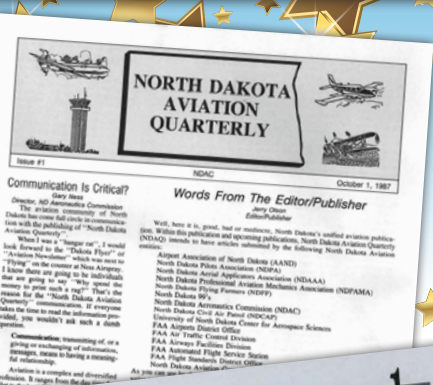


Aviation QUARTERLY



We begin our celebration of 30 years and look back on how aviation has changed.

Aviation Quarterly Receives Award



Mike McHugh, Kyle Wanner, Mark Kimberling - NASAO, Kim Stevens - NASAO

The State Aviation Journal (SAJ) in partnership with NASAO, awards the *North Dakota Aviation Quarterly*, in the 6th Annual State Aviation Newsletter Award competition. This award recognizes the outstanding work that state aviation entities do throughout the country in creating and distributing newsletters.

Newsletters were judged by an independent panel of experienced media experts. The *North Dakota Aviation Quarterly* was announced as the winner at the NASAO Annual Convention and Trade Show in Mobile, Alabama on September 12, 2017.

Criteria used by the judges included design, quality and accuracy of content, depth of reporting, use of graphics and photography, the use of social media and overall creativity.

The Council would like to thank all of the contributors to the *Quarterly*, Kris Magstadt (editor), Chelly Bosch with Elegant Designs (graphic design) and all of the volunteers in the organization. The hard work and dedicated individuals have led to the quality publication that we have today.

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NORTH DAKOTA
AVIATION QUARTERLY **30** Years

Official Publication of the North Dakota Aviation Council

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 NDAC, or NDAQ staff. If you've received more than one copy of this newsletter, please share it with a friend.



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CHAIRMAN'S COMMENTS

In the Beginning

Before we dive into some of the early history of the North Dakota Aviation Council, I need to acknowledge the fantastic work that Kris Magstadt put forth as editor of our official publication, the *Quarterly*. As editor of the publication, Kris utilized her expertise to take the great work of the editors that were before her, and brought the quality and image of the publication to a new level. Kris brought a clear vision for what the publication could become, and implemented new standards. Kris' heritage and deep passion for aviation were a driving force behind the many improvements that took place to our publication during her time as editor.

Most recently, the *Quarterly* received national recognition by being awarded the State Aviation Journal of the year by National Aviation of State Aviation Officials (NASAO). Many of the attributes that earned this national recognition were a result of Kris' dedication to instilling new standards for our publication. Our state is very proud of this achievement. Please thank Kris for her efforts the next time you get a chance.

Looking back at some of the early North Dakota Aviation Council (NDAC) documents dating back to the early 1980s it appears that the first proposed bylaws were written on February 2, 1983. Prior to the submittal of these bylaws, it appears that a special interest group led by Gordon W. Person helped craft the original concept of the North Dakota Aviation Interest Council that has become known as the NDAC today. The founding members of NDAC included the North Dakota Aviation Association, (today this is known as the North Dakota Business Aviation Association), North Dakota Aerial Applicators Association, and the North Dakota Professional Aviation Mechanics Association. The three organizations bonded together to form what is now known as the "Umbrella of Strength" that joins the common good of all aviation organizations in North Dakota.

Later in 1983, the North Dakota Pilot's Association (NDPA)

was formed and joined the group. Back then, the NDPA had 65 initial members. Yes, hang in there, we will be using lots of acronym's in this article. In the fall of 1983, the Airport Association of North Dakota (AAND) was formed and joined the Council as well.

At the time, the five groups that made up the NDAC worked diligently to develop a shared convention in the spring of 1984. Mr. Person reported out to the groups in January of 1984 that all five groups have a current membership of over 300 and if fully activated, the potential of 4,000 members were available in North Dakota.

Looking back, some of the early issues that the NDAC was dealing with at the time are still very parallel to the issues we are still facing today. A few examples of early advocacy issues that the Council was working through include, airspace issues, alignment between the different state aviation groups, user fees through fuel taxes, luxury taxes, and passenger taxes as noted in the first issue of the *Aviation Quarterly*.

One significant issue that is still relevant today is how to keep the focus of our organization on the greater good of aviation in North Dakota. Although there were 5 organizations that made up the NDAC in the first year of existence, the Council also reached out to seek input from organizations such as the Flying Farmers, North Dakota 99's, Aeronautics Commission, ND Civil Air Patrol, University of North Dakota, and all of the various FAA agencies in the region including FSDO, ADO, ATC, and Automated Flight Service Station.

The North Dakota Aviation Council was very fortunate to have the foresight and vision of folks like Gordy Person and the team of aviation folks that he worked with across the state during these early days of the NDAC.

I would also like to acknowledge Malinda Weninger for her 30 plus year dedication to the North Dakota Aviation Council and for doing a great job at preserving the history of our organization through her meticulous note taking and electronic data collection of our records throughout the years.

As I share a bit of the founding sentiments of the NDAC with you, the North Dakota Aviation Quarterly committee is preparing several themes over the next nine months to celebrate the publication's 30th year in existence! I hope these sentiments can kickstart a few of your aviation heritage memories. Please feel free to share your heritage stories with me at jons@bismarckaero.com or submit articles or publication ideas to ndaviationcouncil@gmail.com.

The NDAC is a big part of my aviation heritage as I recall attending early symposiums in Bismarck as a kid. It is my intent to continue to honor the heritage of the NDAC and to help get the NDAC structured for a successful future.



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DIRECTOR'S Chair

The Importance of Building Relationships

I want to first congratulate and thank everyone who has had an impact on the success of the *Quarterly* publication throughout the years. I had the honor and privilege of accepting a national aviation newsletter award on behalf of the ND Aviation Council at the National Association of State Aviation Officials (NASAO) conference in Mobile, Alabama earlier this fall. Receiving this award right before the publication of the 30th anniversary issue is an incredible testament to the passionate and enduring aviation community that we have in North Dakota. All of those individuals and organizations that have contributed to the success of this newsletter throughout its publication history are to be commended for helping to achieve this national recognition.

I have always been especially grateful for the opportunity to write articles for this top-tier publication. Our organization strives to find effective ways to communicate issues and ensure that strong relationships within the aviation community exist throughout the state. I feel that not only is this mindset important for our agency, but also for the aviation groups and businesses all around our state. Attending community events, fly-ins, safety seminars, and aviation conferences, are all important networking opportunities that could also lead to the creation of invaluable and lifelong friendships. The relationships built today can also help to pay dividends in the future for you, your organization, or the aviation industry... sometimes in ways that are least expected.

The theme for this issue of the *Aviation Quarterly* is "beginnings" and I would be remiss if I did not mention the incredible work that Harold Vavra along with previous Aeronautics Commissioners and staff, had achieved in developing the framework for ensuring that the advancement of aviation in our state continues. Harold Vavra was hired as an engineer with the Aeronautics Commission and began work on the first day that the agency was created on July 1st, 1947. One year later, he was selected to become the Director of the agency where he would remain for the next 38 years until his retirement in 1985. Harold passed away in 1992. For those who knew Harold and his infamous cluttered office, he was known as an incredible advocate for aviation and even became one of the first individuals to be inducted into the North Dakota Aviation Hall of Fame in 1997.

The framework that Harold and previous Aeronautics Commissioners built is still providing incredible benefits today for the aviation community. When one looks at the state century code and administrative law as it pertains to aviation and airports, our state stands on very solid ground due to the foresight and hard work of many people that came before us. Most importantly though, the relationships that were cultivated many years ago are still remembered by those who knew Harold and previous Aeronautics Commission board members, directors, and staff.

People still tell me stories about the operations of our agency that took place many years ago and I acknowledge that in future

years - stories will most likely be told about how things are done today as well. The decisions made and the issues that we work on today will have large impacts on what aviation looks like in our state 30 or even 50 years from now. This is why it is critical that in every decision we make, we think of the long-term ramifications it could have on our communities and future generations. Whether it is deciding to utilize concrete on a project instead of asphalt, or preventing structures to be built on a runway approach path just in case a future runway extension is needed; the decisions made today really do impact our communities and the problems and decisions that they will face somewhere down the road. It is simply not good enough to "kick the can down the road" and leave problems for future generations to solve. This is why I appreciate those who came before us and established a proper and efficient framework for us to continue some incredible work.

Our organization currently operates so much differently today than it did during Harold Vavra's time, simply due to modern technology. The ability to send an e-mail instead of asking a stenographer to type out a letter, answering a call on a cell phone when away from the office, or utilizing a website to post an update to the public has great benefits that our predecessors would only dream of... but certain functions remain the same as they did 70 years ago - in the importance of developing and cultivating relationships.

I was at the Capital this last winter testifying on legislation, and after my presentation a state legislator came up to me and began to tell me stories about Harold Vavra. "Have you ever heard of him?" he asked. He told me that Harold was such a hard worker and fought very hard to explain the importance of aviation to everyone around him. It was easy to see that this legislator was going to continue to advocate for positive legislation for aviation largely due to the seeds that were planted by a strong aviation advocate many years ago.

So, if you have an opportunity to cultivate and grow relationships inside and outside of the industry, I recommend taking advantage as you never know when those relationships will pay dividends for you, your business, or the community. Sometimes...those dividends could still be paying out well after you initially intended.



Harold Vavra

Wishing you smooth flying, Kyle

"The Beginning"

NORTH DAKOTA AVIATION HALL OF FAME

By Fred Adams

This concept of identifying, qualifying, and selection individuals for the North Dakota Aviation Hall of Fame (NDAHOF) had been talked about in North Dakota Aviation Council (Council) meetings over the early years. I was first introduced to this in the early 1990's by Gary Ness, then Aeronautics Director for the North Dakota Aeronautics Commission (Aeronautics).

In the spring of 1995, Gary and I worked on an outline of the formation of a NDAHOF to be subset of the Council. Gary had been part of another organization that had a hall of fame and that process seemed like good starting point. The draft was reviewed by the Council and received complete support. A committee was formed to refine the process and put together by-laws for the Hall.

Five criteria were established:

- Major achievements in aviation in North Dakota.
- Significant contributions to the development of others in aviation in North Dakota.
- Special service to the state of ND in aviation activities.
- Activities that bring credit to ND aviation, either nationally or internationally.
- Significant contributions to the local community or the state of ND that are not related to aviation.

There has been a couple of refinements to the qualification over the years since inception.

The Council knew there would be some application from individuals who had significant military or other careers, but those should look for recognition from respective organizations. There has been individuals who had dual careers for example, military or airlines, yet were actively involved in general aviation and met the criteria established.

A constitution and bylaws were

formulated and several revisions later, was approved by the Council on March 3, 1996. Funding for the NDAHOF would be from the Council, with assistance from the ND Aeronautics Commission.

The NDAHOF selection committee is comprised of twelve individuals:

- Six representatives from association members of the Council.
- Chairman of the Aviation Council
- ND Aeronautics Director, Chairman of NDAHOF
- Member from the ND Aeronautics Commission
- Immediate past Chairman of the Aviation Council
- Two At-Large representatives (3 yr. term)

As I remember, during the awards banquet on Tuesday night March 5, 1996, an official announcement was made and an explanation of the process. The NDAHOF took applications until the fall of 1996 with Gary Ness being the first chairman of the NDAHOF committee and I was chairman of the Council 95-97.

Selection of the first voting committee was completed the fall of 1996 and selection of inductees was completed at the December meeting of the Council. We all knew that in the first year there would be a larger-than-normal number of inductees: 10 individuals were inducted that year. Thereafter one or two was a typical number, but the bylaws do not require a recipient every year.

At the banquet in March 1997, there was not enough time for the individuals or family representatives to speak to the banquet, so Gary just read the bio that was to go on the plaques. For the last several years, there has been time for the current year inductee to speak. The plaques are located in the Bismarck Municipal Airport.

As of this now there are 42 individuals who have been inducted into the North Dakota Aviation Hall of Fame. Visit www.ndac.aero/fame.htm to find the nomination form and view the biographies of current inductees. Nominations are due prior to September 30th of each year.

The form is titled "North Dakota Aviation HALL OF FAME". It contains the following fields and instructions:

- Name of Nominee: _____
- Birthdate: _____ If Deceased, Date of Death: _____
- Current Place of Residence: _____ (If applicable)
- City and County in which this nominee's greatest aviation contribution(s) took place, with respect to this award: _____
- City / County: _____
- This Nomination is submitted by: _____
- Individual or Corporation: _____
- Address, City, State, Zip: _____
- Telephone: (Home) _____ Telephone: (Work) _____

Instructions

Each nomination will be judged according to the following criteria. Each category will be given equal weight in the judging.

- Major achievements in aviation in North Dakota.
- Significant contributions to the development of others in aviation in North Dakota.
- Significant service to the state of North Dakota aviation, either nationally or internationally.
- Special service to the state of North Dakota that are not related to aviation.
- Activities that bring credit to the state of North Dakota that are not related to aviation (i.e., service clubs, church related, political activities, etc).
- Significant contributions to the local community or the state of North Dakota that are not related to aviation.

Each entry must include information that meets each of these criteria. Each entry will receive a more accurate evaluation if the information is presented by category in the suggested order. Additionally, the nominee's achievements must be submitted type written, double spaced with the text limited to a maximum of four pages. If the nominee is selected, the nominator is responsible for a 5 x 7 photograph of the nominee.

Nominations are to be sent to:
Aviation Hall of Fame, PO Box 5020, Bismarck, ND 58502 before September 30th of this year.
If you have any questions please write or phone (701) 328-9650.

Do you have an interesting aviation story to share?

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Publications Provide History

The *Quarterly* has now been in circulation for 30 years! As noted by the first editor, Jerry Olson, "This newsletter is intended to educate, unite, promote, and lobby for a more efficient, profitable, and safe aviation environment..." I believe this mission still holds true today. As an editorial committee, we strive to include viewpoints from a cross-section of aviation organizations in our state and welcome submissions from you about the happenings with your group or community.

If you haven't already, I encourage you to visit the archive of aviation publications from our state. These can be found on the ND Aeronautics Commission's website at: <https://aero.nd.gov/education-programs/aviationpublications/>

These publications date back to 1946 and the founding of the North Dakota Aviation Association. The Dakota Flyer was first published by ND Aviation Hall of Famer, Geneva Schow and for \$2.00, one could purchase an annual subscription to read about current news from a variety of groups, and become educated on a variety of issues. The Dakota Flyer had a name change to the Central Flyer in 1949.

Though our archive may not be 100% complete, we do have copies of the North Dakota Aviation Newsletter which was published by the

North Dakota Aeronautics Commission between the years of 1954 and 1979. At this time, the North Dakota Aviation Association again began publishing a newsletter titled, Relative Wind. The Relative Wind was published until 1983 at which time the North Dakota Beacon Beacon

Finally in 1987, the North Dakota Aviation Council began publishing the North Dakota Aviation *Quarterly*. As the *Quarterly* celebrates 30 years of publication and receiving the NASAO/State Aviation Journal award for 2017, we can see the quality in this publication. Those who have contributed stories should feel proud of what this publication has become. It is the contributors who make this publication what it is.

Please take some time to read back through some of the old issues of the *Quarterly* and other publications on our website. I am fascinated when I read through old issues and see that many of the issues from years ago, are still issues today. Being a volunteer organization, finding volunteers to step up to leadership roles in the organization is critical to the success of the group. Similarly, contributing the news and happenings of your group provides value to your membership and keeps everyone informed and benefits many. Please consider submitting an article in the future. Any aviation news is welcomed.



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Growing up on a cattle farm east of Ashley, North Dakota, Jen Boehm dreamed of traveling, and travel meant airports. Six years of working on civil engineering projects at Denver International gave her access to one of the world's largest. These days, Jen's wanderlust has her leaving footprints at campgrounds all over her home state while bringing her years of airport engineering experience to projects at Hector International, Bismarck and many other North Dakota airports.

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The Beginning – A Look Back

By Gary Ness



When I was asked to contribute to this celebratory issue of the *Quarterly* I was much honored. I had no recollection that it has been 30 years since Jerry Olson and the Council began the publication that continues to-date. Also, I did not recall that I had written my first article in that first issue either. Thanks to the advancement of a database setup and published/posted online access, readers are more easily able to reference and enjoy the history of these ND aviation publications. Also, thanks to Kyle, Aeronautics Commission, and staff for their assistance in making these publications more easily accessible. I guess being a “pack rat” once in awhile pays off.

I had been the director of the ND Aeronautics Commission for about a year in 1987. That first year is memorable to me. It included many an introduction to lifelong friends. Best of all, I was enjoying a new career, which spanned 22 years, plus the staff that went with the position made the time special. I never had a bad day at the office, that’s the

truth. A few that were frustrating, but never bad.

My theme of that article was to encourage the new publication to serve as the conduit to the aviation community to help instill the importance of the industry to the state.

Copy of part of article:

Communication; transmitting of, or a giving or exchanging of information, messages, means to have a meaningful relationship.

Aviation is a complex and diversified profession. It ranges from the day time fun pilot to the hard IFR freight hauler. Within the structure you find the avionics, motor mechanics, airframe tech, and paint shop people. We all have a love of the industry that creates excitement and frustration.

We all have our successes and failures, our unsolvable problems and victories beyond compare. We range from the flying farmer in a J-3 to the corporate executive.

Reading that article again, surprised me because when I was asked in 2016 during the North Dakota Aviation Hall of Fame interview what I thought was a



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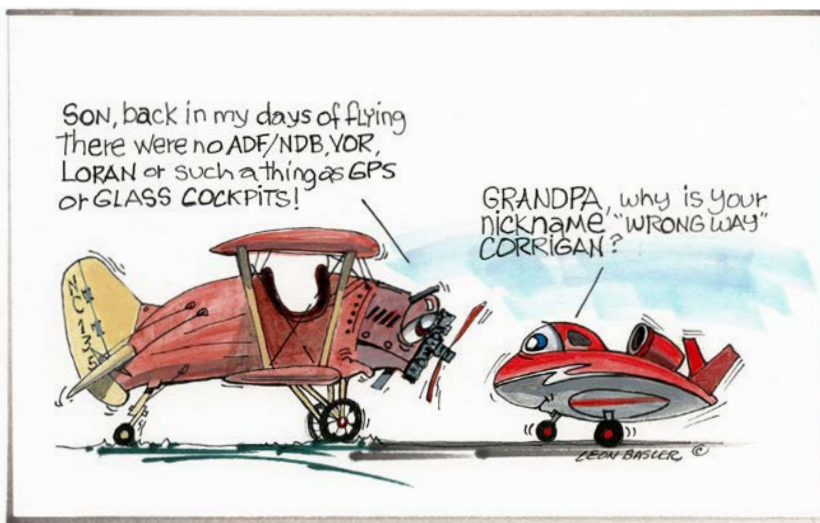
mark I had made on North Dakota Aviation my answer was easy: Communication - to encourage talking to each other at all levels. I guess an idea formed with the help of several very special mentors held up well over the years.

As time progresses, the effort to communicate should not diminish. In fact, it should become more important. Because of the technological advances, the ability to communicate since 1987 has escalated a hundred, if not a thousand, fold.

The Aeronautics Commission did not have a fax machine in 1987. The State specifically did not allow agencies to have a fax machine, it was too costly. We had to travel up to the Capitol building to the office of information technology to send or receive a fax. I'm not kidding, ask Malinda. We solved that problem early on; we bought a phone with a fax in it. The fax machine was the front end of faster communications.

What is the encouragement given to the industry to continue to communicate today? The answer lies in each individual's dedication to the industry and to the future of the industry. Never think that someone else will get it done. The national alphabet groups are great as "National Interest" advocates. However, they know nothing of state and local issues facing the industry. Please give this aging aviator the luxury of watching the industry continue to grow and prosper while communicating.

A strong and vital North Dakota Aviation Council, in whatever form it may take in the future, is part of a support system that will help carry the industry forward.



It takes time, effort and commitment to the mission of the Council and its associations that make up the great umbrella. That individual effort will benefit the industry to continue to thrive and succeed.

I thank the editorial board for this opportunity to join the celebration of the *Quarterly*. I am looking forward to this coming year's *Quarterly* editions and the contribution of the many individuals that made the publication. It will be entertaining for all.

In closing, as the world proceeds, never overlook the chance to change with the times and always look to what is possible coming around the bend. The fax machine problem was solved by making a simple change in equipment.



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Who Said Anniversary?

By Staiger Consulting Group, NDAC Executive Director



Congratulations to the NDAC as the *Aviation Quarterly* celebrates its 30th year of publication. In today's world of planned obsolescence, that's a notable history and longevity. Over that time, the publication has evolved from a basic black-and-white newsletter drafted on a typewriter and printed by an unsophisticated means of production—probably a mimeograph machine. Fast forward to today. It's a glossy full-color "rag" containing high-quality articles, an excellent base of advertisers, and an enviable distribution list. Now it's gone digital and archived on our website so anyone can see back issues and track the history of aviation in North Dakota.

Here's a little trivia for you: did you know the NDAC has had at least two other names? As we worked our way through some old documents, we found something titled *North Dakota Aviation Interest Council* and also the *North Dakota Aviation Association*. Evolution never stops!

Meanwhile, a couple of years after the "Quarterly" took flight, another organization, the Staiger Consulting Group, was founded in September 1989 with one employee. Transferring her knowledge and skills from various experiences as a volunteer

board member, Bonnie Staiger saw that many organizations needed services and increased sophistication without needing full-time staff. A niche was filled.

As the company grew, Stacy Krumwiede joined the team in 2006 and Mike Krumwiede joined in September 2016. But we continue our original mission: to specialize in association management, government/legislative interface, and organizational development for boards, and not-for-profit groups.

So here we are in 2017 celebrating this fine publication and we're on board as your Executive Director Team to assist NDAC in its evolution to a more nimble and relevant organization for all professions and industries in the world of aviation. We look forward to many entries in the flight logs as we travel toward more anniversaries together. Congratulations again!



Stacy Krumwiede, Bonnie Staiger, Mike Krumwiede

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ATC at Airports Without Towers

By Darrel Pittman

For 30 years the North Dakota *Aviation Quarterly* has supported pilots, aviation enthusiasts, and the flying public in this state. North Dakota, like most other states, has many local airports that do not have air traffic control services. There are only three North Dakota airports; Fargo, Grand Forks and Bismarck that have air traffic control services provided by the Federal Aviation Administration. Minot is a contract control tower and provides air traffic services according FAA standards. This means that a large portion of the airspace in which general aviation and commercial aviation fly in North Dakota is uncontrolled.

Many of you have asked me why there was no air traffic advisory service in June at this year's Mandan fly-in. At airport fly-ins, many pilots are unfamiliar with the airport and the information given to them in the past with such services may have included airport runway conditions, location of the event and weather conditions. Although air traffic advisory service at events like the fly-in are not an officially sanctioned service, it was done simply to improve SAFETY. It was discontinued because of airport liability issues; there will probably be no such service in the future.

The many comments, questions and concerns heard at the Mandan Airport fly-in underscore the importance of air traffic information to the aviation community. So, if these services are so important to general aviation at uncontrolled airports you can see how much they mean the aviation community as a whole. Please support the efforts to guard against privatization of air traffic control services.

I have a friend who states that I gave Orville and Wilbur their first ATC clearance, I am not that old! I do hope to be around for many more aviation experiences and adventures.



Cleared for Takeoff, Darrel

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Attention All Aviators



CALL TO ACTION **General Aviation Fight** **Against ATC Privatization**

**General Aviation needs
your help NOW!**

**The fight against privatizing Air
Traffic Control (HR 2997) is real
and we must activate Grass Roots
efforts of Aviation NOW!**



**General Aviation
needs your
help NOW!**

MYTH: “ATC reforms would improve and simplify the certification process.”



TRUTH:

Certification reform can be done **without removing ATC** from the FAA and turning it over to a private board.

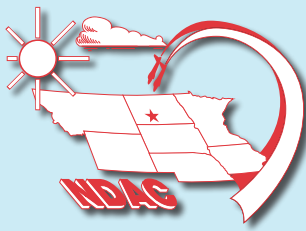
#NoPrivatizedATC

**Make your voice
heard TODAY!**

Heitkamp, Heidi - (D - ND)
110 Hart Senate Office Building Washington DC 20510

Hoeven, John - (R - ND)
338 Russell Senate Office Building Washington DC 20510

Kevin Cramer – (R-ND)
1032 Longworth House Office Building Washington, DC 20515



A message from North Dakota Aviation Council

October 2017

The North Dakota Aviation Council has joined the AOPA, NBAA and over 150 General Aviation Groups from around the country to make sure our voice is heard. We are approaching the time where every individual aviator must take action now!

We are asking you to contact the Honorable Senator Heitkamp, the Honorable Senator Hoeven, and the Honorable Representative Cramer in the following ways:

1. Write a letter (see contact information on the back of this document).
2. Leave a voicemail at their office in Washington DC and reiterate the concerns about privatizing ATC.
3. Contact their regional office right here in North Dakota and convey the message.

Here are a few facts to help you in your messaging to Congress:

- The United States has the most Complex and Congested Airspace in the world, while at the same time, as the strongest safety record.
- The airlines will takeover the airspace, this includes precedence and user fees!
- Furthermore, the skies over the U.S. are a national asset, and the general aviation community is committed to ensuring that the future funding and subsequent design of the national air transportation system will benefit all Americans.
- Approximately 500 cities have commercial airline access, while over 5,000 airports will negatively be impacted by HR 2997.
- Congressional oversight of the nation's aviation system ensures that the public interest – including the people and companies that rely on aviation in small towns and communities – is served.
- GA has strong representation in Washington, if this bill passes, our only recourse is to present before a board of 13 members that will be dominated by the airlines.

A sample phone script and letter will be posted on the North Dakota Aviation Council Facebook page and website at ndac.aero. You can also find up to date information and talking points on atcnotforsale.com.

Sincerely,

Jonathan P. Simmers

Chairman,
North Dakota Aviation Council

THE BIG GIVEAWAY

H.R. 2997 WOULD GIVE A PRIVATE, UNELECTED BOARD CONTROL OF:

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- ✓ **TAXING AUTHORITY**
- ✓ **RESOURCE ALLOCATION**
- ✓ **ACCESS DECISIONS**

**Attention
All Aviators**

MYTH:

“Modernizing the system would result in more direct flight routes and shorter flight times.”

TRUTH:

Direct GPS routings are already available but **commercial airlines have been slow to upgrade** their fleets.

MYTH:

“Since 2004, ATC delays are nearly 19% longer in 13 out of the 20 largest U.S. hubs.”

TRUTH:

Air carrier delays and weather accounted for nearly **80% of flight delays** in 2016.



#NoPrivatizedATC

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NOW!**

**Your opinion
counts.
Make it heard!**

#NoPrivatizedATC

53%

OF AMERICANS SAY PRIVATIZING ATC
WOULD BE A “**BAD IDEA**”

Source: CNBC Poll, June 2017

General Atomics sets UAS Record with Flight in Civilian Airspace

By Patrick C. Miller

General Atomics Aeronautical Systems Inc. last month flew a 1,075-nautical mile round trip—the longest by an unmanned aircraft system (UAS) in Class A civilian airspace—from its new Flight Test and Training Center near Grand Forks, North Dakota.

The flight was made by a General Atomics Block 5 MQ-9 Predator under a Certificate of Authorization (COA) granted by the Federal Aviation Administration (FAA). The COA authorized the remotely piloted aircraft (RPA) to fly in airspace managed by air traffic controllers without the requirement of a chase airplane.

“This flight signified several firsts for us and for the industry,” said David Alexander, General Atomics president of aircraft systems. “As we continue to demonstrate our ability to fly RPA safely alongside passenger planes, we further our efforts towards certifying the aircraft and increasing their mission possibilities in Class A civilian airspace.”

The company said this was also the first time an unmanned aircraft operated through multiple spot beams of a high-

throughput satellite (HTS). HTS is a new generation of satellites providing higher data throughput and interference mitigation. As an RPA’s mission distance increases, it needs to smoothly transition from one satellite beam to another. For this flight, the Predator communicated with two HTS beams.



General Atomics also operates a facility in Grand Forks, North Dakota, featuring classrooms and a Predator mission aircrew training system. PHOTO: PATRICK C. MILLER, UAS MAGAZINE

General Atomics completed the new 24,000-square foot, \$30 million permanent hangar for its training center in Grand Forks on Aug. 21. The new hangar replaced the temporary facility that had been in operation since June 2016. The new facility houses General Atomics operational hardware, including three Predators and ground control stations, as well as offices and conference rooms.

In addition to conducting flight tests from its facility at the Grand Sky UAS Business and Aviation Park next to the Grand Forks Air Force Base, General Atomics operates an office building near the University of North Dakota campus in Grand Forks. It features classrooms and a Predator mission aircrew training system for accomplishing the academic and simulator segments of training.



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Rebuilding History: Fargo Air Museum's BT13 Restoration Progress



Our museum gives guests the rare opportunity to see and explore two full hangars. The majority of our planes are still able to fly and everyone gets excited when we hear the rumble of an engine on the ramp. Guests are welcome to wander solo or they can contact our office in advance to schedule a group tour with one of our veteran pilot guides. We also offer audio tours guaranteed to help you learn something new about one of our featured planes or the legacy of aviation. One of the three pillars of our nonprofit organization is to promote interest in aviation through restoration. Currently, the museum is supporting the full restoration of a Vultee BT-13 Valiant, at stage 2 flight trainer circa-WWII. The collaboration involves hard work, time, and dedication from board members, volunteers and engineering students from neighboring colleges. Aviation enthusiasts are all piece-by-piece coming together and helping this piece of history do the same.

BT13 History

The Primary Trainer 19 (PT19) lacked elements needed for properly training pilots. The military needed a flight trainer for student pilots with a more powerful engine providing more speed and instrument options. Around 1939 the government accepted a proposal to manufacture the first 300 Vultee BT13. These advanced trainers were in service until 1944. The particular aircraft housed at the Fargo Air Museum was built in 1943. Silver paint indicates its use by United States Army Air Corps, which later separated to become the Army and the Air Force, respectively. A variant was used by the Navy, Marine Corps, and Coast Guard. Blue and yellow graphics on the aircraft indicate use by these branches of the military.

Museum Acquisition

The BT13 restoration began with its acquisition from a crop spraying pilot in Hope, ND. He purchased this aircraft for its powerful engine while the remaining frame sat idle in his field for many years. The frame deteriorated as it was exposed to many upper Midwest seasons. As an aircraft far-removed from service, the sale was likely well under \$1,000. When fully restored the value is anticipated to increase to approximately \$100,000. Upon receiving this piece of history, the Fargo Air Museum used \$26,000 of the \$30,000 start up donation on the engine alone. Other donations received over the past fifteen years have helped cover the continued cost of restoration materials. Those interested in preserving this unique artifact generously volunteer their time and talent for the cause.

Clarence Olson, an octogenarian, has a personal connection with this model of aircraft. He recalls his many flights in a BT13 during his time spent with the Commemorative Air Force. He was in the service for four years with the US Air Force. His duties included servicing aircraft instruments and typewriters.

In 2002, a team of about 12 men began the task of dismantling, cleaning, and painting the BT13 frame and tubing. It was imperative to place numbered tags on the known parts and identify the unknown components. Several components were missing and the restoration team was tasked with searching for or manufacturing replacements. Over 15 aircraft manuals were purchased and referenced often to ensure accuracy regarding this immense task. Photographs in a few albums serve as documentation of the progress made at each juncture. More hangar space was needed to spread out the pieces and begin placing them back on the framework. The aircraft temporarily moved from the museum to a private hangar which allowed for this accommodation. Unfortunately, the location change caused a significant decrease in volunteer efforts.

Specific Rebuild Components

Through countless hours of research and following leads, Clarence located many of the components in need of repair or replacement. He and his wife, Carolyn, in traveling the country, found a back seat on a Texas farmstead near a twin engine pilot training base. It needed to be modified to fit the frame of the museum's model. Clarence opened his home workshop to modify the adjustment system to allow for up and down movement to match the intact pilot's seat. He also replaced the fabric and contoured the seat cushions for a symmetrical effect. In addition, he painted the fuselage with primer. The North Dakota Air National Guard assisted with painting the tubular framework prior to 2002. Museum volunteers intricately installed the multitude of tubes as well as many wiring mechanisms. A fabric material on a frame came down over the glass canopy to allow pilots to learn to fly "blind" with instruments which was the primary goal of the training on the BT13. Using glass once again during the restoration, unfortunately, was not a feasible option. Clarence installed new Plexiglass in the canopy.

Recent Progress

Throughout the past five years, Clarence has dedicated roughly ten hours weekly on this meticulous project. It took an entire year to replace the blue US Navy coloring with silver US Army Air

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North Dakota Aviation



HALL OF FAME

Force paint. Some of this time was spent in the aforementioned local private hangar. The aircraft took up residence in Kindred for three years while the Odegaard Aviation team contributed their skills. Bob Odegaard and Gerry Beck, now both deceased, were instrumental in founding the Fargo Air Museum. Bob and his son Brady designed the new gas tank bladder system. Casey Odegaard remains a valuable reference for guidance as Clarence learns how to rebuild this historic aircraft. Due to volunteer availability, the BT13 sat idle for a year before interest peaked again.

The main electrical box required a significant amount of time dedicated to rewiring due to deterioration. All but three pieces of the box were destroyed from the years it sat in the elements. New wires were necessary, but first their positions needed to be identified. Clarence copied what was left of the original wiring box blueprint. His tech-savvy son-in-law designed a new blueprint using a computer program. This new digitized diagram is larger which allows for easier readability. It quickly became an invaluable guide for all to reference during the tedious process of rewiring. A simple 15-volt power supply is sufficient for checking the systems to verify correct installation.

During the early part of 2017, the steering cables arrived at the museum for installation. The creation of the new cabling was completed by a company in Wahpeton called Tri-State Aviation. Clarence needed to give the company specifications regarding the length and placement on the aircraft. He installed the cabling after locating the specialized spring and rollers from hours of calling around the country. He takes the time to tie hand-written tags describing the function of each cable.

Various projects progress simultaneously...In 2016, the rear

stabilizers were installed. The engine is scattered with strategically placed tags indicating functionality of each component. Clarence also reconstructed the wooden luggage container and corresponding aluminum mounting frame. He places importance on authenticity while respecting the history of this aircraft. The pale colored canvas closely resembles the original material and is complete with latches and a zipper he sewed on the corner.

Future Plans

The next restoration steps involve the fuel bladders, elevators, and canopy. Three fuel bladders need to be modified before being placed in the gas tanks. The elevators are partially cleaned and will be painted shortly after. Three middle canopy pieces are being constructed and will fit together with a sliding track. Once the wings are installed and all other components are in place, the aircraft needs to be inspected and certified before it is flown. Exercising patience is an important quality during the substantial rebuild and Clarence gladly accepts this challenge.

A younger generation will soon assist with this historical rebuild. The West Fargo Sheyenne High School aviation class will join in these efforts. They are led by Dave Gravdahl, who instructs the students in various aspects of the field. Beginning in October, they will dedicate Wednesday afternoons to the restoration project. Clarence will share the BT13 rebuild history and explain the goals for the next phase toward completion. A mechanic from the Fargo Jet Center will be available to guide the students while Clarence takes his winter hiatus. The Fargo Air Museum is thrilled to receive continued support and collaboration from various community members!

Whoever said “the sky is the limit” obviously hasn’t met our Aviation Services experts.



From environmental reviews to project funding to working with the FAA, our aviation experts can help your project take off, and then bring it in for a perfect landing.



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Dakota Territory Air Museum



We will be winding down our 2017 season as we are open to the public seven days a week from mid-May to mid-October. However, we don't close our doors for the winter. We do have numerous events during our off-season. We are a popular venue for many of the Minot Air Force Base squadron holiday socials, as well as socials for conventions being held in the Magic City – like the icebreaker for our 2017 NDAC Symposium.



From November, 2016 thru March, 2017, for the third season, we provided space to the Magic City Discovery Center which is developing a children's museum in the City of Minot. We will be sharing space with them again this winter in our Flying Legends hangar. They had upwards of 10,000 visitors last season which certainly helps to create a greater awareness of our museum in the community.



Earlier this year our Education Committee again conducted some very successful ACE (Aviation Camp Experience) and PACE (Passport Aviation Camp Experience) Camps. Our ACE camps are conducted for 3rd and 4th graders and involves two, three hour camps on Saturdays with a maximum of 35 campers per camp. With the use of mentors at various stations, the campers learn about thrust, drag, lift and other factors affecting flight. The PACE for 5th & 6th grades run for three hours each for five Saturdays. Each week they cover a different facet of aviation from science and careers, to honor and courage.

John Collins, the Paper Airplane Guy, did two presentations to over 300 folks at the museum in April. His audience of adults as well as students were extremely fascinated with his program. From our museum we flew him on to Fargo to do his thing at the Fargo Air Museum.

Our Curator, Glenn Blackaby, conducted 24 school field trips through the spring and summer of this year. These events average over 700 students per year. We have become a great destination for schools in northwest North Dakota, eastern Montana and southern Saskatchewan. We have numerous schools that keep



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Season Recap

coming back each year. Many faculty have told us that it has become a great education trip for their students. Math and Science teachers from the surrounding area held a portion of their conference in our Flying Legends hanger in March of this year. It was attended by nearly 100 educators from around the state. Speaking of educators, the Bismarck State College faculty and staff toured our museum on a Saturday this summer. In August of this year the Dakota Territory Air Museum was recognized by the Minot Education Association and was given the Friend of Education Award.

In late August we gave away our 21st airplane (a 1943 Piper J-3 Cub) in our 21st annual sweepstakes. Since starting our sweepstakes in 1995, it has generated in excess of \$1.8 million of gross income for our museum. We market the sweepstakes through the internet and have received support from around the world. Yes, we have had folks participating in our sweepstakes from Norway, Germany, and Australia - to name



a few. This year's sweepstakes winner, if you haven't heard, was David Bronson from Kirkwood, NY. Our thanks goes out to the many hundreds of folks out there who have participated in our sweepstakes over the years.

This past week we had a couple of gentlemen from the Mankato, MN area that drove their 1917 and 1923 Model "T" Fords cars to Minot. While they visited the museum they took the opportunity to get their cars out of the rain and pose with the P-51D Mustang "Dakota Kid II" for some pictures. They

told us that they drove back roads getting here and averaged about 35 miles per hour. Walt Groskurth, with Model T Touring, said he has owned his car for 10 years and has driven it about 30,000 miles. I asked Clay Bulow, who owns the Roadster, why he had a 12-volt battery strapped to his running board and he said it was to power his GPS. Wow, nearly a 100 year old car navigating with a GPS while the owner is taking pictures with his "Smart" phone!

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Bismarck Aero Center Receives Repair Station Certification Approval from FAA

Bismarck Aero Center had their application approved in September 2017 by the Federal Aviation Administration (FAA) to become North Dakota's newest Repair Station. Under the Repair Station certification (under title code 14 of the Code of Federal Regulations, Part 145), aircraft maintenance facilities are able to provide aircraft maintenance, repair and overhaul services with more FAA oversight in process and procedures. Repair stations are also held to higher standards by the FAA in areas such as quality control and training.

"Our complete in-house repair station now allows more flexibility and faster turnaround times, giving customers the support they have come to expect from us," stated Howard Burns, Director of Maintenance at Bismarck Aero Center. "For our business, this is the next step for us to be able to do more for our customers and make sure that we do our part to keep them safe,"

Earlier this year, Bismarck Aero Center was recognized by the National Air Transportation Association and the FAA for annual training of 100% of all company maintenance technicians. Both organizations acknowledge companies that continually work to increase safety in aviation transportation. A company must invest a minimum of 12 hours of training in their employees each year to be considered.



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

Youth Aviation Education Sessions

For the past few years, The Fargo Air Museum periodically offered youth aviation education sessions. Under the direction of Scoutmaster Dave Mohn, the Boy Scouts would earn a merit badge in aviation. In 2015, we added a space exploration session which drew a crowd of 89 attendees. Dave was willing to expand the program further by providing monthly classes meet the increasing interest. Using the BSA merit badge outlines, he modifies the content to satisfy aspects in aviation. He has generously donated his time since then to develop robust and unique interactive experiences for youth ages 11-18. The senior campers are immersed in the field of aviation for about five hours. The junior aviator camp allows youth ages 6-10 to enjoy a two-hour session on the same Saturday morning. The current inclusive format allows non-Boy Scout participants, siblings of many ages, and both genders to enjoy our camps. In 2017, we are offering camps focusing on space exploration including rocket propulsion and aviation composites. Due to the holiday season, the camps subside for the month of December.

Dave Mohn has been an FAA certified repairman for 35 years. As a member of the district committee, he has been tasked with programming at district events. In the past 15 years, Dave has guided over 5,000 youth in earning merit badges. He has mentored 16 Eagle Scout projects through the Fargo Air Museum. Most of these projects are educationally based and many have

earned or have been nominated for the project of the year award.

Sarah Swartz joined the Fargo Air Museum in February as the education coordinator. She has 10 years of public school experiences beyond her initial collegiate engagements. She holds a master's degree in curriculum and instruction. Her varied exposure to learning environments, content, and age groups makes her a great fit for this career shift. She is responsible for planning and facilitating the monthly aviation youth camps. Additionally, she engages community resources to enhance new events the museum has offered this year.



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.

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Clint Rodningen, Jr., 75 of Grand Forks passed away Aug 23, 2017 in Altru Hospital after a brief illness.

Clint was a Commercial/Instrument rated pilot with a float plane rating, and long-time advocate for General Aviation. He served as President of the Nodak Flying Club for many years, and on the Grand Forks Regional Airport Authority Board. He organized many fly-ins, safety seminars, aviation events and achieved the highest level of the original FAA WINGS program. Young Eagle rides, Aviation Explorers, and Angel Tree Christmas Runs were some of the projects he helped organize and participate in. He loved to give rides and allow others to experience the joy of flying.

Clint was an accomplished float plane pilot and enjoyed flying his J-3 Cub at the Northwest Angle, MN each summer. He organized a fly-in fishing trip for many summers for local pilots and friends. As a business man, he used his Cessna 182 to travel whenever possible, instead of taking the airlines.

His encouragement, helped many people get started in aviation, or further their aviation careers. He will be greatly missed by the local pilot community.



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AAND, the Beginnings

Matthew Remyne, President, Airport Association of North Dakota



This edition marks the 30th anniversary of the quarterly and to celebrate this great milestone the editorial committee has developed some engaging themes for the next four quarterlies. The theme for the fall quarterly is the history of all the organizations that make up the ND Aviation Council. I'll be honest, I was

not very familiar with the history of the NDAC and my own organization, the Airport Association of ND. I'm excited about what I've learned about the different organizations and I hope you will be, too.

In the early 1980's airport authorities were beginning to see more and more operational requirements from the Federal Aviation Administration (FAA) and state which affected their financial ability to operate their airports. Several small airports started discussing the idea of joining together to express their concerns to the state legislature, North Dakota Aeronautics Commission, FAA, and to educate the public on the value of airports. On November 9, 1983, 19 airport managers and authority members from 13 different airports from across the state met in the conference room of the Aeronautics Commission to discuss organizing an association for airports. Along with the airports managers and authority members were the members of the ND Aeronautics Commission staff which included: Harold Vavra, director; Roger Pfeiffer, assistant director; Mark Holzer, planner/draftsman; and Carol Christensen, secretary.

The purpose of the meeting, as stated in the official minutes, was "to organize the airport authorities to acquire identity in the State of North Dakota as a separate entity in the flying business." Discussion was held on whether to join an organization already established in the North Dakota Aviation Council, or become a standalone organization underneath the Council's umbrella. After some discussion a motion was made by Dean Bennett, Chairman of Harvey Municipal Airport, to organize an association representing the airport authorities. The motion was seconded by Lawrence Knoke, Manager of the Devils Lake Regional Airport. The vote to approve the organization was unanimous and with that the association was born.

The first orders of business after the creation of the Association were the election of temporary officers, determining the official name of the association, reviewing draft by-laws, selecting representatives for the Aviation Council, and determining the program for the Council's Annual Convention in March 1984. The first officers of AAND were Morrie Thingstad, West Fargo, President; Bill Kuehn, Parshall, Vice President; Jerry Jaeger, Hazen,

Secretary; Kevin Christ, Treasurer, Bismarck; Clinton Peterson, Minot, Rep District 1 NW; Dean Bennett, Harvey, Rep District 2 NE; Dick Prchal, Dickinson, Rep District 3 SW; and Dennis Grinaker, Kindred, Rep District 4 SE. Today the secretary and treasurer positions are one, the past president is on the board, and there are now five district reps. I think it is important to recognize these individuals as they were the ones who set the foundation and framework for the organization we are today.

Mark Holzer spoke highly of AAND's early accomplishments. AAND developed a communications network between the officers, district reps and airports. The network allowed the airports and AAND to discuss important items quickly so they could formulate the organization's position and share it with the appropriate person. Discussion topics normally included a new FAA regulation or legislative bill affecting airport funding or operations. Another early accomplishment included working with the state legislature to obtain an insurance tax levy for airports that would not apply toward the four mills for operations. The organization worked to attract airline route planners to assist all airports after airline deregulation and the development of Essential Air Service. AAND also organized meetings with the FAA regional offices and the congressional delegation to lobby for additional funding for ND airports.

Through my research I found that AAND's purpose today has not strayed far from the purpose our founders had in 1983. AAND did start out to primarily to serve the GA airports, and the smaller regional commercials but eventually the larger commercial airports did see the value of AAND and joined. AAND's original purpose was to help all airports in ND to better themselves in planning, expansion, and safety. In addition, they joined together to develop a stronger voice when talking to the state legislature and Federal Aviation Administration regarding funding, and the role North Dakota airport's have within the national airspace system. Today the organization continues to advocate for airports on federal, state and local issues. We also have a strong presence at the state capital and provide information on best practices at any given opportunity, including two annual conferences.

Completing the research for this article was enjoyable and I was happy to take a step back in time to understand our beginnings. I want to thank Mark Holzer and Kyle Wanner for their assistance in providing information on the beginnings of AAND. I look forward to seeing the airport managers, authority members, and engineers at the fall conference, October 24th and 25th at the Baymont Inn and Suites in Mandan. Remember to always check the NOTAMs!

End of Season for an Aerial Applicator

By Andy Tibert, NDAAA

First off, I would like to address the tragedy our industry suffered in late June when John Georger died as a result of an aircraft accident. His family is in our thoughts and prayers. John will be missed!

Over all, it was a slow start for the aerial application industry this year. In my area, the season did pick up at the end of June and wound down the end of September. Many agricultural pilots apply chemical on irrigated potatoes, which requires diligence, as they are sprayed on a weekly basis. Every region is unique and demands attention to detail.

We, as aerial applicators, strive for safety and professionalism. We have a huge amount of responsibility to do the best job we can for our customers and practice safety when doing so. It is so important to use good judgment, stay focused, and always be alert to our surroundings. It is very easy to not see an object if we let our mind wander – a good note for all pilots, not just aerial applicators.

The National Agricultural Aviation Association (NAAA) convention is being held December 4-7, 2017, in Savannah, Georgia. This is a great opportunity for all pilots who are able to attend. There are dozens of educational sessions that are held. They include aerial application research, low-level obstacles, chemicals, engines, aircraft manufacturer updates – just to name a few. With all the technology changes, the information available will keep pilots up to speed. Pilots will be able to view the latest innovations and trends, experience people networking, and – last, but not least – learn about SAFETY!

Stay Safe! Andy Tibert



“We, as aerial applicators, strive for safety and professionalism...”



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CALENDAR of EVENTS

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

October 2017

2017 Fall Airports Seminar —
Oct 24 to Oct 25
Baymont Inn - Mandan, ND
This year's seminar will focus
on new or changed procedures
or processes in the Federal
Aviation Administration, including
presentations and discussions.

November 2017

Fargo Air Museum Youth Camp —
Nov 11
KFAR - Composites

January 2018

Fargo Air Museum - Youth Camp —
Jan 13
KFAR - Fargo Air Museum
Topic: Exploration

February 2018

Fargo Air Museum - Youth Camp
Feb 10 KFAR - Fargo Air
Museum Topic - Astronomy

Mark Your Calendar!

Upper Midwest Aviation Symposium

Mar 4-6, 2018 | Fargo, ND

March 2018

Fargo Air Museum - Youth Camp —
Mar 10
KFAR - Fargo Air Museum
Topic - Aviation Medicine

April 2018

Fargo Air Museum - Youth Camp
Apr 14
KFAR
Topic - Search and Rescue

May 2018

Grafton Municipal Airport — May 05
KGAF Grafton, ND
KGAF - EAA Chapter 380 Fly-In /
Drive-In

Fargo Air Museum - Youth Camp
May 12
KFAR
Topic - Inventing the Airplane

June 2018

Fargo Air Museum - Youth Camp
Jun 09
Topic - Entrepreneurship

July 2018

Mercer County Regional
Airport Fly-In — Jul 07
KHZE - Hazen

Fargo Air Museum - Youth Camp
Jul 14
Topic - Geochaching

August 2018

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

Please send your
upcoming dates to
ndaero@nd.gov



ATC Privatization and User Fees?

The North Dakota Aviation Council is on record as being opposed to Air Traffic Control privatization. Now is the time to contact our members of congress to tell them you're opposed to bill H.R. 2997. For more information, please go to www.ATCnotforsale.com, and consider their link to write Congressmen Hoeven and Heitkamp and Representative Cramer. GA was not consulted, and every other model of privatization has seen a decline in general aviation. Do your part to keep fly-ins on the front page in your community.