

NORTH DAKOTA

NORTH DAKOTA  
AVIATION QUARTERLY **30** Years

# Aviation QUARTERLY

Vol. 30 • Issue 3

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Summer 2018



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## North Dakota Aviation Quarterly (NDAQ)

NORTH DAKOTA AVIATION QUARTERLY **30 Years**

Official Publication of the North Dakota Aviation Council

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North Dakota Aviation Quarterly • P.O. Box 5020 • Bismarck, ND 58502-5020  
ND Aviation Quarterly is published four times a year (winter, spring, summer and fall).

Advertising deadline is the 1st of the preceding month.

Advertising Contact: 701-328-9653 • [ndaviation@yahoo.com](mailto:ndaviation@yahoo.com) • [www.ndacaero.com](http://www.ndacaero.com)

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About the Cover: Provided by Duggy Visits Wishek Fly-in (Fly-ins on pages 9-11)



Thanks for opening and reading this issue of the *Quarterly*. If you are reading this, you also have a "Role in Aviation," its theme. Previous editors have strived to take this publication to new heights, even winning a national award under Kris Magstadt's tenure. An editorial committee, rather than an individual editor, is currently assuming responsibility to ensure you receive quality content. Using a board, rather than an individual, is our current approach to taking the next step and improving the *Aviation Quarterly* even more.

This board is made up of volunteers, and I encourage you to thank them when you see them at any intersecting taxiway. Having a board to review submissions offers broad input to your publication. We've found an involved and efficient method to our editorial work and hope you have been, and will, enjoy the product.

Thank you, readers, advertisers, and all those with a role in aviation, for being a part of this community. We welcome your thoughts and article submissions to [ndaviation@yahoo.com](mailto:ndaviation@yahoo.com).

Joshua





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

## CHAIRMAN'S COMMENTS

### *My Role in Aviation*

## Serving Others Through my Love for Aviation

I'm coming up on 30 years of "working" in aviation and although my role has changed significantly over the years, my passion for serving others has not.

My first 'job' in aviation was back in the late 70's, a time when Pac-Man and Asteroids ruled the video game market and North Central Airlines merged with Southern Airways to form Republic Airlines. I grew up about half a mile from the Minot airport and I would ride my bike to the airport to hang out with my dad who worked for North Central Airlines at the time. He would let my brothers and me come out in the evenings and drive the tug around before the last flight of the day would arrive. We would also help him clean the airplane, but the pay was peanuts...literally...peanuts. I can still remember sitting in the cockpit of a DC-9 where I had the opportunity to turn the APU off for the night. I think this is where it all started for me.

A few years later, I graduated from cleaning planes for peanuts to washing cars for Jolene Pietsch at Avis. This gave

me an actual reason to hang out at the airport and get paid (real money!) to do it. I didn't know it then, but this job would impact the rest of my life and open the door to a lifelong career and love for aviation. Jolene Pietsch just happened to be married to Warren Pietsch who worked with his family at Pietsch Flying Service. It wasn't long before I started working for Pietsch's and discovered an entirely new part of aviation I had never really thought much about, even though I grew up so close to it and would watch the airplanes fly overhead from my backyard.

Soon, I was flying over my own backyard working on my pilot license. I continued flying when I moved to Fargo in 1991 but really found what I enjoyed the most, and that was serving others through working on the flightline at Fargo Jet Center (FJC). Reflecting on nearly 40 years of my service in aviation, I have had the opportunity to serve a wide range of people from the casual weekend flyers to celebrities and U.S. Presidents and just about everyone in between.

My role as vice president of marketing at FJC has opened opportunities to serve and give back to an industry that has given me so much. I've served on and off the ND Aviation Council for 20 years, served on the National Business Aviation Association's Schedulers & Dispatchers Committee, currently serve on the Fargo Airsho's planning committee, volunteer at the Fargo Air Museum, and serve on an aviation education advisory board for West Fargo's Sheyenne High School aviation class.

As I look back at my own experience of being unaware of such a great industry when I was young, I'm always looking for the next opportunity to share my love of aviation with others in hopes it may spark some interest for them as well.



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North Dakota Aeronautics Commission  
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## DIRECTOR'S Chair

# A Statewide Voice for Aviation



The theme for this final anniversary issue of the *Aviation Quarterly* is "My Role in Aviation." I want to once again thank the Aviation Council and the *Aviation Quarterly*

Editorial Committee for their work in creating a nationally recognized aviation news publication. As we move into its 31st year, I look forward to all future issues that will continue the tradition of spreading excellent information and content to the aviation community throughout the four corners of our great state. As part of our collaboration with the North Dakota Aviation Council, you can find previous editions of the *Aviation Quarterly* on our website: <https://aero.nd.gov/education-programs/aviationpublications>

What is my role as the director of the North Dakota Aeronautics Commission? Chapter 2-05 of North Dakota century code provides a detailed breakdown of the powers and duties of the director and the functions of the state agency, but I'm not going to utilize much article space quoting regulations or describing the many functions and outreach programs that our office provides. I do however want to invite you to explore our website at [www.aero.nd.gov](http://www.aero.nd.gov) if you are interested in finding out more about agency specific programs and functions.

Essentially, our overriding goal at the aeronautics commission is to work to provide the public with a statewide voice for aviation. All of the actions that my staff and I take should move us towards accomplishing our mission:

*To serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost-effective advancement of aviation in North Dakota.*

Overall, our office is constantly working through aviation issues, helping to provide airport infrastructure grant funding, and administering the regulatory framework of aviation laws of the state. The Aeronautics Commission staff does its work with the humility and the acknowledgement that we exist to serve you. Our jobs and our roles exist to serve the public and to help improve the standard of living in our communities through the utilization of aviation. Where we can, we want

to try to ensure that aviation is as safe as possible and that it continues to be utilized as a tool for commercial, business, and recreational use throughout our state.

One of my main roles is to help hold the glue together within our small agency and to work with community and state leaders to promote and develop infrastructure and policies that sustain and grow aviation. I am fortunate to have a great group of individuals to work with and I am proud of the attitude and innovative solutions that our team continues to bring to the table.

As we work together to promote and develop aviation throughout the state; please feel free at any time to stop by our office, send us an e-mail, or give us a call if you have any questions or issues of which we would be able to provide assistance. Our goal is always to make a real difference in people's lives and to continue our work alongside of you in providing a very important statewide voice for aviation.

*Wishing you smooth flying, ~Kyle*

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Mike McHugh, Education Coordinator  
North Dakota Aeronautics Commission

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If you have not yet heard that the aviation industry is experiencing a labor shortage, you may be living under a rock. When it comes to ensuring the future of the aviation industry, we each have a role. For some, it is a flying role, for some a maintaining role, and for many others a support role. For most of my career I have been in an educational role. My current job duties include ensuring educational opportunities exist throughout the state. At the Aeronautics Commission, we provide opportunities for all ages and hope that our current pilots and professionals have opportunities to grow as well as provide assistance with youth programs. Some of these programs include educational grants, internships, air museum funding, and the passport program. All of these programs are intended to provide educational opportunities for all ages, though we do target youth.

Educating young people is one of the most rewarding experiences you can have. I once had a student who on the first day of class informed me that he was a high school senior and was going to become a civil engineer. He was taking my class because “it sounded like fun, and something easy to do in your senior year.” He was a great student, and as the year went on, he became more and more interested in aviation. Today, he has graduated with a degree in unmanned aircraft systems and is

working for a large UAS company. Now he couldn’t imagine himself doing anything else.

I hope that regardless of your current role in aviation, you will see how we all can play a role in ensuring the future of our industry. Pilots, mechanics, and aerial applicators along with airport operators, and retirees can all play a role in inspiring our youth by showing enthusiasm for the industry. This may be volunteering a few hours at a fly in, hosting a school field trip or just bringing a young family member out to the airport to watch some airplanes and have a soda. The time spent will likely make the day of a young person and give you a “warm and fuzzy” feeling at the same time. Your small effort, combined with the small effort of others, provides a large impact on the industry.

Similar to a sports team, we each have an individual role in this industry and we all play a role in the larger picture of ensuring the success of the industry. Working together we can inspire the young people of today, and help sustain the future of the industry.

The Aeronautics Commission has many resources available to help with educational efforts. We can help with both financial assistance for educational events through grant funding as well as educational brochures and materials. Please contact our office for any assistance that you may need for educational activities.

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## **June Youth Camp Entrepreneurship**

The students learned about the framework for creating a successful business. They created business plans for aviation related products or services. Dave explains the components of the donated Cessna wing created by a camper for his Eagle Scout service project.



## **April Youth Camp Search and Rescue**

The junior campers searched the museum for posters explaining types of rescuers and the environments in which they assist. Content focused on preventing, mitigating and responding to hazards in multiple situations.

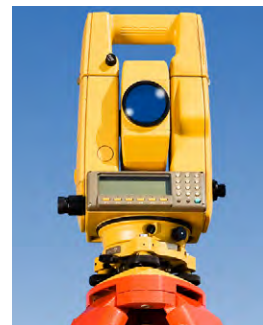
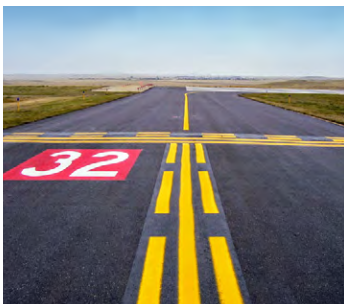


## **May Youth Camp Inventing the Airplane**

Instruction was provided on patents for inventions. Many inventions are developed to solve a problem. A brief history of flight included parachutes, hot air balloons, gliders and the progression of the Wright Flyer. The ornithopter flights were successful!



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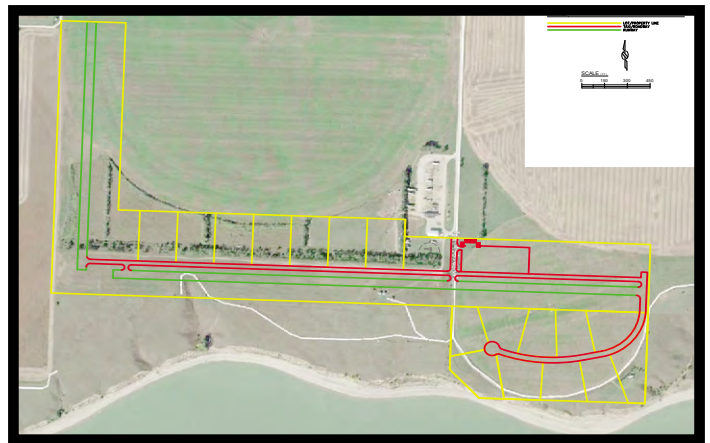


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# FLY-IN GALLERY

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## Hillsboro Regional Airport 3H4



# State Awards \$3.35 Million for Airport Infrastructure Grants

Kyle Wanner, Director

On June 7<sup>th</sup>, 2018 the North Dakota Aeronautics Commission awarded approximately \$3.35 million in infrastructure grants to multiple public airports throughout the state.

These state infrastructure grants are used to help fund numerous high priority airport projects throughout the state of North Dakota. The revenue source for these airport grants is derived primarily from state tax collections on aviation fuel and aircraft sales. A majority of the state grant allocations will also match federal grants that are anticipated to be received for 2018 airport projects. These state grants are critical in maintaining the needed infrastructure to support the aviation industry, which is a major contributor to the state's economy.

In 2015, the North Dakota Aeronautics Commission completed a research project to estimate the annual economic impact that the 89 public-use airports provide to North Dakota. The research concluded that the airports have an estimated annual economic impact of \$1.6 billion dollars on the state's overall economy while providing support for over 12,200 jobs.

More information on this study is available from the Aeronautics Commission website.

The directive that the state legislature gave to the North Dakota Aeronautics Commission when they created the agency in 1947 was to encourage, foster, and assist in the development of aviation in the state. One of the primary ways that our organization accomplishes that mission is by working to direct federal and state funds to North Dakota communities for the development of their airports. The commission is excited to provide these grants and to continue our active role in helping with multiple high priority airport infrastructure needs.

Provided on this page is a listing of each of the public airports that received a state grant along with a description of at least one of their funded projects. 56 public airports received grants this year along with a total of 88 grants being authorized. A full listing of the airport grants and dollar amounts can also be found in the news section on the Aeronautics Commission website.

*Congratulations to all of the communities on their grant awards!*

## **Air Carrier Grant Awards:**

Bismarck . . . . . Runway 13/31 Reconstruction – Phase 2  
Devils Lake . . . . . Purchase Snow Removal Equipment  
Fargo . . . . . Taxiway A and A1 Reconstruction  
Grand Forks . . . . . Runway 17R-25L & Txy A Light Rehabilitation  
Jamestown . . . . . Runway 4/22 and Txy E Rehabilitation  
Minot . . . . . Purchase Snow Removal Equipment

## **General Aviation Grant Awards:**

Ashley . . . . . Purchase Snow Removal Equipment  
Beach . . . . . Replace Windcone and Segmented Circle  
Bottineau . . . . . Install Credit Card Reader for Fuel System  
Bowman . . . . . Turf Parallel Taxiway Extension  
Cando . . . . . Design Runway, Taxiway, & Apron Rehabilitation  
Carrington . . . . . Construct Public Hangar  
Casselton . . . . . Apron Rehabilitation  
Cavalier . . . . . PAPI Rehabilitation  
Cooperstown . . . . . Pavement Maintenance  
Crosby . . . . . Taxiway Rehabilitation  
Drayton . . . . . Taxiway and Apron Rehabilitation  
Edgeley . . . . . Install Jet A Fuel System  
Ellendale . . . . . Install Beacon  
Enderlin . . . . . Pavement Maintenance  
Fessenden . . . . . Tree Obstruction Removal  
Gackle . . . . . Smooth and Reseed Runway  
Garrison . . . . . Taxilane Rehabilitation  
Grafton . . . . . Airport Drainage Improvements  
Gwinner . . . . . Construct Public Hangar  
Hazen . . . . . Pavement Maintenance  
Hettinger . . . . . Design Taxiway Rehabilitation

Hillsboro . . . . . Taxiway and Apron Construction  
Kenmare . . . . . Access Road Rehabilitation  
Kindred . . . . . Drainage Improvements  
Kulm . . . . . Airfield Lighting Improvements  
Lakota . . . . . Construct 100LL Fuel System  
LaMoure . . . . . Pavement Maintenance  
Langdon . . . . . Lighting System Rehabilitation  
Linton . . . . . Design Lighting System Rehabilitation  
Lisbon . . . . . Pavement Maintenance  
Maddock . . . . . Taxiway Construction  
Mandan . . . . . Construct Wildlife Fence  
Milnor . . . . . Land Acquisition for Runway Extension  
Mott . . . . . Airport Layout Plan Development  
Napoleon . . . . . Pavement Maintenance  
New Rockford . . . . . Pavement Maintenance  
Northwood . . . . . Pavement Maintenance  
Oakes . . . . . Construct Public Terminal/SRE Building  
Page . . . . . Pavement Maintenance  
Pembina . . . . . Apron Reconstruction  
Rolla . . . . . AWOS Repairs  
Rugby . . . . . Lighting System Rehabilitation  
St. Thomas . . . . . Pavement Maintenance  
Stanley . . . . . Pavement Maintenance  
Turtle Lake . . . . . Reseed Turf Runway  
Valley City . . . . . Construct Wildlife Fence  
Wahpeton . . . . . AWOS Repairs  
Watford City . . . . . Airport Layout Plan Update  
Westhope . . . . . Runway Protection Zone Land Acquisition  
Wishek . . . . . Pavement Maintenance





# Our Role in Aviation

*By Staiger Consulting Group, NDAC Executive Director*

You've probably thought about this a thousand times in some form or another: a great many systems need to be in place for an aircraft to lift off the runway. Some systems are finely-tuned mechanical

parts, others are computerized hardware, software, or internet communication programs. Some essential elements to any flight are human resources and labor-intensive partners such as ground and flight crews. Ultimately, for any flight to be successful, all these varied components must come together seamlessly—each in its own sphere yet contributing to “wheels up” and touch down.

As the Executive Director team, the Staiger Consulting Group plays a similar role in the North Dakota Aviation Council where many systems also come together to make this a successful organization. We are at times the mechanics that make operations run behind the scenes. For example, someone has to answer calls, field emails, pay bills, manage conference registrations and facilitate action plans. In addition, we are

the metaphorical ground crew supporting the board and key volunteers as committees and taskforces carry out your strategic goals. More visibly, we are the friendly faces greeting you at programs like UMAS and making sure dozens of conference elements run smoothly. Externally, we also represent NDAC to various other organizations and agencies.

While our role is to be that piece of the puzzle that helps hold everything together and help the Council be successful, the ultimate achievement is the role the council plays in representing the members and all aspects of aviation. If the Council succeeds, then Aviation Works for North Dakota.

For Questions or  
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*Stacy Krumwiede,  
Bonnie Staiger,  
Mike Krumwiede*



Wondering what's up with Jeff Klein's million dollar smile? That's right, he's thinking about pavements. What could be more fun than guiding an airfield pavement project from formulation, through design and into construction? Whether it's new construction, reconstruction, or maintenance, Jeff knows successful projects take planning, communication, and organization. Make his day, give Jeff a call to talk about concrete.

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# General Aviation Awards

FAA & Industry Recognizing Excellence

We have all run across or have worked with someone in aviation that really deserves an over the top “Thank You” for all that they do. A mechanic that tirelessly does whatever is necessary to keep the aircraft flying or the CFI that never seems to leave the airport, loved by all whom they teach, passionate, and consciously working towards improving the Industry and making it safer. The mission of the General Aviation Awards program is to recognize individual aviation professionals on the Local, Regional, and National levels for their contributions to aviation, education, and flight safety.

A cooperative effort between more than a dozen general aviation industry sponsors and the Federal Aviation Administration (FAA), this year’s Award Winners were:

- Daniel Peter Christman of Las Vegas, Nevada  
– *2018 Certificated Flight Instructor of the Year*
- C. William Pancake, Jr. of Keyser, West Virginia  
– *2018 Aviation Technician of the Year*
- Catherine Elizabeth Cavagnaro of Sewanee, Tennessee  
– *2018 FAA Safety Team Representative of the Year*

The FAA will present individual awards to each National Honoree in July during EAA AirVenture 2018 in Oshkosh,

Wisconsin, and their names will be added to the large perpetual plaque located in the lobby of the EAA AirVenture Museum. Also included in the prize packages for each National Honoree is an all-expenses-paid trip to Oshkosh to attend the awards presentation and other special GA Awards activities.

“I am very excited to announce the selection of the National Honorees for the 2017 General Aviation Awards,” said GA Awards board chairman Arlynn McMahon. “These awards highlight the important role played by these individuals in promoting aviation education and flight safety,” she added, “The awards program sponsors are pleased that these outstanding aviation professionals will receive the recognition they so richly deserve before their peers in Oshkosh.”

If you, or someone you know is deserving of this award, please have them or submit for them their application to the General Aviation Awards Committee at:

<http://www.generalaviationawards.org/nominations/>

**Here are some basics to get you started:**

For tips on writing your nomination, go to: <http://www.generalaviationawards.org/nominations/>



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## Eligibility

Honorees must be actively working, within the United States. Honorees must hold current FAA airman certificates (if required) AND honorees must not have had an airman certificate suspended, revoked, subject to enforcement action during the preceding five years; or, have been convicted of a civil or criminal offense. In addition:

1. Aviation Technician (ATA) candidates may be either a maintenance technician working under FAR Part 65 and hold a current an FAA airman certificate or be an avionics technician working with a Part 145 Repair Station.
2. Flight Instructor (CFI) candidates must be working under FAR Part 61, 141 or 142 and must hold a current an FAA airman certificate.
3. FAA Team Representative (REP) candidates must be actively involved in the FAA Safety Team.

## Required Package Components

Submitted nominations become the property of the General Aviation Awards Program. The nomination package must include the required items listed below and only those items. Missing or illegible items may lead to disqualification. Please, no cover sheets or excess bulk...make it complete but concise.

Name your upload file using your category (ATA, CFI, REP) plus your last name. For instance (CFI, SMITH). Then, upload all your information as one complete file so that nothing gets lost.

1. Application Page 1 and, don't forget to sign it!
2. Application Page 2 (additional pages are allowed)
3. Aviation oriented curriculum vitae (CV), no more than two pages.
4. Clear copies of a current U.S. government-issued photo-id AND both sides of current FAA certificates/designations AND a photo taken within the past five years, in a professional aviation setting.
5. One letter of recommendation from a supervisor (employer, FPM, Chief CFI or DPE, etc)
6. One letter of recommendation from a peer or co-worker
7. One letter of recommendation from a client who is familiar with your work
  - No more than one page each.
8. Supporting documents for each major item listed on Application Page 2

## Timelines

### All nominations must be submitted online.

- July 1 through November 30: Nominations Accepted.
- Midnight Eastern Standard Time, November 30: deadline for submitting nominations
- December 1 through December 31: FAA District (FSDO) Judging
- Jan 1: District Honorees Announced by General Aviation Awards Committee
- Jan 2 through January 16: FAA Regional Judging
- January 17: Regional Honorees Announced by General Aviation Awards Committee
- Jan 17 through January 31: National Judging by industry
- February 1: National Honorees Announced by General Aviation Awards Committee

For more information on the General Aviation Awards Program, including application packages, sponsors, and past regional/ national winners, please see [www.generalaviationawards.org/](http://www.generalaviationawards.org/) or contact your local FAA Safety Team at numbers below:

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# Remembering the Landing of the “White Elephant”

*Bill Hanson, Scott Nelson, and Edgar J Allen tell the true story behind the landing of a World War II aircraft in New England, ND. The Community Conversation article dated July 29th had an interesting story about World War II bomber pilot George Ott. This article speculated that George had flown a B-17 home to New England and that plane became the static display for the locally famous Bomber Club.*



## The New England Bomber Club

By Scott Nelson

A few of us in the know including George's family knew George did not play a part in getting a plane to the Bomber Club. Some of us also knew that the plane at the Bomber Club was not a B-17. I am too young to have seen the plane at the Bomber Club but over the years had heard about it and had been told that the plane was a B-25 twin engine medium bomber. This made sense because a B-25 could have been easily landed in a field north of New England. Occasionally I would hear the bomber was a B-24 (very large 4 engine plane) and concluded that this was in error as no one would dare land

a plane that size in a field. I concluded that the plane was a B-25 and calling it a B-24 was simply a slip of the tongue. I soon discovered I was WRONG!

Thanks to Bill Hanson of New England who got me in touch with Wendy, the daughter of the original owner of said “Bomber Club”, George Koppinger. She sent me a copy of a letter written by the pilot who flew the bomber and landed it in a field north of New England. It was indeed a B-24 World War II heavy bomber!

And, here is the story of how it got there:

## Short Field Landing

By Edgar J Allen

While I was with the Sixth Ferry Group in Long Beach, California, I was required to ferry various types of aircraft around the country. These were mostly surplus aircraft being disposed of by the Army Air Force.

One such “opportunity” came on July 3, 1946. I, along with co-pilot Lt. R. G. Madrid, and engineer T/Sgt B. V. Mullen, received orders to proceed to Mather Field, California, to ferry a B-24 Liberator to Dickinson, North Dakota. The aircraft was to be delivered to Mr. George Koppinger, who lived in New England, a town about thirty miles south of Dickinson.

We were flown to Mather field the afternoon of July 3, and it took until almost noon, July 4th, to inspect the aircraft and have a number of maintenance problems corrected by the limited maintenance crew available on this holiday.

Since we were restricted to flying the aircraft during daylight hour under visual flight rules, we couldn't make it all the way to Dickinson on July 4th, so we planned to go as far as Spokane, WA, and then continue to Dickinson the next day. We thought this schedule would work out fine because we reasoned that Mr. Koppinger would be hard to find on the fourth of July.

We arrived in Dickinson shortly after noon on July 5th, and I immediately called Mr. Koppinger in New England.

When I identified myself and stated my purpose, he exploded and shouted angrily, “Where were you yesterday when I needed you?”

I calmed him down and eventually learned why he was so upset. He had planned an air show for July 4th and had distributed many hand bills in that area advertising he'd have a “Giant Liberator Bomber” on display. His air show had fizzled because his main attraction was AWOL. He declared it was now too late to help him and he was not the least bit interested in signing for the aircraft.

That put me in a bind because I had not been told of the requirement to be there in a time to support his air show. I was unwilling to face telling my home base I couldn't deliver the aircraft, so I tried to find a solution to the dilemma. I continued talking with Mr. Koppinger and learned he had a friend who was willing to fly the B-24 into his little field near New England.

That gave me an idea so I asked him, “If we put the aircraft into your field, will you sign for it then?”





He said he would, so I discussed my plan with Lt. Madrid and Sgt. Mullen and they agreed I could try it. When I asked Mr. Koppinger for details on how to find his field and the conditions of the landing area. I learned the field was nothing more than part of a wheat field, and it was less than a half mile long!

We filed a flight plan with the local Civil Aeronautics Authority and took off for New England. When we arrived there, we were unable to locate the field at first, so we circled the town a couple of times hoping to pick it out from all the other wheat fields in the area. We soon saw a clue: a line of cars kicking up dust as they hurried along a dirt road heading north east out of town. We guessed correctly that these folks were headed toward the field where we were expected to attempt a landing. It wasn't long before we were able to identify the field, and from the small size of it we could understand their desire to be on hand to watch the excitement.

We circled low over the field where the cars were stopping and addressed our chances of making it. On the near end of the field was a barbed wire fence about three feet high strung along a ridge about three more feet high caused by years of plowing to the outside of the field. At the far end was a ditch about three or four feet deep and twelve to fifteen feet across caused by erosion of a small road leading to another field off to the left.

We then made two low passes off the side of the landing area for a closer inspection for rough spots, holes or whatever. We didn't see any, so we circled wide, went through the landing check list, and began a straight-in approach. We were used to landing on 7,000 to 10,000 foot paved runways and this 2,500 foot, soft, dirt field, with obstacles at both ends didn't look very inviting. I came in as low and slow as I dared, remembering that runway behind our touch-down point was worthless.

At about fifty feet Lt. Madrid shouted unnecessarily, "Don't hit the fence!" I thought maybe he saw something that I didn't and pulled up just a tiny bit, but we cleared the fence plenty. As we crossed over the fence, I chopped the power and we started to settle in, but it seemed we were going to float forever. Going around and making another approach fitted through my mind, but then we came to earth with a thud. The ground was speeding swiftly by, and I knew I had to get the brakes on in a hurry, so I slammed the nose down quickly with a crunch and applied full braking. We began kicking up clouds of dust from the dry field. We were all watching the fast approaching ditch at the far end of the field, which wasn't very far by this time, trying to calculate where we would stop. We were still going at pretty good clip when I determined that our stopping point was going to be in or beyond the ditch. So at the last instant I released the left brake, applied power to both left engines, made a careening turn to the right, kicking up more clouds of dirt, and we missed the ditch by just ten feet. We continued around, taxied up in front of the crowd of about a hundred who had gathered to watch the end of our trip.

Mr. Koppinger identified himself, and I said to him, "Well

sir, here is your white elephant."

He asked, "why do you say that?", and I replied, "It'll stay here forever because you'll never be able to get it out of this field."

We stayed around for a while answering questions and basking in all the attention we were getting. Then Mr. Koppinger took us to town and, to my great relief, cheerfully signed for the aircraft. At that moment I wondered what his attitude would have been if we had damaged the aircraft on landing, because we had not discussed that possibility beforehand.

Later Lt. Madrid and I both agreed that we had gotten away with a very risky and unauthorized undertaking, but our home base never became aware that we had done anything but routinely delivered the aircraft to Mr. Koppinger in Dickinson accordance with our orders.

Postscript: After sitting several years at the Bomber Club being exposed to the elements and steadily deteriorating it must have been sold to a salvage buyer, dismantled and hauled off. Bill Hanson remembers at some point seeing the wings loaded on semi-trailer. The salvage buyer probably didn't have to pay much for the old plane, and it was a lot of work to tear it apart. If the plane was still setting in a field north of New England, even in a deteriorated state, it could well be worth several million dollars!

Someone in the area must have a picture of this plane. I'd be very interested in seeing it!

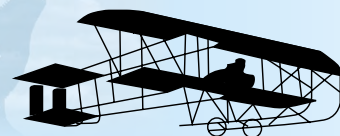
Scott Nelson, 6705 County Road 82, Solen, ND 58570, Phone 701-597-3525.

Also, I didn't explain about the Bomber Club. It was a high end bar and eating place where people would go for special occasions. I wonder if the Bomber Club came about to make use of the "white elephant." I imagine it was a good attraction to get people to stop and maybe eat at the club. Also was a good draw for all the veterans around at the time.

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### **North Dakota Aviation**



## **HALL OF FAME**

Being a non-government council, holding government accountable to the will of the public is at the heart of what the North Dakota Aviation Council, and it's Aviation Quarterly, are all about. The aviation community has successfully kept user fees and privatization at bay; but this submission reminds us to remain diligent. As long as Congress continues with short term reauthorizations, the risk of a member of congress trying to insert privatization language endures. As always, the Council encourages you keep diligent in protecting your role in the future of aviation. Some additional resources include  
[www.atcnotforsale.com](http://www.atcnotforsale.com) • [www.stoptheprivatization.com](http://www.stoptheprivatization.com) • [www.aopa.org](http://www.aopa.org)

## Say No to ATC Privatization

By Darrel Pittman

As a retired air traffic controller I would encourage US Congress to vote no on ATC privatization.

If congress is cut out of air traffic control, private interests and commercial airlines would have free rein to raise fees and taxes on consumers, who already face fewer choices and worse treatment, and cut routes to small towns and rural communities, which have seen a 20 percent cut in commercial service. While there are currently over 3000 airports around the country that connect communities to this critical service, under privatization the airlines and their allies could direct resources to their biggest hub airports to shut out lower-cost competitors from the system. These are the same airlines that already control 70 percent of the market and barely go without a week without a major consumer incident or a technical outage.

Currently, congressional oversight ensures that communities of all sizes have access to air transportation. Our network of airports drives business growth and commerce, facilitate access to emergency services, medical care, disaster relief, firefighting, and many other critical services. Businesses, especially small- and mid-sized businesses, rely on these airports and general aviation to access these rural markets, transport parts, tools and personnel between branches, and reach multiple locations in one day. However, privatization would threaten this important economic activity and lifeline to our to our communities.

There is no evidence that privatizing our system would save costs or alleviate delays. The Canadian privatized system, referenced as a system the the US should emulate, is more expensive than the US, and has seen taxes and fees change multiple times. According to the Department of

Transportation the airlines themselves are responsible delays in the United States, so privatization would do nothing to nothing to alleviate what plagues most consumers most consumers on a daily basis.

Privatization of the air traffic control system would give private stakeholders and commercial airlines free rein to raise fares, disregard consumers, and cut services to small communities and rural areas with no recourse of oversight from Congress.

We are told that a group will be in charge? Some say it may be the airlines? Many pilots say that would be a mistake. Some say if the airlines are in charge they would give the airlines some priority? Only time will tell. Let's take a look at Canada. The Canada has a privatized system. The fees for flying in Canada are costly. As private pilot I would not consider it again.

Let's take a look at some of the other options. If it were to be privatized how costly would it be?

The fee for flying in the system I think would be more costly than most pilots would like. If you were doing an angel flight you might pass the cost on to your passengers?

I hope our Congress votes in the proper way?

*Cleared for  
Takeoff, Darrel*



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## Why AOPA Opposes ATC “Privatization”

### CONTROL

Gives away too much control to the airlines.

### DELAYS

Doesn't solve the delay issues, which are mostly caused by airline scheduling practices and lack of airport capacity.

### TIME

It will take years and billions of dollars just for the transition, time and money better spent focusing on modernizing ATC within the current system.

### RESPONSIBILITY

Irresponsible of government to give away national, taxpayer-funded assets. It's like turning the highway system over to six trucking companies.

### MISLEADING

It's not really privatization. It creates a too-big-to-fail monopoly with no competition and no incentive to innovate.

### NOT NEEDED

It's a solution in search of a problem. The U.S. air traffic system is the largest, most efficient, and safest in the world. The envy of all others. Let's not allow it to be destroyed on our watch.

## Supporting Modernization Not Privatization

### STOP SEQUESTRATION

Remove ATC operations and NextGen modernization from interruptions caused by government shutdowns or sequestration requirements.

### PROCUREMENT REFORM

Require the FAA to work with private industry to update, revise, and implement more agile and innovative procurement policies.

### NEXTGEN ADVISORY COMMITTEE (NAC)

Provide key aviation stakeholder group with authority necessary to assist in the development and implementation of strategic initiatives for ATC modernization.

### BIENNIAL CONGRESSIONAL BUDGETING

Allow for predictable and stable funding stream for FAA operations and ATC modernization.

### FACILITY CONSOLIDATION & IMPROVEMENT

Mandate the FAA to consolidate outdated and unneeded facilities and equipment and improve needed facilities across the country.

### AIRPORTS

Implement the FLIGHT Act to assist small airports in rural America.

Require the NAC to report to Congress on the remaining NextGen technologies to be deployed, their impact on further reducing delays especially as airline scheduling and weather are concerned, and any requirements for increased capacity (runways/gates) to meet growing air traffic demands at our nation's airports.

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# U.S. DOT selects ND DOT for Unmanned Aircraft Systems Integration Pilot Program

U.S. Transportation Secretary Elaine L. Chao announced that the North Dakota Department of Transportation (NDDOT) has been selected as one of 10 participants in the Unmanned Aircraft Systems (UAS) Integration Pilot Program, an initiative aimed at shaping the future of drones in America.

"We are looking forward to helping today's winners unlock the enormous potential of drone operations, which will create new services and jobs in their local communities," Secretary Chao said.

The three-year Drone Integration Pilot Program will enable agencies to work on policy that can safely advance UAS operations, including beyond visual line of sight, flights over people and night operations. As the lead applicant and program manager in North Dakota, the NDDOT will work with partners and stakeholders from across the state including the Northern Plains UAS Test Site in Grand Forks and city, state and tribal agencies.

"Today's announcement further cements North Dakota's position as a national leader in transportation and UAS advancement," Gov. Doug Burgum said. "We are deeply grateful to Secretary Chao and the U.S. DOT for choosing North Dakota to participate in this program, which will bring new technology, jobs and business to our state."

Lt. Gov. Brent Sanford, who chairs the Northern Plains Unmanned Systems Authority, said the NDDOT and the Northern Plains UAS Test Site – one of only six test sites chosen by the FAA to conduct research on how to safely integrate UAS into the national airspace – will use their strong connections with private and public stakeholders to collaborate on additional avenues of exploration for UAS use.

"North Dakota is unique in that we were able to come together with one voice to help lead the nation in drone integration," Sanford said. "This collaboration allows us to develop policy that will one day serve as a blueprint for the rest of the country."

"This innovative technology will enhance our state in many areas," NDDOT Director Tom Sorel said. "Our transportation system in North Dakota represents a sandbox for UAS ideas and applications. We have just opened the door to a new era of technology that will revolutionize the way we do business, and we welcome all our partners to walk through that door with us."

"With this Pilot Program, we also will be able create new avenues to enhance safety on our roadways and help first responders keep our citizens safe during emergencies," Sorel added. "It will allow us to explore new uses for unmanned aircraft, such as monitoring critical infrastructure and working with law enforcement and emergency services to speed up response times during events such as flooding, blizzards and finding missing persons."

The UAS Integration Pilot Program is an opportunity for state, local and tribal governments to partner with private sector entities, such as UAS operators or manufacturers, to accelerate safe UAS integration.

The Pilot Program is expected to foster a meaningful dialogue on the balance between local and national interests related to UAS integration, and provide actionable information to the U.S. Department of Transportation regarding the expanded and universal integration of UAS into the National Airspace System.

The program will allow local and state governments to:

- Obtain expedited FAA approval for airspace authorizations for specific operations.
- Work closely with private sector partners on advanced commercial drone operations and applications of technology.
- Inform standard operational procedures.
- Demonstrate technical and operational solutions that reduce the need for waivers.
- Incorporate community participation to provoke meaningful dialogue relative to drone operations.

*Reprinted with permission from the ND DOT. More information related to the UAS Integration Pilot Program can be found at [https://www.faa.gov/uas/programs\\_partnerships/uas\\_integration\\_pilot\\_program/splash/](https://www.faa.gov/uas/programs_partnerships/uas_integration_pilot_program/splash/).*

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# Thrust You Can Trust

UND Aerospace's one-of-a-kind gift — an F-16 jet's ejection seat that saved life of student's father

**UND AEROSPACE**  
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By Connor Murphy, UND

During the spring semester, Professor Tom Zeidlik was lecturing his Aviation 309: Flight Physiology group about oxygen systems in aircraft when the conversation moved to ejection seats. Though he never served in the Air Force, Zeidlik is well aware of the years of testing that resulted in today's safety standards.



(Left to right) Robert Kunze, UND Commerical Aviation Major Brennan Granger, Steve Martin, Sanford Fogg and Tom Zeidlik stand behind the ACES II ejection seat donated by retired Air Force Lt. Col. Stephen Granger with the help of his son, Brennan. Granger was allowed to keep the seat after it saved his life in 2005, which he eventually passed to Brennan when he came to UND. Photo by Connor Murphy/UND Today.

"The new ACES II seat has these little things that sit beside your knees," Zeidlik, director of the flight physiology program, gestured, creating a bracket containing his legs. "Before they were installed, pilots would eject at high speeds and their knees would be touching behind them."

He went on to describe modern ejection technology as miraculous — that the ACES II was the "coolest seat, ever." He told his students that they would never see anything like it.

After class, commercial aviation major Brennan Granger approached his professor to inform him that he had in fact seen one. Much to Zeidlik's disbelief, Granger claimed he had one sitting in his Grand Forks apartment and was willing to donate it.

There was plenty of skepticism to go around.

"I thought there was no way possible,"

Bob Kunze, altitude chamber technician and instructor, told UND Today. "The military would never let you take anything, not even the nuts and bolts from extra hardware. I was skeptical until it came through the door."

## Piece of history

By Granger's recollection, he was around seven or eight years old when he heard his mother shouting over the phone at his father, who at the time was a major and pilot flying with the 77th "Gamblers" Fighter Squadron.

He said, "I heard her screaming, 'you bought the Corvette?'"

While Granger thought his dad splurged on a new sports car, he was actually hearing a code phrase meaning something went wrong on the job. In April of 2005, Lt. Col. Steven Granger

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was forced to eject from his F-16D fighter over a South Carolinian swamp. Fortunately, he was able to return home and tell his two young children what had happened.

"I wasn't sure what was going on," Granger recalled. "I just knew he ejected from an airplane, which was kind of cool to me at the time. Nothing was really scary about it."

Thirteen years later, his father regards the incident with a similar calm. He and a passenger had started a 90-minute training mission when they experienced total engine failure. Granger had 11 years of military flying under his belt and did enough to make sure the jet went into unpopulated territory. Ten seconds after ejecting, the jet crashed and caught fire.

The fighter belonged to a different squadron, but the pair of pilots were testing its systems before they would be in use by the 77th.

"It hurt," the elder Granger replied when asked how the incident affected his career. "I was 6 feet 2 inches, the compression from the ejection rocket going up took me down to 6 feet. I got an inch back."

He still experiences back pain.

"As soon as you pull the handle, within a tenth of a second you're out of the roof," Zeidlik illustrated. "A half second later you're already 200 feet above the aircraft."

Granger said that after the crash investigation concluded, he was able to navigate the Air Force's legal channels to more or less ask for the ejection seat. He flew in the military for another nine years, and now works as a lead captain and pilot for Jet Aviation Flight Services, ferrying clients around the globe.

"It was either going to be thrown away or destroyed, so I wanted to keep it for the significance," he said, regarding the ACES II model as 'thrust you can trust.' "How many people have an ejection seat in their bar?"



Once Brennan Granger (above) had the seat in his Grand Forks apartment, its only use was harboring clothes. It wasn't until he sat through one of Zeidlik's lectures about ejection technology that he considered bringing it to the department. Zeidlik and his staff were in disbelief until the moment it came through the door, given its value as a piece of military hardware. Photo by Connor Murphy/UND Today.



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He also received a piece from the disintegrated motor that caused the incident, as well as the ejection handle, flight stick, throttle and a gun barrel. After so many years – and having the Air Force moving it all from place to place – Granger was ready to move on and stop “pack-ratting.”

### **Remarkable gift**

“My dad just didn’t want it, I mean, he wouldn’t have thrown it away, but it would probably be in a storage unit,” Brennan Granger, now a junior at UND, said. “When I was going to college he asked if I would take it and show my friends.”

Until he hauled it to Odegard Hall to show his professors, and eventually donate, it sat in the corner of his apartment harboring clothes. Brennan says it wasn’t doing much for him other than that. The enthusiasm of his instructors couldn’t be more opposed.

“There are probably military bases that don’t have ejection seats that saved the life of a U.S. airman,” Zeidlik exclaimed. “We’ve got one. It’s remarkable – it blows my mind that they gave it to us.”

Part of the marvel is all that’s still there. Granger’s harness came with it. The drogue chute that levels the pilot after ejection still hangs out the back. Underneath the seat: the original survival kit, sans survival gear. Zeidlik detailed his plans to leave it as-is and put it in a glass case for aspiring and visiting

pilots to admire. A plaque with the seat’s story will accompany the display.

He hopes that placing it behind glass will keep its components secure and communicate the equipment’s significance. Then he brought up a story he heard from Brennan.

“I remember when we got the chair, everything came with it,” Brennan said. “There was a survival miniature raft, and we lived in Arizona at the time. We had a pool in the backyard and my sister and I would play in that raft all the time. It was just something fun to play with.”

Zeidlik could only laugh and shake his head.

### **A great idea**

Having the seat enshrined in an academic setting wasn’t something Steven Granger expected when his son took it to North Dakota, but he thinks UND is a great place for it.

“I’m happy that [the instructors] saw it and thought to display it,” he said. “I never thought to donate it, but what a great idea! More people than just those in a dorm are going to be able to see it and learn more about it.”

The former Air Force pilot will be vacationing in the region later this summer. He plans to visit the University, see the ACES II on display and have a chance to fly with Brennan for the first time.

“I’m looking forward to that,” he remarked.



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# Paying Attention: keeping you focused on what really matters



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

The year is 1973; the trip was my first ever in an airplane. A very long time ago, a pilot I once knew told me that the toughest thing about flying an airplane safely was not letting your guard down and always pay attention. That pilot was a local business owner that eventually gave up flying to run his family aviation business. Years later I asked him, as his chief pilot, "Why don't you fly anymore?" He thought for a moment and replied, "I took a look around at the aviation industry and saw business after business failing or barely getting by. There were those that were making money and those that were not. The common factor in those that were failing had the boss still flying. I decided then and there that if this was going to work, I needed to pay more attention". That pilot, FBO owner, manager, and friend has since retired living the dream.

Just like many pilots, we as aviators face tough challenges that require us to be objective, decisive, and pay more attention. We are all aware of the daily changes such as weather, aircraft performance, and our own physical well-being, but what about our state of mind?

I remember a while back, as I was sitting at my desk in the FBO, one of my pilots walked in and said, "Man; I have had the worst string of bad landings. It's been 4 days now and I just can't figure out what it is I'm doing wrong". As we sat there discussing his week it hit me, he is not paying attention. Come to find out, his first landing of the week included dodging a couple pheasants on the local runway. As you probably surmised, the time honored "Use the end of the runway or the horizon to judge your height above the runway in the flare" was no longer in the formula. Yep, that was it! The distraction of the birds at less than 50 feet in front of the aircraft on landing pulled his eyes down in front of the airplane and Bam! He hit the runway. Not realizing what the single incident had done to him psychologically, his anticipation of having a pheasant in front of him on every landing thereafter caused a conflict in attention to one detail, "Use the end of the runway or the horizon to judge your height above the runway in the flare."

Realistically, flying safely is a process by which we learn through a lifetime of flying. The time, effort, and attention necessary to maintain a mental process that will allow me to deal with the occasional situation or emergency meant there was something for me to learn from every flight, and from every other aviator.

With more than 10,000 hours and 25+ years of experience as an aviator, in May of 2006, I was asked to do more with my career and go to work for the FAA. Like many of you,

it was hard to swallow at first, however I looked at it as an opportunity to utilize a past history of paying attention and actually giving something back. After a few years of seeing how the FAA operated from the inside, making changes where I could, the next best route for me was joining the FAA Safety Team (FAASTeam). I now fly a desk more or less these days but the training has never stopped. Through the FAASTeam, the local aviators within our state, along with the aviation groups in our communities, which support aviation in general, I remain ever vigilant to what is affecting the health of our aviation community. Together, as a family of aviators, we can all benefit from a culture of safety, not by name, but by action. I guess you could say, "I'm from the FAA and I am truly here to help".

*Respectfully, Jay M. Flowers*  
FAA Safety Team Program Manager / ND Operations  
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# Eternal FLIGHT



**Andy Deterding**, November 30, 1960 - May 30, 2018

Andy Deterding of Andy Deterding Ag Aviation died near El Reno, Oklahoma. Deterding owned several bases in many different states including Oklahoma, Kansas, Oregon, and North Dakota.

His North Dakota bases are located in Carrington, Pettibone, and Wimbeldon.

"All we can be in this life.. is the best version of ourselves. We all try, Day by day. Andy, lived that way, each day. He would wake up, and make the world a better place by being the best human being he could. He did it through his laugh, his jokes, his smile, his heart. He instantly made me feel at ease, as it was easy to see his gold heart shine through his body. In all he did, he walked around with light beaming out of him. Everybody he came across was a better person after experiencing his light."



**Eugene Brooks**, 89, of Bowman, ND, passed away on Wednesday, July 4, 2018 near Ludlow, SD.

Eugene was born September 15, 1928 in Bowman, ND to Harold H. Brooks and Ruby Gausemel Brooks. He grew up on the family farm in Sheets Township, receiving his education in Slope County

and graduated from Bowman High School as the class salutatorian. Eugene farmed with his family until he married Lillian Moor on October 8, 1953 in Scranton, ND.

Eugene loved to fly and spent time flying for work and pleasure. Eugene was a long time member of the Scranton Assembly of God Church and then the Bowman Assembly of God Church. He served in various capacities at the church including Sunday School secretary and board member. One of the highlights of his life was a mission trip to Costa Rica where he was involved in building projects.

He enjoyed being with family and was happiest when everyone was together. He loved playing games with his children, grandchildren, and great-grandchildren. Eugene liked to tell jokes and felt that if it was a good joke once it warranted being told many times. He was generous and kind and will be greatly missed by all who knew him.

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**Dale Strom**, passed away

August 16, 1930 - June 12, 2018

A funeral service was held June 18, 2018

for Dale Strom. Dale as born August 16, 1930, on a rural Beulah home to Victor Strom and Edna (Adamson) Strom.

He married Frances Hlavinka June 15, 1957. They lived in Beulah for two years

and then bought a farm home 14 1/2 miles north of Carson and lived there 58 years.

Dale liked to bowl, travel and visit with the neighbors. He had a pilot's license and spent time in the air with his friend, Carlton Levenson, besides building metal things. Listening to gospel music was a favorite thing to do and he was a fan of Dale and Roy Rogers whose son he met on a trip to Branson. But his most favorite place to be was with the grandkids.

# Founded to Protect and Promote General Aviation in North Dakota

By Devin Cole, President, North Dakota Pilots' Association

Greetings readers. I am pleased to be the newest president of the North Dakota Pilots' Association. As I consider my personal place in aviation, I have also been thinking seriously about the NDPA's place in aviation. I would like to open a pathway for your input on the same.

I have always been very passionate about aviation and was fortunate to be surrounded by people in the aviation industry. I attended the University of North Dakota in Grand Forks and am now based in my hometown of Minot. I never imagined a person could enjoy their job so much. For four years I flew for a hospital flying staff to different and sometimes remote locations. I now operate Cole Aviation offering pilot services and flight instruction. I love the connections I am able to make with flight students and aircraft owners.

I want to invite you to be a greater voice in the NDPA. A relatively inactive group for a number of years has forced the executive board to reevaluate the purpose of our organization. Our constitution indicates we were founded, in summary: to increase education and safety among pilots; for the development of aviation in our state; create a feeling of camaraderie among pilots; and to protect the rights and privileges of those in aviation. That's a tall order.

Some things are also being done, and done well, by other aviation organizations. The NDPA functions as partners with other North Dakota aviation organizations

featured in this magazine. We also have some overlap with other national organizations, such as the EAA, which does an excellent job at promoting aviation education and accessibility, the AOPA, which is an excellent protector and advocate for aviation, the FFAST team which offers safety seminars throughout the state, and others. Most of our members really enjoy fly-ins - which are independently planned at local airports. We support involvement in all of this. I would like the NDPA to be specifically available to things which are being missed in this overlap.

I am curious what matters to you? In order to determine the direction of our organization, I need to know which of the reasons we exist appeals to you. For example, some pilots in North Dakota have stated that they neither understand nor appreciate badging requirements to access the apron at commercial airports. I want to give you an opportunity to express issues that matter to you.

As we advocate, educate, and over all engage on behalf of aviation - what, do you see, is impeding aviation in our state? If we hear from you, we can gauge what matters and what we can address - either through our own efforts, or by partnering with other state or national entities.

Creating a place in the sky is at the heart of the NDPA. I invite your comments through our website, to me personally at [devincole@live.com](mailto:devincole@live.com), or to our general in-box at [ndpa@ndpilots.com](mailto:ndpa@ndpilots.com).

## What's new at Aeronautics?



### Have your photo on the cover of 2018-19 Airport Directory

Enter in the North Dakota Aeronautics Commission's photo contest for a chance to see your photo on the front cover of the *North Dakota Airport Directory*. Winning artwork will be displayed on the cover of 2018-2019 Directory.

- Photo must be of a ND public use airport
- Photo must be print quality
- Maximum of 3 photos may be submitted per individual
- User must provide the ND Aeronautics Commission permission to use photo in any publication now or in the future.
- Entries must be received prior to 9/1/18.

Visit our website for more information and to submit your photo – [aero.nd.gov](http://aero.nd.gov)







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# CALENDAR *of* EVENTS

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

### August 2018

Fargo Air Museum - Youth Camp — Aug 11  
Topic - Airplane Energy

Tioga Drone Camp for Kids — Aug 11 to Aug 12  
Tioga, ND

McDowell Field RC club — Aug 17-19  
Bismarck (south side of McDowell Dam)  
Remote Controlled Aircraft

Kulm Fly-in — Aug 18  
Kulm Windfest

Milnor Fly-In/Drive-In Breakfast — Aug 26  
Rain or Shine Fly-In or Drive-In

### September 2018

International Peace Gardens Fly-In — Sep 03  
Dunseith, ND

Barnes County Airport Fly/Drive/Walk-In — Sep 08  
Lunch Served at 5PM

Bismarck Fly-in — Sep 09

Fargo Air Museum - Youth Camp — Sep 15  
Topic - Welding

Hettinger Fly-in Breakfast — Sep 15  
Breakfast Served Freewill donation benefits the  
Hettinger Fire Department

Enderlin Airport Fly-in — Sep 23  
Rain or Shine “Best Pancakes around!”

### October 2018

Fargo Air Museum - Youth Camp — Oct 13  
Topic - Museum Collections

Mandan Chilli Feed — Oct 20  
Y19  
Fly-In and Chilli Feed

### November 2018

Fargo Air Museum - Youth Camp — Nov 10  
Topic - Metalwork

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

