rentals
- Best Warranty in the Industry
- Guaranteed Best Pricing
- AMO 175-91 EASA 145.7253

Contact us for industry best pricing on new propellers and blades!

**Propeller service facility; Authorized Service Facility (ASF)
for Hartzell, McCauley and MT Propeller**



**CANADIAN
PROPELLER
& AIRCRAFT COMPONENTS**

1-800-773-6853 • www.canadianpropeller.com • dwillis@canadianpropeller.com

New Adventures!

Welcome back to another exciting and inspirational edition of the Fly-ND Quarterly! Springtime arrives with a renewed sense of enthusiasm and excitement for what is to come. Windows are cracked, tulips are blooming, there's air in the bike tires, and water in the bird bath. The air is crisp and clean, and I feel ready to take on the world and try new things. There's even a little spring in my step! Recently, I bought a scooter: a 1981 Honda Express. It's nothing fancy, but it's fun, exciting, and new to me. Mind you, I have never actually driven anything that resembles a motorbike. So here I am, trying new things and learning along the way, even as I enter an era of age that is very similar to that of my Honda Express.

This new and refreshing time is reminiscent of what is happening within the North Dakota Aviation Association (NDAA). We have some new and exciting things coming up this spring and summer and our future is bright. The opportunities for students, professionals, and aviation enthusiasts are coming together in a couple of fun events. We encourage you to try something new as well! Listed below are a few upcoming adventures for you to try.

To kick off our spring and summer events, we are preparing for our First Annual **Aviation Career Expo**. This event is hosted at the Fargo Air Museum and is scheduled for May 14, 2021. It is targeted at high school and college

students, ages 16-22. Our focus is to introduce young people to the vast array of career opportunities within the aviation industry, and for them to explore a career in aviation. *You* are the best resource to accomplish this task. The Expo consists of industry leaders, exhibitors, aircraft displays, guest speakers, and of course scholarships! We want to provide them with information and resources to help them look beyond the horizon and develop a vision for their future. We hope to make this event a great success; everyone is welcome to participate, including students, exhibitors, and volunteers!

Secondly, preparations are underway for the First Annual Summer Event. I'm not going to reveal too much about this, as plans are being finalized. I don't know about you, but I'm ready for a face-to-face fun event to network, socialize, and raise some scholarship dollars for students. I promise there will be something fun for everyone to try at this event! Be on the lookout for more information soon.

Whether you are new to the industry, are a student, or simply a lifelong learner, there is something here for you! I invite you to hop on board, join the NDAA, attend an event, bring a friend, or maybe even buy a scooter...

We hope to see you soon!

Stacy & Mike Krumwiede



*A new Adventure is
coming up and I'm sure
it will be a good one.*

-Sigurd Olson



Are you a Member?



NORTH DAKOTA
AVIATION ASSOCIATION

Become a member today...

Did you know you can become a **North Dakota Aviation Association member** for only \$25? Plus, you'll qualify for the new benefits (see below) while you enjoy the current ones.

Join today at www.fly-nd.com

NDAAA Membership Committee Invites **You** to Join Today!

The North Dakota Aviation Association Membership Committee has recently formed, and has yielded some exciting early results. The committee members include Devin Cole, Chelly Ontis, Stacy Krumweide and Jamie Bender from our Executive Director team, and Tanner Overland and Justin Weninger from the Board of Directors. Together, they have been working to invite new members to join, as well as provide greater benefits to existing members.

"We think that all members, from individual members to our allied and organizational members, as well as student members, will greatly profit from the new benefits and added services that we hope to bring to our members through this

committee," says membership committee chairman Justin Weninger.

The committee is planning to unveil the new membership plans and benefits later this summer. Keep an eye on the Fly-ND website, Facebook page, and the *Quarterly* to learn more. If you are not yet a member of the North Dakota Aviation Association, please consider joining today to take full advantage of the benefits available already and to enjoy the new benefits, as soon as they launch.

Weninger adds, "This is something you're not going to want to miss out on. We've got some incredible opportunities for our new and existing members, and I can't wait to share them!"



EXPERIENCE EXCEPTIONAL

For us, a job is not just a job.

We believe in going above and beyond for clients, and our full-service aviation team is solely focused on aviation—it's what we're passionate about.

**Mead
& Hunt**

meadhunt.com



My Journey Through Aviation

By Ryan Riesinger, Executive Director, Grand Forks Regional Airport Authority
President, Airport Association of North Dakota

What do you want to be when you grow up? When there are so many possibilities, how are you supposed to know and find your way?

For me, it is fair to say I may not be where I am today if it was not for my dad. While it is not uncommon for parents to have a great influence on who their children will become, my dad opened my eyes to the excitement that is aviation. I grew up in the Twin Cities area and frequently on summer evenings we would end up at the Minneapolis-Saint Paul Airport (MSP) to watch the planes takeoff and land from our parking spot on Post Road. My dad taught me how to tell the planes apart not just by their size, but by the location of the engines or the design of the tail. I found it amazing that something so large could even get off the ground.

When it came time to attend college fairs and choose where to go, my dad was influential. I attended one college fair and my dad said, "That's where you should go." Ultimately, I only toured that one university. In the fall of 1991, I packed up and moved to Grand Forks to pursue a degree in Airport Management at the University of North Dakota (UND).

I thoroughly enjoyed my years at UND. Each year seemed to become more interesting, as I advanced in the curriculum. I will never forget my first solo flight at GFK and when I received my private pilot license in the spring of 1993; I had a true sense of accomplishment. My professors stressed applying for internships, and through that I ultimately worked at three different airports before my graduation in the spring of 1996.

Twenty years later, I found myself driving back to Grand Forks to become the Executive Director at the Grand Forks Airport (GFK). When I graduated from UND, my goal was to become a Director of an airport someday, somewhere. However, I did not know when or where that would be. What I know now is that for those 20 years, working in progressively more responsible positions at airports in Worthington, MN (OTG), Madison, WI (MSN), and Saginaw, MI (MBS), I met many great people who shared the same passion for aviation. They helped immensely in the pursuit of my goal.

Aviation is filled with wonderful people, who are deeply passionate and giving of their time. If you are a student with

an interest in aviation, I encourage you to take that aviation class in high school, attend an airshow, go to your local airport, and talk with the pilots or aircraft owners, or simply watch the planes takeoff and land with someone who shares your excitement. I am confident you will find your passion in this great industry.

Last month, I was elected to be the new President of the Airport Association of North Dakota (AAND). I am honored to be in this role and will do my best to represent our state's airports. If you have any ideas or suggestions of how to make AAND or our airports better, please do not hesitate to contact me.



AIRLOAN

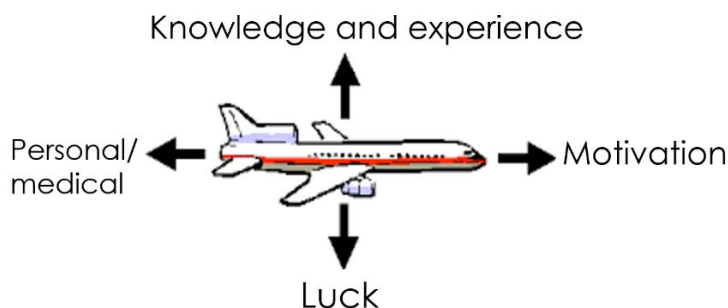
LOCAL PILOTS | LOCAL LENDING

AIRLOAN.COM 218-456-2231



Mike McHugh, Aviation Education Coordinator
North Dakota Aeronautics Commission
701-328-9650 | mmchugh@nd.gov

The Four Forces of Flight



When learning how an airplane achieves flight, one of the first things we learn about is the Four Forces of Flight. Lift, weight, thrust and drag are needed to be controlled by the pilot in order to achieve successful flight. The four forces can also be used to describe the path to a successful career in aviation. I will use the example of a career as a pilot, but I believe that these four forces will be applicable to most if not all careers in aviation.

Lift = Knowledge and Experience

Much like an aircraft needs the combination of Bernoulli's principle and Newton's Third Law to generate lift, achieving lift in your career can be attributed to a combination of knowledge and experience. I am often asked, "Should I attend college if it is not required to become a pilot?" I typically answer that adding knowledge through a collegiate program will almost certainly benefit you long-term. Initially, it may be faster and/or cheaper to obtain the experience needed to be hired as a pilot without attending post-secondary education, but in the long term you will be in a pool of other pilots with similar experience. It is the knowledge obtained through a degree program that may help set you apart from other candidates. Typically, the higher degree obtained the better off you will be. Remember, not all collegiate programs are created equal. While the core knowledge needed to obtain a pilot certificate, or many of the other classes, may be similar, knowledge may also be quality of the training fleet, and standardization, and especially industry relationships. While one school may give a minimum knowledge needed to move on, another may give you access to industry relationships, which will help you succeed faster. I have written previously about the importance of a personal learning network. Remember the WHO you know may be just as important as the WHAT you know.

Experience may be more like Newton's Third Law: for every action there is an equal and opposite reaction. Employers will have requirements, such as a minimum number of hours, or other experience requirements. Again, the more experience you

have, the better! Add your knowledge and experience and you are sure to obtain more lift!

Thrust = Motivation

Motivation is like the thrust on the aircraft. Remember, it is excess thrust that causes lift. While some aircraft have bigger engines and some smaller, only you can determine the size of your engine. The more motivation or thrust you have, the easier it is to generate lift. Students who show motivation will have a much easier time building relationships, studying for tests, and getting to the airport to fly. This motivation will shine and before you know it, you will develop more personal relationships and your career path will become easier. Students who are motivated tend not only to score better on knowledge exams, but also find themselves with many more opportunities. Scholarships, internships, and other experiences tend to find their way to motivated individuals. Remember, only you can determine how big your engine is! Just as engines require fuel, oil, and maintenance, it helps to surround yourself with people who will motivate you. Joining aviation organizations such as the North Dakota Aviation Association (NDAA), Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), Civil Air Patrol (CAP), American Association of Airport Executives (AAAE), and others will help keep you fueled.

Drag = Personal/Medical

Drag: nobody likes to talk about it, but it is there. Something is holding you back. Just as in an aircraft, there are two forms of drag: parasitic, the drag caused by going faster, and induced drag, the bi-product of lift. Personal factors, such as past medical history, or not being in a community close to an airport are the personal "aerodynamics" that we must live with. As you gain momentum in your career path, it may seem more and more difficult to go faster. Remember, motivation is the thrust that is needed to overcome drag. Much like parasite drag is caused by the shape of the aircraft, each of us has different levels of being "aerodynamic".

Induced drag is an inevitable consequence of lift. As your motivation increases, you may become physically and mentally worn out. You may struggle to find more fuel or money to keep flying, amongst other factors. Remember to stay ahead of the power curve. Try to plan ahead so these factors are not holding you back right after you begin your takeoff roll.

In most cases, personal factors can be overcome. I would

like to remind students that even if there is so much personal drag that motivation cannot overcome it, such as a medically disqualifying factor, there is still a career for you in the industry. I encourage you to talk to an Aviation Medical Examiner (AME) before deciding you are unable to fly. They may be able to help you overcome the issue. In most cases, putting in some additional effort may help you overcome the drag that you naturally have. In any case, don't give up. Many other careers in aviation exist other than being a pilot. Consider Unmanned Aircraft Systems (UAS), Air Traffic Control (ATC), maintenance technician, airport management, or the many other paths to a career in aviation.

Weight = Luck

While the weight of an aircraft is relatively fixed, you may find yourself with a different amount of luck than one of your peers. While some students have a natural advantage, we all come with different levels of baggage. Luck is the only one of the four forces of flight which you have little influence over. A great quote that holds true in many cases is "The harder I work, the luckier I get". While you may have the least control over the weight of the aircraft or how lucky you are, you do

have some control on how much baggage you bring on the journey or where you place it in the aircraft. My tip for you: remember, lift opposes weight and excess thrust creates lift. Remember that with a little bigger engine, or with a little more motivation, your career in aviation can and will take flight.

Flight Planning

In addition to getting the hypothetical aircraft in the air, flight planning is a critical step in your career. While some students choose to take a jet on a direct course to their destination, this takes quite a bit of lift to get to the higher altitudes and a lot of additional thrust to get the aircraft moving. Some students will take a J-3 Cub approach: it may take a little longer to get there, but in the end, the destination is the same and it will take a lot less lift and thrust. There is no wrong path. For some students, the best answer is low and slow and many refueling stops along the way, for others, a direct path with a high-altitude view. Whatever your course, whatever aircraft you choose to fly, and wherever your destination, I hope that the advice mentioned above will help you get there. As always, please feel free to contact me to assist in your career flight planning.



Offering Aircraft Maintenance,
Avionics and Flight Instruction

Mandanaero.com
701.663.9925



HELPING YOUR PLANS TAKE FLIGHT
KEEPING YOUR BUDGET GROUNDED




Professionals You Need, People You Trust.

capital improvement plans/airport layout plans/funding/
concrete & asphalt maintenance/planning/buildings

Paying it Forward

By Joshua Simmers

The organization formerly known as the North Dakota Pilots Association (NDPA) would be pleased, rather, would be elated, with the merger into the North Dakota Aviation Association (NDAA). Our top priority was to ensure that all remaining NDPA funds find their way into scholarships. Not only has the NDAA made it possible to reach a permanent endowment scholarship for pilots, it has made it better than what the NDPA could have ever done on its own. With your help, we can ensure a pilot scholarship is awarded annually for at least one thousand dollars!

The NDAA has generously donated to get us close to the endowment threshold. But we are left with some work to do. In order to get to an endowment scholarship that can be awarded in three years, we need to raise another \$4,000. In order to get to a scholarship that can be immediately awarded, we need to raise \$9,000. This is when we get blunt about the numbers.

I am an average guy, and I have pledged \$1,000 to get the Pilot Legacy Scholarship program up and running. Another average Mike, who also has kids and all the associated bills, also pledged \$1,000. Folks like us are simply grateful for aviation in our lives and realize the two greatest things we can do to bring others into the flock are take newbies for airplane rides and help them get their license. Scholarships help. If former NDPA members all pitched in a few dollars, we would quickly meet our goal within a time fit for the Reno Air Races. With a matching

pledge of \$1,000, we can generously start paying it forward. We ask you to consider a donation, large or small, recurring or one time, to keep the aviation scholarship fund active. Think of how your pledge will become a legacy to inspire a new generation of aviators!

Becoming part of the NDAA has multiplied our efforts and capacity beyond what the board anticipated. Becoming a member is a great way to stay in touch with aviation in the state and perpetuate opportunities for future enthusiasts and professionals. NDPA scholarship funds are already far more and longer-lasting than they were a short while ago. With your help, it can be a permanent legacy. As you look to the skies and dream, remember it is as simple as “help others achieve their dreams and you will achieve yours.” (Les Brown)

Other ways to give to the Pilot Legacy Scholarship can be found at www.fly-nd.com/Scholarships. Contact Joshua Simmers: 701-955-4553 or joshuas@bismarckaero.com or Stacy Krumwiede at stacy@scgnd.com

If you would like to make a tax deductible donation, we can make that happen. We are even open to stock, bond, and property donations. Donations to the Pilot Legacy Scholarship qualify for North Dakota's Planned Gift Tax Credit (a donation of \$5,000 actually only costs \$3,000 as \$2,000 becomes credited to your state taxes and potentially applied to subsequent years' taxes). For property and investment type options, we will help you coordinate with Amy at the North Dakota Community Foundation (amy@ndcf.net).

Help her achieve her dream . . .

Do you remember your first time in an airplane? Do you remember the thrill the first time you flew solo? Do you remember the people along the way that supported your dream to fly?

Help the students of today (and tomorrow) experience that same thrill by donating to one of the scholarship funds at FLY-ND.com.

Scholarships support ND students pursuing post-secondary education and a career in the field of aviation including

- Professional Pilot
- Aviation Maintenance
- Aviation Engineering
- Unmanned Aircraft Systems
- Airport Management
- Atmospheric Sciences
- Space Studies

**Support our industry and
keep the dream alive!**

www.FLY-ND.com/Scholarships

FLY-ND

SCHOLARSHIPS





Janell Pederson, Licensing Specialist
North Dakota Aeronautics Commission
701-328-9650



What You Need to Know About Aircraft Excise Taxes

Hello! My name is Janell, and I am excited to be the new Licensing Specialist at the North Dakota Aeronautics Commission (NDAC). It has been a wonderful experience getting to know the local pilots who stop by and handling the many calls I receive each day.

A portion of my job is to license aircraft, aerial applicators, and aircraft dealers. I have the pleasure of working with aircraft owners of all levels, from the first ever recent purchase to those with numerous aircraft who have been flying for decades. For those who have not researched North Dakota aircraft excise tax and registration *just for fun*, this article is for you. The NDAC understands how exciting it is to purchase or acquire an aircraft. We

are here to help with the process of making sure your aircraft is compliant with North Dakota Century Code (NDCC) 57-40.5, which states that the State of North Dakota imposes an excise tax on all aircraft purchases. So, what does that mean?

There is a 5% excise tax on the purchase price of any aircraft purchased or acquired, either in or outside the state of North Dakota, if the aircraft is required to be registered under the laws of this state. Aircraft used exclusively for aerial application purposes have an excise tax imposed at a rate of 3%. If an aircraft is parked, hangared, or has landed in North Dakota for 30 or more unique days within a calendar year, it is required to be registered and an excise tax is due, unless it has been previously paid in another state.

Our office receives notices from the Federal Aviation Administration (FAA) that include information such as flight activity, aircraft considered to be based at a North Dakota airport, and changes made to the ownership of any aircraft in our state. This alone can trigger a notice from our office alerting you of a tax owed. If you are registering your aircraft with the FAA when you transfer the legal ownership of your aircraft, then the excise tax is due within 30 days. Aircraft owners should be proactive with registering their new purchases with us.

Is it possible to avoid paying this tax?!

It's no surprise that there are a few aircraft owners in every state that would want to attempt to avoid paying sales tax,

since aircraft are typically high-ticket items. Purchasers often buy their aircraft from an out-of-state seller, in which sales tax is not collected, and some do not realize that the corresponding excise tax is triggered when the aircraft is subsequently brought into North Dakota. Those using a Montana address are not automatically free from paying the tax, if their aircraft are parked, hangared, and/or landed in North Dakota for more than 30 unique days in a calendar year.

However, exemptions do exist! Credit for excise tax paid in other states will be honored; we just need proof. If the state you paid tax in collected less than 5%, you may need to pay that difference, but we are not looking to collect more than 5%. Each state's

regulations and registration requirements differ. Make sure you research the regulations of the state you want to frequent your aircraft, as it may need to be registered in multiple states. Other excise tax exemptions, like aircraft for use as an air ambulance, can be found by reading section 57-40.5-03 of the NDCC.

The tax is also a one-time fee and we have reciprocity with other states. Keep your tax payment record, as it could save you from paying excise tax to another state if the aircraft is ever relocated. Also, if you utilize an aircraft dealer and perform a trade-in on a new aircraft, then you would also be eligible to receive credit on the tax that has already been paid. Credit is only granted on trade-ins and is not eligible if two separate private aircraft transactions occur.

We understand that no one enjoys paying taxes; however, it is important to understand where your money is going. The taxes and annual registration fees collected by our agency go directly into a special fund, which enables the state to provide airport infrastructure grant funding to ensure the safe operation of North Dakota's public-use airports. The fees support the maintenance and preservation of the very airports that you are able to enjoy and utilize, once you purchase your aircraft.

Be sure to visit the licensing section of aero.nd.gov for information about making sure your aircraft is properly registered with the State of North Dakota. Please also feel free to reach out to me at any time with questions that you may have. You can reach me at ndaero@nd.gov or by calling (701) 328-9650.



A Lifetime Enjoying What I Do

By Jay M. Flowers, National FAA Safety Team ASI, Operations
(701-226-6283 / jay.m.flowers@faa.gov)



Back in 1972, a pilot by the name of Dennis Rohlf and family moved next door to our home in Bismarck, ND. As time passed, Dennis and my dad became very good friends. It was through that friendship I was asked to join Dennis on a flight to Wheatland, WY.

As a 12-year-old, the awesome level of that trip will never be forgotten. My father, being a stockholder in Dennis's company, afforded me opportunities in aviation most would pay to be given. Basically, I was a "ramp rat", cleaning airplanes and helping out where I could, taking a free airplane ride whenever I could, all in awe of the adventure known as aviation.

In 1979, I started to fly and what a trip that was. The company employed several charter pilots that all had a hand in mentoring me at some point during my education as a young airman. The best part was that I was being trained by the best in aviation, preparing me for the rest of my life. Thank you all for a job well done!

The truly career-minded airman will always set themselves goals, such as hitting a positive rate on climbout or total hours needed to apply for that next aviation position or job.

In 1984, I reached my fourth goal of becoming a Certified Flight Instructor (CFI). That was quite a day, when I passed the check ride, crawled out of the airplane, went into Dennis' office and was asked to come to work as his new CFI. I went back down stairs and smudged the wet ink on the Inspectors Endorsement on my new Flight Instructors Certificate. I spent the next 37 years teaching people how to fly, and what a life it has been!

Through the years, as do many pilots, I looked to the airlines. One problem was that deregulation was bankrupting airlines as fast as they took on new routes. Before long, the industry was in such turmoil that staying with this small Part 135 operation seemed pretty secure for a family man. I spent 22 years at Executive Air Taxi Corporation (EATC) and I would not give up a single moment of my time there. Starting out as a line boy and CFI, I worked my way up as a Charter Pilot, Company Instructor, Chief Pilot, and Director of Operations. I managed the company Hazardous Material and TSA Safety Assurance program for a time, and found myself as Company Check Airman for nearly 16 years in more than a half dozen



Rotating Exhibits Ranging
from Wright Brothers'
Flyer to the MQ1 Predator

-  **Monthly Free Events for Kids and Veterans**
-  **Play Area, Interactive Exhibits and Scavenger Hunt for Kids**
-  **Unique Venue to House Your Private Event for up to 1200 People**
-  **Membership Only Events, Perks & Discounts**
-  **Visit Our Website for Current Hours and Other Updates**

1609 19th Ave North, Fargo, ND
701.293.8043 | fargoairmuseum.org



family types and models of airplanes. The biggest challenge was keeping all that straight, as I myself may have been giving checks in those aircraft, but I also had to pass flight checks proving myself to the FAA. At some point late in my career, I looked back and found that I had taken more than 320 flight checks with the FAA on board. In all, there were only two failures, both of which I failed myself on for not following company and self-best practices.

Aviation is not a desk job or a day-to-day grind in an office or business somewhere. You might say that the worst day I ever had in the air still beat the best day I ever had on the ground - except, of course, the day my daughter was born. An aviation career does come with a few attachments:

- 1) You NEVER stop learning. About the time you think you have seen it all, you will find something you have never seen before.
- 2) It is a career which requires your attention. Aviation, although buried in timetables, has the worst timing for a family man. A charter pilots' life is supported by a group of customers that very rarely are on time. Your schedule is their schedule.
- 3) The possibilities are endless. I remember one story in particular: my co-pilot and I left southern California at 80 degrees and no wind, and headed east and north for New York State and landed in a blizzard. We fought our way through the crowds to our overnight location, somewhere near New York City. The next day, we diverted twice until we could finally land at an airport in

another snowstorm and parked in the middle of nowhere. We took a limo to a hotel to catch a little shuteye, just long enough before we headed home the next morning. I remember my copilot mentioned something about what a day that was. My reply was, "Nowhere but this job can a person have a front row seat to a flight from California, out over the Pacific Ocean, across the southern U.S. border to the Atlantic Coast, land after some planning and forethought in a blizzard, only to depart to some location nowhere near where you planned. Then, the next day fly over all of the Great Lakes and be home in time for supper. Sounds like a life like none other to me!"

In 2005, I left EATC and worked with the University of North Dakota Research Group in Alaska, as Captain of their Citation II research aircraft. The mission was to fly into icy conditions and relay that location to our flight team, seeking known icing certification in a Sikorsky S-92 Helicopter.

In 2006, I applied and was hired by the Federal Aviation Administration (FAA) as an Inspector, supported by my years of training and expertise as an airman. I progressed from Aviation Safety Inspector (ASI) to Principal Operations Inspector (POI), then from FAA Safety Team Program Manager (FPM) for North Dakota and Minnesota to my current job with the National FAASTeam ASI out of Washington D.C.

The biggest change I have seen since taking on this facet in my aviation career is the advent of Unmanned Aircraft, Electric Airplanes, SpaceX, and the true application of ADS-B in the airspace. It's funny how I've spent more than the last 30 years flying with equipment like GPS, Loran, DME, TCAS, and RMI. All of these tools have led us to a safer era with ADS-B.

This year's biggest challenge is preparing for EAA AirVenture and Sun N' Fun, which are a few of my many responsibilities here at the National FAASTeam. Each year, over 700,000 attendees join together at these events to aspire and enjoy all that aviation has to offer. At AirVenture, the Experimental Aircraft Association (EAA) and the FAA offer more than 250 educational events, designed to educate airmen, pilots, and mechanics, all with the same passion we know as aviation. We hope to see you there!

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

Train often, Fly Safe!

OPENING DOORS & PROVIDING SOLUTIONS



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



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



Tailwheel Endorsements | Seaplane Ratings

Rick Mercil | 218.779.9161

Just Living the Dream

By Kitty and Mark Burke

Aviation has been a part of my life since I met Mark. We both were raised on farms in Bowman, ND, and met each other during our childhood. It wasn't until high school, though, that we became close friends. Mark and his brother, Bruce, owned an Aeronca Champion. During the summer of our junior year, he flew me to Rhame, ND, to get my senior pictures taken. We landed in a stubble field, as there was no public airport in Rhame. That's when I fell in love with flying!

That winter, I was visiting Mark at his family's farm on a cold, winter Sunday. After feeding the cattle and going for a ride in the Champ on skis, we went inside to warm up. We made hot cocoa and were talking and laughing. When Mark leaned in to kiss me, I said, "This could change everything." He asked, "Do you want it to change?"

That's when our story truly began. We started dating our senior year, and one year after graduating high school we were married. We were both 19-years-old and felt ready to take on



the world. We moved to Bismarck, ND, and were blessed with four children.

Aviation has been a significant part of our marriage and family in many ways. We enjoy flying as a hobby, depend on it for transportation, and Mark has developed a career out of it. Throughout the early years of our marriage, Mark would rent a plane and fly us all out to Bowman to visit our family. As the years went by, we continued to use airplanes as a mode of transportation to see relatives and for vacation travels.

While growing up, Mark first became interested in aviation when his neighbor, Stanley Pope, shared his love of flying

Evolved.



Perfectly designed to thrive in its environment.
Adaptable enough to evolve with the times.
Building smart for a solid future. It's second nature at KLJ.

KLJENG.COM



ENGINEERING, REIMAGINED



with him. With Stanley's encouragement, Mark took his first flying lesson at 15-years-old from JB Lindquist, in Hettinger, ND. Years later, Bob Simmers opened the door into an aviation career for Mark by letting him ride along on "doctor trips" in the Piper PA-34 Seneca. Mark worked part time for Aircraft Management Services, which became Bismarck Aero Center, flying the Senecas and single engine Cessnas. Later on, Fred Adams introduced him to a turbine aircraft career. Mark continued to study for and receive various type ratings, including becoming a Certified Flight Instructor (CFI), Certified Flight Instructor - Instrument (CFII), and Multi-Engine Instructor (MEI).

I simply flew along as a passenger for many years. After the kids were all grown up, I started paying more attention to what

was going on with the instruments. One day, I asked Mark to teach me how to land our plane. He said, "Kitty, if I'm going to teach you to land the plane, I want you to get your private pilot's license." Mark was my CFI. I had to learn from the get-go that when we were flying and he was teaching me, I was not his wife but his student. This was a challenge many times, but I was willing to go the distance and get my license. Mark was an amazing instructor. I learned to fly in a Cessna 150 and received my private pilot's license at age 52! I also learned to fly our Maule with the big tires.

After I got my private pilot's license, we sold the 150 and the Maule and purchased a Cessna 182 with retractable gear. In 2020, we had a new engine and all new avionics installed. We love going on flying adventures together to visit fun

PROPWORKS

PROPELLER SYSTEMS

Overhaul • Repair • Sales

Winnipeg 1-888-679-2965

Edmonton 1-888-457-1910

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

FACTORY TRAINED TECHNICIANS - EASA APPROVED
AMO #105-99

www.propworks.ca



destinations. Every summer, we fly to the backcountry in Idaho. We camp, hike, and explore several of the backcountry airstrips. Our favorite public airport in Idaho is Johnson Creek, and our favorite private airstrip is Allison Ranch. We also like to fly to Minnesota to see our son and daughter-in-law. Some of our other favorites include: Madeline Island in Wisconsin, Moberg airstrip in Bemidji, MN, and Bowstring in northern Minnesota.

Three of our adult children and their spouses live in Fargo, ND. After a visit to our kids in May of 2016, we were returning to Bismarck and decided to drive through Kindred to check out the airpark there. A residential airpark in Kindred, ND? We knew barely anything about it and had to see it to believe it! When we arrived in the clean and neat little town, we saw several empty lots with the taxiway in their backyard. There were already three homes there, so we asked one of the owners a few questions about them. On our way home, we decided that we should buy a lot and build a house once Mark retired. The next day, we purchased a lot. Shortly after, we decided to start building a house right away and use it as a weekend getaway home, until we could retire years down the road.

We wanted to be closer to our kids and grandkids, so we looked at our resources and decided our airplane could provide the link between living and working in Bismarck during the week and living in Kindred on weekends. We started building in October of

2016 and moved in May of 2017. In 2018, Mark took the early retirement option from work and we moved to Kindred full-time. He flew for a year with the fine folks at the Fargo Jet Center; currently, he flies a corporate aircraft based in Fargo.

We have fallen in love with the people in the Kindred airport community. Our immediate neighbors share a common bond with their love of aviation. We get to see our kids and grandchildren every week, and Mark loves his new job. We love having neighbors over and we enjoy getting to know the new couples who are building their dream hangar home.

Our house was designed on a napkin by Mark. It is a very unique layout, with an open floor plan. On the taxiway side





of the house we have a mock “control tower”, complete with a windsock on the top. Inside, you find a winding staircase and a fort for our grandchildren, complete with an old avionics panel and binoculars. Mark and I love to go up there and watch the stars come out and airplanes land. From the street-side of the house, it looks like we just have a three-car garage. However, there is a large hydraulic hangar door on the taxiway-side. The inside is huge! We have been able to fit seven cars and an airplane in there. On early summer mornings, we love to open the hangar door and enjoy a cup of coffee while sitting at a table next to our Cessna 182RG.

When Mark has to go to work, I help him push the airplane out and he makes the nine-minute flight to the Fargo Airport, instead of a 35-minute drive. Living on a taxiway and having a hangar attached to our home is a dream come true; we never really expected it to happen. Living at a federally funded airport is a very rare situation. It is a unique opportunity to have access to an airport like Kindred, which has two instrument approaches, lights, fuel, maintenance, and is very well maintained. The snow on the runway and access to the runway is cleared by the airport manager, and the taxiway is cleared of snow by the taxiway owners.

Mark and I often receive phone calls and inquiries from North Dakota and Minnesota pilots who are interested in living at an airpark. We always invite them over to visit the Newport Ridge Airpark and answer any questions they may have. Mark and I absolutely love to watch as our potential neighbor’s eyes light up as they consider the possibility of making their dream become a reality.

To learn more about the Newport Ridge Airpark, visit www.newportridgekindred.com or reach out to Mark and Kitty: marksburke@icloud.com

NORTHSTAR AVIATION INSURANCE, INC. ✈

SERVICE

Prompt, Knowledgeable & Personal

UNDERWRITING AVIATION

Personal & Business Aircraft

Ag Sprayers

FBO's

Hangars

Airports

THOROUGH

**We research all insurance
markets for your best value!**

EXPERIENCE

Over 40 years of service

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

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

2021 North Dakota Aviation Association



SUMMERFEST



You're Invited!
August 19 • Fly-In Washburn

Join us as we celebrate summer and aviation:

- Golf Tournament
- BBQ
- Honoring Hall of Fame inductee, Bill Beeks

Watch the www.fly-nd.com & Facebook for more details!

Did you know?

All issues of the Fly-ND Quarterly, from 1987 until now, can be found on our website: www.fly-nd.com/fly-nd-quarterly. There you can also subscribe to our mailing list, for either a physical or digital copy.

FLY-ND QUARTERLY FULL ISSUES



Full Archives

Hillsboro Regional Airport 3H4



**We invite you to
come check out
our runway!**

Aviation Art Contest Winners

Congratulations to the North Dakota winners of the 2021 International Aviation Art Contest. The theme for this years contest was "A Friendlier World with Air Sports." Information for the 2022 contest will be posted on the North Dakota Aeronautics Commission website in the fall. Youth ages 6-17 are encouraged to submit artwork.



1st Place Intermediate
Kate Barnick, Edgeley Public School



2nd Place Intermediate
Esther Sprenger, Elgin
New Leipzig Elementary



3rd Place Intermediate
Mckenna Cook, Edgeley Public School



1st Place Junior
Afton Olson, Elgin - New Leipzig Elementary



2nd Place Junior
Martina Prudente, Elgin
New Leipzig Elementary



3rd Place Junior
Daisy Sabin, Elgin - New Leipzig Elementary



MINOT AEROCENTER

www.minotaerocenter.com



Contact Us:

2216 North Broadway - Minot
Call: 701-852-4092
info@minotaerocenter.com

Find us on social media: [f](#) [i](#)

AIRCRAFT MAINTENANCE

- Authorized Mooney Service Center
- Altimeter/static & transponder testing
- Annual/100 hr inspections
- Piston/turbine engine repairs & overhauls
- Propeller balancing
- Repairs & alterations
- Routine maintenance
- 24 hr on call maintenance

FLIGHT DEPARTMENT

- Flight instruction
- Pilot services
- Aircraft rentals

TESTING CENTER

- Computerized Assisted Testing Services (CATS)
- FAA & FCC regulated testing

AIRCRAFT RENTALS



A Journey from North Dakota to Israel: The Leon Frankel Story

By Scott Nelson

As Leon Frankel sat strapped into the German fighter airplane, he thought to himself, "What's a nice Jewish boy from Minot, ND, doing here?"

Leon had been in the service during World War II and came back a decorated U.S. Navy pilot. After spending some time in Minneapolis, MN, after the war, Leon jumped at the opportunity to open a car and truck dealership in Minot, ND, called Capital Motors.

After the war, everyone wanted to buy a car and with the booming post-war farm economy, the farmers needed trucks. Frankel would order trucks and put grain boxes on them. Red trucks were the most popular, Leon remembered. Business was good, Leon was making lots of money, had his own place and several girlfriends. Life couldn't have been better.

It was then that Leon got "the phone call". The man on the phone identified himself as Steve Schwartz. Would Leon consider coming to the aid of Israel in their time of need? The new country of Israel was in desperate need of trained combat pilots and was reaching out to the veterans of the just-ended war. Leon told Schwartz he would have to think about it. After several days of thinking about the holocaust and the death camps that had come to light in Germany, Leon thought if he didn't help, he would never be able to live with himself. Leon asked Schwartz what kind of plane he would be flying. Schwartz said he couldn't tell him, but they would be just as good as what the enemy had. This, as it turned out, was a big lie!

The U.S. government frowned on its citizens going to Israel to fight; in fact, it was highly illegal!

A story was concocted that Leon had to get to Italy to stop the marriage of his brother and bring him back home. Once out of the country, Frankel diverted to Czechoslovakia to learn to fly fighters being sold to Israel.



Scott Nelson's art of an Israeli 109, signed by Leon Frankel.

There was an arms embargo against the newly formed state of Israel, in an effort to avoid another full-blown war. Israel's Arab neighbors were well-equipped with aircraft. The only country Israel could find to sell them fighter aircraft was cash-starved Czechoslovakia, who bought

them at highly inflated prices.

During World War II, the Germans built a factory in Czechoslovakia to produce the Messerschmitt Bf 109 fighter plane; however, the war ended before production could begin. The Czechs were left with the factory as a spoil of war and decided to produce the plane as their own, renaming the Avia S-199. There was a problem, however: the warehouse that contained the Daimler-Benz DB 605 engines was destroyed by a fire. Another warehouse contained Junkers Jumo 205 engines, plus props destined for the Heinkel HE 111 bomber. The ill-suited Jumo engines and large paddle propellers were fitted onto the 109s, which was like putting a truck engine into a sports car and resulted in extremely poor handling.

Leon had flown the Grumman TBF Avenger torpedo bomber in the U.S. Navy. Flying the 109 was a whole new ball game! The Czechs nicknamed the 109 the Mezik, meaning Mule, because it was such a stubborn machine to fly. These planes didn't even have a fuel gage, just a red light that would turn on if you were running low on fuel. If the light came on, you may have only had five to 15 minutes left. They didn't have the right machine guns to go with this plane, so they mickey-moused another type under the cowlings. Every time they were fired, the pilots prayed they didn't shoot off their own propeller. They also had 20 mm cannons in pods under the wings.

The fighters were dismantled, loaded into Douglas C-54

Skymaster transports, flown to Israel, and reassembled just in time.

When Israel declared independence, they were immediately attacked by their Arab neighbors. Egyptian leaders had told their army that Israel had no military aircraft. The Egyptian Army was within miles of overrunning the Israeli capital, when the newly arrived 109 fighters strafed the column and so demoralized the Egyptians that they were forced to turn back.

The Egyptians were flying Supermarine Spitfires, bought from the British, and the rumor was that some were flown by ex-German pilots. The irony was not lost on the Israeli pilots. Jews flying German 109s against Germans flying British Spitfires.

Frankel flew against Arab air and ground forces as his targets. He also flew very dangerous aerial reconnaissance missions over enemy fortifications in Egypt and Jordan, all alone with no escort.

On his last mission, over the Negev desert, Frankel saw another 109 pursuing an Egyptian Spitfire. The pilot was Rudy Augarten, a former World War II Republic P-47 Thunderbolt pilot. They were flying toward Leon as Rudy was shooting big junks off the Spitfire. Leon then saw another Spitfire below him, heading his way. Frankel flipped over and chased it, but it had gotten too far ahead of him.

At this point, the red light came on. Leon was lucky to catch sight of a friendly airfield at Ekron and landed. As they were

refueling the plane, Leon noticed some oil dripping from the engine. He pointed it out to one of the mechanics who tightened some screws, declared it fixed, and gave the thumbs up sign. Frankel took off and headed back to base.

After several minutes, the engine started to run rough and Leon noticed the oil gage was reading zero. He tapped the gage, in case the needle was stuck, but the needle did not budge. Soon, the cockpit started filling with smoke and Leon looked for a place to put down. Bailing out of these planes was not a good idea, so he decided to crash-land. Frankel hit the ground hard, but other than some scrapes and bruises he escaped uninjured.

Leon started walking, not knowing if he was in Israel or Jordan. In the distance, he saw a truck loaded with soldiers headed his way. Surrender was not an option. Other pilots shot down behind enemy lines had been tortured to death. Frankel had a 38 pistol with six shots. He planned to fire five shots and save the last for himself. As the truck got closer, he was much relieved to hear them hollering in Hebrew. Frankel was rescued! When Leon got back to his base, there was a 109 burning on the runway. The pilot, one of Leon's close friends, had been killed in a landing accident.

The next day, at the funeral, Frankel lost feeling in his legs and arms and collapsed. He was hospitalized for several days and recovered, but decided to pack it in. New pilots were coming in and the crisis was over. It was time to go home. Frankel had flown 25 missions for Israel, ironically the same number of missions he had flown in the U.S. Navy.

Getting home to the U.S. was not easy for Leon, as fighting for Israel could mean losing his citizenship. He was stopped at passport control in New York and interrogated all night. Leon claimed he had been going to school in Italy, but his suitcase was full of pictures of him standing beside airplanes in Israel. Finally, by morning, the authorities told him to tell the truth or he was going to jail. Leon replied, "Go ahead, put me in jail, at least I can get some sleep." With that, the authorities told him to get the hell out of there and released him.

Leon Frankel ended up living in Minnesota, was married, and had two children. He passed away in 2015.

Author's note:

I had the opportunity to talk to Leon several times on the phone and once in person at the Fargo Air Museum. He had flown with Stew Bass in the U.S. Navy and had come to Fargo, ND, to see Stew for the first time since World War II. Leon flew the Avenger torpedo bomber and like Stew, received the Navy Cross for helping sink the Japanese cruiser Yahagi. Stewart Bass volunteered many years at the Fargo Air Museum, and also passed away in 2015.



YOU GOT YOUR WINGS.
Now get your bird.

Aircraft financing with American.

American
BANK CENTER

Justin Weninger
Loan Officer • Pilot

701-250-3616
jweninger@weareamerican.com
WeAreAmerican.bank

Member
FDIC

Vantis Community Outreach

By Nicole Ingalls-Caley, Northern Plains UAS Test Site

As the build out of Vantis' key site locations nears completion and the first stages of testing are on the horizon, it is important to make sure North Dakota's statewide Unmanned Aircraft Systems (UAS) network is understood and supported by the communities it hopes to serve. In February of this year, we hosted several events in Williston and Watford City to answer questions from local manned aviation pilots, as well as community members.

Vantis is designed to open the sky to North Dakotans with safe integration of manned and unmanned aircraft. We want to make sure that our friends and neighbors understand its value *to them*, and we want to give them the opportunity for input.

Community Lunch and Learns

The goal with these community outreach events was to provide a basic overview of what Vantis actually is, in technical terms, but also to discuss the less technical hopes and aspirations we have for Vantis.

In simple terms, Vantis is a network of technologies that allow a UAS pilot to "see" the remotely piloted vehicle even when it's left their physical line of sight. More than that, it will allow pilots to see from the vantage point of the UAS, or drone. Currently, Beyond Visual Line of Sight (BVLOS) flights are not allowed without a waiver from the Federal Aviation Administration (FAA), which can be both time and resource intensive to obtain.

But when we think about the ways in which UAS can improve our lives – improved prescription delivery to elderly, rural residents; faster, more efficient emergency response and search and rescue efforts; faster turnaround on medical tests from larger labs, leading to more immediate treatment; the return of electric or internet services following a blizzard or thunderstorm; infrastructure inspections that are safer for the inspectors and keep life and commerce running smoothly – most of this requires BVLOS flights.

By obtaining a waiver for BVLOS flights on Vantis, we provide a single network for multiple users to access many of these life-changing use cases with a lower barrier of entry. In terms of UAS capabilities, Vantis is the holy grail.

We wanted to make sure community leaders in Williston and Watford City understood that while Vantis is being heralded as a major technological advancement and a driver of economic development, its value comes from what it enables for North Dakotans.

In Williston, our Lunch and Learn was graciously hosted by Williston Economic Development at TrainND Northwest, a division of Williston State College. In Watford City, we were hosted

at the Roughrider Center by McKenzie County Economic Development. Both events garnered interest from community leaders, as well as members of the community looking to learn more about Vantis. We were impressed by the range of questions we received and how excited everyone seemed about Vantis' potential.

Manned Aviation Community Discussions

The community discussions were designed to be open conversations between manned and unmanned aviation professionals. We are aware that UAS innovation and integration into the National Airspace System (NAS) can create a lot of questions for manned aviation pilots. We were looking to explain how UAS would function in this region once Vantis is complete, as well as to get feedback from manned pilots on how we can ease this transition.

We shared a bit about how Vantis works on a technical level, and then dove into how UAS flights on Vantis would affect manned flights in the region. We received questions about how manned pilots could make themselves aware of unmanned flights in the area on a given day and about a dedicated frequency that could be used to communicate with UAS pilots flying in the area. As is common in the aviation industry, safety was the top concern on everyone's list.

One of the biggest things we wanted to communicate was that Vantis aims to be as non-disruptive to manned aviation as possible. UAS flying on Vantis will give way to manned aircraft. We are responsible for being aware of manned aircraft in the airspace in order to detect and avoid. So even if a manned pilot is unaware of flights on Vantis, we are aware of them, and we are ensuring that manned and unmanned aircraft can share airspace safely.

It is important to note that receiving a waiver from the FAA allowing BVLOS flights on Vantis will be predicated upon making an impeccable safety case. We have a number of internal criteria that must be met before any flights on Vantis can take place, and they must be met through a rigorous testing process before we move forward.





We are building what amounts to public infrastructure; we would never sacrifice public trust in that infrastructure in order to move a bit faster. Like our manned aviation counterparts before us, we are committed to pairing innovation with unwavering safety protocols.

In Williston, this meeting was held at Overland Aviation, while in Watford City we were once again at the Roughrider Center.

More than Just a Network

Since the Northern Plains UAS Test Site was entrusted to administer the creation of Vantis with a significant state investment in this technical infrastructure, we have spent a lot of time talking about what Vantis is. How does Vantis work? Is it like a highway or like a cell phone network or a little like both? Why is it necessary? Why can't drones fly beyond visual line of sight anyway? Who will use Vantis? What will be the benefit to the state in terms of economic development? Why invest in UAS at all?

Those are important questions, of course. But we also think it's important to talk about the very real impact expanded UAS capabilities will have on the lives of people who have never given aviation, much less drones, more than a second thought.

Vantis will empower public and private users to do what they already do, but better. Even more than that, it opens the door to innovative ideas that have not been dreamt of yet. Paired with North Dakota's entrepreneurial spirit, that's a win for all of us.



Vantis Radar Install at Williston Basin Airport

Hanna Sampel

Majors: Commercial Aviation

Hometown: Forest River, ND



FROM FOREST RIVER TO UND

"I am #UNDproud because, as a UND ARMY ROTC Flight Training Cadet, both UND and ROTC have afforded me the flexibility to study fixed wing, rotary and autonomous aviation systems. As an ROTC Scholarship Awardee and future Officer in the Army, the top notch training in all different aviation disciplines that are available through our **world-class Aviation Program** is preparing me to excel in my future endeavors."



Hanna keeps herself busy on campus as a Tour Guide for the Aerospace Dean's Office, a Student Services Representative and a Flight Physiology Chamber Operator. She is also in the Simultaneous Membership Program with the North Dakota Army National Guard.

UND AEROSPACE
UNIVERSITY OF NORTH DAKOTA

[YouTube](#) [Facebook](#) [Twitter](#) [Instagram](#) @UNDaerospace
UND.edu | 1.800.258.1525

A Summer to Remember

By Ryan Thayer, CEO/Executive Director, Fargo Air Museum

Hello! My name is Ryan Thayer and I am the CEO/Executive Director at the Fargo Air Museum (FAM). I have been part of aviation since birth, received my solo license at 16, and my private pilot's license at 18 from UND. My father was my aviation mentor. He was a flight instructor and charter pilot when I was born and transitioned into Air Traffic Control in Fargo, ND. From there he went on to a career in commercial aviation with Republic Airways, Northwest Airlines, and most recently he retired from Delta Air Lines as a 757/767 Captain. Through my father, I found my love and interest for aviation flying, as we were always dreaming and talking about our flying stories.

Early on in my childhood, ever since I learned to talk, I dreamed of being a pilot. From going to the Fargo and Grand Forks air shows, to flying with my dad, to riding along with him on his Northwest Airlines flights, and even trips to the maintenance hangars, it created an excitement and passion in me for our amazing industry!

After high school, I chose to attend the University of North Dakota (UND) to earn an Airline Transport Degree and ratings. Shortly after receiving my private pilot's license, the terrorist attacks of 9/11 took place and the airlines stopped hiring and fought just to stay in business. At that point, I decided that it was not the career for me at that time. I transitioned into the Entrepreneurship Program at UND and graduated with a bachelors in Business and a private pilot's

license. Ever since then, I have kept my eyes open for future opportunities to become involved in aviation again. After starting and running many businesses through my career, I found an opening at the Fargo Air Museum looking for a business and marketing specialist to run the Museum as the CEO/Director. It was finally my way back into my love and my passion – aviation!

Aviation is such an amazing industry, where anyone can come from anywhere and be successful. We need doctors, maintenance technicians, pilots, technology experts, engineers, business and marketing professionals, to name a few. Almost any degree can be a fit for the aviation industry. Education is a large part of what we do at the FAM. From our free camps to our highly interactive Intro to Aviation courses, there is something always going on at the FAM to continue sharing our love and passion for aviation.

Finding a passion in a career is not an easy task for most of us. I was very lucky to have the experiences with my father while growing up. If I were to offer any advice to future students, I would say to follow your heart and your passions and do something you truly love! The path is not always easy, but it's truly the challenges that help make us who we are in the end. I highly recommend having a goal and a plan to

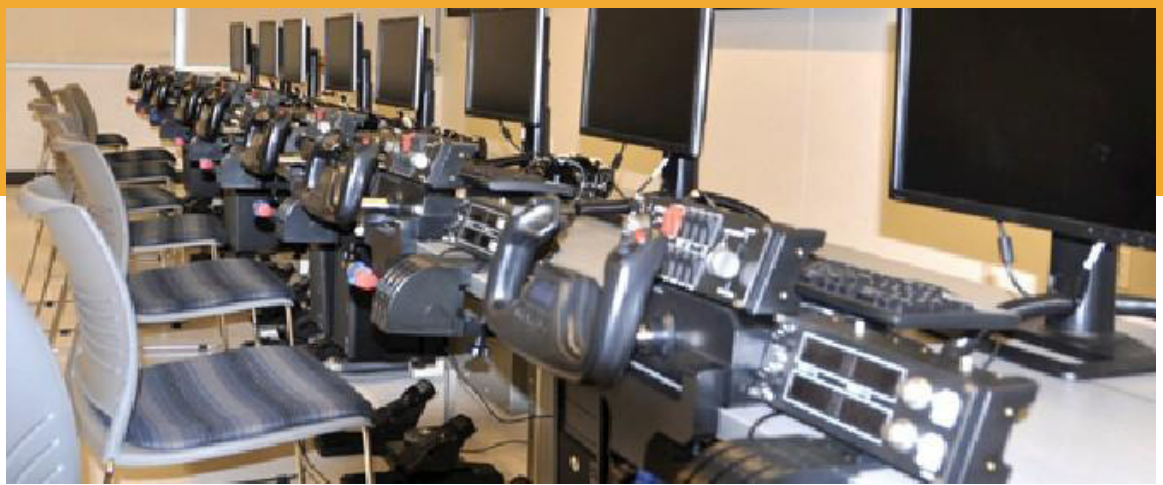


North American F-86 Sabre



Our Drone Cage





accomplish what you are seeking, but be ready for pivots and changes along the way; it makes the journey exciting and fun.

Here at the FAM, we are always looking for ways to engage our guests and to create interactive and memorable experiences. We are hard at work planning a very busy and exciting summer. The events we are hosting include:

- The First Annual Aviation Career Expo in partnership with the NDAA - May 14
- An Experimental Aircraft Association (EAA) Fly-In - May 15
- Our annual Golf Tournament - June 21
- The Fargo AirSho - July 24-25
- Our monthly Veterans Coffee Hour - the second Wednesday of each month
- Our Youth Camp - three times each month

Lastly, we have also been working hard on securing new aircraft into the museum with a potential North American F-86 Sabre, Northrop F-5E, Stinson Reliant Gull-wing, Pietenpol Air Camper, and a Grumman J2F Duck.

We are also adding interactive exhibits with a Drone Flight Experience Exhibit, where guests fly drones at the FAM as well as in an advanced virtual reality-based Flight Simulator Lab, modeled after the UND's lab. FAM guests can try their hand at one of the most realistic flight experiences out there.

For more information about our upcoming events or to check out the museum, visit www.fargoairmuseum.org

Stinson Gull-Wing Project



EAA Chapter 317 & Fargo Air Museum Fly-In

May 15, 2021 8 am - 2 pm

Fly in, drive in, walk in...stop by to see the Museum and enjoy coffee & donuts for breakfast and pizza & pop for lunch.

Your support helps the **Fargo Air Museum** and **Experimental Aircraft Association** continue their missions of inspiring new generations of aviators and promoting the "Spirit of Aviation."

All aircraft welcome! Experimentals a plus!

Education • Preservation • Restoration

THE SPIRIT OF AVIATION

Admission

Pilots, Crew & Museum Members.....FREE

General Public:

Adults.....\$10

Military/Seniors/Students.....\$8

Children (5-11).....\$5

Children (4 & Under).....FREE

Illegal Charter Operations Know No Boundaries

By Ryan Waguespack, Senior Vice President, National Air Transportation Association


Business aviation stakeholders from across the globe agree that illegal charter operations significantly increase risk to passengers and can damage the reputation of our industry – collectively making this a priority issue. In response, the National Air Transportation Association (NATA) has continued its leadership in working to put an end to the pervasive problem of illegal charter operations through the formation of the Air Charter Safety Alliance.

Alliance leaders also concur that, together, this global coalition will amplify existing efforts by NATA and others to raise awareness among potential customers, charter brokers, and national aviation authorities regarding the use of unauthorized aircraft operators for on-demand flights. Since the inception of its Illegal Charter Task Force in June of 2018, NATA staff has met with other associations, regulators, and members on this issue and has provided proven expertise, tools, and resources through its dedicated website – www.avoidillegalcharter.com. NATA has worked in coordination with the FAA to help develop and execute a comprehensive outreach strategy including webinars, social media messages, promotion of enforcement actions against illegal charter operations, advertisements, dissemination of guidance for pilots and passengers, and agency safety briefings. The Association is pleased with the progress that is being made through these efforts, but recognizes more must be done.

Educated customers, in addition to access to tools that help identify illegal charter operations, will assist in dissuading those seeking to compromise safety for profit. Over the coming months, the Alliance will collect best practices from member associations to create an online platform to maximize the industry's best tools and resources. The Alliance will also develop and promote several safety programs that assist on-demand charter operators, while continuing to improve their already impressive safety performance. Industry-led programs focusing on Safety Management Systems, flight data recording and safety reporting, along with a focus on safety culture, have aided in bringing greater value to charter operators.

Ultimately, the success of NATA and the Air Charter Safety Alliance depends on every operator, aircraft owner, passenger, and governing entity, everywhere. Visit websites such as www.avoidillegalcharter.com to find out how you can do your part to stamp out illegal charter operations in North Dakota and elsewhere.





If you suspect an illegal charter operation, please report it by calling the hotline (888) 759-3581 or by using the online reporting form at www.avoidillegalcharter.com.



Embrace the Adventure

KINDRED


Newport Ridge: a unique aviation neighborhood close to FM! Large lots, great schools, parks & pool.



NEWPORT RIDGE

newportridgekindred.com

VISIT WEBSITE FOR LOT AVAILABILITY & PRICING, AND TAKE AN AERIAL TOUR



BEYOND REALTY
Be Moved.
BEYONDREALTYFM.COM

MICHELLE BORUD REALTOR®
701.491.0296 | MICHELLE@BEYONDREALTYFM.COM

UND + GFK = America's Busiest Airport in Early March

By Connor Murphy

'And given that the U.S. is home to the world's busiest airports, we might have been No. 1 in the world,' UND's chief flight instructor says.

UND's full schedule of student flight training in early March helped Grand Forks International Airport lead the nation in tower operations. Historically, GFK is among the top 25 airports in the nation each year for take-offs and landings. *UND archival image.*

Watch out, LaGuardia, and move over, O'Hare:

According to official Federal Aviation Administration (FAA) numbers, Grand Forks International Airport (GFK) was the busiest airport in the nation for a streak of days in early March.

Specifically, GFK's combination of passenger flights and UND flight training traffic topped all airports in the United States on March 1-3 as well as on March 8.

The feat was noticed by GFK's air traffic controllers, as all airports are required to report traffic data to the FAA. Air traffic numbers take weeks to become official, and today, the FAA confirmed the early March reports.

In such a case, Grand Forks didn't trounce the likes of Atlanta and Chicago by numbers of passengers flown,

but by the amount of instructions to take off or land – referred to as operations – issued by its control tower.

During the multi-day streak, GFK's tower relayed as many as 2,000 instructions to pilots taking off and landing in a given day.

Historically, UND's full schedule of student flights put GFK in the top 25 busiest airports nearly every year.

And while the coronavirus pandemic shuttered UND Flight Operations for a time in 2020, the John D. Odegard School of Aerospace Sciences has since regained its momentum – topping the national operations charts a year later.

"With the reduced amount of airline traffic, general aviation airports have been moving up the busy list," said Jeremy Roesler, UND's chief flight instructor, referring to the University's year-round operation at GFK. "We have appeared in the top 10 in the past, but it's unusual to see this type of thing happen for consecutive days.

"And given that the United States is home to the world's busiest airports, we might have been No. 1 in the world earlier this month."





Using a Simulator to Keep Instrument Current

Are you interested in maintaining your instrument currency via a certified flight simulator? In 2018, new regulations were introduced allowing instrument-rated pilots to maintain currency by using an Aviation Training Device (ATD), such as a simulator. Here in North Dakota, three local airports have certified flight simulators readily available to the public: Mandan Airport, Mohall Airport, and Hillsboro Airport.

The Hillsboro Airport simulator is the most recently completed. We were able to visit with Larry Mueller, the Hillsboro Airport Manager, about their simulator project and what it provides to the local aviation community.

The idea for a simulator was discussed for about two years, as interest and demand grew for more opportunities to maintain their instrument currency. "There are no other options that we know of in the eastern half of North Dakota to publicly rent a certified simulator," Mueller said. "With the amount of demand, we thought this might be a service we could provide at the airport."

The simulator can cater to a variety of training needs, but is particularly valuable for instrument training and currency. The Hillsboro Airport project team looked at the population of Instrument Flight Rules (IFR) rated pilots in the region and found Hillsboro to be easily accessible by pilots in the eastern area of the state, as well as others across the Upper Midwest. Mueller shares, "Based on our research, we found no one else in our area with a certified flight simulator for public use." This allows Hillsboro Airport to offer any Certified Flight Instructors (CFI) or flight schools the opportunity to incorporate the simulator into their training program.

Hillsboro is in non-controlled airspace, making it very easy for pilots who want some extra training to practice with a mentor or flight instructor in a less congested area with very limited interruptions.

Certified flight simulators are not cheap, but the Hillsboro Airport matched criteria that allowed the North Dakota Aeronautics Commission (NDAC) to fund 50% of the project. This included up to a maximum amount of \$25,000, and ensuring they had an acceptable business, marketing, and management plans. As Mueller shared, "We had enough people commit to buying time cards locally that we felt our local share of the cost would be covered within three years." With instrumental help from the Hillsboro Airport Authority and the NDAC, the project transitioned from an idea into reality.

The certified flight simulator features a variety of aircraft:

- Archer III (17 panel configurations)
- Arrow IV (17 panel configurations)
- Baron 58 (13 panel configurations)
- Bonanza A36 (13 panel configurations)
- Cessna 172R (17 panel configurations)
- Cessna 172S (17 panel configurations)
- Cessna 182S (17 panel configurations)
- King Air B200 (13 panel configurations)
- Mooney M20J (13 panel configurations)
- Seneca III (13 panel configurations)

It can simulate complete startup, flight, and shut down procedures. Pilots can also use it to perform approaches, holding, intercepting and tracking as required under the Code of Federal Regulation (CFR) Section 61.57(1) to maintain instrument currency. Modern GPS options, such as a Garmin 430, 650, or 750, are also included.

Pilots can customize their training with a variety of weather factors, such as varying cloud conditions at selected altitudes, rain, snow, wind, and even turbulence. Instructors can place the plane wherever they wish, and incorporate system failures in flight. The simulator also has bluetooth connectivity compatible with ForeFlight or Garmin Flight. This allows pilots to use their iPad just as they would in their aircraft, with all current IFR charts and publications at their fingertips. "It appears on ForeFlight just as if you were actually in your own airplane." Mueller adds. "And best of all, it has a pause button. When you find yourself getting in over your head, you can stop and learn from the moment, and then backup or continue. It allows for intense training time."

Mueller states the best training that takes place in a simulator usually involves procedures. "It's not the same as actual flying, so it has its limitations. But for learning procedures where you want to repeat certain processes over and over, a simulator is a great tool and much less expensive than flying a plane." Additionally, for Visual Flight Rules (VFR) pilots, it can be a great way to practice flying over terrain or areas that are new to you.

The Hillsboro Airport team hopes the simulator will be utilized and beneficial to pilots both local and beyond. "This could also be a great tool for incorporating young

students into an aviation program at a very affordable price." says Mueller. "STEM aviation programs are becoming more

common in the area high schools, and this could be a great tool to take some of the learning from classrooms and incorporate it into the simulator."

The simulator is open to the public, regardless of where they are located, and can be accessed by anyone who purchases a membership plan. Once approved, it is easy for pilots to access the simulator at their convenience. It's as simple as reserving a time and showing up! "Keeping current is a key to keeping safe." Mueller says. "It's often hard to find safety pilots to ride along when you are ready to fly. The simulator is very affordable and allows

you to practice and really learn every piece of your panel and GPS, as well as pausing to think things through on the ground before going up in the air. It allows for a very relaxed state on the ground before doing it in the air."

STEM aviation programs are becoming more common in the area high schools, and this could be a great tool to take some of the learning from classrooms and incorporate it into the simulator!

Learn more about maintaining your instrument currency using a local certified flight simulator:

Hillsboro Airport

Larry Mueller: (701)430-1642 or larry.mueller@redriverbank.com
Don Hanson: (701)430-1250 or hansond51@gmail.com

Mandan Airport

Marc Taylor: (701)220-0715 or marc.taylor@plainsag.com

Mohall Airport

Mike Nehring: (701)263-1008 or nehringp@srt.com

For more information concerning membership options and costs, go to www.flyhillsboro.org

AOPA Offers Free Memberships!



For more information, call AOPA at 1-800-USA-AOPA

AOPA offers complimentary memberships in the following categories. Take advantage of these special offers – or tell your kids, students and military buddies.

AOPA AV8RS Youth Membership (ages 13-18): www.aopa.org/joinav8rs
Military Membership: www.aopa.org/military2
6-Month Student Pilot Trial Membership: ft.aopa.org/free1



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

Grab your passport book and start collecting your stamps. Go to www.nd.gov/ndaero or call 701-328-9650 for more information!

SPRING into Aviation History

by Penny Rafferty Hamilton, Ph.D.

Using SPRING as the matrix for a quick look at our inspiring aviation history, S-Sierra stands for skilled. Captain John Owen Donaldson, ace of World War I, qualifies.

Born in 1897 in Fort Yates, ND, John was the son of General Thomas Donaldson. In 1878, the U.S. Army Post in North Dakota was named to honor Captain George Yates, killed earlier at the Battle of the Little Bighorn. In 1917, our aviation hero joined the Royal Flying Corps (RFC) in Canada, before America joined the war. As a RFC pilot, Donaldson destroyed four Fokker D.VII fighters and drove down three others, causing them to crash and making Donaldson an ace.

Eventually, the intrepid pilot was shot down and captured by the Germans. The day after his capture, he tried to escape in a German-airplane. But, an alert German sentry bayoneted John in the back. Yet, he still escaped.

About a week later, Donaldson was recaptured only to escape again a month later. After WWI, he continued commanding American aero squadrons. Wow. Wouldn't this story make a great movie?

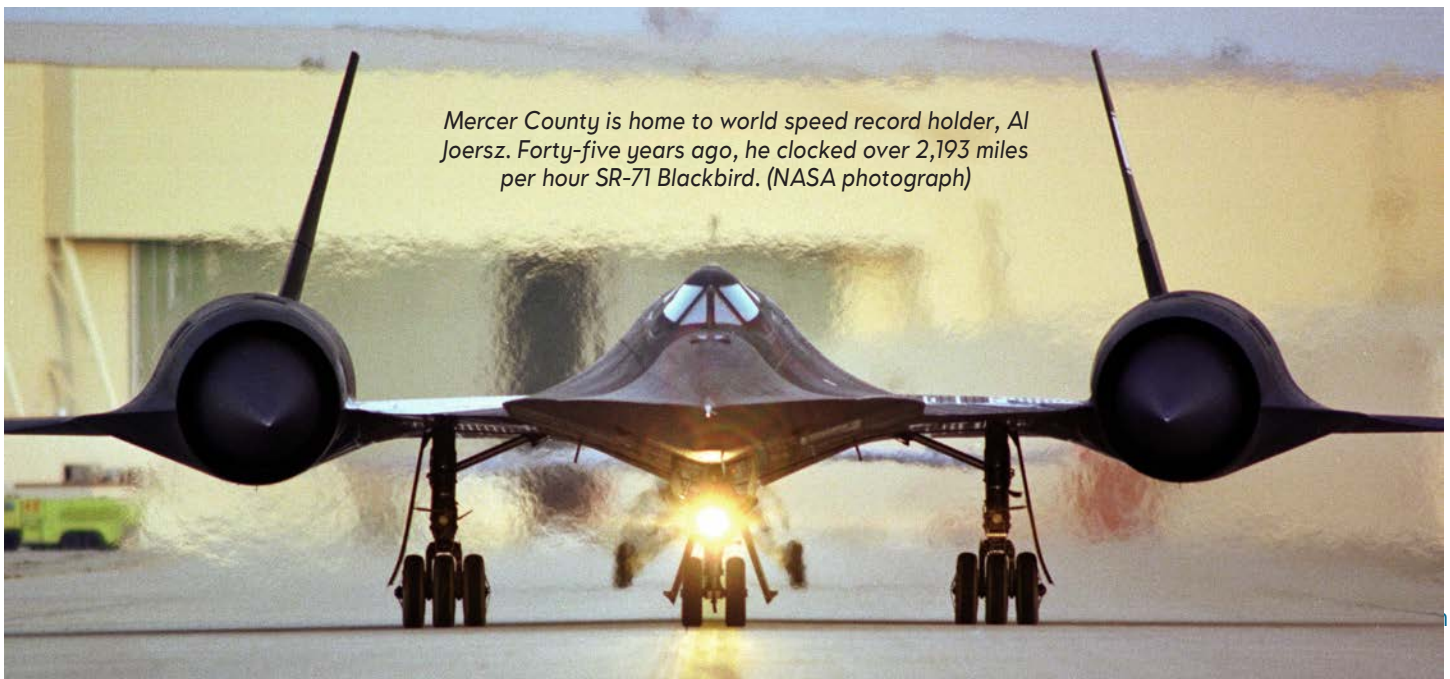
Next is P-Papa for passionate. Just look to the luminaries in the North Dakota Aviation Hall of Fame. One passionate member is the late Robert "Bob" Odegaard, born in Kindred, ND. He was an aviation inventor, air show performer and racer, Fargo Air Museum contributor, and much more.

R or Romeo is next for record-setting. The world's fastest pilot hails from Hazen, ND. On July 28, 1976, Eldon W. "Al" Joersz strapped in tightly to his SR-71A Blackbird with fellow aviator, George Morgan, to fly faster than a speeding rifle bullet, setting the world speed record of over 2,193 miles per hour. Mercer County Regional Airport-Al Joersz Field honors this decorated Vietnam combat fighter pilot and aviation legend.

I-India is for Inspiring. This leads to Jamestown Municipal Airport, where in 1929, newly married pilot Evelyn Nicholas Burleson landed, after earning her pilot license and barnstorming in Nebraska years earlier. Evelyn and her husband, Howard, ran a flying service at Jamestown from 1931-1937. In 1933, Evelyn became the first woman in North Dakota to earn her transport pilot's license. She added charter flights to the services out of the airfield. She said, "I used to fly barnstorming shows in North Dakota during the Depression. We used to send an advance man to a town to pick out a field and tack up some posters. Then, we'd hit town on the weekend and put on a couple of shows for the folks. One of our tricks was to toss rolls of toilet paper out of the planes, so they'd unravel all the way down. Well, when we landed, we went back to pick up the toilet paper-but we couldn't find any. You have to remember how poor everyone was. One lady in the audience picked it all up-a whole month's supply."

Which brings us to the last letter in spring: G-Golf for Game Changer. In 1933, Bruce Peterson was born in Washburn, ND. He became an aeronautical engineer and a NASA test pilot. As a research pilot, Peterson flew a wide variety of airplanes and suffered many crashes. His unselfish efforts resulted in game changing aeronautical designs. Interestingly, actual film footage from one spectacular Peterson crash landing of a test flight of a M2-F2 was used in the opening credits of the popular television series, The Six Million Dollar Man, starring actor Lee Majors. Almost every week from 1973-1978, Majors portrayed a fictitious former astronaut, U.S. Air Force Colonel Steve Austin. Bruce Peterson was real and logged more than 6,000 flight hours in nearly 70 types of aircraft.

North Dakota skies invite you to SPRING forward and make your own aviation history.



Mercer County is home to world speed record holder, Al Joersz. Forty-five years ago, he clocked over 2,193 miles per hour SR-71 Blackbird. (NASA photograph)

Aviation Awards

Commercial Service Airport of the Year

Fargo's Hector International Airport has received the "2020 Commercial Service Airport of the Year" award. The award is for excellence in maintaining safety, project management, and community outreach and is sponsored by the North Dakota Aeronautics Commission in partnership with the Airport Association of North Dakota.

Hector International Airport worked hard to ramp up cleaning efforts to protect passengers and employees, and invested in a robot vacuum unit to allow airport staff to focus on sanitizing vital areas throughout the facility.

Hector International Airport boasts a busy and rapidly growing air cargo facility. In 2020 a record was set, with more than 420 million pounds of cargo flown through the airport and a growth of 7.5% over the previous year.

Hector International Airport joined with The Arts Partnership to showcase the work of local artists with its ArtWORKS exhibit. As part of the program, a variety of local musicians regaled airport visitors with 18 live musical performances during the 2020 holiday season.

The Hector International Airport is congratulated for a tremendous year of accomplishments.

General Aviation Airport of the Year

The JB Lindquist Regional Airport has received the North Dakota "2020 General Aviation Airport of the Year" award.

The airport showed a strong belief in aviation advocacy and community outreach by hosting a career day, where high school shop class students were educated on career opportunities in aviation and learned how aircraft systems are different compared to vehicles. The airport also worked with Dakota Butte Museum and presented on the history of Hettinger Municipal Airport, starting around the 1930s.

The JB Lindquist Regional Airport showed community support by being one of the only airports to host a fly-in breakfast in 2020, due to the COVID-19 pandemic. The event

raised about \$1,500 to help support the local fire department.

The airport showed great progress in 2020 by constructing several projects. They poured concrete pads by the General Aviation (GA) terminal and self-serve fuel tanks, installed digital keypad locks on the majority of the hangars for added security, replaced airport windsocks, extended the crosswind overrun by 300 feet, and finished rehabilitation of both partial parallel taxiways, as well as constructed a full parallel taxiway.

To top off all the airport's accomplishments in 2020, the airport decided to rename the airport from Hettinger Municipal Airport to JB Lindquist Regional Airport, in honor of the long-time aviator and airport manager, JB Lindquist.

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

Passport Awards

Eight pilots were presented with gold awards for participating in the "Fly North Dakota Airports" Passport Program. The passport program presents awards to pilots for flying to airports in the state, as well as attending FAA Safety Seminars and visiting the two North Dakota Air Museums.

The most prestigious gold award level was achieved by eight pilots during 2020. These pilots received a leather flight jacket embroidered with the North Dakota Flying Legacy logo, in addition to the bronze and silver awards. This prestigious accomplishment is achieved when visiting all 89 public use airports in North Dakota, visiting both air museums, and attending at least three FAA Safety seminars. These pilots join the 71 others who have completed the passport program in previous years, making a total of 78 total pilots who have achieved the gold award level to date.

The following is a list of the individuals:

Deen R. Brecht

Michael Moe

Jean Moe


David Operchal

Pat Fagan

Scott Williamson

Dale M Ripplinger

Jayme Opp



NORTHWEST
REALTY GROUP, LLC

JIM CHRISTIANSON
BROKER • PILOT

701.220.4888
414 E. Main Ave
Bismarck, ND 58501

EMAIL: gojc@qwestoffice.net
WEBSITE: nwrealtynow.com



SCHWEISS

DOORS
HYDRAULIC
ONE-PIECE DOORS
— OR —
BIFOLD
STRAP LIFT DOORS

THE DOOR LEADER

SCHWEISSDOORS.COM **507-426-8273**

The Sky's the Limit: NDPA Flight Training Scholarship

By Jaden Mitzel

Last year, I applied for the Flight Training Scholarship paid through the North Dakota Pilot's Association (NDPA). When I was notified I was a recipient last February, I was so thankful and excited to start my aviation journey. My goal is to earn my private pilot's license through the Bismarck Aero Center. I am also attending Bismarck State College (BSC) for two years, studying for my Associate of Arts degree. After that, I hope to transfer to the University of North Dakota to continue my education as a corporate pilot.

Growing up, I told my mom I wanted to be an astronaut. However, being a pilot has always been something I was also interested in. In high school, I took a couple of aviation classes and worked with a friend's

dad on flight lessons. I loved it! Having this NDPA scholarship, with the dollar-for-dollar match up to \$4000, has made it even more affordable for me to reach my goals. It was so awesome being able to take classes and play sports at BSC while simultaneously earning my private pilot's license.

I had the privilege of working with Joshua Simmers, the Secretary/Treasurer of the NDPA, on my scholarship arrangements. I appreciate the staff at Bismarck Aero Center; Linda Davis is so helpful and encouraging when I need things, and Ray Brooks has been a fun and amazing flight instructor. I have learned so much and feel this journey prepared me for the next steps I will need to accomplish my dreams!



Jaden with his CFI, Ray Brooks



Jaden with his parents.

*Thank you to the North Dakota Pilot's Association and to the Bismarck Aero Center for giving me this opportunity!
The sky's the limit!*

Pandemic Travel Resources

Whether you have received the COVID-19 vaccination or not, it never hurts to read the CDC's recommendations on domestic and international travel before you fly. Visit www.flyhealthy.gov for more information or visit www.faa.gov/coronavirus for current FAA Coronavirus information. As always, the latest North Dakota COVID-19 information can be found at www.health.nd.gov.

Mandan Airport Renamed

The city commission voted in late April to rename the Mandan Municipal Airport in honor of Jim Lawler. The new name will be the **Mandan Regional Airport – Lawler Field**.

Jim Lawler was the face of aviation in Mandan for over 40 years, and passed away last October. When he first started working there as a young man, the Mandan Airport was simply a few dilapidated buildings and an asphalt runway. However, under his guidance, the airport grew to become a thriving hub of North Dakota general aviation.

The Mandan airfield is home to a variety of businesses, including an aerial crop-spraying company, two aircraft maintenance facilities, an aviation medical examiner's office, and multiple flight instructors. Aircraft are housed in the five public hangars and 14 private hangars, and the runway has been upgraded to concrete with LED lights and Precision Approach Path Indicator (PAPI's). Other notable additions have been an instrument approach and weather reporting station. This impressive amount of growth, all under Lawler's direction, is the reason the airport has changed from "municipal" to "regional".

To make the name change happen, the Mandan Airport Authority Board elected a committee. The members include R.D. Reimers, Tom Neigum, a close friend of Lawler, Sharon Lawler, his wife, and current Mandan Airport Manager Lindsay Gerhardt. Dr. Dale Klein, the former Mandan

Airport Authority Chairman, was also a part of the committee and presented the proposal to the City Commission at the April meeting. "From the day it was suggested to the board, I was bound and determined to make this happen," Gerhardt said. "Although, anyone who knew Jim knows he would have

protested. It is a testament to how selfless of a man he really was. I'm so proud to have known him and to have had the honor of learning a thing or two from him, in the short time we had together before he passed. There is no one more well-deserving than Jim for this honor."

The airport name is already updated on the Mandan City website, but the official name change could take several months after submission to the Federal Aviation Administration

(FAA). Once it is approved, online airport information resources will reflect the name change. The airport identifier will also be changed from Y19 to KJLL, which are the syllables in Lawler's name. Gerhardt explained, "We originally wanted KJIM, but FAA rules prevent identifiers from having two of the same letters within 200 miles of each other. And with Jamestown (KJMS) so near, it was not an option." The airport identifier will take longer than the airport name to officially change, but once that happens, local pilots will need to schedule a GPS update for their aircraft. The Mandan Airport is actively working to make the transition as smooth as possible.



Jim and Sharon Lawler

A North Dakota Rocket Scientist



Rocket fuel scientist, **Mary Sherman Morgan**, was born in Ray, North Dakota, in 1921. During World War II, she interrupted her studies as a chemistry major at Minot State

University to take a job designing explosives at a factory in Ohio. In the 1950s, she began working at the North American Aviation company, which won a contract to formulate a more powerful rocket fuel for the fledgling U.S. effort to launch satellites into orbit. Of the roughly 900 rocket scientists at the company, Morgan, the only woman, was named the technical

lead of the project. Her work resulted in Hydyne, a rocket fuel composed of 60 percent unsymmetrical dimethylhydrazine and 40 percent diethylenetriamine. Hydyne was used for the first stage of America's first successful satellite launch, Explorer 1, in 1958. Throughout her life, Morgan did not receive much credit for her accomplishments. At her funeral, a former coworker told Morgan's son that his mother had single-handedly saved America's space program. George Morgan, a playwright, went on to write a play and a book about his mother. (Photo credit: George Morgan, CC BY 3.0)

Reproduced from www.facebook.com/PhysicsToday, with the permission of the American Institute of Physics.

FARGO AIRSHO



Hector International Airport | www.fargoairsho.com

FARGO AIRSHO SPONSORED BY RAD AEROSPORTS

U.S. NAVY

Blue Angels



FEATURING BRIAN KESSELRING FLYING THE SUPER HORNET!

Brian is a Fargo South High and Concordia College graduate. He is the Blue Angels commanding officer and the team's flight leader. Brian will lead the team during its 75th anniversary season in 2021 and will oversee the historic transition from flying the F/A-18 Hornet to the Super Hornet. It will mark the first time in 35 years the Blue Angels have changed aircraft.



For ticket information: www.fargoairsho.com • 701-293-8043

**TWO FULL DAYS OF THRILLS AND EXCITEMENT
Saturday & Sunday, July 24 & 25, 2021**

Blue Angels Commander

Brian C. Kesselring is a native of Fargo, North Dakota. He graduated from Concordia College, MN, where he earned a Bachelor of Arts undergraduate degree with majors in Physics, Mathematics, and Business while also competing in basketball and track & field. Upon graduation, Brian attended Officer Candidate School in Pensacola, Florida, where he earned his commission as an Ensign in the U.S. Navy in March 2001. Brian was designated a Naval Aviator in August 2003, and received orders to the “Gladiators” of Strike Fighter Squadron (VFA) 106 at Naval Air Station (NAS) Oceana, Virginia, for F/A-18C Hornet training. His first fleet assignment was as a member of the “Gunslingers” of VFA-105, where he flew the F/A-18C and F/A-18E and completed two combat deployments aboard USS Harry S. Truman (CVN 75) in support of Operation Iraqi Freedom. He was then selected to attend the Navy Fighter Weapons School (TOPGUN), where he remained as a staff instructor from 2008-2011. Upon completing his tour at TOPGUN, Brian reported to the “Tophatters” of VFA-14 at NAS Lemoore, California, where he served as the Training Officer and deployed aboard USS John C. Stennis (CVN 74) in support of Operation New Dawn and Operation Enduring Freedom. Following his Training Officer tour, Brian reported to the “Tomcatters” of VFA-31 as a Department Head, where he deployed aboard the USS George H.W. Bush (CVN 77) in support of Operation Enduring Freedom and Operation Inherent Resolve. During his tour with the “Tomcatters,” he was honored to receive the “LCDR Michael Longhardt” award for superior leadership. Brian then received orders to Carrier Air Wing One as Assistant Operations Officer where he deployed aboard the USS Theodore Roosevelt (CVN 71) in support of Operation Inherent Resolve. Following this tour, Brian reported to the Naval War College earning a Master of Arts in National Security Strategy, while participating



CDR BRIAN C. KESSELRING | USN // Flight Leader /
Commanding Officer Commander

in the Halsey Advanced Research Program. Brian was then assigned as the Executive Officer of the “Sunliners” of VFA-81 in March 2017, subsequently assuming Command in June 2018 and deploying aboard USS Harry S. Truman (CVN 75) in support of Operation Inherent Resolve. While serving as Commanding Officer, the “Sunliners” were honored to receive the Navy’s coveted “Battle Effectiveness” award. Brian joined the Blue Angels in September 2019. He has accumulated more than 3,900 flight hours and has 812 carrier-arrested landings. His decorations include the Meritorious Service Medal, six Strike/Flight Air Medals, three Navy and Marine Corps Commendation Medals, two Navy and Marine Corps Achievement Medals, and various personal, unit and service awards.

Did You Know?

North Dakota’s **Williston Basin International Airport** (XWA) was recently listed in AOPA Pilot magazine as one of the farthest airports in the country. They write “One of the newest airports in the country (2019), this northwest North Dakota airport serves the oil and gas industry as it sits in the center of the Bakken Formation, the largest continuous oil reserve assessed by the U.S. Geological Survey.”

*Want to read about the other far-flung U.S. airports?
Visit www.aopa.org/news-and-media/all-news/2021/march/pilot/destinations-far-flung*



Hey, Students!

*Imagine having
the perfect
career path before
graduation!*

The aviation industry has a spot for YOU!

A rewarding career in aviation doesn't only mean being a pilot...

Register for the **FREE** Fly-ND Career Expo to see what your future could look like in management, air traffic control, weather planning, flight operations, maintenance, engineering, unmanned aircraft systems, space studies and so much more.

FLY-ND

CAREER EXPO

Friday, May 14, 2021

9 AM – 2 PM | Fargo Air Museum

Scholarship Opportunities!

Free Registration at: www.FLY-ND.com/career-expo



FLY-ND Career Expo is part of the ND Aviation Association. Learn more at www.FLY-ND.com

Eternal FLIGHT



Robert "Bob" K. Waller, 84, of Rhame, ND, passed away on April 15, 2021 at the West River Medical Center in Hettinger.

Robert Keith "Bob" Waller was born on March 3, 1937 in Coeur d' Alene, ID, the son of Herbert and Florence (Craig) Waller. As a young boy, Bob lived in several places before moving to Marmarth, ND. He worked for his father at the Waller gas station and helped out on several farms in the Marmarth area. Bob enjoyed working with his father. This was very important to him and his family as they allowed him to stop school to work alongside of his father doing auto maintenance, auto body work and farming. He shared many stories of his family, their travels and living together. Bob enlisted into the United States Army National Guard in 1958 and proudly served his country until his honorable discharge in 1964. Later in life, Bob and his family sold their Marmarth home and business and moved to Rhame where he would open up Wallers Service Station. Bob began and developed "Custom Harvesting" to Wallers Service taking him too many states during harvest season. Bob was also a contract pumper in the local oilfields

for several years. Bob was united in marriage to Linda Kathryn Crews in Winterhaven, CA on June 24, 1964. To this union four children were born; Jeanette, Jared, Jacinda and Jacalyn. Bob and his family continued to live in Rhame while running the service station. Bob had a passion for flying and was a very accomplished pilot. He would fly Civil Air Patrol or air and ground emergencies to help ranchers locate holes in the snow with steam rising out of them to find their buried cow herds. He enjoyed many things throughout his life from rebuilding combines and farm machinery, attending car and air shows, breeding Arabian horses and German Shepard dogs. He loved planting gardens from seeds in his greenhouse, planting flowers and even making flowerpots for the community of Rhame. He also bladed roads for the county and townships. He sold Winchester rifles and enjoyed hunting and fishing. Bob even traveled to Mexico and Canada for some of his fishing and hunting adventures. Bob will be missed by his many friends and his family.



North Dakota Aviation Association

It's more than a new heading on the *FLY-ND Quarterly* and a new name.

We are proud to showcase our new logo and programs to better serve our members. See membership details on page



Formerly ND
Aviation Council

Become a member today at...

FLY-ND

New
Website

www.FLY-ND.com

Formerly
UMAS

FLY-ND
SCHOLARSHIPS

FLY-ND
CAREER EXPO

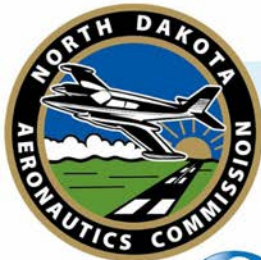
FLY-ND
QUARTERLY

FLY-ND
CONFERENCE

2021 Fly-ND Conference Recap

Thank you to all the participants and sponsors for participating in the annual 2021 Fly-ND Conference. Please know that your participation makes a huge difference to our organization. Your participation and contribution helps support our aviation education programs, publications, scholarships, preservation of the past through the Hall of Fame program, continued advancement of the industry, and investment in the future leaders in the industry. We appreciate your continued support!

Were you unable to attend the Fly-ND conference? Our wide variety of conference presentations will be available online soon, an NDAA members exclusive! Become a member today for access.



EDUCATION SPONSOR

APPROACH SPONSOR



Thank You 2021 Sponsors

CONTROL TOWER SPONSORS



GROUND CONTROL SPONSORS



MAIN RUNWAY SPONSORS



CROSSWIND SPONSORS



TAILWIND SPONSORS

- Barnes County
- Bowman Airport
- Elliott Aviation
- Fargo Air Museum
- Kindred Davenport
- Steffes

We devote ourselves to delivering the **BEST SOLUTIONS** possible to each individual client—**whatever it takes.**

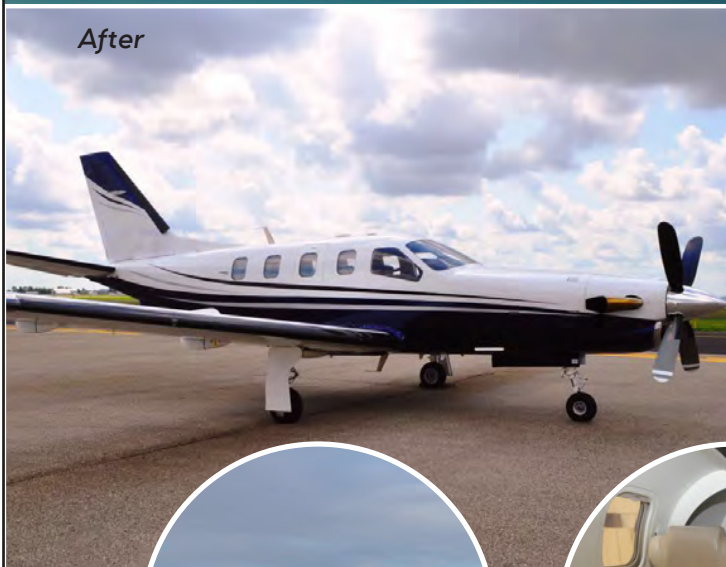
Bolton-Menk.com



BOLTON & MENK

Real People. Real Solutions.





***With 30+ years of experience refurbishing aircraft of all sizes,
we can help bring new life to your airplane.***

PAINT SERVICES

- + Exterior Scheme Design
- + Paint Refurbishment
- + New Striping
- + Stripe Color Redesign
- + Registration Number Changes
- + Post Maintenance Care

INTERIOR SERVICES

- + Re-Foam + Re-Cover Seats, Divans
- + Customized Side Walls, Bulkheads
- + Seatbelt Rewebbing
- + Carpeting, Vinyl Flooring, Runners
- + Sound Insulation Kits
- + Custom Embroidery

Dave Utsch dutsch@flypremierjet.com | +1 (952) 697-3170



North Dakota Aviation Association
P.O. Box 5020
Bismarck, ND 58502-5020

PRSRD STD
US POSTAGE
PAID
UNITED PRINTING

CALENDAR *of* EVENTS

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

May 2021

Fly-ND Career Expo — May 14, Fargo Air Museum
Mandan Movie Night — May 22, Y19 Mandan, ND

June 2021

Milnor Fly-In Breakfast — Jun 05, 4R6 Milnor, ND
Author's, Artists, and Airplanes — June 12, Dakota Territory
Air Museum Minot, ND
Wishek Fly-In Breakfast — June 12, 6L5 Wishek, ND
Mandan Fly-In — June 13, Y19 Mandan, ND
Valley City Fly-In — June 19, KBAC Valley City, ND
Garrison Fly-In Breakfast — June 20, D05 Garrison, ND
Kulm Fly-In Breakfast — Jun 26, D03 Kulm, ND
New Town Fly-In — June 26, 05D New Town, ND
Killdeer Fly-In — June 26, 9Y1 Killdeer, ND
Enderlin Fly-In Breakfast — June 27, 5N4 Enderlin, ND

July 2021

Wings and Wheels — Jul 14, Dakota Territory Air Museum
Minot, ND
Stanley Fly-In — Jul 17, 08D Stanley, ND

Fargo AirSho — July 24-25, Fargo Airport. Featuring the U.S. Navy
Blue Angels

August 2021

DTAM Fly-In and Patriotic Celebration — Aug 14, Dakota
Territory Air Museum Patriotic Celebration of the 80th
anniversary of Pearl Harbor and the end of WWII in the pacific
Fly-ND Summerfest Fly-In — Aug 19, 5C8 Washburn
Kulm Fly-In Supper — Aug 21, D03 Kulm, ND

September 2021

Hettinger Fly-in Breakfast — Sept 11, KHEI Hettinger, ND
Enderlin Fly-In Breakfast — Sept 19, 5N4 Enderlin, ND
Women Wings and Wine — Sept 25 to Oct 25, Dakota Territory
Air Museum. Celebrate the contributions of women in aviation
past and present

October 2021

2021 UAS Summit & Expo — Oct 13 to Oct 14, Grand Forks
Night at the Museum Hangar Dance — Oct 23, Dakota Territory
Air Museum. Food, Music, Silent Auction, Dancing and More