





The official publication of the North Dakota Aviation Association

FLY-ND Quarterly Editorial Committee

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From the Editor

My two-year-old son was born a week before the pandemic began in 2020; he has never known life without masks and social distancing. As he's grown, aircraft

spotting has become one of his favorite activities. He can hear one coming from a mile away and will run to the window or outside, loudly announcing "air-pane!" or "hewi-copter!" He even waves hello as they fly overhead. As summer approaches, I am eagerly anticipating the opportunity to take him to our local fly-in and airshow, in hopes that his interest in aviation will continue to grow.

As we begin to find our new normal in our daily lives and in our aviation community, I encourage you to discover ways to reconnect with friends and share your passion for aviation. As the weather warms up, head to the airport and dust off your aircraft. Or check out our lengthy calendar of events and make plans to attend your local fly-ins, Fly-ND Summerfest, or even EAA AirVenture Oshkosh. And whatever you decide to do, don't forget to bring along a friend!

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.





Justin Weninger, Chairman North Dakota Aviation Associaton chairman@fly-nd.com

CHAIRMAN'S COMMENTS

On March 6-8, 2022, the North Dakota Aviation Association (NDAA) held its

annual Fly-ND Conference in Fargo, ND. This was the return to the in-person format, after the virtual event held the year prior. It was great to again bring all of us together and enjoy each other's company and camaraderie.

The conference started with a fun Ice Breaker Social at the Fargo Air Museum, which included the induction of this year's Passport Award Winners. We had a number of great presenters throughout Monday and Tuesday, with many notable sessions. Monday night was the Exhibitor Night, with a number of fun door prizes given out, including a Garmin Watch donated by Garmin.

On Tuesday night, we held the Hall of Fame Banquet at the Fargo Air Museum, which was a departure from typically holding it at the conference hall. This was a fun venue to hear and share the stories of the night; the event was emceed by local television personality, Dan Michaels. We congratulated Grand Forks International Airport as the 2022 Commercial Airport of the Year, and Hillsboro Municipal Airport as the 2022 General Aviation Airport of the year. The North Dakota Professional Aviation Maintenance Association

(PAMA) handed out a number of scholarships to student winners. Vance Emerson, from the FAA, was in attendance to hand out three diamond maintenance awards, as well as the Charles Taylor Award and the Master Pilot Award, both to Rich Altendorf.

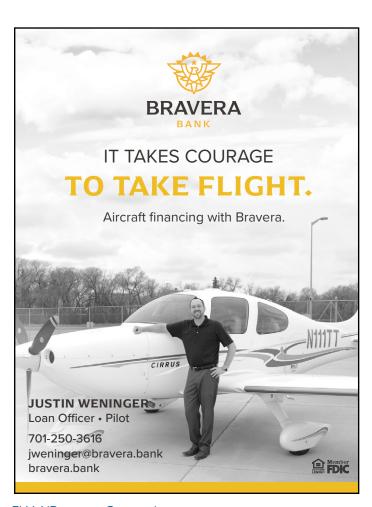
The main event of the evening was to welcome Leo Jostad into the North Dakota Aviation Hall of Fame. We were treated to the showing of Leo's Hall of Fame video, and then an interview of Leo by Dan Michaels. This was truly an inspirational evening watching Leo's dedication to aviation.



Kyle Wanner with the ND Aeronautics Commission congratulating Leo Jostad on his induction into the ND Aviation Hall of Fame.

Congratulations again to Leo on his selection.

It was great to see and talk to all of you again in person, and I cannot wait to see you all in Bismarck next year!







SUMMERFEST

PIGEONS AND EAGLES August 19 • XWA • Williston, ND

Save the Date for Summerfest and the Williston Air Show

- Sporting Clay Shoot, Golf Event and Social
- Celebrate summer and aviation through networking and meetings!
- Raise money for scholarships

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Enjoy local food vendors and family-friendly activities before taking your eyes to the sky with world renowned airshow performers!

Learn more about the Williston Airshow at flywilliston.net/airshow.php



RAD Aerosports Jet Waco



YAK 110



North Valley Aircraft - Jarrod Lindeman



North Valley Aircraft - Paul Lindeman



Dakota Territory Air Museum P-47



Historic Flight Foundation B-25

Learn more about the Williston Airshow at flywilliston.net/airshow.php

BRING YOUR TENT

Camping on the airport!

Fly-in the night before and pilots can camp in a tent under the wing of their airplane.



Learn more and watch for registration at www.fly-nd.com

Online registration. Contact Stacy at stacy@scand.com or 701-426-2725 with any questions.



9 AM - 2 PM | Fargo, ND Dakota Territory Air Museum Scholarship Opportunities!

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







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



Aviation Brings People Together

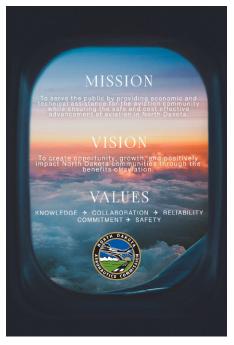
If there was a lesson to be learned over the events of the past two years, I would contend that many of us have come to realize the incredible importance and value of human interactions and real-life experiences, all of which aviation helps to provide to us. Aviation brings people together.

I have been asked many times, particularly in the initial stages of the pandemic, if aviation would ever see a full comeback, due to the virtual capabilities now available for both personal and business interactions. My response has always been the same: though virtual technology has incredible benefits and uses, it doesn't and never will (in my opinion) replace the tangible value that is provided from in-person connections and an exposure to new adventures and

opportunities. Positive experiences and relationships are also imperative for strong emotional and mental health. Those who escape into the "metaverse" will always be missing out from the benefits of cultivating meaningful relationships and embarking on impactful adventures. Stated another way, the benefits that aviation is designed to provide for people has never been more valuable.

Our goal at the state level of government is to work with all of you to grow and improve the standard of living within our communities by enhancing access to the world of aviation. Here at the North Dakota Aeronautics Commission (NDAC), we believe in working with and empowering our local community leaders to make informed decisions that have positive impacts on aviation. The public-use airport facilities around the state of North Dakota (all 89 of them) are your airports, and we are excited to partner with our local groups to help ensure that they have the support that they need to continue to grow, maintain, and advocate for those facilities.

Local leadership and advocacy efforts are also critical to ensure the success of an airport. I can assure you that the most successful facilities around the state are the ones with active community leaders that understand and appreciate the benefits that aviation provides. If you are looking for ways to get involved within your airport community, there are opportunities aplenty. Whether it's through local volunteer efforts, serving on an airport authority, or joining a statewide



aviation advocacy group such as the North Dakota Aviation Association, there are many ways to help support aviation on a local level.

An important event that occurs each spring that allows free flowing ideas and networking opportunities in the field of aviation is our "Fly North Dakota" aviation conference. I want to personally thank everyone that came to participate in the event this past spring, as it was a great feeling to once again participate in a large in-person venue that gathered aviators from all areas of the state to discuss current and future aviation related issues. At the conference, we were also able to recognize 17 individuals that have made achievements in the "Fly North Dakota Airports" Passport Program, induct Leo Jostad into the North Dakota Aviation Hall

of Fame, and provide multiple other awards for excellence in aviation that are showcased in this issue of the *Fly-ND Quarterly*.

I also want to mention that the NDAC staff recently met to discuss and vote on our team values. If you ever have the opportunity to work with us, we hope that you are able to experience and see these attributes continually at work for aviation in North Dakota. The values that are integral to our team include: knowledge, collaboration, reliability, commitment, and safety. We are also excited to get out of the office this summer to conduct airport site visits and to learn more about the challenges and opportunities that are faced by the aviation community. Please contact us if you are interested in meeting with us or inviting us to your airport, business, or community for a visit.

Lastly, I am also excited to see multiple fly-in's being planned throughout the state over the next few months as aviation is further utilized to bring people together. Be sure to check out the upcoming aviation events page on our website at aero.nd.gov and please let us know if you have an activity that you would like us to list on this page as well.

We are truly fortunate to have an incredible aviation community in North Dakota. During the next few months, I hope you are able to have a safe and enjoyable experience, as you take in everything that our great state has to offer.

Wishing you smooth flying, Kyle

NDAA Executive Director's Note

Spring Has Sprung!

By The Staiger Consulting Group

This time of year always brings renewed optimism and excitement for me. The windows are open, the kids are outside until the last possible moment before bedtime, and I'm cleaning and organizing like crazy. With each new season, I always appreciate and reflect on how far I've come and how things transition with the changing of the seasons.

We have now had a successful in-person Fly-ND Conference behind us, and meetings and events are returning to normal. I am reflecting on how wonderful it is to be together in person at a conference, at a family gathering, or a sporting event. This year's Fly-ND Conference was held in Fargo, ND, at the Delta Hotel, and I was so excited to be together and interact with so many aviation people throughout the state. The sessions, exhibitors, and events were stellar. The site-committee and board of directors did a great job organizing and planning everything.

One thing I did notice was the in-depth conversations I heard about or was privileged to participate. So many people were engaged and connecting at a deeper level with others in attendance. I'm not sure if you are noticing this too, but I'm seeing it in other places as well. Maybe in our post-pandemic world, we can more easily value the importance of these relationships, seize on, and appreciate the opportunities to be together in the same space. The Fly-ND Conference allowed us to do that and I can't wait to see what our upcoming events hold too.

The NDAA site committee is planning the **August 19, 2022, Fly-ND Summerfest** event, which will be held in conjunction with the airshow in Williston on August 20. The event will be the perfect occasion for fun, networking, and even more interactions with friends and colleagues. Details will be released soon, so mark your calendars and plan to attend. Heck, plan to stay for the weekend!

We are also preparing for the next **Career Expo on October 6, 2022, in Fargo, ND**. This is a great opportunity to connect students and prospective employers in any sector

of the aviation industry. If you haven't had a chance to participate in past Career Expos, I encourage you to start now! There are many ways to participate. Sign up for a free booth and showcase your part of the industry, maybe volunteer to help organize or sponsor the event, or you can contribute



to the scholarship program. We offer several scholarships that still need sponsors. Check out our website for more details: www.fly-nd.com

It's been fascinating to see how much has changed over the past few years and how we can accomplish things differently now. Our eyes have been opened to new ways of doing things and what is possible. We have been challenged to think outside the box, and it will be interesting to see what sticks and what carries forward into the next season for us, both personally and as an organization.

Just as I was working on this article, my cell and internet service mysteriously dropped. After my initial discomfort about being disconnected, I thought to myself, what perfect timing. This is the time to be fully present to what's in front of me and what's most important – like relationships, reaffirming our commitments, and finding our passions. Surprisingly, my disconnection led to more connections. So, welcome back; I look forward to reconnecting with many of you at one of the awesome upcoming Fly-ND events we are planning. I truly hope to see you there!

Stacy & Mike Krumwiede







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



Aviation Opportunities for Teachers

During the Fly-ND Conference in March, I had conversations with a few attendees interested in bringing a high school aviation program to their community. How we can make that happen looks different in each community,

but there are opportunities. Hopefully, you had a chance to attend the session at the conference on this topic; I will briefly summarize some of the opportunities available. It is important to note that all communities are unique and rarely will the process look the same in two communities.

First, no matter how big or small your community is, there are currently opportunities for students in your area to enroll in high school aviation programs. The North Dakota Center for Distance Education offers online aviation courses,

which are available to every student in the state. In addition, the Central Regional Area Career and Technical Center

Are you interested in bringing a high school aviation program to you community?

(CRACTC) offers distance education. The CRACTC's program offers more instructor interaction and opportunities for field trips. This program is not asynchronous, so students do need to enroll during an enrollment period.

Looking beyond a distance education option, if a school is able to bring enough students together to offer a class, there are opportunities for in-person aviation instruction. Though there are other options, one free curriculum seeing a lot of traction nationally is provided by the Aircraft Owners and Pilots Association (AOPA.) This curriculum is designed to be taught by a teacher, who may not have an aviation background, but is excited about aerospace. AOPA has put a lot of time and money into developing this curriculum and I have heard many positive stories about its use.

Finally, the other options: likely the best student experience, but most difficult to establish, is a full Career and Technical Education (CTE) program teaching aviation. This requires some dedicated resources, such as qualified staff and classroom space. There are also some other options for instruction, such as integrating the curriculum into other classes. For instance, an agriculture class may want to teach unmanned aircraft as a part of their precision agriculture curriculum, or an engineering class may teach aeronautics or Unmanned Aircraft Systems (UAS) as a part of their curriculum. There are many resources out there for elementary classes as well. EAA recently released the Aeroeducate Program, specifically for K-8 classrooms.

Regardless of the best fit for your community, I am encouraging any teacher, counselor, administrator, or school board member to consider attending the professional development opportunities available this summer. These seminars will be offered:

June 6-7, 2022, in Grand Forks, ND June 8-9 in Fargo, ND

In the weeks following these seminars, there will be a variety of cities throughout the state concentrating on UAS and drone racing. For more information, contact me and I can provide all of the details about the events and how to register. I look forward to having many more aviation opportunities for our students in the coming years.





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Local pilots honored for completion of Passport Program

Several Minot and area pilots were honored on March 6 with 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 Federal Aviation Administration (FAA) seminars and visiting the two North Dakota air museums.

Thomas Sando and Jeff Darling, both of Williston, were among pilots presented with bronze awards for visiting at least 30 airports and attending one safety seminar. These pilots received a polo shirt embroidered with the ND Flying Legacy logo.

Patrick Haye, Minot, Steven
Jensen, Tioga, Ari Johnson,
Watford City, and Steve Martens,
Stanley, were among pilots to
achieve during 2021 the most
prestigious gold award level
award. They received a leather
flight jacket embroidered with the
ND 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 ND air museums and attending at least three FFA Safety seminars. These pilots join 78 others who have completed the passport program in previous years, making a total of 91 total pilots who have achieved the gold award level to date.

Seventeen pilots from across the state were honored at the March 6 event.

The awards presentation was held at the Fargo Air Museum in Fargo, in conjunction with the N.D. Aviation Association, Fly-ND Conference. Presenting the awards were Kyle Wanner, executive director, and Mike McHugh, Aviation Education coordinator of the ND Aeronautics Commission,

and Justin Weninger of the ND Aviation Association.

The program is sponsored by the ND Department of Commerce's Tourism Division in partnership with the Aeronautics Commission, the Airport Association of ND and the ND Aviation Association.

Reprinted with permission from The Minot Daily News.

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Submitted Photo (L-R) Kyle Wanner, ND Aeronautics Commission; Steve Martens, Stanley; Robert Sprague & Ethan Sprague, both of Courtenay; Bob Simmers, Bismarck; and Justin Weninger, NDAA, are shown at the Fargo Air Museum. Steve Martens, Robert Sprague and Ethan Sprague were among pilots honored for taking part in the "Fly ND Airports" Passport Program.





Did you know that three
men were involved in the invention

and development of the first powered airplane? You likely are familiar with the Wright brothers, but you may not know of

Charles E. "Charlie" Taylor. If it hadn't been for Charlie, the first powered airplane would never have left the ground. Charlie Taylor is credited with designing and building the engine for the first successful aircraft. He proved to history that pilot's can't fly without their mechanics. Here in Charlie's Corner, we share stories and advice from local aviation maintenance technicians.

If you would like to share your maintenance knowledge or a funny story, send an email to editor@fly-nd.com.

First Flight of the Spring From a Mechanic's Perspective
There are a lot of pilots who consider themselves "fair
weather" pilots and avoid flying a lot in the winter, myself
included. Once spring comes around, though, the itch comes
back and it is time to start flying again. For these pilots, this
means their airplanes have been sitting relatively untouched
during the winter. These planes should be thoroughly
checked over prior to the first spring flight. There are routine
areas that should get special attention, outside of a typical
preflight inspection, whenever a plane has not been used for
a few months.

One of the most important items to look at is the battery. Always make sure the battery is fully charged prior to attempting to start the airplane. If the battery is fully charged, make sure the engine cranks over strongly when starting the engine. If the starter seems weak when turned, it could be a sign that the battery no longer has the required capacity. Just because the engine starts, doesn't mean the battery isn't weak. You don't want to find yourself in a situation where you lose electrical power. Aircraft are certificated to go a certain amount of time on battery power alone, in the event that the charging system fails. If the battery isn't charged to required capacity, there won't be enough time to run avionics, lights, or other electrical systems. If you are mechanically inclined, I recommend accessing the battery and checking electrolyte levels. This should be done after the battery has a full charge. If levels are low, then the battery should be serviced with distilled water. If this isn't something you feel comfortable doing, you can always ask a mechanic to help or have them walk you through how to do it yourself. Servicing a battery does fall under preventative maintenance in 14 CFR part 43.

Tires are another important area to look over after a long winter. Over the course of time, tire pressure will most likely go down. You'll want to make sure to inflate your tires to the recommended pressure in the Pilot's Operating Handbook (POH.) Failure to do so may result in tires going flat and potentially damaging the wheels, which can get very expensive to repair. While servicing tires, it is always a good idea to look over their condition. Tires on aircraft that

don't get used very frequently can develop dry rot. If you start to see significant cracking in a tire then you may want to consider replacing it. If you see a tire's cords showing anywhere on the tire, then it is no longer airworthy and must be replaced.

While crawling around on the ground inspecting the tires, it is a good idea to also pay attention to the brakes. North Dakota winters play havoc on o-rings. The extreme cold can make them shrink and lose their seal. This causes brake fluid to leak out of the caliper. Look for red fluid puddles underneath or stickiness at the bottom of the calipers. If you see any of these tell-tale signs, the o-rings on the caliper's pistons must be replaced. It is a good idea to check the fluid level in the brake reservoir(s) as well. If you don't know where to look, call a mechanic and ask them how to check the level. It is usually a simple process.

Fuel is another consideration if the plane has been sitting for a while, especially if the plane is not kept in a hangar. Fortunately, 100LL fuel can last a very long time sitting in storage, but it is necessary to look for water in the fuel. Make sure to sump the tanks during preflight. This should really be done before the first flight of the day, no matter how often the plane is used, but especially after the plane has sat for a while. Having the engine ingest a slug of water on departure is not most people's idea of fun, because it will make the engine stumble or die. However, it is possible that the slug of water in the tank will take some time to make it to the engine, so you might have a perfectly acceptable run up prior to having engine troubles caused from water. This is why you should always check the fuel.

If the plane has been on the ramp and exposed to the weather, take time to inspect the flight controls really well. Nasty winds and harsh weather can easily damage flight control surfaces if they aren't secured properly. Pay attention to hinge cutouts and "stops." If the flight controls have gone beyond their intended travels, they will bend the stops and most likely bend and/or crack the skin around the hinge cutouts, leading to a potential structural failure or an out-of-rig condition.

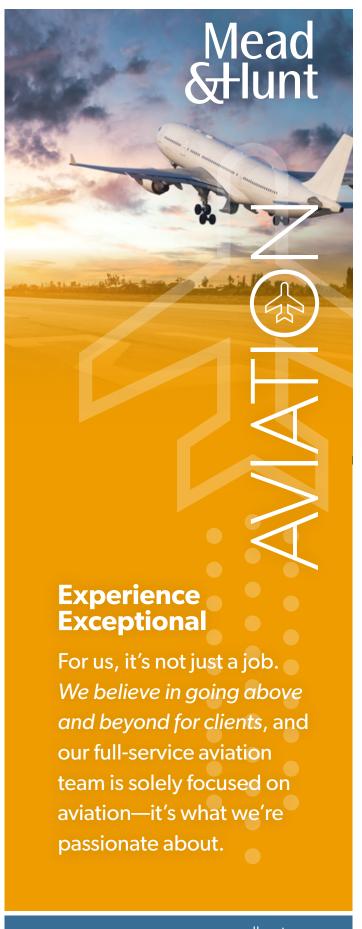
Finally, during preflight, spend a little extra time looking in

the engine compartment or any other area that animals or insects can burrow into. Mice can do real damage when they make it into the inner workings of an airplane. It is not only inconvenient to have to clean up and smell the mess animals make, it can also be dangerous. Leaving the situation without cleaning up properly can cause significant corrosion. Mice or bird's nests are also a fire hazard. Make sure nothing has been spending the winter in the warmth of your engine compartment on its cylinder fins or anywhere around the exhaust system.

Keep all of these things in mind when next fall comes around. It is smart to remove a battery from the airplane and keep it in a warm location throughout the winter, and make sure the battery stays charged while it is in storage. Also, ensure the fuel cap o-rings are in good condition and are not cracked. Invest in cowl plugs, or make your own, to plug your cowling inlets. Install a pitot tube cover to prevent debris or bugs from getting into the tube. Secure the flight controls, perhaps by installing a flight control lock on the outside of the airplane. Place mouse traps in the plane. Taking these extra steps to prepare aircraft for winter can save a lot of time and money come spring.

- Erik Peterson, President of the North Dakota Professional Aviation Maintenance Association (PAMA)





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Thank you for your support!



AAND 2022 Fly-ND Conference Recap

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

The 2022 FLY-ND Conference was held March 6-8, 2022, at the Fargo Delta Marriott hotel. It was awesome to be back in person and the event was a great success. I would like to provide a recap of the conference news and actions relative to the Airport Association of North Dakota (AAND).

Every year at our annual AAND Business Meeting, we elect Officers (President, Vice-President, and Secretary/ Treasurer) and five District Directors who, along with the Past President, serve as the Board of AAND. This year, we made a conscious effort to bring balance to the Board with more representation from our General Aviation (GA) airports. I am happy to report we have two new members on our Board and both of them are from GA airports – we welcome Mike Nehring of Mohall and Andy Tibert of Grafton. Our new Board members are as follows:

Ryan Riesinger, President, Grand Forks (I)
Anthony Dudas, Vice-President, Williston (I)
Jordan Dahl, Secretary/Treasurer, Fargo (I)
Matthew Remynse, Past President, Bismarck (I)
Mike Nehring, District 1, Mohall
Maria Romanick, District 2, Minot (I)
Andy Tibert, District 3, Grafton
Ron Lundquist, District 4, Kindred (I)
Kelly Braun, District 5, Dickinson (I)

It was also discussed how important it is for airports of all sizes to join AAND, engage, attend the conference and activities, participate in legislative action items, and be a part of the discussion. We had separate Roundtable discussion meetings for Commercial Service and GA airports – this worked well and will be continued at future conferences, to foster conversation and sharing of best practices. Together, we have had many successes legislatively and in advancing important projects and promoting aviation. If you have not already paid your 2022 AAND dues, invoices will be going out soon. Please consider joining, so we can make the Association even stronger.



AAND members voted to continue sponsoring the Gerald K. Olson Memorial Scholarship



in the amount of \$1,500. This scholarship is awarded to a current University of North Dakota Airport Management student and is a wonderful way to remember Jerry.

We also awarded \$1,000 for an educational Airport Lighting Maintenance Seminar, to be held in Grand Forks in September 2022. We know sending personnel to far-away training seminars can be expensive, so AAND has been supporting in-state training classes, like this one, for several years. I encourage you to have a member who performs maintenance at your airport attend this seminar.

Thank you to the 2022 Fly-ND Conference Site Selection Committee, the ND Aviation Association, and all sponsors and attendees who made the Conference a great success!

Keep 'em flying!



Fly-ND Conference Photo Gallery

We kicked off the 2022 NDAA Fly-ND conference with the Icebreaker reception and passport awards held at the Fargo Air Museum.





Congratulations to the **Hillsboro Municipal Airport** on
the 2022 General Aviation Airport of the Year Award!



Congratulations to
Trevor Bartelt on being
awarded Bismarck and
Mandan Aero Center/
ND PAMA Scholarships!
Scholarships were
presented by Rod
Brekken on behalf of
ND PAMA.



Congratulations to **Ethan Sprague** on being awarded the UND Aerospace/ND PAMA Scholarships! Scholarships were presented by Rod Brekken on behalf of ND PAMA.



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ENGINEERING, REIMAGINED







Kris Hexom, Lead Avionics Tech, accepting the FAA's Diamond Award for Bismarck Aero Center Congratulations!



Erik Peterson, Lead Maintenance Technician, accepting the FAA's Diamond Award for Mandan Aero Center.

ND Aviation **Hall of Fame Inductees** in attendance at this years banquet. (L-R) Bob Simmers, Bob Miller, Gordy Person, Rod Brekken, Don Larson, Jay B. Lundquist, Leo Jostad, Al Sauter



Congratulation to the **Grand Forks** International Airport on the 2022 Commercial Aviation Airport of the Year Award!



Congratulations to Rich Altendorf on being awarded BOTH the Master Pilot Award and the Charles Taylor Award from the FAA. The award was presented by Vance Emerson with the FAA



Congratulations to Dan Kasowski with UND Aerospace on the FAA's Diamond Award!

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Whew! That was Lucky!









By Ron Lundquist

Let me ask you a little-off-the wall question: have you ever been really lucky in aviation? I mean *really* lucky? I'll share a story to illustrate what I mean.

Around 1995, I was working as a crop duster. A farmer had dropped off a map of a field with assurance that all obstacles had been accounted for. I loaded up later that morning and headed to the field. I dropped down on the field and was about halfway across, when I got a feeling that something was wrong. The plane was running fine, the air was smooth, but something didn't seem right. I pulled on the spray handle, shutting off the chemical and tugged back on the stick just in time to see a power line pass below the airplane. Had I continued on with my spray run, I would have certainly hit the wires. Would it have brought the airplane down? I'm not sure, but it sure might have ruined my day!

We can go back through the history of aviation and find these events. Some people that experience them are regular people like you and me, while others are quite well known. Some seem kind of eerie; others sound like luck.

Lindsay Wagner, who was the leading lady in the television show *The Bionic Woman*, suddenly started to feel ill before her flight on American Airlines 191 on May 25, 1979. She decided not to take her flight that day and went home feeling better as she exited the airport. It tragically crashed after takeoff from Chicago, IL, killing everyone aboard.

Denny Fitch was jumpseating on United Airlines 232 which crashed in Sioux City, IA, on July 19, 1989. He came forward and ran the throttles, helping Al Haynes and his crew get the DC-10 to Sioux City. Capt. Haynes said without Fitch, the outcome would have certainly been different. In Denver, prior to the flight, Fitch had passed up an earlier United flight and was leaving from a gate that was a shorter walk than the accident flight. When asked why, he had no idea.

Another personal story: and this is about being *un*lucky! A fellow pilot and I reached our overnight destination years ago and when we picked up our room keys, I got 401 and he got 402. He calmly turned to me and said, "Would you mind trading with me?" I was a little puzzled and responded, "Sure, but why?" He said years ago, he was piloting a Cessna 402 and an electrical fire had started onboard the aircraft. He landed as fast as he could, and exited the airplane to watch it pretty much burn to the ground. Years later, while in the Navy, he had to eject from an aircraft while approaching an aircraft carrier to land. I don't remember the



details but I remember the aircraft number: 402! And lastly, as he sat with his dad who was dying of cancer, he glanced at the clock as his father drew his last breath. The time? You guessed it, exactly 4:02. We switched rooms, as he didn't want to push his luck!

9/11 was a day filled with lucky outcomes. Michael Jackson was supposed to have a meeting at the top of the Twin Towers on the morning of September 11th. He missed it, because he had stayed up until 3:00 a.m. talking to his mom and then overslept.

Actor Mark Wahlberg was supposed to be on American Airlines Flight 11, going to his home in Los Angeles. He and some friends chartered a private plane at the last minute and flew to a film festival in Toronto.

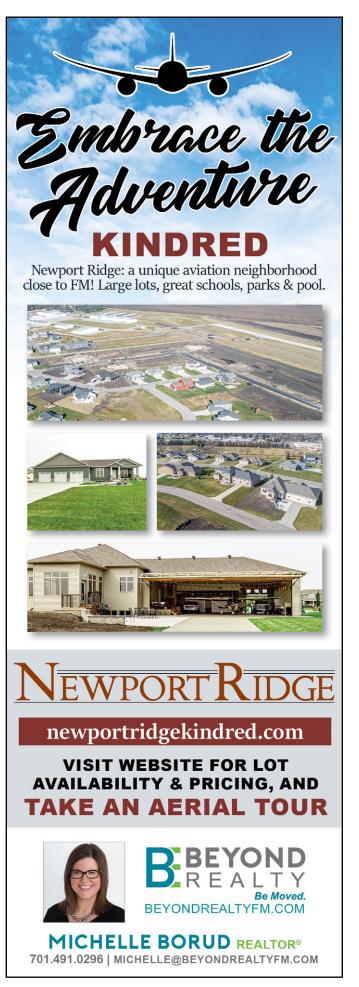
Actor Seth MacFarlane, who also created the Family Guy cartoon, arrived for American Airlines Flight 11 late, after his agent told him the wrong departure time.

Sarah Ferguson, the Duchess of York, had an interview run long on a morning television show that morning, which ended up saving her life. Otherwise, she would have been on the 101st floor of the North Tower working at her charity.

Then we have E Jack Ridout; he got lucky three times. Jack was involved in a car accident in the early 1970's. He survived and was declared physically unfit to serve in the Vietnam War. He also survived the deadliest aviation accident in history, when two 747s (KLM 4805 and Pan Am 1736) ran into each other in fog on the Spanish island of Tenerife. There were 583 deaths and 61 survivors, Ridout being one of them. Lastly, he was supposed to be on Pacific Southwest Airlines Flight 182, which collided with a Cessna over the skies of San Diego. It crashed, killing all aboard. Ridout had been staying in Los Angeles during a heat wave with a friend who didn't have air conditioning. Not being able to stand another night sleeping in the heat, Ridout caught a flight home to San Diego a day early, missing the accident flight.

So are all these instances luck? A premonition perhaps? Or something else? I know I've experienced them multiple times and I bet you have too. Let's be careful out there and here's to having luck on our side!







Dual credit, single purpose: Soaring imaginations

UND's first dual-credit course provides high school students with bird's-eye view of aviation careers.



Students at Red River High School are able to try out flight simulators and learn the basics of aviation by enrolling in Aviation I, an elective long taught by UND Associate Professor Leslie Martin. This semester, UND provided students the opportunity to take the career and technical education course for dual credit – a first for the University. Photo courtesy of Leslie Martin.

Believe it or not, UND isn't the only place in Grand Forks where you can find an "Introduction to Aviation" course.

Just visit Red River High School, where one classroom stands out with its selection of desk-mounted aircraft steering columns and throttle controls.

Since 2014, Associate Professor Leslie Martin has taught aviation year-round at the high school level, in addition to fulfilling her duties as an aviation department faculty member at the John D. Odegard School of Aerospace Sciences.

Until recently, Martin's work between UND and Red River High School was connected in concept only. But this semester, the general aviation course she delivers as a career and technical education elective has developed into UND's first dual-credit course offering – ever.

ever.
 Leslie Martin

 According to Janelle Kilgore, vice
 provost for strategic enrollment management, UND's foray
 into offering college-level academic credit to high school

to do so.

Such approval was granted with the understanding that the University wouldn't offer courses already available from other institutions, such as Lake Region State College in Devils Lake, that have historically offered a variety of dual-credit courses.

students came about with recent approval at the state level

"Aerospace is very specialized to UND, so we're thrilled to offer this dual-credit course," Kilgore said.

She further indicated that other courses are in the works, including one in American Indian Studies. UND is the only university in the state to offer that specific major.

"With Professor Martin already teaching the high school aviation course, it was a relatively easy lift to get that started," Kilgore added. "We're working on the logistics to make sure that students coming to UND for dual-credit have a great experience."

Exploring more pathways for students

At Red River High School, the reason to start offering an aviation class was to expand the career and technical education opportunities available for students – to help them explore and start developing career pathways available in the region and nationwide, said Eric Ripley, executive director for career and technical education at Grand Forks Public Schools.

At the time of creating the course, Bismarck was home to the only other high school delivering an aviation elective in the state, Ripley said.

"We certainly felt that with UND,
Grand Forks Air Force Base and even
partners on the Minnesota side at
Northland Community & Technical
College, the presence of aviation would
make a lot of sense for Grand Forks, too," he said.



Eric Ripley

Surveys showed high student interest for the topic, and soon the search was on for a teacher.

Martin had been teaching professional development classes through UND, showing math and science teachers how to incorporate aviation topics into their classes – not far off from what she'll be doing this summer on behalf of an FAA workforce development grant.

Ripley sat through one of the classes, spoke with Martin about the idea for the elective, and Martin later applied to teach the high school-level course.

"I got the position a couple of weeks before class started," Martin recalled. "It was a bit of a scramble to make sure I had the appropriate teaching license."

Intro to the industry



On a field trip to UND, Martin's students took a spin on the air traffic control simulators. Each year, Martin works to develop field trips and tours that show students what they can do in aviation. Image courtesy of Leslie Martin.

Through the years, Martin has leveraged her connections at UND and in the regional aerospace industry to deliver a well-rounded perspective about aviation as a study, practice and industry. In addition to getting simulator stations set up in her classroom, including a cockpit simulator donated by UND, Martin has also made a point to take her students on field trips each year (pandemic notwithstanding).

"It's a class available to sophomores, juniors and seniors, and my goal is to teach them about all aspects of aviation," she said. "A lot of them come in thinking, 'I want to be a pilot,' which is great, and I do talk a lot about flight training. We practice maneuvers on simulators and talk about principles of flight. But I really just want them to have a fun class where they're learning about the whole industry."

On one recent excursion, Martin took students on a tour of UND's air traffic control simulators and spent two days learning to use the equipment. Another time, the manager of GFK or Grand Forks International Airport spoke to the class about his job and what's involved in running an airport.

Another big field trip that Martin likes to do near the end of the school year involves touring not only the Grand Forks airport, but also facilities near Hillsboro, N.D., along Interstate 29, as well as at Fargo Jet Center and Hector International Airport.

Between various guest speakers and real-world experiences, on top of the everyday curriculum, students get a 360-degree perspective throughout the year-long course.

"In the classroom, I'm also throwing in current events, scholarships, how to get a private pilot's license and how

to look into other career possibilities," Martin said. "It's not about whether they come to UND, or decide to become a pilot. It's just an introduction: 'Here's what the industry is all about."

At the Hillsboro Municipal Airport, touring students saw the inner workings of aircraft maintenance and other operations at the airstrip situated along Interstate 29. Image courtesy of Leslie Martin.



New connections

Red River High School students who wanted to change their "Aviation I" enrollment to dual-credit had the opportunity to do so for the spring semester.

The change has required some restructuring, but Martin noted that Aviation I's content was already on-par with what's covered in UND's Aviation 105 – the introductory course upon which the high school elective is based.

"Since this is so new, everyone is still in the same classroom," Martin said. "They'll all get the same assignments."

Ripley said that the transition to dual credit for the course validates the quality of Grand Forks' career and technical education opportunities for high school students. Partnering with a four-year institution for dual credit is a win-win when it comes to helping students see connections between high school and whatever is next for them, he added, whether that's a degree from UND or another path to post-secondary success.

"Ultimately, I'm a huge believer in these types of agreements," said Ripley of the new partnership with UND.
"I'm appreciative for Professor Martin for delivering the course and for Associate Dean Elizabeth Bjerke, who has been a champion of this effort and has worked at the higher levels to push this through."



Ready for the right space

And as the aviation course further develops, another burgeoning aspect of career and technical education in Grand Forks will change how it and other courses are delivered.

In recent weeks, the Career Impact Academy – a new physical location meant to deliver education experiences to the Grand Forks region – crossed an important milestone, receiving a \$10 million match from the North Dakota Department of Career and Technical Education following a months-long fundraising effort.

According to the Grand Forks Herald, a collaborative partnership between area education, industry and business interests committed nearly \$11 million in financial and inkind contributions, resulting in the maximum state match. Since the formation of the Academy's working group and leadership committees, UND has taken an active role in advancing the project and mapping its eventual programming.

Once the project is completed, the Career Impact Academy will likely be the home for the aviation course currently hosted by Red River High School, Ripley said.

"The current classroom is a former business education room, so it wasn't really designed with aviation in mind," he said. "We're doing the best we can with the space, but our future ability to build the right space with the right design will help raise the profile of the course.

"And with the location just down the street from UND, it's going to be a better space for serving out-of-town students and grow participation. Bringing over a somewhat established program to the Academy, with dual credit on the table, that's huge."

Ripley indicated that all parties are on the same page when it comes to UND offering dual credit courses where it best makes sense – allowing for regional technical colleges to continue their longstanding offerings for high school students.

"This example of aviation showcases that partnering with four-year research institutions can be done where it makes sense and fits," Ripley remarked. "For example, offering an automotive dual-credit course wouldn't make as much sense for UND as it does for Lake Region.

"We want to be strategic in making connections with UND that help our students make educated decisions on their next step after high school."



North Dakota Military Aviator Spotlight

Military aviation is an important part of our state's aviation community. In this spotlight, we highlight some of our local military aviators, who represent North Dakota around the world, and share their stories with you. We thank them for their dedicated service to our country and community.



Our spotlight in this issue features Loren Obrigewitch, a First Sergeant (1SG) in the Army National Guard.

Q: What is your hometown?

I grew up in Beach, ND. I left at 19 to join the Army, and I left active duty in 1999 and joined the North Dakota National Guard (NDNG.) Currently, I live in Dickinson, ND.

Q: What is your job title? What does your work include?

I am a first sergeant of Company A of 1-112th aviation battalion. Most of my career was serving as a Petroleum Supply Specialist refueling aircraft and as a platoon sergeant. I also worked in flight operations for the first couple years in the NDNG.

Q: How many years of service do you have? I have 35 years total, with a little over 12 as active duty army and 23 in the National Guard. I have also been a military-technician at the North Dakota Army Aviation Support Facility since 2007.

Q: What inspired you to join the military? The first time I saw a Memorial Day ceremony, conducted by the ex-GI's, when I was a child in Beach, ND. They provided the 21-gun salute and

gave us kids the brass from their M1 Garands.

Q: What has been the most rewarding part of your job/time in the military?

Working with and training soldiers. Watching them develop their leadership skills and become professionals at their chosen career fields.

Q: What advice do you have for anyone interested in military aviation?

Talk to a recruiter, pick a goal, and pursue it. It can take several tries to get the job you want in Army aviation.



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Nels Lund, Airport Planner North Dakota Aeronautics Commission 701-328-9650 | nlund@nd.gov



2021 Pavement Condition Index (PCI) Study Update

The North Dakota Aeronautics Commission (NDAC) is nearing the completion of our triennial Pavement Condition Index (PCI) Study update, which is completed in partnership with the Federal Aviation Administration (FAA). As part of the study, an online Airport Pavement Management System (APMS) is developed to evaluate the current pavement condition and predict future conditions based on the PCI. The APMS is designed to meet FAA requirements of Advisory Circular No: 150/5380-7B – Airport Pavement Management Program (PMP); however, it is customized with unique features by NDAC and developed by a consultant.

North Dakota comprises 89 public airports, of which 72 are paved and assessed as part of the study. The cumulative area of all airside pavement at these airports

is approximately
60 million square
feet. The current
pavement split by
airport classification
is about 42% for
general aviation and
58% for commercial
service airports.

The APMS uses the PCI information to develop a maintenance program and help 30,000,000 US 25,000,000 15,000,000 10,000 10,

Pavement Condition Index (PCI) Range

2018 vs 2021 Pavement Condition Distribution by Area

identify the most cost-effective method and recommended timing of rehabilitation projects. The program allows the NDAC, FAA, and airport management to plan and budget for the required maintenance needed to extend the service life of existing pavements. The PCI information and maintenance program also provides us with critical information to assist in updating 10-year individual and statewide airport Capital Improvement Plans (CIP).

In the review process of the PCI data, a few trends were noted. One trend was the percentage of asphalt pavements with raveling. Raveling is the dislodging of coarse aggregate on the surface of asphalt pavement. These pavements may show signs of aging and hardening, known as weathering, and result in loss of fine aggregates. Fine aggregate aid in preventing raveling. Together, these distress types may result in the production of Foreign Object Debris (FOD), increasing the potential for aircraft damage. In our region of the country, pavement goes through harsh cold, which is a

significant contributor to aggregate loss. The total pavement area with raveling rose from 44% in 2018 to 55% in 2021. This increase of nearly three million square feet is significant. We continue to work to identify solutions to reduce these impacts and further prevent these distress types from creating systematic issues and maintaining safe pavements.

Some may think airport work in North Dakota is slowing down, due to a significant effort over the last decade to rebuild and expand infrastructure across North Dakota, largely on the state's western side. The fact is that work continues, and project needs have not gone away but instead have shifted or changed. In an unlimited funding scenario, the state's airports would need an estimated \$250 million over the next five years to maintain and rebuild all

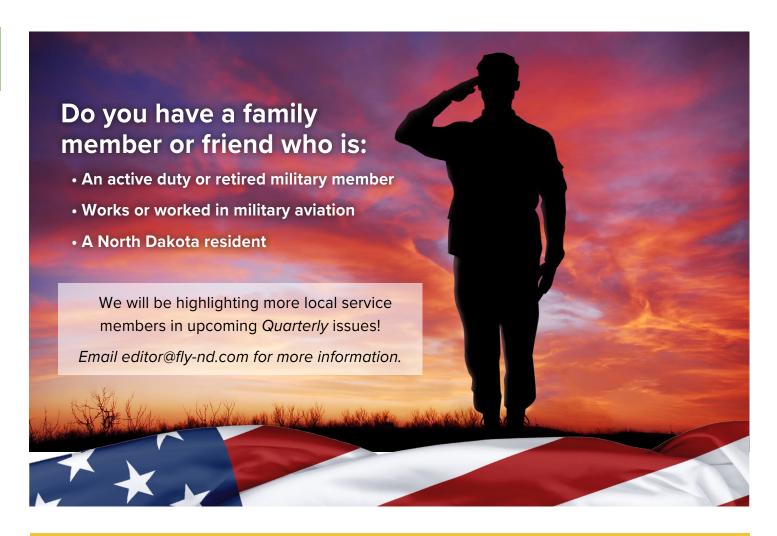
of the pavement projects identified in the PCI study. This does not include other types of projects, such as pavement expansion projects, building projects, or drainage projects. This affirms that the state has an ongoing challenge in prioritizing its

projects within the system.

The included graphic shows the PCI distribution of the 60 million square feet of pavement and the changes in the system that have occurred since the last inspection in 2018. The area-weighted PCI value of the entire airport system is a 77 (on a scale of 0-100), similar to the 2018 and 2015 analyses. Overall, the results show that our state does a great job in maintaining and prioritizing pavement maintenance and rehabilitation. The NDAC will continue to prioritize and emphasize the importance of good shovel-ready projects.

We look forward to working with the FAA and our airports to utilize this data fully and will continue to strive to lead the country and set a strong example through our efforts to preserve and update our airport system.

For more information on the PCI study and to use the interactive database, please visit the following link: https://aero.nd.gov/studies/pavement-condition-index/.





10 Tips for Flying to AirVenture

Read the NOTAM

If the headline for this story was "One Tip for Flying in to AirVenture," this would be it. Some NOTAMS are one or two sentences — ours is 32 pages, and it's an absolutely mandatory read before you fly in. Wittman Field in Oshkosh becomes the busiest airport in the world during the week of AirVenture, and that only works because people follow the rules in the NOTAM. It's available as a download or you can order a printed copy and we'll send it to you for free, as long as you promise to read it.

1. Arrive Before You Get Here If you have a PC-based simulator like Microsoft Flight Simulator X (currently available from Dovetail Games via the Steam marketplace) or X-Plane, you can fly the Fisk arrival, or any of the others, for that matter, before you leave the house. Enhanced scenery packages are available for both platforms, but even out of the box, you'll see important landmarks and can get familiar with the routes. You'll occasionally find prepackaged scenarios, especially on simulators from a company like RedBird, which run on a variant of Microsoft Flight Simulator, that include custom ATC and traffic, but using the

- simulator is more about landmarks and time and distance than it is about what you hear on the radio. If you don't have a sim at home, you can do much the same thing on a platform like Google Earth.
- 2. Learn the Language Once the AirVenture NOTAM goes into effect the Thursday before opening day, you can listen in on arrivals and departures, and even the air show air boss, from anywhere in the world via LiveATC. LiveATC also has some archives available, which, while dated, can still give you a feel for what you'll hear when you get here. YouTube is another great source for ATC audio, with examples like this and this, among hundreds. There are even some unfortunately spectacular examples of what not to do.
- 3. Watch Somebody Else Do It You can hop in the right seat with one of our volunteer pilots and the NOTAM chairman Fred Stadler and take a detailed look at each step of the traditional VFR arrivals as well as a typical VFR departure in this five-part video series. And, once again, YouTube is also a great place to get a pilot's eye view of the arrival procedure, which can go a long way to letting you know what to expect. You can just head to YouTube directly and search for terms like "Oshkosh arrival."



- **4. Go to School** Every year, we present a live webinar that steps you through the AirVenture arrival procedures. These presentations last about an hour, and include time for questions and answers.
- 5. Know Your Numbers This seems like common sense, but you might be surprised. When you arrive at Ripon, the procedure in the NOTAM mandates that you fly at 1,800 feet at a speed of 90 knots (or 2,300 feet and 135 knots for faster aircraft.) This doesn't mean 85 knots or 97 knots it means 90. Know your power settings so that, when the time comes, you can nail your speeds.
- 6. Hit the Dot Here's another one from the common sense file: If your spot or, in our case, dot landing skills aren't up to par, go out and practice. If you need to, get a little extra dual instruction. When you're cleared to land on a given dot, our procedures only work if you do just that. Landing short or floating and touching down a couple of hundred feet past the dot can cause all kinds of separation problems.
- 7. Bring a Friend Just make sure it's the right kind of friend, the kind you trust to help provide you with an extra set of eyes and ears to watch for traffic, listen to ATC, etc. The kind of friend who's flown in to AirVenture before is a bonus. If you bring the kind of friend who's loud and distracting, brief them thoroughly and firmly before you leave so that they know when it's time to be quiet.
- 8. Check on Parking While we're always committed to accommodating all of our visitors, sometimes being the busiest airport in the world can mean some temporary parking delays. You can check our parking status and get other updates on field conditions here.
- 9. Tie a Knot If your airplane is hangared full time, you might be a little out of practice when it comes to using tie downs. Take a minute to practice, and, while you're at it, check out your tie downs themselves. If they don't look like they're up to the task, you can build your own. Find instructions, as well as some tips on knots, rope types, and all other things tie-down-related here.
- 10. Save Money Along the Way FBOs and airport managers all across the U.S. offer everything from free snacks and discounted ramp fees to courtesy cars and fuel discounts to pilots heading to AirVenture. Before you set off for Oshkosh, check out our list of special offers that might be available along your route.

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Venturing to the World's Largest Annual Fly-In

Are you interested in flying to EAA AirVenture Oshkosh this summer? Here are some tips to make your journey a success!

EAA AirVenture Oshkosh is July 25-31, and pilots from everywhere are already making their preparations to fly to Oshkosh for the world's largest annual fly-in convention. An important part of those preparations is fully reading and understanding the Notice to Air Missions (NOTAM, formerly Notice to Airmen) for AirVenture.

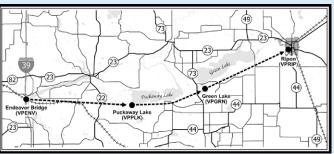
In May, the NOTAM will be available for download via the EAA website – just go to the "Flying In" area of EAA.org/AirVenture. Along with the 32-page NOTAM available for download as a PDF document, EAA's webpage includes videos that fly the Fisk approach, including the transition points used prior to arrival at Wittman Regional Airport.

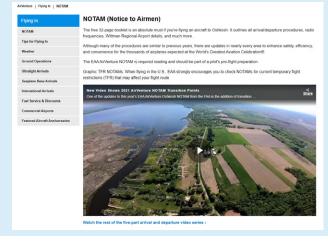
Also available are tips for flying into major fly-ins, supplied by the National Transportation Safety Board, and FAA's graphic NOTAM/TFR website that shows other areas that may affect your flight to Oshkosh.

The Oshkosh NOTAM is a required part of a pilot's AirVenture preparation and should be fully understood prior to departure for the event.

Other recommendations for flying to Oshkosh, along with all other AirVenture information, is continually updated at EAA.org/AirVenture. Courtesy of Dick Knapinski, EAA Communications







Eternal FLIGHT



Duane Rau, Medina, ND, passed away March 8, 2022. Duane was born February 22, 1929, to Christ and Clara (Bader) Rau.

Duane was born on the farm southeast of Medina, ND, and attended rural grade school with his six siblings. He attended and graduated from Medina High School in

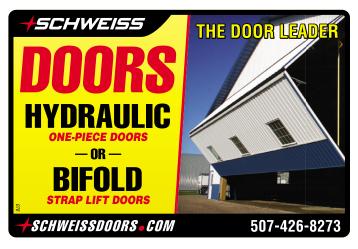
1946. After high school, Duane farmed and was a partner in Rau Construction.

Duane married Arlys Leopold in June of 1949. Arlys passed away in January of 1950.

Duane attended North Dakota Agricultural College, which later became North Dakota State University. When the Korean War started, Duane volunteered to serve in the U.S. Air Force. During the Korean War, Duane flew 100 reconnaissance combat missions with the first operational jet fighter, the F-80 Shooting Star. During this time he received, among other citations, the Distinguished Flying Cross.

While in the Air Force, Duane married Margaret Jean (Jeanne) Nygaard in May 1952. After his discharge from the service, they made their home on the farm southeast of Medina that his grandfather homesteaded in 1909. Together they had one daughter and three sons. Jeanne passed away on January 12, 2016. He farmed together with his brother and later with his three sons and eventually with grandson Matthew Rau.

Duane loved his country, state, and the community he lived in. He was active in the Medina Lions Club and Medina American Legion, where he was a member for over 60 years,



and many other community and state organizations. He owned the Medina Café and the Medina General Store for a time because "people need a place to go" in the community. Duane served in the North Dakota House of Representatives from 1973 through 1978. Duane was a life-long member of the Medina Zion UCC Church.

Duane had a passion for helping people and enjoyed seeing others be successful. He was very knowledgeable about many aircraft and did aerial crop spraying for many years. He loved farming, being actively involved in the farm until he was 90 years old and lived on the farm until he passed away.

Duane was preceded in death by his wife, sisters Lenora Job and Jean Antonovich, and great-granddaughter Anna Grace Hofmann.

He is survived by daughter, Carol (Ron) Enger, Mayville, ND; sons, Bruce (Ardella), Brian (Ellen), Neal (Tamara), all Medina; siblings Vernon Bader of Medina, Ardella Bader of Minot, Cherry Moser of Medina, Donna Dikoff of Medina, six grandchildren and six great-grandchildren.







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

CALENDAR of EVENTS

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

May 2022

Jamestown Airport Fly-In — May 07 KJMS Jamestown, ND

June 2022

Wishek Fly-In — Jun 10 to Jun 11 Wishek, ND (6L5) Enjoy a weekend in Wishek

New Town Fly-In — Jun 18 05D New Town, ND

Barnes County Fly-In — Jun 18 KBAC Valley City, ND

Killdeer Fly-In — Jun 18 Killdeer, ND

Bowman Fly-In an d Poker Run — Jun 18 KBWW Bowman, ND

Garrison Fly-In Breakfast — Jun 19 D05 Serving breakfast from 8:30 am to 1 pm.

DTAM - The Forgotten War - Korea — Jun 25 Dakota Territory Air Museum Minot, ND

July 2022

Watford City Fly-In — Jul 16 S25 Watford City, ND Grand Opening and Poker Run

Wings & Wheels — Jul 20 Dakota Territory Air Museum Minot, ND

August 2022

Sweepstakes Drawing — Aug 13 Dakota Territory Air Museum, Minot, ND

SummerFest — Aug 19 XWA Williston, ND

2022 Williston Airshow — Aug 20 Williston Basin Intl Airport (XWA) 2022 Williston Airshow

September 2022

Women and Wine — Sep 14 Dakota Territory Air Museum, Minot, ND

Harvey Fly-In — Sep 24 Harvey, ND (5H4) Fly-In Pancake Breakfast & Airplane Auction Breakfast at 8 am - Aircraft Related Items Sell at 10 am by ZBS Auctioneers

October 2022

Fly-ND Career Fest — October 6, Fargo Air Museum

Night at the Museum Hangar Dance — Oct 22 Dakota Territory Air Museum Minot, ND