

NORTH DAKOTA AVIATION ASSOCIATION

FLY-ND

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QUARTERLY

VOL. 33 • ISSUE 3

SUMMER 2021



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SummerFest

August 19 - Register today!

Career Expo Recap

FLY-ND **QUARTERLY**

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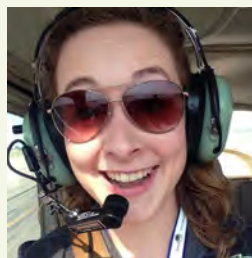
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From the Editor

Sitting by the end of a runway on one of those clear and sunny summer days, enthralled with the airplanes taking off and landing while savoring an ice cream cone, is one of my cherished childhood memories. This summer, my husband and I made sure to introduce our one-year-old son to the wonder of summertime airplane watching, complete with ice cream. Even though he is not yet talking, the excitement that spreads across his face every time he spots an airplane is simply contagious.

In this issue of the *Fly-ND Quarterly*, the stories you read in these pages reflect the same contagious passion of local aviators, renewed by the joys of summertime. We recognize and honor the great impact aviation has had on careers of yesterday and today, and are encouraged by the endeavors of future generations. It is wonderful to see airports across North Dakota bustling with events once again. I hope you have been able to participate in the fun and have upcoming events marked on your calendar!

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.



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Justin Weninger, Chairman
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A Warm “Hello”...

I want to extend a warm “hello” to all of you. I hope everyone’s summer flying and all summer activities have been great so far!

My name is Justin Weninger, and I am the new Chairman of the North Dakota Aviation Association (NDAA). I would like to take this opportunity to introduce myself. I am a business banking and aviation lending officer for American Bank Center in Bismarck, ND. I am married to my high school sweetheart, and we have three kids that I love chasing after, and watching the world through their eyes.

My earliest memory of flying was around six years old. My dad took my brother and I to Capital Aviation in Bismarck for an airplane ride with Bob Watts. I walked out to the airplane, took one look in it, turned around, and went back inside. There was no way I was getting in that thing. So, as my dad and brother went flying, I sat inside and played with the cat and enjoyed an orange soda.

In sixth grade, our teacher assigned the class a project to interview someone with a career we thought was interesting. I decided I didn’t want to do the standard careers, I wanted something really cool! I wanted to interview a pilot and really blow my class away! I was able to get set up with Roger Pfeiffer, who was a neighbor down the road. I remember riding my bike to his house, not knowing what to expect. As Roger poured through his logbooks, showing me all of these incredible journeys, I was the one blown away. Riding my bike home that night, it wasn’t simply a Huffy bicycle anymore, it was one of those airplanes Roger told me all about and I was its captain. This is when my love for aviation really started.

During our visit, Roger suggested I look into the local Civil Air Patrol, as a way to become connected to aviation at a young age. Two weeks later, my dad and I attended one of the weekly Tuesday night cadet meetings. I signed up that night and stayed an active member all through middle school and high school. Being involved for those seven years afforded me the opportunity to take advantage of numerous orientation flights, United States Air Force Familiarization flights, and even some flight training. Along with that came lifelong best friends.

In high school, it was time to get a job. I once again didn’t want a standard job like all of my classmates had, I wanted something cool. I started working as a line guy at the Bismarck airport and continued working on the line for five years. What an incredible opportunity with the people I met and the fun I had! At some point in the first year of working there, I decided to take a couple of training flights in the Cessna 152. Eventually, I was turning my paychecks back in for more flight training. If I wasn’t hooked already, I certainly was now. Then on November 18, 2003, I became a private pilot. What a dream come true, and the start to my bigger dream.

The airport and the Fixed Based Operator (FBO) became my hang out spots. My friends and I hung out watching airplanes, eating popcorn, talking to pilots, and learning the finer points of when to make a new pot of FBO coffee. The three of us dreamed of where our love of aviation would take each of us. My girlfriend - now wife - knew that if she wanted to see me, it’d be at the airport. There were many dates with her spent flying the Cessna 172 to Hazen, Dickinson, or just around the Bismarck area.

After two years at Bismarck State College, it was time to head up to the University of North Dakota (UND). Being a Private Pilot already, I was able to enroll in the abbreviated transition course that UND Aerospace offered. Flying at UND was something much different than what this Part 61 boy had become accustomed to. It taught me how to approach flying from the professional mindset, a skill I’m thankful for everyday! Being in the Aviation Management and eventually the Airport Management program, I started taking business classes as well. In 2008, I graduated from UND with a double major in Airport Management and Financial Management. Although I did not attain any more ratings or certificates from my time at UND, I knew it wasn’t the end of the dream to fly. I knew that it was just going to be put on hold for now. A new path to my dream would come around.

After a short stint in Minneapolis, MN, a move back home to Bismarck, and three kids later, it was time to get back in the air. In 2017, I started toying with the idea of jumping head first back into aviation and buying an airplane. In June of that year, along with a couple of great partners, I was able to buy a Cirrus SR-22. I decided that at this point in my life, it’s time to rekindle the dream and start chasing it. I started building flight time, worked through my Instrument Rating, Commercial Pilot Certificate, and my Multi-Engine Rating. Through my connections made while working at the airport all those years ago, I was able to start flying right seat in a corporate jet part-time.

I can truly say this is a dream come true; a dream that would blow away 12-year-old me.

However, I didn’t get here by myself. I really need to thank my wife, my parents, and some incredible friends who’ve helped me along the way and given me opportunities to achieve my dreams! But also, I need to thank the community of aviation here in North Dakota, which has done so much for me. And that is why I’m so proud to be able to give back to this community through the North Dakota Aviation Association. I’m proud to be the Chairman of this great organization and excited to get to work to help build the dream of someone else!





Kyle Wanner, Director

North Dakota Aeronautics Commission
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DIRECTOR'S Chair



A Summer Full of Aviation Opportunities

It is exciting to see that this summer has been full of aviation related activities, which helps make up for some of the lost time that we experienced last summer when most events were canceled due to COVID-19. Be sure to visit our events page on the North Dakota Aeronautics Commission website at www.aero.nd.gov/events to view a list of all of the exciting upcoming events that are available for you and your family to participate in. Also, feel free to contact our office to share any aviation related events that we are unaware of, so that we can help spread the word for you and your community.

One incredible event that I had the privilege to attend earlier this spring was the North Dakota Aviation Association (NDAA) Career Expo. This was the first time that aviation leaders in our state took it upon themselves to plan and hold a special event that was tailored towards high school students that were known to have an interest in aviation. I was astounded at the level of participation from the aviation community to support this event, through sponsoring scholarships and/or by taking the time to visit with students by hosting a booth. A huge thank you is needed to all of those who made the event an incredible success and I hope to see even more participation from aviators and students at the fall event, which is scheduled to take place at the Dakota Territory Air Museum in Minot on October 6.

Our agency is well known for helping to plan and finance airport infrastructure projects. However, we also work hard to further develop and promote aviation education initiatives throughout the state. Whether it's supporting aviation curriculum and technology in our high school classrooms or working with the aviation museums and NDAA on events and initiatives, we help to promote exciting aviation careers to the next generation. Visit our website to learn more about these programs and initiatives and feel free to contact us to share

any new ideas that you may have on how we could work together to further promote aviation within our communities.

Other than scheduled events, there are also other opportunities that exist to participate in and to help grow local aviation. One additional way is to consider donating to an aviation scholarship fund or participating in the Fly-ND SummerFest golf tournament on August 19, where proceeds will also go to support youth aviation scholarships. These scholarships have a real impact on the lives of the next generation of aviators and the NDAA is making a real effort to establish endowments that would provide ongoing scholarships to ensure meaningful impacts for many years to come. We also plan to honor the 2021 Hall of Fame inductee, Bill Beeks, at the conclusion of the SummerFest and we hope that you are also able to join us to help celebrate his accomplishments.

Our goal is to continue to build a culture and tradition of excellence in aviation within our state and with so many great North Dakotan aviators and opportunities on the horizon, I truly believe that the best is yet to come.

Wishing you smooth flying, Kyle

Submit your applications for North Dakota Aviation Hall of Fame by Sept 30, 2021!

Applications
available online at:
www.fly-nd.com/HoF

North Dakota Aviation



HALL OF FAME

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

- Airport events
- Aviation awards
- Aviation adventures

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



Pack it All In!

As a true North Dakotan and self-proclaimed lake bum, I view summers as a great gift and precious resource. I am fascinated to see how families and communities awaken and unearth in summertime. We are scrambling to get ready for weekends at the lake and staying up WAY past the little one's bedtime, in order to get another couple minutes of wonderful driveway conversation with the neighbors as our dirty but happy kids play in their not-so-secret fort.

The extended daylight offers us bonus time in the summer, maybe as a peace offering for surviving its stingy presence in the winter months, when we run to work in the dark and scramble home in the dark. When it's too cold and too bitter to interact with people outside of our immediate family. When we are snuggling in with a book by the fire, cheering at football games, and enjoying cozy movie nights. Not now though; this is the time of year when we

get outside and pack it all in!

Communities awaken in the summer; it's time for summer theatre, outdoor sports, community pools, zoos and parks, and day trips to museums or pitchfork fondues. I feel more connected to my community in the summer and more inclined to participate in these types of events, as I am motivated by the

fact that our precious window of time for these events is rather limited.

I think this can also be said for the aviation community. I am excited to see all the community fly-ins, which bring people together, fundraisers, air shows, and camps for students. In addition, the air museums have a variety of events happening for those of us who pop our heads out of our winter caves. This is inspiring and I hope you can take advantage of the many wonderful summer aviation

activities throughout the state, including all the local fly-ins and fundraisers. What a great way to see the state, support communities, and connect with old and new friends.

The North Dakota Aviation Association (NDAA) will also be hosting one of these wonderful community events: the Fly-ND Summerfest in Washburn, ND on August 19. Fly in or drive in for a day to celebrate summer and aviation! We will have the Airport Association of North Dakota meeting at the Lewis and Clark Interpretive Center, the NDAA Scholarship Golf Tournament at Painted Woods Golf Course, self-guided activities for non-golfers, a BBQ social at the Lewis and Clark Interpretive Center, combined with a North Dakota Aviation Hall of Fame presentation, honoring Bill Beeks. I cannot think of a better way to spend a summer day. We will be raising money for aviation students, spending time with friends, and celebrating and honoring an extraordinary individual who helped build a foundation in local aviation. More information can be found on the Fly-ND website: www.fly-nd.com. Our team is happy to help you sign up.

We sincerely appreciate all the support from the Fly-ND Summerfest event sponsors and the fabulous committee who is putting it all together. We hope to see you there, packing it all in this summer, and maybe even staying up past your bedtime!

*"We know
summer
is the height of
being alive."*

-GARY SHTEYNGART



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2021 North Dakota Aviation Association



SUMMERFEST

August 19 • Fly-In Washburn

Join Us As We Celebrate Summer And Aviation:

- AAND Meeting at Lewis and Clark Interpretive Center
- NDAA Scholarship Golf Tournament at Painted Woods
- Self-guided Activities for Non-Golfers
- BBQ Social at Lewis and Clark Interpretive Center.
- Hall of Fame Presentation Honoring Bill Beeks

Cost Per Golfer \$150

Includes lunch, supper, golf and attendance at the meeting

Cost Per 4 Person Team \$500

Includes lunch, supper, golf

Cost Per Non-Golfer \$25 for Lunch \$50 for Dinner

Includes attendance at the meeting



Sign up now at www.fly-nd.com

*Online registration participant deadline by August 12. Call Stacy after August 12 for availability.
Contact Stacy at stacy@scgnd.com or 701-426-2725 with any questions*



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August 19 • Fly-In Washburn

Sponsorship Levels

Name	Number Available	Amount	Items
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Gold Tee Sponsor	2	\$2,000	2 Golfers Name recognition on website and all materials Place signage at 1 hole of choice
Drink Cart Sponsor	1	\$1,500	2 Golfers Signage on drink cart
Lunch Sponsor	1	\$1,250	Signage at hole of choice Recognition on box lunch
Putting Green	1	\$1,000	Signage at the putting green
Driving Range	1	\$750	Signage at the driving range
Hole Sponsor	14	\$500	Signage at a hole of choice Setup to network and run side games
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Cost per 4 person team \$500 – Includes lunch, supper, golf

Cost per non-golfer \$75 – Includes lunch and supper and attendance at the meetings

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Contact Matt at mremynse@bismarcknd.gov with sponsorship questions

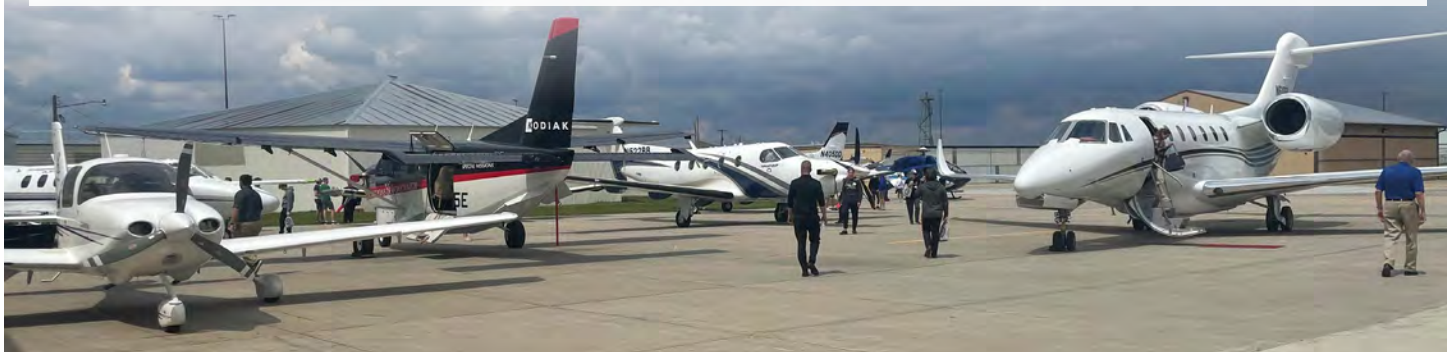


Mike McHugh, Aviation Education Coordinator
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The First Annual NDAA Career Expo: *A Great Success*

Although COVID-19 may have slowed down the hiring of pilots, we are now seeing the effects of the pilot shortage once again. Earlier this summer, we saw flights being cancelled due to lack of crew and I am seeing signs of the commercial airlines hiring at a faster than pre-COVID rate. As I have mentioned in previous articles, it isn't just the pilots; as the industry grows, we need mechanics, air traffic controllers, engineers, and other non-flying positions.

To help students find their spot in our industry, the North Dakota Aviation Association (NDAA) held its first Aviation Career Expo in Fargo, just before school ended in May. The event was a success with more than 100 students attending and learning about all the career opportunities in aviation. Thank you to all the exhibitors, presenters, and organizers who volunteered their time to make this event a great day. To top it off, THANK YOU to the generous



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donors who enabled nearly \$15,000 worth of scholarships to be awarded to students wishing to pursue education in these high-need areas.

While at the Career Expo, the NDAA board voted to continue the momentum and get back on track with an annual fall Career Expo. Planning has already begun, and I am excited to see what we can provide to the students in western North Dakota on October 6, at the Dakota Territory Air Museum in Minot. It is looking like we will have double the students that attended in Fargo! See page 37 for details.

I look forward to the upcoming event, knowing that students will be inspired by the guest speakers that we have lined up, will have lots of time to network with passionate industry representatives, and will hopefully leave with an aviation scholarship. I hope that you will consider supporting the event. Financial contributions to the NDAA Scholarship Fund allow the Association to award more students with scholarships, easing the financial burden for a young aviation enthusiast. For the event to be a success, we also need static displays of aircraft and exhibitors.




For more information about how you can help, or to sign up, visit: www.fly-nd.com/Career-Expo or email: expo@fly-nd.com



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Aeronautics Commission Awards \$5 Million for Airport Infrastructure Grants

By Kyle Wanner, Executive Director

The North Dakota Aeronautics Commission (NDAC) recently finalized approximately \$5 million in state infrastructure grant allocations to multiple public airports throughout North Dakota. The 102 individual projects received grant awards at 53 different public-use airports throughout the state.

A majority of the grant allocations are made possible from the NDAC's Special Fund, where the primary revenue source is derived from state tax collections on aviation fuel and aircraft sales. These grants are critical in maintaining the needed infrastructure to support our aviation industry, which is a major contributor to the state's economy and standard of living.

These state airport grant allocations will help to supplement the funding of high priority airport projects within North Dakota while at the same time ensuring that our statewide aviation system is being maintained. These projects will also help to create jobs within our communities and will greatly assist our airports as they work to help our economy rebound from the COVID-19 pandemic.

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. 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!*

Commercial Airport Grant Awards:

Bismarck	Terminal Security Camera Upgrades
Devils Lake	Replace Radio Controller for Lighting
Dickinson	Runway 14/32 NAVAID Construction
Fargo	Acquire Snow Removal Equipment
Minot	Pavement Maintenance

General Aviation Grant Awards:

Ashley	Pavement Maintenance
Beach	Pavement Maintenance
Beulah	Pavement Maintenance
Bottineau	Pavement Maintenance
Carrington	Pavement Maintenance
Casselton	Pavement Maintenance
Cavalier	Pavement Maintenance
Crosby	Construct Snow Removal Equipment Building
Drayton	Pavement Maintenance
Ellendale	Pavement Maintenance
Enderlin	Tree Obstruction Removal
Fessenden	Purchase Airport Maintenance Trailer
Garrison	Pavement Maintenance
Grafton	Pavement Maintenance
Hazen	Taxiway and Apron Rehabilitation
Hettinger	Reconstruct Parallel Taxiway
Hillsboro	Construct Community Hangars
Killdeer	Pavement Maintenance
Kulm	Purchase Box Scraper
LaMoure	Apron Rehabilitation
Langdon	Pavement Maintenance
Larimore	Pavement Maintenance
Leeds	Purchase Terminal Building
Lidgerwood	Design Medivac Helipad
Linton	Reconstruct Airport Lighting
Maddock	Design Airport Lighting
Mandan	Fuel System Upgrade
Mayville	Pavement Maintenance
Milnor	Runway Grading
Minto	Apron & Taxiway Drainage Improvements
Mohall	Pavement Maintenance
Napoleon	Pave Taxilane & Relocate Access Road
New Rockford	Pavement Maintenance
New Town	Construct Community Hangar
Northwood	Pavement Maintenance
Park River	Tree Obstruction Removal
Rolla	Update Fuel System Card Reader
Rugby	Pavement Maintenance
Stanley	Purchase Snow Removal Equipment Building
St. Thomas	Replace Air to Ground Radio Antenna
Tioga	Runway Lighting Repairs
Valley City	Replace Jet A & 100LL Fuel Systems
Wahpeton	Apron Rehabilitation
Washburn	Construct Concrete Apron
Watford City	Purchase Snow Removal Equipment
Westhope	Runway Lighting Construction
Wishek	Airport Lighting System Repairs

NDPAMA Scholarship Awards

Three young aviation enthusiasts were recently awarded the North Dakota Professional Aviation Mechanics Association (NDPAMA) scholarships. Rod Brekken, the NDPAMA Scholarship Awards Coordinator presented them. The recipients are:



Tyler Hupp from Lake Area Technical College in Watertown, SD. He was awarded a \$1500 scholarship and Bismarck Aero Center/NDPAMA jacket.



Keaton Shelton from Northland Community Technical College at Thief River Falls, MN. He received a \$1750 scholarship and a Gordon Person/NDPAMA Jacket.



Nick Zingraf from Northland Community Technical College, MN. He received a \$1500 scholarship and an Aviation Industry Partners/NDPAMA jacket.

Congratulations to these scholarship recipients and happy flying!

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By Jay M. Flowers, Safety Educator, Airline Transport Pilot, CFI, and Fellow Aviator

Some Thoughts on Airmanship and Proficiency:

The following are the opinions and views I personally follow as an aviator.

Fact: our safety culture, although very robust and ever changing, is very slow to accept that change. Slowly we learn from the mistakes of others and slowly our thoughts on safety and what we really need to do to be safer are progressing towards the zero accident mark, but are we really committing ourselves to the fact that training is what makes us safer?

For years, the professional pilots in the airline and commercial world of aviation have flown through day-to-day operations in some of the most volatile airspace in the world. The cost for surviving these challenges? Training, crew coordination, and critical thinking, as applied to routing and operations, has increased their level of safety to a point only falling short to human error and the pilot's personal management of that daily process of flight.

Some concepts I would like to bring forward for your thoughts during your next flight or training lesson:

1. Training involves you and a Certified Flight Instructor (CFI) sitting down and actually discussing what you feel needs to be worked on, with regards to your flying abilities. As the training flight progresses, the CFI then notes and makes a plan with you for correcting any issues found during that flight. Keep in mind that meeting the ACS/PTS standard is only a minimum standard. If you have a bad day, there won't be enough ability in your bag of tricks to survive your upcoming battle with gravity, which almost always wins!
2. A Flight Review is just that, a review! Every two years, we go into the local Fixed Base Operator (FBO), grab a CFI,

and for an hour or so on the ground and an hour in the air we expect to be signed off as being reviewed.

There is no such thing as a one hour review flight, nor is there such as a one hour ground review training session. Back in 1997, when the Aircraft Owners and Pilots Association (AOPA) worked with the Federal Aviation Administration (FAA) to revise 14 CFR Part 61.56, the intended outcome was that the CFIs would cover all the areas of concern and discipline with the aircraft that would keep you, the airman, on track and **proficient** (key word here, PROFICIENT). The WINGS Program was developed due to the evident shortfall of the review process and maximized its effort, by working with the CFIs to get their review process on track with the rules intent and not just rule satisfaction.

The following short list of topics must be a part of your yearly training if the accident rate is to decline:

- **Loss of Control (LOC)**
Number one on the list of accidents causal factors. Refers to aircraft accidents that result from situations in which a pilot should have maintained (or should have regained) aircraft control, but failed to do so.
- **Pilot Proficiency**
Conditions exceeding personal skill limitations can present themselves at any time and can occur unexpectedly. Pilots should be able to avoid being startled, make appropriate

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decisions in a timely manner, and be able to exercise skills at a proficiency level they may not have maintained or attained since acquired during initial training.

- **Traffic Pattern Operations**

LOC accidents often occur while pilots are maneuvering at low altitude and airspeed, such as in an airport traffic pattern. Pilots should adopt, and flight instructors should promote, training programs designed to reduce the risk of General Aviation (GA) accidents in the traffic pattern or during traffic pattern operations.

Airspeed control outside of that normally required for the type of operation must be analyzed, trained, and perfected to reduce the risk.

- **Stabilized Approaches**

Glidepath, heading, airspeed, configuration, rate of descent, power settings, and checklist usage must all be a part of this training

- **IFR/IMC**

Even Visual Flight Rules (VFR) pilots should be training for Instrument Meteorological Conditions (IMC), as inadvertent IMC is another top six accident causal factor.

- **Manual Flight after Automation Failure – Airmanship!!**

Practice does make perfect, hands on, perfect! Pilots need to know their equipment, in particular the aircraft limitations, configuration limits, electronics, and safety of flight data provided by the manufacturer.

A particular aircraft make and model is by design until it is altered. Review all Supplemental Type Certificates (STC), Type Certificate Data Sheets (TCDS), and Airplane Flight Manual (AFM) data for every aircraft you fly.

How do we define Airmanship?

Airmanship is the consistent use of good judgment and **well-developed skills** to accomplish flight objectives.

And finally... Each year, the Commercial Aviation industry invests billions of dollars in training and safety programs. Each year, you, as an airman, should plan to invest the time and dollars necessary to train through the safety of flight issues we see in General Aviation accidents.

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

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NDAA Membership Benefits

All Member Types of the organization will have the opportunity to participate in and benefit from the following items:

- *Fly-ND Quarterly* subscription
- Network with other aviation enthusiasts and industry partners,
- Invest in the future of Aviation in ND
- Advocacy and lobbying efforts which benefit the aviation industry
- “Regional Voice” through representation on other boards and other advocacy
- Collaborate with other member groups
- Help student members to fuel aviation for tomorrow
- Protect aviation in North Dakota
- Opportunity for committee involvement – Conference, Advocacy, Strategic Planning, etc.
- Communicate concerns or issues to the board and organization
- Information focus on website, jobs, blogs, advertising, etc.
- Stay informed on aviation – related issues through regular communication
- Participate in NDAA events and functions

Individual Member category is intended for those with personal or employment interest in the aviation profession or industry and who support the purpose of NDAA.

- Member discounts from participating business partners
- Member discounts from participating North Dakota aviation museums
- IA renewals through ND PAMA at the Fly-ND Annual Conference
- Ability to vote at the NDAA annual meeting to elect officers, update bylaws, and vote on large issues and run for office and/or board position

Organizational Member category is intended for agencies and non-profit groups whose mission serves the aviation professions, industries, and supports the purpose of NDAA.

- Special Priority at the Fly-ND Annual Conference (Including hosting training opportunities, discounted booths, meeting rooms, and award recognition)
- Representation and link on the NDAA Fly-ND website
- Assistance with distribution of your organization’s information and dues processing
- Organization member websites and logos are advertised on NDAA website and at the Fly-ND Conference
- Ability to submit articles for the Fly-ND Quarterly regarding organizational updates

Allied Member category is intended for firms, companies, and consultants who are actively engaged in providing products and/or services to aviation professions, and companies who support the purpose of NDAA. Allied members do not have voting rights.

- Listed in *Fly-ND Quarterly* and website as an Allied Member
- Certificate of Membership
- Opportunity for collaborative involvement in aerospace advocacy
- Network with the aviation community as well as participate in the Career Expo and other NDAA functions
- Advertise open job opportunities

Student Member category is intended for individuals enrolled in an institution of higher learning who have a keen interest in aviation and support the purpose of NDAA. Student Members are not entitled to vote or hold a board position.

- Explore all facets of aviation
- Eligible for scholarships
- Professional development credits
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Want to enjoy all the benefits of being a NDAA Allied Member too? Join today at www.fly-nd.com!

Destination: Washburn Municipal Airport (5C8)

Exploring North Dakota Airports

Looking for a fun place to visit this summer? Check out charming Washburn, ND! A few local attractions to explore include:

The Lewis and Clark Interpretive Center

- The Interpretive Center explains how the Washburn area was once the crossroads of culture and commerce on the Northern Plains. There lived the Mandan and Hidatsa peoples, who were visited for generations by traders, trappers, and explorers such as Lewis and Clark. A short drive away stands a full-size replica of Fort Mandan, where you can get a first-hand experience of what the Corps of Discovery's life was like.

Hours: Open daily 9am-5pm

Address: 2576 8th St SW, Washburn, ND 58577

Website: www.parkrec.nd.gov/lewis-clark-interpretive-center

Cross Ranch State Park

- A 5,000-acre nature preserve across the river from the town of Washburn. The annual bluegrass festival and quiet camping – including yurts – are available there.

Hours: Sun to Thurs 8am-4:30pm, Fri and Sat 8am-8pm

Address: 1403 River Rd, Center, ND 58530

Website: www.parkrec.nd.gov/cross-ranch-state-park

If you work up an appetite while exploring Washburn, here are a few dining recommendations:

- Cafe 77 & Coffee Bar** - a cozy little cafe with a highly-ranked coffee bar and breakfast.

Hours: Tues to Fri 8am-3pm, Sat and Sun 9am-3pm

Address: 601 Main Ave, Washburn, ND 58577

Website: www.facebook.com/cafe77washburn

- Captain's Cabin Bar & Grill** - Daily specials, with hand cut ribeye and prime rib Friday and Saturday nights. Dine in, carryout, and curbside pick up options.

Hours: Sun to Fri 11am-1am, Sat 11am-10pm

Address: 1608 Dakota Dr, Washburn, ND 58577


Website: www.facebook.com/captainscabin701

Please visit these locations' websites to confirm hours and availability. And don't forget, the Fly-ND Summerfest Fly-In is happening at the Washburn Airport on August 19, including the golf tournament!

Visit www.fly-nd.com for more information.

Do you have a favorite attraction to explore or a dining recommendation at your North Dakota airport to share with our readers?

Submit your discoveries to editor@fly-nd.com.



WASHBURN
5C8

WASHBURN MUNICIPAL

ATTENDANCE: UNATTENDED

FUEL: NONE

REPAIRS: NONE


Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm

CTAF: 122.9

WX: 118.675

HAZEN



FIELD ELEVATION	REMARKS	IN-PERSON CONTACT
1908	Turf runway closed winter months.	Lyle Leim PHONE: 701-390-3926 ADDL PHONE: 701-315-0240 PUBLIC TERMINAL PHONE: None



● Commercial Airport (S) (Primary and Non-Primary)
 ● General Aviation Airport (S)
 ● Major City
 — County Boundary

NDSASP System Airports

PUBLIC AIRPORTS IN NORTH DAKOTA



The Tale of a B-17

By Scott Nelson

Rudy Froeschle from Hazen, ND, was a B-17 driver with the United States Eighth Air Force in England during World War II. After flying several missions bombing the Nazis, he and his crew were unfortunately shot down and became a guest of the same ones he was bombing. Froeschle ended up in Stalag Luft III and played a small part in the famous escape that was made into a movie after the war, *The Great Escape*. Froeschle was not portrayed in the movie but the trombone he had in the prisoner of war camp was. Rudy had requested it through the International YMCA for a band they were putting together. The trombone disappeared and was used as an important component of a still to make liquor. Later on, it became a part of the movie.

After liberation and the end of the war, Rudy was receiving his military separation papers at Lackland Air Force Base in San Antonio, TX. The servicemen were in a large hall. In one corner of the hall was a surplus administration desk. Rudy approached the desk and asked what he could get. He was able to get papers to purchase a Fairchild PT-26 for \$600, used as a Canadian instrument trainer, a Stinson Reliant for \$1200, used to transport generals and other individuals of significance, and a B-17 for \$350, which could only be used for monumental or educational purposes.

When Rudy got back to his home town of Hazen, he met with the school board and told them about the great deal they could get buying the B-17 for educational purposes. Rudy offered to fly it in for them. The school board decided to buy the bomber. It took longer than expected for the paperwork to come together and Rudy was already in Chicago starting medical school, so Lyle Benz of Hazen, who was also a veteran WWII pilot, offered to get the plane.

Lyle and his brother, John, went to Altus, OK, to gas up and add oil to the B-17 engines that had been "pickled" at the end of the war, when they were placed in storage. Lyle removed the cowlings from each of the four engines, and with John's

help pulled the plugs and cleaned them. There was no radio equipment on the plane, so they knew they would have to fly VFR. When they departed Altus, the weather bureau forecasted clear weather. After flying for a while, they ran into clouds and climbed above them. The weather ahead seemed to be getting worse, with the clouds rising to 20,000 feet. The Benz brothers decided to turn around. The nearest airfield they sighted was at Perry, OK. The brothers landed the B-17 and caught rides back to North Dakota to raise money for more gas and oil, before going back for the Fortress. The number three engine had lost a lot of oil, so they had to fill it back up. After refueling, the brothers took off for Dickinson before delivering it to Hazen.

When they arrived at Dickinson, the number three engine was smoking badly and the local police came to the airport to make sure they were OK. They knew they would lose oil on the way, so they added more oil before heading to Hazen a few days later.

It was a calm day when the Benz brothers roared over Hazen and landed in a pasture just south of town. The ground was softer than expected and the plane's wheels sank in the sod and nosed over, bending the prop tips on the number two engine. The whole town had turned out to see the landing and a bunch of the high school boys were able to pull the bomber's tail back down.

The plane sat in that spot for several years as kind of a memorial to WWII. It is not known if it ever was used for educational purposes, but people would crawl through the plane and scavenge parts. In 1951, several men came and started working on the plane. They took the number two prop to Herman Mayer, the town blacksmith, and he did an excellent job pounding the blades back in shape.

One winter morning, when the ground was frozen and a 40 mile an hour wind was blowing from the northwest, these same men turned the plane into the wind, and with no one to witness it, flew away from Hazen.



Photos Courtesy of the National Museum of the Mighty Eighth Air Force.

About five years after the B-17 left Hazen, Rudy Froeschle was practicing medicine in Tioga, ND. One day, he treated a pilot who had been in a plane accident while crop dusting. It turned out to be the man who flew the B-17 from Hazen. Rudy found out the plane had been delivered to a buyer in Florida, who equipped it for aerial photography.

After several years, it was sold to a Canadian company who used it for aerial photography all over the world. It changed hands several times while in this capacity. In its next life, from 1971 to 1982, the B-17 was outfitted with slurry tanks and served as a fire bomber in South Dakota and New Mexico. The bomber was retired and displayed at the Pima Air Museum in Arizona

from 1982 to 1984. In 1984, it was purchased by the Smithsonian National Air and Space Museum in Washington D.C. and stored in an open hangar at the Dulles International Airport.

In 2011, the plane was donated to the National Museum of the Mighty Eighth Air Force in Pooler, GA. Extensive restoration was started and the plane was brought back to its original glory as the famous B-17, "City of Savannah." It is now the centerpiece of the museum and considered the finest B-17 Fortress static display in the world.

Sources: Article from the Hazen Star, 13 Nov. 2008 by Chris Gessele. Warbirdregistry.org B-17 44-83814 Book, B17 Flying Fortress Restoration by Jerome McLaughlin.



Ryan Kram
Major: Commercial Aviation
Hometown: Langdon, ND

FROM LANGDON TO UND

"Coming from a small town in rural North Dakota, committing to a degree in Commercial Aviation was intimidating. Ever since switching my major to Commercial Aviation, I have felt nothing but support from the UND aviation faculty. **UND has opened up many doors I am thankful for.** I had the opportunity to fly for the weather modification internship over the summer. I am excited to see where the UND opportunities lead me in the future."



Ryan is a member of the Sigma Chi Fraternity on campus and in his free time enjoys rock climbing, skiing and anything outdoors. He hopes to someday fly for a commercial airline or as a corporate pilot.

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Fargo Air Museum Summer Fun

By Ryan Thayer

Hello! My name is Ryan Thayer and I am the Executive Director/CEO of the Fargo Air Museum (FAM). I have been part of aviation since birth, received my solo license at 16, and my private pilot's license at 18 from the University of North Dakota, as well as an Entrepreneurship Degree. I have always been passionate about aviation and business and am thrilled to be able to pursue both of my passions at the Fargo Air Museum.

This summer has been very busy and exciting with plenty of fun aviation activities in North Dakota. This summer, the Fargo Air Museum had the pleasure of attending the Grafton Fly-In. I highly recommend checking it out next summer. Andy and his crew at the airport and the local Experimental Aviation Association (EAA) chapter are very professional and throw a first class event. The day included a car show, aircraft fly-in, EAA Young Eagles Flights, and breakfast!

The Fargo Air Museum also hosted its first fly-in this summer. The weather wasn't completely cooperative at first in the morning, but it ended up being a beautiful day. We had a great turnout of Van's RV's and home built aircraft. Some of our local EAA volunteers did Young Eagles flights. Coffee and donuts were served for breakfast and pizza and soda for lunch! Stay tuned, we plan on hosting many more fly-ins in our future.

My involvement with our EAA Chapter 317 at the Fargo



Air Museum has allowed me the opportunity to do over 25 Young Eagles Flights. We have a great group of pilots and volunteers that really make it all possible for the youth in our community. The Fargo Air Museum Young Eagles Day was a huge success, we had over 40 kids attend and five aircraft. There were many excited young faces when they left with a certificate in hand.

A very unique experience this summer was a formation flight, from Moorhead Municipal Airport to Hector International Airport, with a Piper Malibu and a TIMM N2T! The TIMM does not have radios, so I was able to fly along for a flight of two over to Hector. The TIMM N2T is currently on display at the Fargo Air Museum. It is the first composite aircraft used by the U.S. Navy and is the only one in the world that is still airworthy and flying! Stop by and check it out, you may never get another chance to see this amazing plane.

Overall, it has been a full summer of flying and aviation events! Being part of the Hawley Flying Club has allowed me to fly two to five hours each month in the Warrior II! The Fargo Air Museum will be planning to attend more fly-in's this summer, hosting another Young Eagles Day, and a Warbird fly-in this fall! I am very thankful for all our sponsors, donors, friends, staff, our Board of Directors, and the community. We could not have a special place like the Fargo Air Museum without your support! So on behalf of myself and staff at the Fargo Air Museum, thank you and include a stop at the Fargo Air Museum this summer.



Unmanned Innovation's Deep North Dakota Roots

By Nicole Ingalls-Caley

In early June, the Northern Plains UAS Test Site (NPUASTS) and Emerging Prairie co-hosted an event at Grand Farm to celebrate the state of North Dakota's continued investment in Vantis, North Dakota's statewide UAS network. Once complete, this first-of-its-kind initiative will enable UAS flights beyond visual line of sight (BVLOS) of the pilot, across the entire state.

In the morning, we invited local legislators to a coffee hour to mingle with NPUASTS staff and ask questions about this groundbreaking infrastructure in an informal setting. This was followed by a press conference to formally announce the \$20 million in continued funding to build out Vantis across the state, particularly on the eastern side of the state. We provided lunch and then hosted a panel to discuss Vantis, followed by speakers discussing other unmanned innovations being developed right here in North Dakota. The day was capped off with demonstration flights by iSight Drone Services.

The panel included North Dakota Lieutenant Governor Brent Sanford; Bill Panos, the Director of the North Dakota Department of Transportation; Todd Donovan, the Vice President of Digital Aviation – Air Traffic Management for ThalesUSA; Tommy Kenville, CEO of iSight Drone Services, Jim Cieplak, Vantis Program Manager for NPUASTS; and our fearless leader Nicholas Flom, executive director of NPUASTS. Speakers included Dr. Paulo Flores, Assistant Professor, and John Nowatzki, Agricultural Machine



Progress on Vantis

- Key sites have been built in Williams and McKenzie counties
- Testing is underway to ensure safety and reliability
- First "official" flight on Vantis anticipated this fall
- Next sites are expected to be in the Red River Valley
- Vantis deployment is based around existing use cases, and will continue to expand based on where users already are



Dvorak, CEO of Field of View; and Tom Nickell, CEO of Mobile Recon Systems.

"The event was an unequivocal success," said Nicholas Flom. "We got great turnout, despite temperatures in the nineties, Lt. Governor Brent Sanford joined us for the press conference and the panel, we fielded great questions from local legislators, we highlighted the work of other UAS innovators in the state, and we got great

press coverage. Honestly, we couldn't have asked for more."

The success of this event – and of unmanned innovations in North Dakota – can be attributed to our location. North Dakota has deep entrepreneurial roots, and is a thriving UAS ecosystem today because local leaders, researchers, and visionaries have worked hard to make it so. This most recent funding is a continuation of these efforts and the belief that North Dakota can be – and is – on the cutting edge of new aviation technologies.

We all know that if you value something, and you want it to grow, you invest in it. North Dakota has done that with

unmanned innovation:

- Northern Plains UAS Test Site, one of only seven FAA UAS test sites in the nation
- Grand Sky Business and Aviation Park
- Dozens of small UAS companies right here in North Dakota
- The first accredited UAS Operations major in the country, through the College of Aerospace at the University of North Dakota (UND)
- Significant investment in UAS research at UND and the North Dakota State University (NDSU)

North Dakota has invested in the future of UAS, and Vantis is the fruit of that labor, poised to revolutionize the UAS industry while pulling in economic development opportunities and inspiring even greater innovation from within the state. This event gave us an opportunity to share the ways in which North Dakota has already positioned itself as a UAS ecosystem, and how Vantis will put us on the map as the epicenter of UAS development and innovation in the U.S.



Systems Specialist, both from the Department of Agricultural and Biosystems Engineering at North Dakota State University (NDSU); David

“Mom’s Worry”



As seen on the cover...

Photo by Jerome Behm at his high school graduation mini reunion in June. There were 10 of the original 29 students from the Des Lacs High School Class of 1965. The airplane, *Mom's Worry*, is a recently rebuilt 1947 Piper PA-12-160.

Jerome Behm, the owner, is pictured third from the right.

GOING TO A FLY-IN? *Take someone with you!!*

Snapshots from Summer Flying Adventures

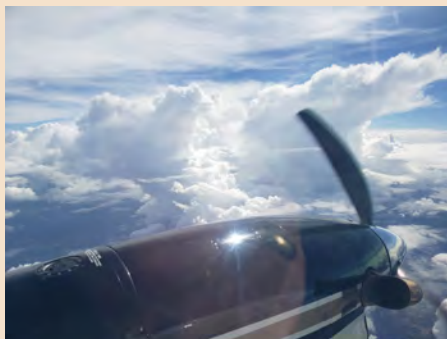
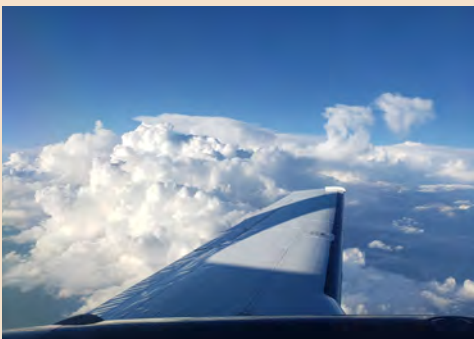
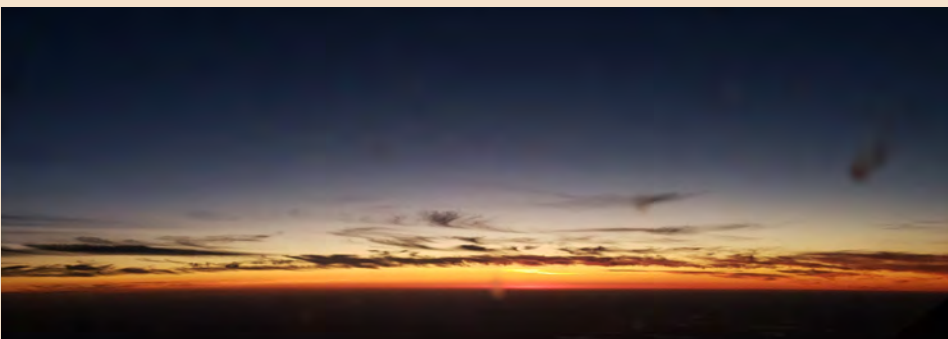


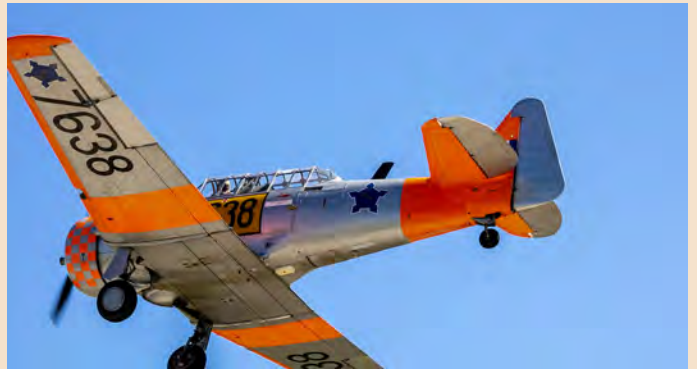
Photo courtesy of Chris Brown





Mandan Fly-in

Photo by Grace Persico, Bismarck Aero Center



Wings and Wheels Fly-in

Another successful Wings and Wheels event was held on Jul 14, 2021 in Minot

A fun time was had by many at the Gwinner Fly-In on July 10, 2021



Photos courtesy of the Dakota Territory Air Museum & Andy Stroh

BSC to Offer Avionics Course This Fall

Bismarck State College (BSC) will hold a non-credit, introductory avionics course this fall. The two-day workshop, designed to provide an introduction to avionics wiring techniques and troubleshooting skills, is well-suited for A&P licensed Aircraft Technicians and electronics students, as well as hands on aviation enthusiasts.

The 16-hour class will be held October 9-10, in the BSC Technical Center, 1200 College Dr., Bismarck, ND. The \$375 course fee includes the instruction, textbook and a sponsored evening meal. This two-day, aviation seminar employs in-depth theory and hands-on lab exercises to immerse the participant in the best practices used to plan, manage, and install a general aviation avionics panel. Participants will learn practical information necessary to identify and install aircraft wiring including soldering, coaxial cable, data bus cables and repair techniques. Participants will also complete lab exercises in a classroom fully equipped with practice materials and the standard tools used in the wiring installation and repair environment.



Course Objectives:

- wire and cable cutting
- wire and cable preparation
- crimping tools
- BGN-C, TNC and N series connectors
- terminating small and large copper wires
- splicing
- bonding and grounding using all seven sections
- repairing broken and damaged wires

To learn more or to register contact Bismarck State College at bsc.training@bismarckstate.edu or call our office at 701-224-5600.

The deadline to register is September 27, 2021.



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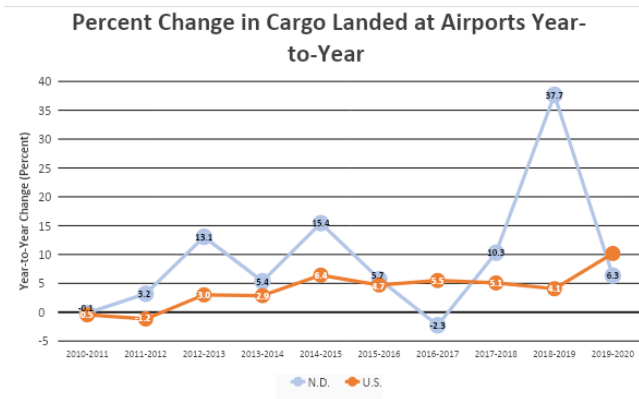
Nels Lund, Airport Planner
North Dakota Aeronautics Commission
701-328-9650 | nlund@nd.gov



Air Cargo Industry Continues in the Right Direction

North Dakota and the nation's air cargo industry continues to increase. Unlike the bottoming out of the passenger airline industry in 2020, the air cargo industry "took off." North Dakota airports collectively saw an increase of 6.3% over 2019, as seen below. While not the gain the U.S. saw, it is still an impressive increase. While the country was effectively shut down for a good portion of 2020, the cargo industry not only needed to maintain, but they had to step up to the challenges the COVID-19 pandemic had brought on. People needed food, supplies, and other items and the options to get them in the community were limited due to COVID-19 restrictions and short supply, so they had to be purchased online and brought to them via delivery services. E-commerce was already rapidly growing prior to the pandemic and it saw tremendous increases in 2020. The amount of e-commerce taking place today was not expected for at least another four years.

North Dakota – Fargo in particular – has seen huge gains in cargo landed. Since being fully established as the primary cargo hub for the region by 2017, they have seen an increase of 69% in cargo landed. For perspective, the U.S. has seen an increase of 20% over this same time frame. The FAA collects information of the top-ranking cargo airports in the country based on weight landed, and in 2017 Fargo ranked 87th in the country. By the end of 2020, they climbed up 19 spots to the number 66 spot, with over 420 million pounds of cargo landed that year. Both Fed-Ex and UPS use Fargo as their regional hub. To accommodate this growth they have experienced in recent years, Fargo is expanding their cargo apron to more than double its current size. The main driver for the expansion is to accommodate the UPS cargo sort facility, which is the first gateway cargo facility UPS has opened in 19 years. It serves North Dakota and parts of both Minnesota and South Dakota. The new cargo apron expansion and sort facility is planned to open in August this year.



Graph source: ND Airports, FAA All-Cargo Reporting with Form 5100-108



Airport photo source: Hector International Airport

Do you have a family member or friend who is:

- An active duty or retired military member
- Works or worked in military aviation
- A North Dakota resident

We plan to highlight our local service members in upcoming Quarterly issues!

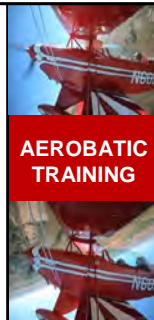
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Wings of Rescue Arrives in North Dakota

By John Salling, KFYP TV Minot, ND

A furry-special delivery arrived at the Minot Airport Tuesday.

Dozens of dogs and cats were delivered by plane from kill shelters to the Souris Valley Animal Shelter giving them a new "leash" on life.

The plane is part of Wings of Rescue, a nonprofit that has been working for more than a decade to move animals out of overfilled shelters to ones that have more space.

"We're able to move a large amount of pets at one time so it's really successful in terms of disaster zone areas where we need to move a lot at one time. That's kind of our specialty," said Tanner Garcia, pilot.

The plane brought dozens of dogs and cats, 28 of which are staying in Minot, and the rest are moving on to another shelter. This is the first time Tanner has made a delivery in North Dakota.



"We are always happy to be saving more lives and the Minot community has the capacity to do so, so we are more than happy to put ourselves out there and help save lives. We're all just super excited and it's just a really cool thing to be a part of," said Anna Schaumburg, operations director.

All but three dogs were already adopted before the plane touched down. Souris Valley hopes to work

together with them even more going forward.

"There's kind of a steady source of pets from a couple of southern states, and so we're always looking for where we can send those animals to get them adopted," said Garcia.

The pets are continuing their journey to their forever home. Tanner says they usually see a spike from southeastern shelters during hurricane season.

Learn more about Wings of Rescue; www.wingsofrescue.org

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Darren Hall, NDAA Past Chairman

*Thank you for your knowledge, support
and your love for aviation in North Dakota!*

B-52 Model is Back in Minot, ND

A B-52 model is back on its pedestal as of early June at Dakota Territory Air Museum in Minot after repairs. It had been damaged by the wind. Gefroh Electric and Curt Saari provided the crane. Museum volunteers from the left are Larry Linrud, Saari, Darrell Kerzmann and Dave Smith. Austin Greenheck, Logan Pietsch and Don Larson, president of the air museum board of directors, also were involved in the project. On the day before the 70th anniversary of D-Day, June 5, 2014, the Minot Area Chamber of Commerce's Military Affairs Committee held a dedication for the B-52 model displayed in front of the museum. The model is a token of the community's appreciation to the Air Force.

Reprinted with permission from the Dakota Territory Air Museum. Minot Daily News



Submitted Photo



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

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

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Fargo Air Museum Features New Flight Simulator

Fargo Air Museum is launched a new flight simulator lab open to the public on June 17.

Featuring two sets of controls – a yoke and joystick –with the option of virtual reality, pilots and aspiring aviators will be able to take to the sky virtually anywhere in the world. Individuals are able to choose from more than 30 aircraft to fly. Flights can be adjusted to depart and land in various destinations all while the user experiences real-time weather and air traffic conditions.

General public can purchase access to the flight simulator lab for \$10 per 15 minute session. Fargo Air Museum members receive one free hour along with a subsequent discounted rate of \$5 per session. Availability is limited for the lab with only two to three hours per day. Interested individuals are encouraged to register for their session in advance via at www.fargoairmuseum.org.

The opening of the flight simulator lab is thanks in part to the North Dakota Main Street Grant Initiative and the Warren R. and Irene O. Diederich Fund.

Flight simulator lab hours:

Tuesday and Thursday 11am - 2pm | Wednesday 3pm - 5pm
Saturday 11am - 2pm | Sunday 10am - 1pm



The poster for Fargo Air Museum's flight simulator lab features a central red circular graphic with the text "Fargo Air Museum" and "THE HANGER FLIGHT SIMULATORS". Below this, three icons represent the simulator's capabilities: a plane for "Over 30 Different Aircraft to choose and Pilot!", a VR headset for "Featuring 2 sets of controls, a Yoke and Side Stick with the option of Virtual Reality!", and a globe for "Fly anywhere in the World with Real-time weather and Air Traffic!". At the bottom, two columns list "Flight Sim Room Hours" and "Prices and FAM Member Options".

Flight Sim Room Hours	Prices and FAM Member Options
Tuesday, Thursday: 11 AM - 2 PM Wednesday, Friday: 3 PM - 5 PM Saturday: 11 AM - 2 PM Sunday: 10 AM - 1 PM	\$10.00 for (x1) 15-Minute Session FAM Members receive 1 FREE hour (Four Sessions) After that, it is \$5 per session!

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AOPA Turns to Congress to Solve FAA-Created Flight Training Crisis

By AOPA ePublishing staff

Sen. Jim Inhofe (R-Okla.) and Rep. Sam Graves (R-Mo.) have introduced the Certainty for General Aviation Pilots Act of 2021 in both houses to clarify “that individuals engaged in aircraft flight instruction or testing, including phased testing of experimental aircraft, are not operating an aircraft carrying persons or property for compensation or hire.”

The bills, S.2458 and H.R.4645, were introduced July 22 to reverse the damaging impact of an FAA directive that as of July 12 requires owners of experimental aircraft in which pilots receive training, or the instructors who provide the training for compensation, to obtain a Letter of Deviation Authority (LODA) from the FAA. Pilots and instructors engaged in compensated instruction in limited category aircraft or the handful of primary category aircraft in the registry must obtain a regulatory exemption (not the same as the LODA process but providing the necessary permission) before conducting training. Those training in aircraft with a standard airworthiness certificate are not impacted.

The need for a remedy arose after a federal court upheld an FAA cease-and-desist order against a Florida company, Warbird Adventures, that the FAA said was providing paid instructional flights in a Curtiss P-40 Warhawk, an airplane with a limited category airworthiness certificate. The decision stated—incorrectly, say aviation groups—that “when the student is paying for the instruction, the student is being carried ‘for compensation.’”

The directive triggered uncertainty in the pilot community that has generally understood flight training to be entirely unrelated to flying an aircraft for compensation or hire. The FAA also said money is not the only form of compensation instructors can benefit from.

“The bureaucratic response from the FAA’s legal office actually impedes safety, which is unacceptable. We will work with our industry partners and our membership to support legislation in Congress so we can bring clarity and coherence to this whole issue,” said AOPA President Mark Baker.

On the introduction of the identical bills in the House and Senate, Graves, the House Transportation and Infrastructure Committee Republican Leader, issued a statement calling for the FAA to return to a “commonsense” policy.



Photo by David Tulis

“The FAA’s recent change to its longstanding legal guidance on flight training put 40,000 general aviation pilots in regulatory non-compliance overnight,” he said. “Besides creating a significant amount of confusion, the FAA needlessly added more bureaucratic red tape for pilots that does nothing to improve aviation safety. In fact, the

FAA’s actions are actually creating safety concerns because they undermine a basic principle of aviation safety that a pilot should be trained in the aircraft he or she will be flying. This bill restores the FAA’s previous commonsense interpretation of these flight training regulations and reestablishes a system which had been in place and working for decades.”

Inhofe, the bill’s lead sponsor in the Senate, said the legislation would eliminate unnecessary regulatory burdens.

“America’s aviation community is vital to our nation,” he said. “That’s why I introduced the Certainty for General Aviation Pilots Act, legislation that will remove needless bureaucratic burdens that hinder pilots from flying aircraft tomorrow that they were able to fly yesterday. This bill would remove new and unnecessary regulations and get pilots safely back to the skies. I am proud to fight for their priorities in Congress and I look forward to working to getting this bill signed into law.”

Baker and the leaders of 10 other aviation organizations noted their strong support for the legislation in letters to Graves and Inhofe.

AOPA will continue strong advocacy for restoring flight training to its safe, sensible prior status and will work to ensure that a regulatory slippery slope has not been created for flight training.

The bottom line for now, as AOPA is informing members who contact us with questions, is that since July 12 anyone providing or receiving flight instruction in their experimental, limited, or primary category aircraft is at legal risk if they do not have a LODA (experimental aircraft) or exemption (limited or primary category aircraft) in place before conducting or receiving the training.

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Looking for something fun to listen to?

Here's a list of 10 aviation podcasts to tune into:

1. **Pilot to Pilot**

Hosted by Justin Siems, a corporate pilot.
www.pilottopilothq.com

2. **There I Was...**

Host AOPA Air Safety Institute. Find it on Apple Podcasts and Spotify.

3. **The Fighter Pilot Podcast**

Hosted by Vincent "Jell-O" Aiello, a retired U.S. Navy fighter pilot. www.fighterpilotpodcast.com

4. **Rotor Radio**

Hosted by Vertical Magazine. Find it on Apple Podcasts.

5. **The Finer Points**

Hosted by Jason Miller, a certified flight instructor.
www.learnthefinerpoints.com

6. **Stuck Mic AvCast**

Hosted by Carl Valeri and his team of co hosts.
www.stuckmicavcast.com/meet-the-hosts/

7. **AviatorCast**

Hosted by Chris Palmer, a certified flight instructor.
www.angleofattack.com/category/aviatorcast-podcast/



8. **Airline Pilot Guy Show**

Hosted by Capt Jeff, an airline pilot and graduate of the Accident Investigation and Flight Safety School. www.airlinepilotguy.com or on Apple Podcasts.

9. **Cockpits & Cocktails**

An all-female podcast hosted by Allyssa VanMeter and Natalie Kelley. Find it on Apple Podcasts.

10. **The Green Dot**

Hosted by the EAA. www.inspire.eaa.org/eaas-green-dot-podcast/ or on Apple Podcasts.



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Local Pilot Honored with FAA 50 Year Wright Brothers Master Pilot Award

On June 13, 2021, I had the honor to present a fellow aviator and friend the Federal Aviation Administration's Wright Brothers Master Pilot Award. The event was sponsored by EAA Chapter 1008 during their Fly-In at the Mandan Regional Airport, Lawler Field.

The Wright Brothers Award recognizes pilots who have demonstrated professionalism, skill, and aviation expertise by maintaining safe operations for 50 or more years.

James D. McLeish has been developing his skills and safely flying for more than 62 years, which places him well on his way to the 100 year award (If there was one), an award he tells me he will try to shoot for. Go Jim!

62 years ago, Airman James D. McLeish, sitting in the baggage sling of his father's friend's Ercoupe, took to the skies. From that point and all through his high school years, Jim dreamt of becoming a pilot. With the help of a friend, Jim accumulated four hours of time in a Cessna 140 before going off to college, which had a flying club on campus but no aircraft. Jim, along with a few of his club members, organized and managed to purchase a Cessna 140 for \$2200. His first solo was on November 22, 1960, out of the Fort Collins Airport in a Cessna 150. The remainder of Jim's training was in a Cessna 140, up to his Private Pilot check ride, which he took out of the Denver Stapleton Airport on June 7, 1961.

Jim has flown several various types of aircraft over the years: Cessna, Piper, and Beech single engine and several multi-engine aircraft, including a B55 Beech Baron, a TC-56 Baron, and a B60 Duke. One of his particular favorites was an A33 Beech Debonair. Later on, he flew a N35 Beechcraft Bonanza with the curious but appropriate endorsement of "you are checked out in the Debonair; it's about the same, just go." Not something you'd see in a logbook today.

Joining the United States Air Force Reserve in 1966, Jim earned his Instrument Rating along with Trans World Airlines

(TWA) new hires, trained on the airbase where he was stationed.

From 1968 to 1973, Jim was a company pilot flying the Duke, a Cessna 180, and J35 Bonanza. That pretty much kept him flying every few weeks or so until his final trip with the company in December of 1973.



Since that time, Jim and his wife, Yvonne, moved back to their farm here in the Dakotas, where they live today.

Jim's trip of a lifetime? Jim's brother and family lived in Costa Rica and had obtained a Duke they needed to bring back

to the states. Since Jim had the experience and willingness to get the legally required Costa Rican private pilot license, he then managed to fly the Nicaraguan and Cuban airspace all the way to Florida. The U.S. Government and Nicaraguan Government were not getting along at that time, so he flew off the coast flying parallel to the airway to the Grand Cayman Islands for fuel. The flight over Cuba to Key West and Miami was exciting, trying to make sure he understood the clearances.

Jim, along with his neighbor, have restored and flown various other aircraft over the years, such as a K-35 Bonanza, 1946 Ercoupe, Cessna 150 they converted to a tailwheel aircraft, and a Piper PA12. The day of the award, Jim joined us with his favorite aircraft, the Beech Bonanza seen here in the photo.

Jim has served as president of the North Dakota Flying Farmers. He's been on the North Dakota Aviation Council, and supports aviation organizations such as the Aircraft Owners and Pilots Association (AOPA), the Experimental Aviation Association (EAA), and the American Bonanza Society. With more than 4700 hours of total time, Airman James D. McLeish has lived the aviation dream.

As a National FAA Safety Team ASI, Fellow Airman, Colleague, friend, it is my honor to have presented the FAA Wright Brothers Master Pilot Award to Mr. James D. McLeish.

Jay M Flowers/National FAA Team ASI/AFS-850

Charlie's CORNER

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 from aviation maintenance technicians. All of these stories and situations are completely true. The names in the following story have been changed to protect the identity of the guilty.

And as always, do not try this at work and certainly not at home.

Joe, a commercial airlines mechanic, was in the check hangar doing a crown inspection of a DC-10. For this particular inspection, he was secured in the boatswain's chair, which was connected to the overhead hoist. The boatswain's chair was used as a safety precaution, as the crown of the airplane was not only approximately 40-feet in the air but also round and slippery. Joe's friend on the floor, also an aircraft mechanic, held the controls for the chair.

It should be noted that this particular mechanic, Joe, had played many practical jokes on his co-worker friends. He was quite deserving of what happened next.

While Joe was completing the inspection, lunchtime arrived. His mechanic friend on the floor used the controls to raise the boatswain's chair to the hangar ceiling, about two stories in height. The friend then left for his half hour lunch break, leaving Joe stranded in the chair. Joe began to yell, and the other mechanics in the hangar noticed his predicament. As he wasn't in any danger, everyone chuckled and went to lunch. When Joe was finally released from his chair prison, after having a half hour to think, he quickly repented of his many pranks and promised to tone down the severity of his future antics.

Story submitted by John, a 30+ years commercial airlines aircraft maintenance technician

Are you an aviation mechanic with an interesting story to share? Submit your stories to: editor@fly-nd.com

Did you know?

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

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We Need YOUR Help!

The North Dakota Aviation Association needs your help. We are looking for volunteers to help with the Fly-ND Summerfest in Washburn, ND, this August and at the Fly-ND Career Expo, in Minot, ND, this October. Summerfest, on August 19, includes the NDAA Scholarship Golf Tournament, several self-guided activities for non-golfers, the Hall of Fame presentation, as well as a BBQ Social. The Career Expo, on October 6, has a mission to introduce and inspire high school senior high and college age students to the many careers available throughout the aviation industry. To learn more about these events, please visit: www.FLY-ND.com.

We have separated the volunteer responsibilities into groups to make the most of your volunteer time. You can participate in as many as you'd like! Here are ways you can help:

Outreach and Exhibitor Committee: This committee will be responsible for reaching out to find exhibitors. We have a great list of people who may want to attend. However, we need help in reaching out to these people to encourage them to participate.

On-site Logistics Committee: This committee will be responsible for helping coordinate onsite logistics at the event. Including, but not limited to, exhibitor set up, student attendees, and overall event setup. Most of this committee's work will be done onsite at the event.

Scholarship Committee: This committee will be responsible for soliciting sponsorship dollars from potential donors. In addition, this committee will review scholarship applicants and select scholarship winners.



The North Dakota Aviation Association (NDAA) has several opportunities for involvement. Volunteers are needed to support the annual Fly-ND Conference, the Career Expo, Membership Committee, or any of our active committees.

If you are interested in volunteering, please reach out to Mike or Stacy in the NDAA Central Office at admin@fly-nd.com or call 701-223-3184 to learn more.

Help her achieve her dream . . .

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

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

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

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

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www.FLY-ND.com/Scholarships

FLY-ND

SCHOLARSHIPS



KIDS Take Part in Aviation-Inspired Learning Adventure



Eloise Ogden/MDN Michelle Saari, left, aviation mentor, uses the Interstate L-6 "Grasshopper" to explain a plane to some of the kids attending ACE Aviation Camp at the Dakota Territory Air Museum in Minot. Signs on the plane designated its various parts (i.e. propeller, engine, cockpit, etc.) to help the camp participants.

Third- and fourth-graders learned about aviation during ACE Aviation Camp held at the Dakota Territory Air Museum in Minot.

This was the second session of the season for the camp. An earlier camp the two grade levels was held June 3. The final session this season was held July 10.

ACE Aviation Camp gives the young participants information about general aviation including some hands-on learning activities and tours of the aircraft at the museum. Aviation and education mentors instruct the sessions.

A camp for 5th & 6th graders, PACE Aviation Camp, was held June 14-18, 2021.


Eloise Ogden/MDN Michelle Saari, left, aviation mentor portraying Wilbur Wright, and Jenna Grindberg, right, Dakota Territory Air Museum director portraying Orville Wright, tell the camp kids at the Dakota Territory Air Museum, Minot, about the Wright Brothers and their part in aviation. The museum's Wright Flyer is in the background.



The camps are supported by the North Dakota Aeronautics Commission and the Farstad Foundation. Samantha Blessum and Katy Larcombe are co-education coordinators of the camps.

Those who would like to sign up for future camps can call the museum for more details at 701-852-8500.



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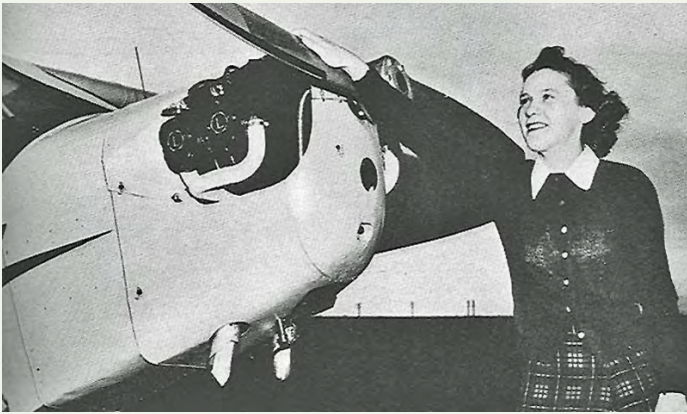
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Remembering UND's woman aviation pioneer

University's first woman pilot gave her life for her country in World War II



Kathryn "Kay" Lawrence, a 1941 UND graduate, was the first woman to earn a pilot's license from the University. During World War II, she died in a training accident in Texas while flying for the Women Airforce Service Pilots (WASP). UND archival photo.

As World War II raged on, a young woman took off from Avenger Airfield in Texas for a solo flight in a military training aircraft. She never returned.

On Aug. 3, 1943, 23-year-old Grand Forks, N.D., native and University of North Dakota graduate Kathryn "Kay" Lawrence became one of 38 pilots in the Women Airforce Service Pilots (WASP) program to lose their lives. She was less than a month into her training at the airfield near Sweetwater, Texas, when the tragic accident occurred.

Lawrence's single-engine PT-19 airplane apparently went into a deadly spin. She attempted to bail out, but was unable to pull the ripcord to open her parachute, perhaps blacking out because of high g-forces. Her body was found not far from the wrecked aircraft.

As Memorial Day nears, Lawrence is not only being remembered for her service and sacrifice, but also as the first woman to earn her pilot's license from UND's College of Engineering & Mines through the Civil Aeronautics Authority. She graduated with a degree in education in 1942, then went to Seattle to work for the Boeing Aircraft Co. before becoming a WASP.



While many of the women pilots in the program cited patriotism and a desire to serve their country during the war, Kay's nephew Mike Lawrence – a former UND employee who

still lives in Grand Forks – remembers the family story about her reason for becoming a WASP.

"If you get to fly the most powerful, up-to-date airplanes for free, then what's the question?" she is said to have replied when asked about taking a risk she didn't need to take. Born in 1938, Mike doesn't remember his aunt, although he knows she had a reputation for being unafraid to try new things. At UND, she belonged to a sorority, was active in athletics and was a cheerleader.

On Thursday, six members of UND's Women in Aviation (WIA) chapter were joined by advisor Elizabeth Bjerke, associate dean and aviation professor at the John D. Odegard School of Aerospace Sciences, and Mike Lawrence to lay flowers and place a flag on Kay Lawrence's grave. It's part of a Memorial Day effort by Women in Aviation International to #HonorTheWASP.



Mike Lawrence, nephew of the late Kay Lawrence, was joined by six members of UND's Women in Aviation chapter to honor his aunt for Memorial Day. From the left are: Anna Hornboster, senior, Rockton, Ill.; Sophia Jensen, senior, Lakeville, Minn.; Abigail Rizac, junior, Northfield, Minn.; Hanna Anderson, senior, Stillwater, Minn.; Hanna Sampel, senior, Forest River, N.D.; Julia Vitale, junior, Rosemount, Minn.; and Elizabeth Bjerke, associate dean, UND Aerospace. Photo by Patrick C. Miller/UND Today.

Mike was overcome with emotion as he told stories about his Aunt Kay to the six women UND student pilots, some of whom are taking training to fly helicopters for the U.S. Army. He said his aunt never would have imagined so many women having aviation careers as pilots.

Bjerke, who has studied the WASP program, heard panel discussions in which WASP members participated and wrote a paper about the program as an undergraduate aviation student

at UND, wants to keep Kay Lawrence's memory alive. She became interested after a visitor to the National WASP World War II Museum in Sweetwater posted a photo on Facebook showing Kay's memorial plaque.

"That sparked my interest and I went to the archives at the Chester Fritz Library in Special Collections," Bjerke recalled. "We found that she was buried in Grand Forks and found her gravesite. We decided to name the Women in Aviation scholarship we've been giving out for decades in honor of Kay."

The WASP program was formed in 1942 to help relieve the shortage of pilots needed to ferry military aircraft around the country and overseas. Originally composed of 28 civilian women volunteer pilots, more than a thousand women were trained for the program before World War II ended. They flew more than 60 million miles in 77 different types U.S. Army Air Corps aircraft. WASP members also served as flight instructors, teaching male pilots how to fly some of the most difficult-to-handle aircraft.

The end of young Kay Lawrence's life is somewhat symbolic of how the WASP program ended. Never an official part of the military, it took more than three decades before WASP members were recognized as veterans and honored for their valuable contributions during the war.

"Many of these ladies served their country in World War II and, after the war was over, they went back to living their lives as mothers and grandmothers," Bjerke explained. "It was like, 'Alright. Thanks for doing that, but there's no jobs for you in the aviation industry.'"

It wasn't until 2006 that a military memorial ceremony was held at Lawrence's gravesite in Grand Forks in Memorial Park Cemetery. It featured a U.S. Air Force honor guard and a flyover.

Mike Lawrence said that after his aunt died during the wartime training accident, the situation was far different. Because she wasn't in the military, WASP members had to raise money to send Kay's body back to Grand Forks. All they could afford was a plain wood casket.

"While they were loading the casket on to the train, one of the girls who was a pilot with Kay saw that they handled it roughly, just like a piece of baggage," he said. "They had no respect. That young lady decided to come with Kay all the way back to Grand Forks to make sure they handled her with respect."

Kay's death wouldn't be the only wartime loss for the Lawrence family. Her brother William joined the U.S. Marine Corps and was killed on Sept. 15, 1944, in combat on Palau Island.

Mike said William wrote a letter to a family member saying, "I have to go into combat again. Don't tell Mom."

It was the last letter they received from him. Kay's mother, Chrissie, who lived to be 99, would never forget the family's sacrifice.

Mike Lawrence shared a story about his grandmother with the UND Women in Aviation students who gathered to honor Kay for Memorial Day.

When his grandmother was in her 90s and visited Grand Forks, he drove her past the student union, which was being remodeled. A sign out front said the building was the "University Student Center." He saw that this upset his grandmother, but he wasn't sure why.

"About a week later, Grandma told me she had gone to talk with President (Tom) Clifford and told him he couldn't name the building the Student Center," Mike explained. "She said, 'That is the Memorial Union. I lost two children in the war. They were students here, and that building was built as a memorial building.'"

"The next week, I saw a new sign out there saying it was the Memorial Union. If it wouldn't have been for my grandma, it would have been called the Student Center," he noted.

Bjerke wants to see the tradition continued by including space in the new Memorial Union to honor Kay Lawrence and other UND students who've made the ultimate sacrifice in service to the country.



Mike Lawrence, at the gravesite of his Aunt Kay Lawrence, holds a WASP patch created by Walt Disney and a grave marker from the WASP organization to honor her contributions during World War II. Photo by Patrick C. Miller/UND Today.

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



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

Eternal FLIGHT



Robert "Bob" D. Hewitt, 102, passed away peacefully at his home in Grand Forks, June 5, 2021, of old age, surrounded by his children.

Bob Hewitt was born on September 13th, 1918, the son of Frank and Eva Hewitt of Minto, ND. He grew up on the family farm West of town and attended a one room school house. In the 1920's a barnstormer landed in a nearby field with a Curtiss Robin. Bob and cousin John used their Sunday School money to get a ride. After graduating from Minto High School in 1936, Bob started flying lessons in a 40hp Taylorcraft from the original Grand Forks Airport. His solo cross country was to the Crookston, MN where he signed a logbook tucked into a haystack, to prove he had made it. He became a Private Pilot in 1939.

In 1941, he joined the US Army's 5th Air Force, 43 Bomb Group, and shipped out on the Queen Mary along with 12,000 other troops. Forty days later they arrived in Sydney, Australia. He spent the next 4 years in New Guinea as mechanic on B-17 and B-24 bombers, and achieved the rank of Master Sergeant & Crew Chief.

Returning home, he obtained his A&E mechanic's license, & CFI. He attended UND

where he met Pauline Olsen, and the two married June 6, 1948. He operated Hewitt Flying Service with a PA-11 for a while, then moved to St Paul to work for Northwest Airlines and later, Western Airlines in California, as a mechanic. After being laid off the family returned to Grand Forks in 1958.

Bob worked for Montgomery Airspray in Grand Forks, as flight instructor and head mechanic. Later he did maintenance for Morten Helicopters in Larimore. He spent the last ten working years at the GFK City Line Office, manning the fire trucks, snow plows, and fueling aircraft. Often in -40 windchills. He retired in 1985. Bob and Pauline began wintering in Mesa, AZ in 1997, to "thaw out", and enjoyed many winters there.

Bob enjoyed flying with son, Mark, well into his 80's. Mostly he loved his Lord and Savior, and spent 40 years telling inmates in the GF County Jail of how Jesus had changed his life. Bob Hewitt will be missed by many.



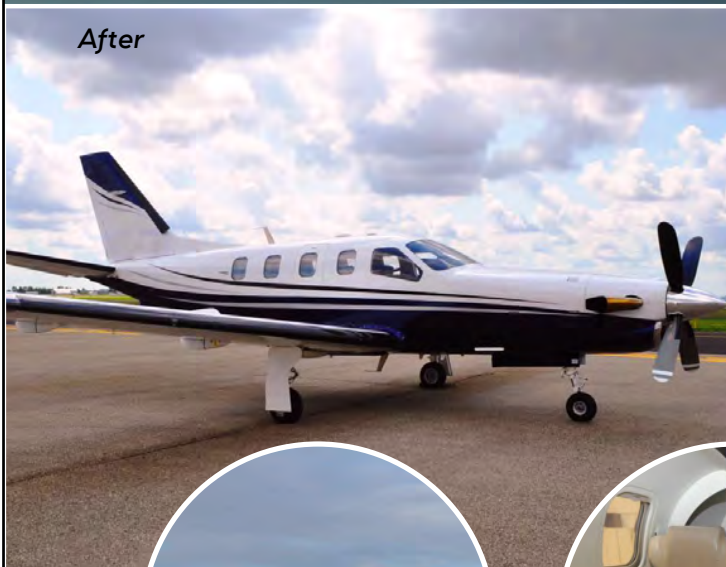
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CALENDAR *of* EVENTS

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

August 2021

Tioga Drone Camp for Kids

Aug 14 to Aug 15, Tioga Community Center, Tioga, ND

DTAM Fly-In and patriotic Celebration

Aug 14, Dakota Territory Air Museum
Patriotic Celebration of the 80th anniversary of
Pearl Harbor and the end of WWII in the Pacific

Adventure to the Beach

Aug 14 to Aug 15, 20U Beach, ND
Medora Musical and Pitchfork Fondue

NDAA SummerFest

Aug 19, Washburn, ND (see page 6)

Kulm Fly-In Supper

Aug 21D03Kulm, ND

Garrison Fly-in Breakfast

Aug 22, D05 Garrison, ND

Hillsboro Fly-In

Aug 25,3H4 Hillsboro, ND

September 2021

Fargo Air Museum's Fall Fundraising Ramp Party

Sep 10, Fargo Air Museum

Hettinger Fly-in Breakfast

Sep 11, KHEI

Bismarck Fly-In/Drive-In

Sep 12, KBIS Bismarck, ND

Enderlin Fly-In Breakfast

Sep 19, 5N4 Enderlin, ND

Women Wings and Wine

Sep 25 to Oct 25, Dakota Territory Air Museum
Celebrate the contributions of women in aviation, past and present

October 2021

FLY-ND Career Expo

Oct 6, Dakota Territory Air Museum, Grand Forks

2021 UAS Summit & Expo

Oct 13 to Oct 14, Grand Forks

Night at the Museum Hangar Dance

Oct 23, Dakota Territory Air Museum
Food, Music, Silent Auction, dancing and more