

NORTH DAKOTA AVIATION ASSOCIATION

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QUARTERLY

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SUMMER 2023

We Need Your Help! See Page 4-5

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FLY-ND QUARTERLY

www.FLY-ND.com

The official publication of the North Dakota Aviation Association

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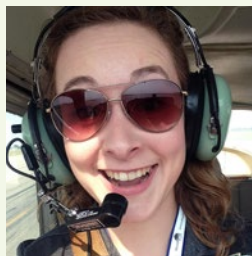
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By reporter Nathalie Gomez and photographer Adam Pfeifer.



From the Editor

Recently, my three-year-old son specifically requested we go watch airplanes take off at our local airport. Who could deny such a request? So, I spent the morning on top of the airport parking garage with a coffee in hand and my two toddler boys, overlooking the runway. We watched a multitude of airplanes arrive and depart, while my oldest made dozens of observations and asked countless questions: Where do landing gear go? What is a fuel truck? Is that the taxiway? Where is the pilot? We could have stayed for hours and hours, studying every detail, if the summer heat (and naptime) had not deterred us.

For those who show an interest in aviation, whether you're three years old or 30, there is no better time to start than NOW. In this issue of the Fly-ND Quarterly, you'll find a variety of inspirational articles, sharing the love of aviation with educators and students alike. Your passion for aviation can change lives! If you are not a member of the North Dakota Aviation Association, [sign up here](#). Your membership gives us the ability to promote aviation in our great state for the next generation.

Wishing you clear skies and unlimited visibility, Nicolette

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Justin Weninger, Chairman
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CHAIRMAN'S COMMENTS

Dakota summer!

I have had the great pleasure these past few months to get out and enjoy summer flying in North Dakota. What a wonderful time of year to fly! Aside from dodging a few thunderstorms and showers here and there, seeing all the beautiful green fields and golf courses (my favorite) sure is a lot of fun! I even let my daughter take the controls of the Cessna 172 to see how it's done. After a few roller coaster ups and downs, she got it figured out! Another aviator in the making?!

I would like to take this time for a thank you and a welcome. As of July 1, 2023, we have our annual changes to the members of the Board of Directors. As such, I would like to extend a huge thank you to our out-going board member, Ron Lundquist. Ron has shared his wisdom, knowledge, and expertise with the group and our organization in countless ways over the past two years, and we sure will miss having him on the board. Thank you again, Ron, it was great working with you.

Returning to the board for another two-year term is Jake Werner. He joined our board in 2020, and was re-elected this March for his second term. Thanks for throwing your hat in the ring again, and welcome back, Jake!

Filling out the second open seat on the board is Devin Cole. Devin was elected to the board in March for his first two-year term. We're excited to have Devin join us and know he will bring a great perspective to the board. Welcome, Devin!

In other NDAA Board news, we are currently seeking to fill the Executive Director role. Our previously hired Executive Director accepted a full-time position, which would have made it difficult to fill this capacity as well. We wish her nothing but the best in her new role! With that, if you or anyone you know has an interest in being the Executive Director, please contact myself or someone else on the board.

Aside from this, we are continuing to make plans for the 2024 Fly-ND Conference in Grand Forks, ND. We've got a great team heading up this effort, and it's sure to be a conference you will not want to miss!

I hope the remaining summer months bring you all great times with family and friends, and not too many sunburns!

Take Care, Justin

CORRECTION NOTICE: In the 2023 Spring Fly-ND Quarterly publication, a photo on page 10 was mislabeled as the *Dean Aftolter Master Pilot Award*. The correct caption is the *Glen Wharam Master Mechanic Award*.



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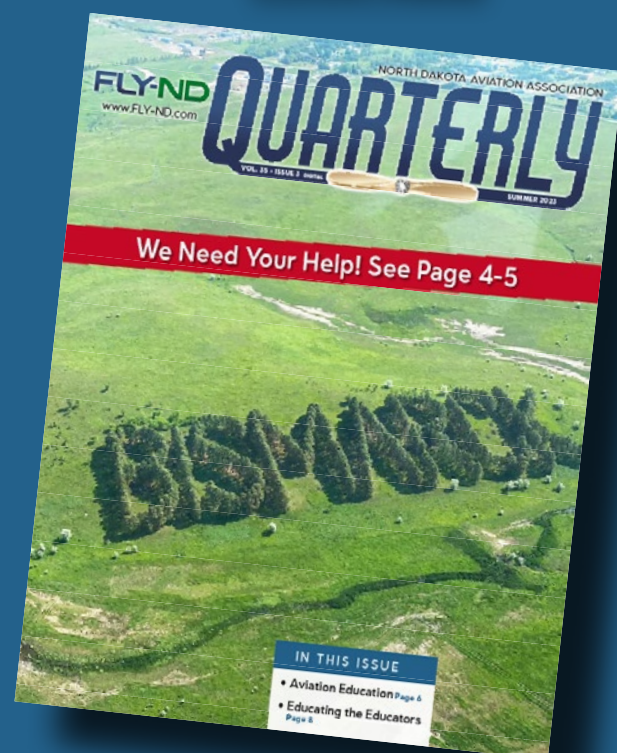


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**Be sure register to continue
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THIS ISSUE IS DIGITAL ONLY

As printing and mailing costs continue to rise,
the organization is sending this
summer issue as a digital publication only.



Become an NDAA member today!

Sign up at www.fly-nd.com/Memberships

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* magazine subscription
- Network with other aviation enthusiasts and industry partners
- Help support the future of Aviation in ND
- Opportunity for committee involvement – Conference, Advocacy, Strategic Planning, etc.
- 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
- 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 is 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 is 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 is 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 & other NDAA functions
- Advertise open job opportunities

Student Member is 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
- Member discounts from participating North Dakota aviation museums
- Complimentary attendance at the annual conference
- Networking opportunities
- Mentorship & training
- Career advancement through job boards

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

DIRECTOR'S Chair



Aviation Education is a Priority

The current pilot shortage has posed a significant challenge to the aviation industry worldwide. Flight cancellations, route reductions, and higher ticket prices are being experienced by the public and these concerns are receiving significant attention. The private sector has responded by implementing several short-term strategies, which include offering signing bonuses, enhancing training programs, fostering collaborations with flight schools, and expanding recruitment efforts. While these initiatives have helped to alleviate the immediate impact of the shortage, a comprehensive national long-term strategy is necessary to address the root causes and further sustain the industry's growth.

To tackle the workforce shortage effectively, a collective proactive approach is required. Solutions must focus on promoting aviation careers to younger generations and efforts should be done to reduce barriers to entry. It is also crucial to showcase the wide range of opportunities beyond piloting, which includes but is not limited to careers in airport management, aircraft mechanics, unmanned aircraft operations, and airport engineering/planning. Scholarships and educational programs can also help make aviation training more affordable and accessible. Additionally, finding ways to streamline regulatory requirements without compromising safety would also help to encourage aspiring aviators to join the profession.

Aviation education has been a priority to the North Dakota Aeronautics Commission (NDAC) and we are proud of our collaborative efforts with the North Dakota Aviation Association (NDAA) to significantly grow aviation education initiatives throughout the state, over the last decade. The NDAC has provided funding to assist with multiple educational programming events, such as the Bismarck Aviation Career Day, which draws in over 900 fifth graders to learn about aviation careers. The Commission also supports internships at commercial service airports and funds educational programming at aviation museums. Furthermore, the Flight Training Assistance Program helps to provide transportation costs of flight instructors to rural airports.

The NDAC has also played a pivotal role in developing aviation-related programming for high school students.



The Kindred High School is one example of a recent recipient of grant funding, which will assist with starting up a new aviation program. Presently, seven different cities throughout the state provide aviation-specific high school coursework. Additionally, all North Dakota students have an opportunity to access aviation curriculum through the state's distance

education program. Overall, these efforts have been very successful, as we have seen tremendous growth in the number of aviation students at both the high school and collegiate levels.

This past biennium, a partnership was also formed between NDAC, NDAA, and the University of North Dakota to receive a federal workforce development grant. This has allowed for new professional development opportunities for our high school teachers and to further promote aviation curriculum within the school systems.

Efforts have also been successful to develop one-time and endowed scholarship funds for students pursuing a career in aviation. An annual Aviation Career Expo, which occurs each October and alternates between the Fargo and Minot Aviation Museums, has also been very successful. This event has been drawing approximately 150 high school students from all over North Dakota, who are specifically interested in aviation careers.

North Dakota's proactive initiatives can serve as an inspiration for other states and regions that are also facing workforce shortages. A national-level effort is imperative to tackle the issue and ensure a sustainable supply of skilled aviation professionals. Our office will continue to collaborate with industry groups and organizations as we facilitate the exchange of ideas and best practices with the goal of promoting effective strategies nationwide.

We deeply appreciate the contributions of all the dedicated volunteers and professionals who have worked to actively promote aviation careers. We also wholeheartedly encourage each one of you to explore opportunities to give back to the industry. **Together, let us continue fostering a passion for aviation and work to inspire the next generation to explore the different career fields that aviation has to offer.**

The Chaplain and the Tax Collector

By Janell Pederson, NDAC Licensing Specialist

As the licensing specialist for the North Dakota Aeronautics Commission, one of my responsibilities is to collect aircraft excise tax and registration fees from aircraft owners. Let me tell you...it's not always *fun* collecting tax.



Passport Program, where has been able to see first-hand some of the different airports that our state has to offer. We wish Buddy Blessings & Blue Skies!

I now have an autographed issue of the Quarterly

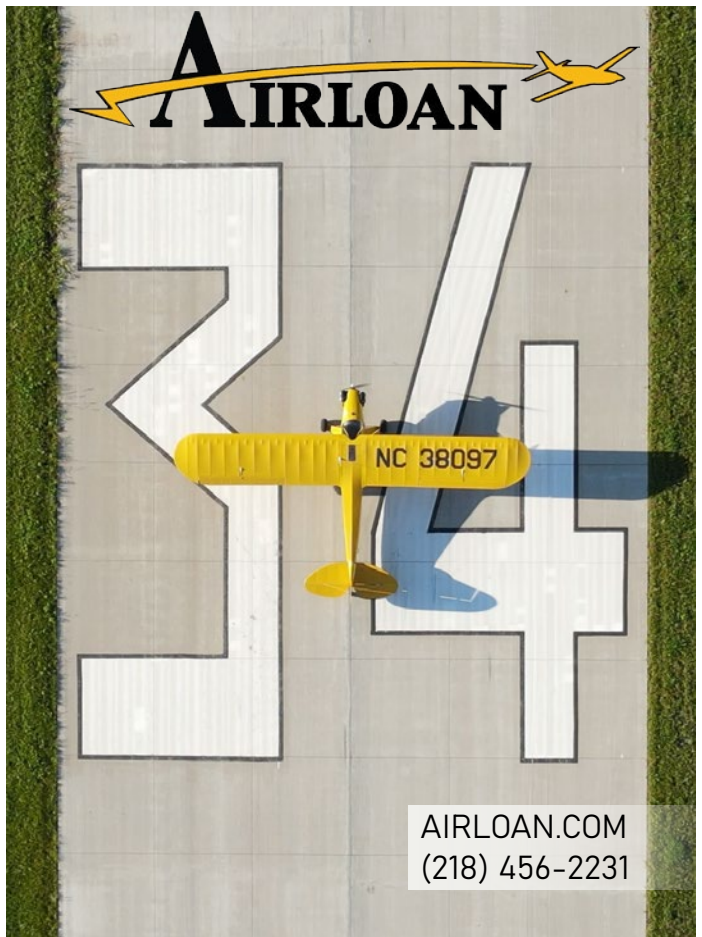
Who *wants* to pay *more* for an item they just spent hard earned money on? In my line of work... I have found that there is a grand total of 'zero' aircraft owners who 'want' to pay tax. Believe me, I've heard it all, some just use more irate voices than others.

My job is necessary, however, as these funds are utilized to provide infrastructure grants so our communities may continue to maintain and develop the very airports that we all enjoy. Very similarly to the tax and registration that is paid to the North Dakota Department of Transportation (NDDOT) for vehicle purchases for road development and maintenance, these funds serve the same purpose, but for our 89 public-use airports.

The Spring 2023 Fly-ND Quarterly introduced you to Hyral "Buddy" Walker Jr (pages 24-25.) I wanted to share a story of how the tax collector and the chaplain developed a friendship, *after* taxes were paid.

I was introduced to Buddy because...I taxed him. I reached out to him to let him know that a tax and registration was due on his aircraft and he really didn't like that idea. We then communicated back and forth many times.... since we all know that it isn't fun paying taxes. After understanding where North Dakota receives its funding to maintain our airports and realizing that there were no loopholes to be found, though several attempts were made, Buddy came around and has become a very good friend to us. Buddy is now heading back to Texas after retiring from the U.S. Air Force and being stationed as a Chaplain in Minot, ND. Before he left, he flew to Bismarck to meet with us in person. He has even been able to partake in the North Dakota

addressed to "My Favorite Tax Collector" – and you can find it framed at my desk when you come to visit!



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Educating the Educators

Here at the North Dakota Aeronautics Commission (NDAC), we are continually searching for new ways to share the aviation industry with students. Over the past 18 months, with the help of a workforce development grant from the Federal Aviation Administration (FAA), a collaboration of University of North Dakota Aerospace, the NDAC, and the North Dakota Aviation Association we have been sharing the industry with teachers, through a variety of professional development opportunities. In early June, we were able to bring approximately 30 teachers to the Minneapolis, MN, area to showcase career opportunities that could be available to students at a national level.



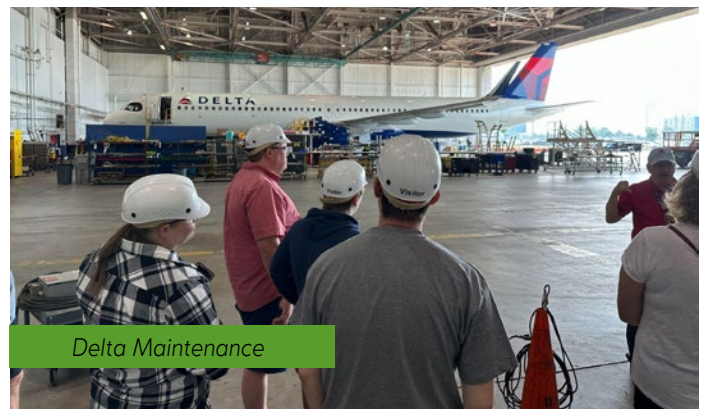
Alexandria, MN, Lifelink Air Medical

We had a great cohort of teachers, from a variety of backgrounds and subject areas, including everything from kindergarten teachers to school counselors. I believe our goal of showing them the opportunities they never knew existed was successful. The teachers learned a little about how the aviation industry functions, and a lot about the career opportunities in the industry.



Our experience included a visit to Alexandria, MN, airport to discuss opportunities at a General Aviation (GA) airport and included a tour of the airport and discussion with air medical pilots and flight nurses. Once in the Twin Cities, we visited Sun Country Airlines and Delta Air Lines. While a major topic of conversation (and tours) was centered around maintenance technicians, we learned about all of the jobs in the airline industry. We also brought the group to the St. Paul Downtown Airport and South St. Paul Airport to show some opportunities at other GA airports.

For many teachers, a highlight was our day touring the Minneapolis-St. Paul International Airport (MSP.) We learned about the many opportunities for an airport career, seeing firsthand the need for painters, electricians, plumbers, firefighters, biologists, caterers, equipment operators, and more. In addition, the operations crew at MSP brought our charter bus right out on the runway and allowed the group some time to watch airplanes and talk about what goes on to keep the airport functioning on a day-to-day basis.



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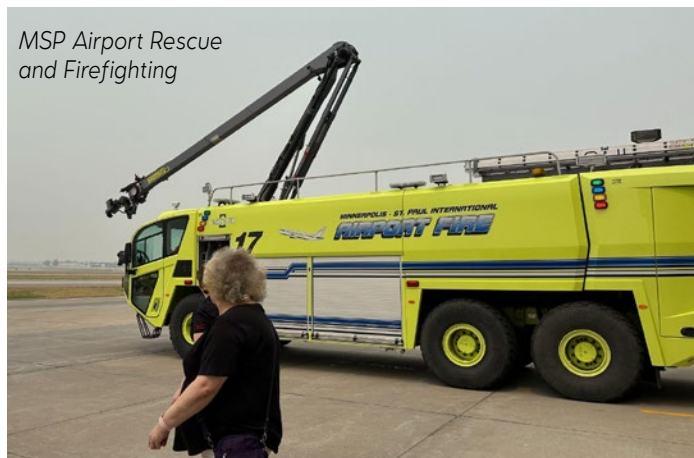
Our goal was for these teachers to have knowledge of opportunities in the industry and share them with their students. We received feedback that there were many career fields in aviation that these teachers and counselors didn't previously know were available. We hope many students will be exposed to the aviation industry through the educators' experiences!



A fun private hangar in St. Paul, complete with evacuation slide



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Aeronautics Commission Awards \$20 Million for Airport Infrastructure Grants

By Kyle Wanner, NDAC Executive Director

The North Dakota Aeronautics Commission (NDAC) recently approved and finalized approximately \$20 million in state infrastructure grant allocations to multiple public airports throughout North Dakota. These state grants are critical in maintaining the needed infrastructure to support the aviation industry, which is a major contributor to the state's overall economy and standard of living.

\$10 million of the total grant allocation was provided through funding that was made available for the first time through the Airport Infrastructure Fund. This fund was established as a part of the "Operation Prairie Dog" bill that was passed during the 2019 legislative session, in order to assist with the maintenance and development of the 89 public-use airports throughout North Dakota. The other \$10 million allocation was made possible from the Commission's Special Fund, where the primary revenue source is derived from state tax collections on aviation fuel and aircraft sales.

These state grant allocations also match and leverage federal grant dollars through the Airport Infrastructure Program (AIP), Bipartisan Infrastructure Act (BIL), and Airport Terminal Program (ATP.) It is estimated that throughout the 2023 construction cycle, North Dakota airport projects will receive approximately \$65 million dollars through those different federal funding sources, which all require matching participation.

Provided on this page is a listing of each of the public airports that received a state grant allocation, along with a description of one of their funded projects. A full listing of all of the airport grants and dollar amounts can also be found in the news section on the North Dakota Aeronautics Commission website.

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

Commercial Airport Grant Awards:

Bismarck Construct Snow Removal Equipment Building
Devils Lake Reconstruct General Aviation Apron
Dickinson Crosswind Runway & Apron Pavement
Maintenance
Fargo Design for the Commercial Terminal Expansion
Grand Forks Reconstruct Runway 9L/27R
Jamestown Runway 13/31 Rehabilitation
Minot Purchase Snow Removal Equipment
Williston De-Icing Containment Improvements

General Aviation Grant Awards:

Ashley Construct General Aviation Terminal
Beach General Aviation Terminal Heating System
Improvements
Beulah Pavement Maintenance
Bottineau Airfield Pavement Seal Coat
Bowman Purchase Aircraft Towing Vehicle
Cando Airfield Lighting Rehabilitation
Cassleton Runway Pavement Repairs
Cavalier Pavement Maintenance
Cooperstown Purchase Mower
Crosby Primary Runway and Lighting System Reconstruction
Drayton Pavement Maintenance
Ellendale Pavement Maintenance
Enderlin Replace Public Hangar Roof
Fessenden Concrete Floor for Public Hangar
Fort Yates Pavement Maintenance
Garrison Construct Security Fence
Glen Ullin Purchase Snow Removal Equipment
Grafton Design Taxilane and Apron Rehabilitation
Gwinner Access Road Rehabilitation
Harvey Pavement Maintenance
Hazen Airport Layout Plan Update
Hettinger Rehabilitate and Extend Taxilane
Hillsboro Apron Reconstruction
Kenmare Pavement Maintenance
Killdeer Install AWOS III P/T
Kindred Design Taxilane and Access Road
Kulm Purchase Tractor for Mowing/Snow Removal
Lakota Wetland & Cultural Field Study
LaMoure Pavement Maintenance
Leeds Runway & Taxiway Rehabilitation
Linton Pavement Maintenance
Mandan Construct Parking Lot & Access Road
Mayville Pavement Maintenance
Mohall Construct Security Gates
Mott Construct General Aviation Terminal
Napoleon Construct General Aviation Terminal
New Town Design Runway 12 Extension
Northwood Construct Apron Expansion
Park River Airfield Lighting Replacement
Parshall Install Security Gate
Pembina Airfield Pavement Seal Coat
Rolla Pavement Maintenance
Rugby Construct General Aviation Terminal
Stanley Airport Layout Plan Update
Tioga Install Taxiway Lights
Turtle Lake Construct General Aviation Terminal
Valley City Purchase Snow Removal Equipment
Wahpeton Install Security Fencing
Washburn Design Taxiway Extension
Watford City Design Snow Removal Building
West Fargo Beacon Replacement
Westhope Runway & Taxiway Rehabilitation
Wishek Pavement Maintenance

Rodney Schaaf Appointed to the North Dakota Aeronautics Commission

Rodney Schaaf of Bowman, ND, was recently appointed by Governor Burgum to serve on the North Dakota



Aeronautics Commission for a five-year appointment, which became effective on July 1, 2023.

Rodney has been an active member of the North Dakota aviation community throughout his life. He became a pilot in the U.S. Air Force in the early 1970s, where his first assignment sent him to the Grand Forks Air Base as a KC-135 flight crew member. Following his honorable discharge in 1978, Rodney was hired as a pilot for Delta Air Lines and had a successful career until his retirement in 2004.

In 2007, Rodney was appointed to serve on the Bowman County Airport Authority, and he has acted as the chairman of the board for over a decade. In this role, he was

instrumental in the planning, design, and construction of the new Bowman Regional Airport, which was opened to the public in 2015.

Rodney was also inducted into the North Dakota Aviation Hall of Fame in March 2023.

“We are excited to welcome Rodney within his new role, where he will provide guidance and oversight to our work at the North Dakota Aeronautics Commission,” stated Executive Director, Kyle Wanner.

“His experience within the field of aviation will complement our work to grow airport infrastructure and aeronautical services throughout the state of North Dakota.



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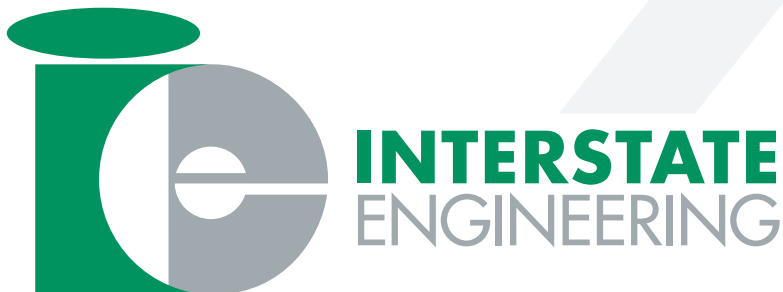
Thank You, Jay B!

Aeronautics Commissioner Jay B. Lindquist has announced that he did not seek re-appointment for his position on the North Dakota Aeronautics Commission.

Jay B. was originally appointed as an Aeronautics Commissioner in 1993. He has served in this position for the past 30 years and was appointed by multiple governors for six consecutive five-year terms. He is also the president of Air Dakota Flite, a full service, fixed base operator (FBO) and has a strong aerial applicator background, as he has been crop spraying for over 50 years. He has also served as the Manager of the Adams County Municipal Airport, in Hettinger, ND, for over 40 years.

Jay B. was inducted into the North Dakota Aviation Hall of Fame in 2012 and has been a tireless advocate for aviation throughout his lifetime. We want to thank him for all of his leadership and efforts in assisting the state of North Dakota with developing a strong, efficient, and safe aviation transportation system.

*Thanks,
Jay B!*



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ND Airline Passenger Boardings up 11% in First Half of 2023

North Dakota's air travel demand during the summer months remains strong, as our residents and visitors take advantage of the state's air service opportunities.

During the first half of calendar year 2023, North Dakota's eight commercial service airports provided a total of 549,962 passenger boardings. This is a growth of 52,640 passengers, or an 11% increase, when comparing the statewide passenger counts to the first six months of 2022.

"Positive demand and healthy aircraft load factors have helped to fuel optimism for the airline industry that is operating within our state," stated Kyle Wanner, Executive Director of the North Dakota Aeronautics Commission. "I encourage both residents and visitors to utilize our North Dakota airports, as increased demand plays a crucial role in expanding flight services and enhancing destination choices for our communities."



Year-to-date Boardings 549,962 PASSENGERS

(JANUARY 2023 – JUNE 2023)

Bismarck Municipal Airport: **122,648**

Devils Lake Regional Airport: **3,548**

Dickinson Theodore Roosevelt
Regional Airport: **11,640**

Hector International Airport: **254,588**

Grand Forks International Airport: **48,513**

Jamestown Regional Airport: **4,952**

Minot International Airport: **70,326**

Williston Basin International Airport: **33,747**

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Thanks to all who joined in the fun for Summerfest 2023 on June 17, in Bowman, ND.



Happy Summer!

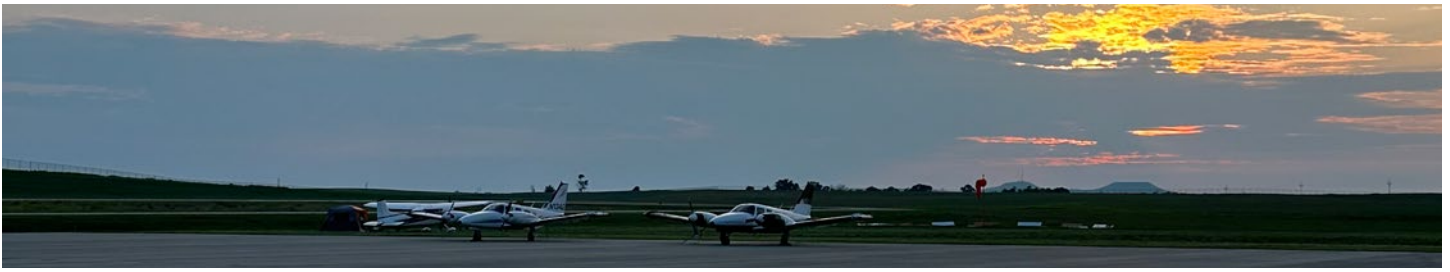
On June 17, 2023, we held our annual North Dakota Aviation Association (NDAA) Fly-ND Summerfest. This year, the event was hosted in beautiful Bowman, ND, to coincide with the Bottom Line Aviation & Bowman Airport Fly-In, as well as a celebration for Rodney Schaaf, the 2023 North Dakota Aviation Hall of Fame recipient. We gathered to celebrate summer and aviation, as well as fundraise for aviation scholarships – and we did just that, raising over \$8,500 for scholarships while participating in the Corporate Air Golf Tournament. Twenty golfers participated and the “home team” took first place – congratulations to Team Bowman

for the first-place win, to Will Bellamy on the Longest Drive, and Shae Helling on Closest to the Pin!

Thank you to all who attended, participated, and volunteered at NDAA Summerfest 2023. Thank you to the Bowman Airport and Bottom Line Aviation for hosting the event and providing the delicious food, and thank you to our 2023 sponsors: Corporate Air, Overland Aviation, Western Edge Aviation, Coach Truck & Tractor, Kotaco Fuels, and Avfuel. We thank you for your continued support that made this event possible.

Tanner Overland, NDAA Vice Chair





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Career Day Photo Gallery



More than 800 students from Bismarck/Mandan and the surrounding communities came to the Bismarck Airport to learn about many career opportunities. Thank you to all of the presenters!





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AN EXPERIENCE OF A LIFETIME

Air Race Classic sees UND's team and the University itself climb high



Members of UND's Frozen Force Air Race Classic team celebrate the end of the four-day race in Homestead, Fla. From the left are pilot Grace Heron, copilot Sadie Blace, ground coordinator Ashley Almquist and navigator Tracy Mitchell. Photo courtesy UND Aerospace.

Sadie Blace, the copilot on UND's Frozen Force Air Race Classic team, remembers visiting UND before deciding where she would attend college.

"My tour guide had been on UND's ARC race team," said the sophomore from Mankato, Minn. "She told me if I came here, I should interview and apply to be on the team. That's what I did, and here I am. It's super cool how everything has come full circle."

For the first time in its 46-year history, the famed all-women air race started at the Grand Forks International Airport. It was hosted by the John D. Odegard School of Aerospace Sciences. UND's Frozen Force team was one of 42 aircraft that took off the morning of Tuesday, June 20, and landed at the Homestead, Fla., airport on the afternoon of Friday, June 23.

"The most important takeaway from our race this year is that the team successfully and safely completed the 2,333-nautical-mile trek in the four days allotted while inspiring pilots and soon-to-be pilots," said Beth Bjerke, aviation professor and associate dean, who co-chaired the race start event with Liz Mislán, a UND aviation graduate and former ARC racer.

Other members of UND's team were pilot Grace Heron,

a senior from Tampa, Fla.; navigator Tracy Mitchell, a sophomore from Billings, Mont.; and ground coordinator Ashley Almquist, a freshman from Bay Village, Ohio. The team was coached by Antonia Wagener, assistant chief flight instructor.

Encouraging words

Blace said all members of the team are very competitive, but they also enjoyed being on a team, working toward completing the same mission. But an important secondary mission was the outreach to encourage girls and young women to get involved in the aviation field.

"A few years ago, the number of females in UND's aviation program were around 9% and now it's pushing 25%," she said. "A lot more women are getting interested in the field."

Wagener praised the team for the way in which it represented UND while flying a safe, clean and complete race

"They exhibited grace and resilience in overcoming many obstacles, mainly the weather," she explained. "They encountered headwinds, fog, low ceilings, extreme heat and thunderstorms. That's tough stuff for a race that needs to be conducted in visual conditions during daylight hours only."

In addition, Bjerke said UND's team was instrumental in being one of the first teams to compete in the ARC's new Electronic Data Monitoring Aircraft (EDMA) division.



More than 40 aircraft and about 100 Air Race Classic team members prepare to take off from UND's aviation facilities at the Grand Forks International Airport. It was the first time in the event's 46-year history that the race started in Grand Forks. Photo courtesy of UND Aerospace.

(Continued on the next page)

"This new division is truly historic, and will help safely bring the Air Race Classic into the future by using aircraft flight data to track results and aircraft engine performance," she noted. "This will give racers the ability to fly a much safer and cleaner race in the future. The ARC board kept this new division small this year with just five teams competing, but expects it to grow steadily in the future."

Paving the way

Participating in the race and being involved in the development of the EDMA division provides valuable experience to young aviators, according to Wagener.

"As an aviator, it is important to say 'yes' to any opportunity presented and to have new experiences," she explained. "It could be flying a different airplane, flying into challenging weather, navigating mountainous terrain, flying into complicated or unfamiliar airspace or testing out personal limits."

"The Air Race Classic tends to offer many of these opportunities," Wagener continued. "It's an experience that is sure to be a highlight of an aviatrix's career, no matter what they accomplish in the future."

As an opportunity for personal and professional development, Wagener said that each year, she sees UND's team members show growth, newfound confidence and increased maturity after completing the four-day race.

"In fact, Sunday night at the terminus banquet in Florida, we were reminiscing about who these four women were as pilots when they took off on June 20 versus who they are as pilots that day," she said. "It's definitely a noteworthy experience and something each teammate should be proud to have on their resume."

Welcome to North Dakota

Another of Bjerke's goals in hosting the race start was to have the approximately 100 race-team members from around the country receive a positive North Dakota, Grand Forks and UND experience. Based on the comments of those who took part in the events leading up to the start, it was a rousing success.

"Everyone's been so welcoming, and it's really cool to see how proud you all are of your downtown," said April Heppner, a pilot from one of Auburn University's three ARC teams. "We got a very impressive tour of UND's aviation facilities. There's a lot of very cool things on campus."



Meeting up in downtown Grand Forks during one of the opening events before the Air Race Classic start are members of Auburn University's three teams and the Southern Illinois University team.
Photo by Patrick C. Miller/UND Today.

Ashley Baldwin, another Auburn team member participating in her second ARC, said, "I wasn't expecting everyone to be so nice in North Dakota. Everyone has just been so welcoming and kind."

"People come up to us and ask us if we need help – probably because we look like we're lost all the time," she laughed.

Auburn copilot Sophie Young said, "I've been taking pictures everywhere we go. Every single room we went into (at UND Aerospace), I was pulling out my camera and saying, 'I've got to take a picture of this and bring it back to Auburn.'"

"I looked at all the impressive equipment, all these impressive simulators and all these classes UND students have," she added. "I'm thinking about all the learning opportunities the students have here, and I want to bring them back to our students."

Graci McDaniel, pilot on the Southern Illinois University



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team in Carbondale, said, "I loved touring the Aerospace school; it was awesome. And I'm definitely taking notes for next year because we'll be hosting the start of the air race."

It's been amazing

Linda Evans from Philadelphia, a member of the Keystone Fliers team, said, "It's been amazing. The volunteers have been awesome. The event has been well organized.:

"I'm just completely impressed with the University of North Dakota," she added. "The program here is really unbelievable. I had no idea that it was so extensive with such wide variety of options for students to study."

Despite the contrast in ages and experience between the competing teams, Laura Doherty, a pilot from Connecticut with the Star Wings team, said, "Everybody in the room is a female pilot, which is something you don't get to see very often. After reading the book 'Fly Girls' I decided to fly in the ARC."

One unlikely team, The Magpies, proved to be a perfect match. Colby Helppie-Schmieder, an 11-year Air Force pilot, wanted to fly the ARC while half-way through her pregnancy.

"I was very determined to race this year because after having a baby, it's difficult to make the time," she explained.

She and her teammate, Willie Mattocks from Buffalo, N.Y., had only met online before joining up in Grand Forks, days before the race's start.

"I knew that Colby was having a little one, but she didn't know that I was a midwife," Mattocks said. "It worked out pretty good. We're in quite a unique situation, really. There have been a few pregnant ladies who've done the race, but I think we're the first team with a midwife."



Marie Carastros, a 94-year-old pilot from Montgomery, Ala., greets the competition during a welcome event at the Gorecki Alumni Center. She flew with her daughter and granddaughter in her 19th Air Race Classic. Photo courtesy UND Aerospace.

(Continued on the next page)



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Opening more doors

On the top end of the ARC experience scale was pilot Marie Carastro, 94, from Montgomery, Ala. She was part of The Flying Carastros team, which included her daughter Susan Carastro and granddaughter Danielle Carastro – all pilots.

Marie flew in the 1960 Powder Puff Derby, a transcontinental race that was the forerunner to the ARC. Last week, she flew in her 19th ARC with three generations of Carastros.

Marie became interested in flying around World War II, but found few opportunities open to women in the aviation industry.

“I tried the airlines, and they said I could be a stewardess,” she remembered.

Eventually, she found her way in through the Civil Air Patrol, an official auxiliary of the U.S. Air Force. During her 50-year stint in the CAP, she met her husband, an Air Force instructor pilot, who taught both her children to fly.

“I have a very warm spot in my heart for the Civil Air Patrol,” Marie noted.

One of the biggest changes she’s seen during her time in aviation is more opportunities for women.

“I just think they’re very fortunate that there are many doors open to them that weren’t open at my time,”
Marie concluded.

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STORIED ALL-WOMEN AIR RACE CLASSIC TAKES OFF FROM GRAND FORKS

UND Aerospace welcomes 42 airplanes, 100 competitors to North Dakota



For the first time in its 46-year history, the all-women annual Air Race Classic will begin its takeoff from the Grand Forks International Airport, an event hosted by UND's John D. Odegard School of Aerospace Sciences that will include a UND racing team.

The 2,684-statute-mile competition across 12 states begins at 8 a.m. Tuesday, June 20, with 42 teams and 100 racers taking off from the Grand Forks airport. The competition ends Friday, June 23, at the Miami Homestead General Aviation Airport in Homestead, Fla.

But before the racers leave Grand Forks on their way to Florida, they will be treated to a variety of events designed to make the most of their North Dakota experience. Beth Bjerke, aviation professor and associate dean, and Liz Mislán, a UND aviation graduate and former ARC racer, are co-chairs of the event.

"We have been preparing to host this start for over 5 years, so we are going to make it one for the racers to remember!" Bjerke said. "We realize that for many racers this will be their first time in the state of North Dakota, so we have been busy planning some very unique North Dakotan/Midwestern themed events for the start."

In 2017, the ARC began discussions with UND about hosting the race start, which led to a Grand Forks start being scheduled for 2020. However, when the COVID pandemic shut down UND and the event, it was later rescheduled for 2023.

"In a way, I'm glad it's happening now because the aviation industry is stronger," Bjerke said. "We have been fortunate to secure national corporate sponsors, as well as local Grand Forks organizations. The support for the race to start in Grand Forks has been tremendous."

Years in the making

Bjerke emphasized the enormous logistics involved in welcoming more than 40 aircraft to the Grand Forks International Airport and UND's aviation training facilities at the airport.

"We are fortunate to have an amazing ARC Start Committee with Courtney Olson, Heather Schuler, Paula Bruse, Angie Panzer and Debbie Landeis, who have been planning and preparing for this event for years, as well as a large number of student and staff volunteers ready and eager to welcome the racers to UND and the state of North Dakota."

Bjerke also noted that UND is welcoming 17 collegiate teams to the state and will provide North Dakota hospitality, even though the schools are competing in the same arena.

Members of UND's 2023 ARC team are: pilot Grace Heron, a senior from Tampa, Fla., majoring in aviation safety, commercial aviation and sociology; co-pilot Sadie Blace, a sophomore from Mankato, Minn., majoring in commercial aviation and aviation management; navigator Tracy Mitchell, a sophomore from Billings, Mont., majoring in commercial aviation and unmanned aircraft systems; and ground coordinator Ashley Almquist, a freshman from Bay Village, Ohio, majoring in commercial aviation and aviation safety.

Besides UND, the other 17 college and university teams represented are Auburn University, Indiana State University, Kent State, Kansas State University-Polytechnic,

(Continued on the next page)



Members of UND's 2023 Air Race Classic team from left to right are navigator Tracy Mitchell, a sophomore from Billings, Mont., majoring in commercial aviation and unmanned aircraft systems; pilot Grace Heron, a senior from Tampa, Fla., majoring in aviation safety, commercial aviation and sociology; ground coordinator Ashley Almquist, a freshman from Bay Village, Ohio, majoring in commercial aviation and aviation safety; and co-pilot Sadie Blace, a sophomore from Mankato, Minn., majoring in commercial aviation and aviation management. Photo by Shawna Schill/UND Today.

LeTourneau University, Lewis University, Liberty University, Middle Tennessee State University, Minnesota State University-Mankato, Ohio State University, Purdue University, Southern Illinois University-Carbondale and Western Michigan University.

UND Aerospace is partnering with the Grand Forks Convention & Visitors Bureau and working with corporate sponsors and local businesses to provide a series of unique events before the race officially gets underway. A website providing information on these events is available [here](#). Racers are expected to begin arriving this Wednesday.

A woman's race

The first event – called “Let’s Explore Aerospace!” – will be from 12:45 to 4 p.m. Friday on the UND campus at the UND Aerospace facilities. Middle-school-aged students

can engage in hands-on activities that include the virtual reality flight lab, an air traffic control simulation and training to fly small drones. This event is currently full.

Also, from 6:30 to 8 p.m. Friday, “Soaring Through Downtown Grand Forks” offers members of the visiting race teams and the public an opportunity to experience downtown restaurants and businesses in Grand Forks and East Grand Forks. Businesses will be associated with historic women pilots who flew in the early days of the ARC.

On Saturday from 6 to 8 p.m., “North Dakota Welcomes Ya!” will be held in the Gorecki Alumni Center on the UND Campus. UND President Andy Armacost will give welcoming remarks. Guests can mingle to music while sampling a variety of favorite North Dakota foods.

The Takeoff Banquet for ARC racers will be from 6:30 to 9:30 p.m. Sunday in the Hilton Garden Inn and will feature



Florence Klingensmith, North Dakota's first licensed woman pilot, raised money from Fargo businesses to purchase her first airplane. She was among the pioneering women pilots in the early years of aviation and air racing. She died in 1933 during an air race in Chicago. Photo courtesy Historical & Cultural Society of Clay County.

a number of speakers who have been associated with the race and its historic past.

Extolling the virtues of a favorite regional tradition, on Monday, June 19, the North Dakota Museum of Art on UND's campus will host the "Midwestern Goodbye." It offers an enjoyable evening of refreshments, appetizers and art.

Takeoff day on Tuesday, June 20, begins with a breakfast for the flying teams from 6 to 6:30 a.m. at the Grand Forks International Airport in UND Flight Operations. At 8 a.m., more than 40 aircraft will begin taking off at 30-second intervals for the race. This event, expected to last about 45 minutes, is open to the public. Special parking areas will be designated at the airport.

Taking off from Grand Forks

After takeoff, the field of aircraft will spread out as faster planes move to the head of the pack. Intermediate stops along the flight route are in Mankato, Minn., Ottumwa, Iowa, Hastings, Neb., Ponca City, Okla., Sulphur Springs, Texas, Jonesboro, Ark., Pell City, Ala., and Cross City, Fla.

Although the race ends Friday, June 23, in Homestead, Fla., the final results won't be announced until Sunday, June 25, during the ARC banquet in Homestead.

The oldest race of its kind in the nation, the Air Race Classic traces its roots to the 1929 Women's Air Derby (also known as the Powder Puff Derby), in which Amelia Earhart and 19 other female pilots raced from Santa Monica, Calif., to Cleveland, Ohio.

This year's ARC celebrates the 94th anniversary of the historic competition, marking the beginning of women's air racing in the United States. Today, the ARC is considered the epicenter of women's air racing, the ultimate test of piloting skill and aviation decision-making for female pilots of all ages and from all walks of life.

The 42 teams of two or three pilots will have four days to complete the course, flying normally aspirated, piston-powered airplanes in visual flight conditions during daylight hours. Pilots and co-pilots must have at least a private pilot certificate and a minimum of 100 hours as pilot-in-command to qualify for the race; one of them must have at least 500 hours as pilot-in-command or a current instrument rating. If they wish, the pilot and co-pilot may bring along a teammate, who must hold at least a student pilot certificate.

Because each plane receives a unique handicap, teams are racing against their own best time, not against one another. This creates a level playing field, enabling slower planes to compete against faster aircraft on an equal

basis. Teams strategize to play the elements, holding out for better weather or seeking more favorable winds, to beat their handicap by the greatest margin.

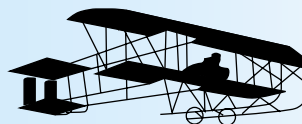
Official standings aren't determined until after the last team has crossed the finish line, which means the last arrival at the Florida terminus could be the race winner.

The 46th Annual Air Classic Race will cover a 2,400-mile-long flight route from Grand Forks, N.D., to Homestead, Fla.



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The Importance of Mental Health in Aviation

By Ron Lundquist

Content Warning: Mention of Death, PTSD, Trauma

It's a subject that is still misunderstood, or at least poorly understood. Soldiers returning from World War I often called it "shell shock." As time passed, it came to be known as PTSD or Post Traumatic Stress Disorder. But PTSD, as we have come to learn, doesn't just affect the military. PTSD is a disorder that develops in people who have experienced a shocking, scary, or dangerous event, sometimes known as a critical incident. While it is quite natural to feel afraid during a traumatic situation, that fear can continue for days, weeks, or even years afterwards.

I found inspiration for this article in two ways: one after visiting with a coworker, who is an airline pilot, and the other a family member, who also works in aviation.

First, my coworker. He had been in a serious accident with his personal plane and his friend, who was a passenger, was seriously injured. My coworker blamed himself for quite some time. After all, he was supposed to be a "professional" - he failed (in his words) and his friend was hurt. His friend eventually recovered and never blamed him, but the feeling of guilt did not subside for my coworker. The traumatic memories and feelings associated with that event continue to haunt him, but fortunately he has somewhat reached a point where he can accept that nothing can be changed, despite it still being hard to talk about.

A family member of mine also had an experience about 30 years ago that certainly could have caused PTSD symptoms. He had been on a "Go Team" - representing airline maintenance for a regional airline crash. As he explains it, he felt that he did not fully develop PTSD as a disorder but continued to experience symptoms akin to this. Sights, sounds, and even smells would trigger memories of working in the aftermath of that tragedy. Eventually, he was able to sit down and write his recollection of the event. This was done as a way to express how he felt during the event and helped him cope through it. Oftentimes in a safe environment, re-processing the event can be helpful, as exposure therapy has become more popular for intense PTSD. Even writing

it down as he did, can potentially give a person suffering with symptoms a similar effect.

Have you had an accident? In an aircraft or something else? Did someone get hurt or did it scare you? Did you bend an airplane? Did you witness or have something happen that haunts you (aviation or non-aviation)? There can be a variety of events that can cause PTSD. Let's review a couple definitions.

Critical Incident:

The definition can be different to different people but the reactions to critical incidents are quite often similar if not identical. In the aviation world, critical incidents are accidents or incidents that evoke very strong feelings in those involved. It can be the pilots, mechanics, accident investigators or their families connected with an accident who are at high risk for a stress reaction after a critical incident.

Stress Reaction:

Stress reactions are physiological and psychological changes that happen in people that have been exposed to a stressful event. A stress reaction that progresses often turns into PTSD. People who have had a traumatic event often make the mistake of dealing with the aftermath on their own.

I'll use a few examples from my personal life to help explain how PTSD can occur or be triggered. Years ago, I found a friend of mine dead. This obviously classifies as a critical incident that caused a stress reaction, and I was physically sick in my body. A few months later, there was a flood that surrounded my family's house. For weeks I stayed at my home, not sleeping more than a few hours at a time, worried about the rising flood waters and what they would do. My symptoms were lack of sleep, loss of appetite, stomach pains, muscle aches, feelings of detachment and a general sense of hopelessness. I had taken a 30% pay cut at work and my dad had been diagnosed with ALS (Lou Gehrig's disease) a year prior. My cup was more than overflowing. Adding in my friend's death to the mix, and this was a perfect storm for PTSD.

I eventually went to a doctor, who was also a family friend. He knew what was going on in my life and conducted various medical tests. I still remember when he came in and said physically there was nothing wrong with

me. He thought I had PTSD. I thought he must be joking, but he insisted that PTSD didn't just affect those in the military. He urged me to see a counselor, to process it, but I never did. In retrospect, I should have but I thought, "I'm a guy, I'm tough, and I'm a pilot." Pilots compartmentalize things, handle emergencies. This is what we do. Unfortunately, the stigma surrounding pilot mental health is so prominent.

Being diagnosed with a mental illness or disorder like PTSD does not mean you are weak - and not being diagnosed does not mean you are strong. Things just are. Things just happen. In fact, you don't even have to go through an event to experience these symptoms. Maybe your friend or a family member had been through something, and it ended up triggering something in you. Most experts agree that PTSD is not preventable, but what you do in dealing with it is the key. In my story, I continued to go to work and fly, and that helped me. It returned my life to something normal; I was in control again and it let me escape for hours at a time.

The U.S National Library of Medicine says that PTSD does change several areas of the brain. The hippocampus (that controls emotion, memory, and autonomic nervous

system), the amygdala (which processes fearful and threatening stimuli) and the prefrontal cortex (that regulates our thoughts, actions, and emotions) may all be affected by experiencing trauma. We don't have much of a choice on whether these brain areas are affected. This happens in some people and doesn't in others.

After an accident or even an incident, we should be on the lookout for PTSD or at least be aware of related symptoms. If a fatality occurred (and you lived), one might experience survivor's guilt. This can really trigger some PTSD symptoms that should be dealt with. The longer you put it off, it can manifest into a trauma itself. Often, we can't see PTSD symptoms starting to develop in ourselves, but we may see it develop in others. Possible signs and timing of impending PTSD: This can be a very long list, but here are some that are common and hopefully easy to spot.

Death of a spouse, child, sibling, or anyone close.

An accident that you may (or may not) have caused, where serious injury or death occurred.

Witnessing a death, loss of pregnancy, natural disaster, or being a victim of a violent attack, such an assault or abuse.

(Continued on the next page)



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Symptoms can include flashbacks, night sweats, insomnia, and panic attacks.

If you find yourself (or someone else) increasingly isolating from family and friends, this also can be a red flag.

Stress Management:

It is possible to mitigate the effects of stress and your reactions to it. Remember, these are normal, you are normal and having normal reactions to a situation that is not. About 3.5% or roughly 8 million of the U.S. adult population live with PTSD. Of people diagnosed, 37% show serious symptoms.

Tips:

Exercise is important to our overall health but especially within the first one to two days after a stressful or triggering event. Be sure to rest more than you normally do, as well as up your water intake. Reduce your caffeine and alcohol intake. Both hinder normal sleep and processing the accident/incident or trauma. Visit with friends and talk to people you trust. This can be the best healing action you can take. If you live by yourself,

have someone stay with you for a few days. Try to keep the structure of your normal day. Follow your normal routine with eating, sleeping, and exercising. You may feel physically sore after an event. Psychological stress can bring this on. Do not make big life changes or decisions

after a traumatic event. Make little ones to establish a feeling of control over your life. Seeing a counselor or therapist may also be helpful in processing emotions, as there are specified therapies for PTSD that will help reduce symptoms and allow you to get back to living.

I've obviously only scratched the surface of this subject. There are so many things that cause PTSD and so many things we can do to deal with it. I've witnessed first-hand people struggling and experienced it myself. If I could pass along any advice at all, I'd

say be aware after a big event (whatever you define that as) and just as important, watch your friends and family after they've been through something traumatic. There's a lot of information that can help us help each other. Try and educate yourself on the warning signs. The person you may end up helping is yourself.

*"The person
you may end
up helping is
yourself."*


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Hall of Fame, Gordon Wayne “Gordy” Person

Gordon Wayne “Gordy” Person, 87, of Moorhead, MN, passed away on Friday, May 5, 2023, at Sheyenne Crossing

Care Center, West Fargo.

Gordy was born on August 12, 1935, to Roy and Mary Frances (Hayes) Person in Britton, SD. He grew up on a farm near Britton, SD. He worked at a local airport where he received his pilot’s license in 1954 at the age of 19. He attended and graduated from high school and joined the United States Army where he served his country. Upon his return from the military, he moved to Fargo, ND, where he began his career at Kundert Aviation, managing the Aviation school from 1965-1973. In 1974, he founded Dakota Aero Tech Aviation and Mechanic School. He worked at the school as an A&P instructor until he sold the business in the 1990’s. Over his time at Dakota Aero Tech, he educated over 2000 aviation mechanics who went on to work throughout the industry. Gordy was united in marriage to his first wife, Ardyce Olson, in 1956. He was later united in marriage to his second wife, Carol Burnside, in 1989.

Due to Gordy’s inability to sit still, he started working again for Mid America Aviation for nearly a dozen years, managing the shop until his second retirement in 2005. Gordy and Carol moved to Twin Valley, MN, where he worked for Shooting Star Casino, again, due to his inability to sit still, retiring for the third time in 2019. He moved to Moorhead, MN, in 2021, where he has lived ever since.

Gordy accomplished many feats in his life, one of which was being inducted into the North Dakota Aviation Hall of Fame with over 50 years of experience. He enjoyed hunting deer, pheasants, geese, etc. and hunted fox from an airplane. He also loved to fish, especially at Churchill River in Canada with his longtime fishing buddies, Dave, Paul, and Gary. He was fond of going on camping trips with his family almost every weekend. He was a great storyteller and loved to visit



with people or play a good game of Yahtzee.

Gordy had a natural tendency to be a great mechanic. He was a very humble, gentle, kindhearted man who will be sorely missed by all those he knew and loved.

Gordy is survived by his daughter, Nancy (Mike) Richards; stepson, Audie (LaVonne) Burnside; grandchildren, Ashlee (Niels) Thomsen, Karlee (Evan) Cook, Jeffrey (Delaney Raske) Richards, Jack (Lexi) Richards, and Emma Richards; great-grandchildren, Olin, Lucia, Mariae, Roni, Emmy, and Ella; and many other loving relatives and friends. He is preceded in death by his first wife, Ardyce; his second wife, Carol; son, Brett Person; infant daughter; stepson, Bobby Burnside; parents, Roy and Mary Frances; and siblings, Janice, Donald, Allen, and Sharon.

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Eternal FLIGHT

Darrel Leland Pittman, 88, Bismarck, passed away on June 17, 2023.

Darrel was born in California, his parents separated when he was very young; he was

their only child and both remarried. His school year was spent in Mesa, Arizona living with his mother and stepfather; Fran and Archie Leavitt. During his summer school breaks, he lived in Agnew, California with his father and stepmother; Wilbur and Mary Pittman and his brother, Keith.

Darrel was so grateful that his parents, step parents, his mother's sisters and family members always supported his love of aviation. In high school he was in the Navy Reserve for 3 years. After graduation he joined the Air Force (airplanes!) and served for eight years; this is where he trained to be an air traffic controller (ATC). He then went on to the Federal Aviation Administration for 30+ years. For four years he worked for SRSA teaching ATC, including classes at UND.

In 1983 Darrel and Marlette married in Bismarck and began their tour of the United States. In 1996, they moved back to Bismarck and he served as Manager at the Minot ATC Control Tower. From 2006-2012 he worked for the North Dakota Civil Air Patrol; he was proud to be there to Emcee the inaugural Wreaths Across America at the North Dakota Veterans Cemetery.

Darrel was a member of the ND Pilots association, The ND Aviation Council and the Experimental Aircraft Association Chapter 1008. He also had a special group of friends with the Bismarck-Mandan Chapter 0195, National Active and Retired Federal Employees Association (NARFE).

He especially enjoyed his time with the EAA and helping start up the Aviation Museum at Buckstop Junction. For his 80th birthday present Marlette made a map of everywhere he had lived. In 2016 Darrel completed his autobiography, "Cleared for Takeoff! An Air Traffic Controller's Life Story".

Darrel is survived by his wife Marlette and her family; sisters Judy and Alice, brother-in-law Dean; nieces Fern, Anita, Kendallena, Mary and Karen; nephews Rick and Kevin; by his brother Keith's sons Ken and Alan and their families and the Yost family (his mother's).

He was preceded in death by his parents, brother; Keith, his first wife Beverly and two daughters Cindy and Kelly and Beverly's mother, Pat; his beloved Aunts Thelma, Lois and Alice; Marlette's family; Mother, Fern, and his brothers-in-law Wyatt and Lorin.

Now, he has his permanent wings Cleared for Takeoff!



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CALENDAR *of* EVENTS

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

AUGUST 2023

2023 Williston Basin Airshow
Aug 19 • XWA

Kulm Fly-In
Aug 26 • Kulm, ND

SEPTEMBER 2023

See the Berlin Express – Sept 1-3 • BISB-52
Flight Experience (outside Hangar 53)

Hettinger/ JB Lindquist Regional Fly-in
Sept 09 • Hettinger, ND, kHEI

Beulah Fly-In Breakfast
Sept 9 • Beulah, ND, 95D

Tioga Airport Fly-In
Sep 09 • Tioga, D60

Bismarck Fly-In
Sept 10 • Bismarck ND

West Fargo Fly-in & Open House
Sep 16 • West Fargo, ND, D54

Harvey Fly-In Breakfast & Consignment Auction

Sept 16 • Harvey ND, 5H4
Open to the Public - Events all morning!

OCTOBER 2023

NDAA Fly-ND Career Expo

Oct 5 • Dakota Territory Air Museum, Minot, ND

7th Annual Props & Hops

Oct 5 • Mandan, ND, Y19

UAS Summit & Expo

Oct 10-11 • Alerus Center, Grand Forks, ND
The UAS Summit & Expo started as a small gathering of regional stakeholders. Now, 17 years later, the event in the Northern Plains of North Dakota has become a yearly major event for UAS experts from around the world. It's the original epicenter of drone research, earned its place as the Silicon Valley of Drones and as you'll see from the commercial, government and military flight activity filling the sky of the Northern Plains and beyond every day, it has truly become America's UAS proving grounds.