

Aviation QUARTERLY

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North Dakota Aviation Council

Summer 2011

Ready for Takeoff

Author: Alek Haugen • Grade: 11

Future plans: I hope to determine these plans soon.

What I learned: I learned that young people can find their spot in realms that appear to be for adults only—like flying an airplane.



The apple doesn't fall far from the tree—at least not amongst four Bismarck High School students: senior Jack O'Keefe along with juniors Megan Burns, Muneeb Hyder and Reed Hendrickson, all enrolled in Aviation courses after family members and experiences which sparked their interest.



In Aviation II, students will complete a cross-country flight on the flight simulators. "I like knowing that you are one of not too many kids who have that extra knowledge of something unique that most people don't have," junior Reed Hendrickson.

Aviation I and II, offered at the Bismarck Career Academy, are geared for high school juniors or seniors considering a career in aviation or aerospace.

"I think the coolest part of Aviation is the experience itself. Where else would I get such a hands-on experience for free?" Burns said. "And everything is so high tech; I could truly just go on and on."

Burns was surprised at how complex learning to fly was. In her aviation classes, she was exposed to concepts foreign to her, such as: the phonetic alphabet, airspace and Zulu time. On a typical day, the class may take notes or use the flight simulators, depending on the class's current lesson.

"I think the most challenging part of aviation is that it is so different," Burns said. "Everything in aviation is a whole other mind set."

Burns has been exposed to the world of aviation most of her life; her father is an aircraft mechanic, and some of her fondest childhood memories are of seeing him at work with the planes. Today, unlike most high school students, Burns is able to say that she has flown one of those airplanes—a Cessna 172, in fact.

"You can just go up in your calm,

peaceful airplane, and look over

the hustle and bustle of the life below you," Burns said. "It's an outlook most don't get to see."

Figuratively, O'Keefe's future is far from "up in the air," but literally, that's exactly where it will be. O'Keefe has known he wanted to be a pilot since eight years of age. His grandfather was a doctor and pilot, and O'Keefe plans to follow in his footsteps.

"In September 2011, when everyone's leaving for college, I'll be going to a flight academy in San Diego," O'Keefe said.

In San Diego, O'Keefe will earn his commercial pilot's license, meaning he can fly planes for any major or regional airline. The course only lasts 90 days, and he anticipates he will return to North Dakota afterwards. Taking Aviation classes in high school has made these future plans much more convenient.

"It was definitely worthwhile," O'Keefe said. "If I hadn't taken them [Aviation I and II], it would cost a lot more later on."

O'Keefe's time at the flight academy will



"... You can just go up in your calm, peaceful airplane, and look over the hustle and bustle of the life below you ..."

Burns said.

(Continued on page 7)



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AROUND the PATTERN

By Kris Magstadt, Editor



Summer traditions

Summer at the airport provided for hours of fun. Fly-ins brought people from many locations, and several years included an air show. We were thankful for the nice days that blessed us on those scheduled events; however, Mother Nature wasn't always in the mood for flying. I remember our high school band, including me, playing on a flatbed trailer; holding one side of the banner for Art Scholl and his dog, Aileron, to cut while inverted (I had a little pull since my dad ran the show); and gathering at the Glasgow Air Force Base for an amazing show. Al Pietsch, one of our North Dakota Hall of Famers, was there both years, and I'll never forget his sense of humor and great entertainment.

Air shows and fly-ins weren't all that filled the summer. Every year we staked horses out on the airport land to graze – it was easier than mowing – and we spent many hours riding. It is funny how the sound of aircraft was just a part of the beautiful natural sounds we heard as we rode the countryside. I worked for my dad answering the telephone and radio and working with accounts receivable, which gave me a great opportunity to get to know the local pilots. Dad provided customs, so we met a lot of really wonderful people traveling to and from Canada for fishing. Fess Parker, Daniel Boone, was one of those great people. As a young person meeting a “star,” I was on top of the world. Today, when I bring out my autograph from him, my kids ask “Who is that?”

As we moved into the fall, the Reno Air Races became an annual tradition. We lived in Reno, which made it easy for dad to come and visit. My daughter was even born three weeks early just so Grandpa could meet her AND come to the air races!

While all of this was normal in my summer routine, many friends told me how “lucky” I was to have a dad in aviation. You

know what? I was lucky. Even though sweeping the hangar, moving planes and setting up for breakfast seemed like chores then, I wouldn't trade those memories for the world.

So, keep up the great work and know that you are making a difference in the lives of many. Without you, they wouldn't have the opportunity to be exposed to the amazing and wonderful world of aviation.



FREE FIRST LESSON

The EAA Young Eagles program is offering a free first flight lesson to interested youth.
www.young eagles.org



By Tim Thorsen, President
North Dakota Aviation Council

PRESIDENT'S COMMENTS

Troubled waters

I have recently experienced how much volunteers with goodwill can accomplish as Bismarck, Mandan, Burleigh and Morton County prepared for an unexpected rise in the Missouri River to major flood stage. People worked tremendous hours to help each other by moving personal belongings, sandbagging and working for days on end. It was extremely gratifying to see the outpouring of support for those in need in the community. Airports from the east end of the state sent equipment operators to help during the crunch of sandbag production, while their home cities provided equipment, supplies and experts with experience in flood preparation. Cities from the west end of the state sent bus loads of volunteers who pitched in as residents became weary and numb from the protracted effort. There, indeed, is a lot that volunteers with good will can accomplish.

As I assume the duties of chairman, I recall comments of one of my past Army Aviation unit commanders where he compared assuming a leadership position to picking the ruck sack and carrying its load for their term and then, at the appointed time,

putting the ruck sack down to be picked up by another who would carry it forward in their turn. In that way, the organization advanced onward into the future. I am reminded how the North Dakota Aviation Council is very much the same as the unit story from my past. The ruck sack has been carried forward by Don Larson and other past chairmen and organization representatives who volunteered their time, working together to promote aviation in our great state of North Dakota.

As your new chairman, I pick up the ruck sack from a group who completed a very successful Upper Midwest Aviation Symposium in Minot. On behalf of the Aviation Council, I want to thank Don for his leadership and thank the many individuals who spent time and effort to provide coordination, setup, instructive presentations, interesting speakers and an outstanding banquet to gathered aviation enthusiasts this year. Special thanks go to the local site committee whose behind the scene efforts made the symposium run smoothly.

We can all look forward to another super Symposium at the Ramkota Inn at Bismarck on March 4-6, 2012. I look forward to working with the great people who make up the Aviation Council this fall as we work together to make the next Symposium a great experience.

Have a great summer, Tim

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Send Address Changes To: ndaero@nd.gov

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Post Script: After the article deadline, the sudden flooding of Minot occurred. I want to add that the thoughts and prayers of the aviation community go out to the people experiencing the hardship and devastation of the flood in Minot and surrounding area.

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By Larry Taborsky, Director
North Dakota Aeronautics Commission

DIRECTOR'S CHAIR

Separating unmanned vehicles and ADS-B

North Dakota is in the thick of a high-stakes aviation race with not only other states, but other countries as well. While budgets are being cut nationally, the FAA is working hard to develop a new system of airspace management that will result in safer and cheaper flying for all of us.

With NEXGEN's plan, and using technology that is currently available, your aircraft could be on the ground at a remote airport and know where other aircraft are in the airspace around you. You could see the storms approaching far away and view the present weather at your destination. You could look at the winds aloft to determine the best altitude to cruise. If you file an instrument flight plan, Air Traffic Control can clear you directly to your destination, because there are no airways. If you choose to fly visually, you will have an awareness of what is around you like you've never had before. The descent to land would be started at the ideal place for your aircraft to get the best fuel burn based on winds and ground speed. It won't be long before voice communications will be reduced because both you and ATC will know where you are going.

While you can equip your aircraft to benefit from this technology, Automatic Dependent Surveillance – Broadcast (ADS-B) needs to be proven to be as effective as our present system of looking outside the cockpit to keep ourselves out of harm's way. North Dakota recently held a two-day meeting to discuss this research. The North Dakota Aeronautics Commission, the Department of Commerce, University of North Dakota, North Dakota State University, the Army National Guard, the FAA, and NASA were active in the meeting, and all have key roles in the technology that will be developed. Another key team member is the MITRE Corporation, a non-profit group that specializes in research and development projects for the FAA, such as laying the groundwork for Traffic Alert and Collision Avoidance

System (TCAS). Their team of engineers, designers, human factor specialists, and technology experts are well suited to help the state develop a plan to allow general aviation to continue to operate freely in our airspace, while introducing technology which will benefit us all.

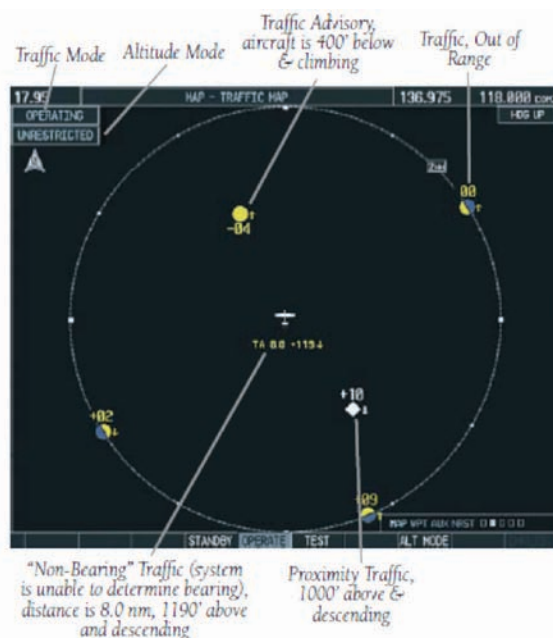
Tools available to help in this research include existing approach radars, temporary use of military radars, and a specially instrumented NASA aircraft to fly test paths. UND aircraft are already equipped with ADS-B. Local aircraft operators will be

encouraged to participate, whether their aircraft have ADS-B or not, since a key part of the research will be to make sure that all aircraft show up on the display screens, not just those who have the new technology.

This program, if successful, will have large benefits for aviation everywhere North Dakota in particular. Having a system described in the second paragraph will make your life in an aircraft much safer and easier. The Unmanned Aerial Systems (UAS) market is huge, and will grow exponentially when these aircraft can be safely flown in the National Airspace System. With ADS-B equipped aircraft, it would not make any difference whether a pilot was in

the cockpit or controlling the aircraft from elsewhere.

Don't expect any changes in our state any time soon. Before any UAS take to the sky alongside you, several large issues need to be addressed. What happens if this aircraft loses its electronic link to the controlling pilot? What happens if it loses its satellite navigation signal? How will it detect and avoid other aircraft that it encounters? These questions, and many more, are being tackled by this working group, whose main role is to solve these problems. I sleep well at night knowing that this group is not pressured to push a new system into place before it is ready and has the expertise to get it done right the first time.



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By Bob Simmers

The Gift of Flight

This morning I am sitting overlooking the mighty waters that are backed up by Garrison Dam. It's not because I am on vacation, but because I need a break and some time to clear my mind. I am among good company as I am among those who have been displaced by these mighty waters. I am one of the lucky one for many reasons. I don't have to look very far to see that I have much to be thankful for because I have a place to stay and call home, I have good family and good friends, all that have made this event seem not so devastating.

What really sets me apart from most of the others is that I have the Gift of Flight. As the water rises I can climb upon my trusty wings and slip the bounds of earth and survey the affected areas. I can help others do the same. We all know how a short flight can mend the soul, even more so in times of stress. Until you have taken someone to view their home at a time like this, you don't know the healing power that you have in your hands by having the Gift of Flight.

As you exercise your Gift of Flight, you also have some increased responsibilities. I have made many flights up and down the

mighty Missouri these past few weeks. In comparison, the Civil Air Patrol and the National Guard have had unlimited access to the flooded area, as well they should have, and have logged many hours devoted to survey and reconnaissance. Few realize again how with the Gift of Flight comes additional responsibility of the many residents. These areas become crowded with aircraft and it becomes the responsibility of the "sightseer" to exercise their best "see and avoid" procedures. There is a time and a place for a TFR, and this is one of them.

We should all be proud that we are members of a very small society that has been given the Gift of Flight.

Until next time,
HAPPY LANDINGS,
Bob Simmers



North Dakota Aeronautics Commission Welcomes Kyle Wanner



The North Dakota Aeronautics Commission welcomes Kyle Wanner to the full-time staff as the Airport Planner. Kyle's background includes an intern position with Jamestown Airport and the foreign student coordinator for the University of North Dakota. His UND education includes air traffic control and airport planning, and he holds a private pilot license. Kyle was initiated into his position during the first month by tackling the airport construction grant requests, and did a fine job preparing the state plan. His first day on the job was the first day of construction on Valley City's new concrete runway, so the competition is on to see which one lasts longer serving North Dakota. Kyle is anxious to come and visit airports and meet the people who make aviation happen in North Dakota, so feel free to invite him to your next meeting.



By Lt Col Darrel Pittman

CIVIL AIR PATROL UPDATE

Have You Had Enough Flooding Yet?

It was only a few days after the Symposium when we got the first request for flood assistance. As it usually does, it was slow in coming. And then, wham there it was, the Red River was starting its rise and the sandbagging experts were out and hauling everywhere. The volunteers were out in force. The ND National Guard was activated almost immediately. The Civil Air Patrol (CAP) Squadrons were some of the first groups to jump into action. The young Cadets were filling and piling sandbags. The pilots were flying daily sorties over the area taking hundreds of photo images and sending them back to the State Emergency Operations Center (SEOC).

We had more than just one river with problems. The Sheyenne River that runs through Valley City was at it again. The James River at Jamestown and LaMoure was also running amuck. We took many more photo images of these and sent them back.

Yes, we had flooding and eventually it started to subside. Finally everyone could have some relief.

But wait, we had not heard it all from Mother Nature. She decided that we had not had enough moisture, and dumped a record amount of rain in the mountains of Montana, Wyoming and Southern Canada. Thus, the dams along the Missouri River

basin and the Souris river basin started flowing heavily. The dams were full to the brim of disaster.

The Army Corp of Engineers opted to release record amounts of water from the spillways to avoid breaching the dams. The result was necessary, but not good for many. The areas along the Missouri River from Garrison Dam to Lake Oahe were in danger of major flooding. That included many homes in the areas of Hogue Island, Fox Island and south Bismarck.

The Souris River overflowed its banks flooding about one fourth of the city of Minot. This was probably the most devastating flooding event since the Grand Forks flood in 1997. Many homes are damaged or destroyed.

Out of all this disaster we have had some positive things happen. Lots of people are working together to help one another. The CAP has flown hundreds of volunteer hours and taken thousands of photos of the flooding for the State. The National Guard has been activated and are in place when needed. It makes me proud to be a North Dakotan and here to see all of this happening.

Let's hope the future outcome will be as positive! Until then, see you at some of the fly-ins. Be safe.

Cleared to land, Darrel



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Continued from cover story ...

Ready for Takeoff

not be his first taste of flying. In fact, O'Keefe currently possesses a private pilot's license. Although he can not earn an income with this license, he is able to fly alone.

"I've flown probably 40 times," O'Keefe said. "I've been flying since I was about 15 or 16."

O'Keefe simply rents a private plane from the Bismarck Aerocenter and is as free as any pilot to take to the skies. He typically flies to towns like Linton, Hazen and Garrison, radios in, lands and returns. However, he has flown as far as Grand Forks.

"The most challenging part is concentrating on all of the instruments," O'Keefe said. "But my favorite part is the challenge."

With Hendrickson, the story is quite similar. His grandfather was a crop sprayer, and his father and oldest sister both attended the University of North Dakota for careers in aviation. Although he grew up with this influence, he is not as sure the pilot's life is the life for him.

"Right now, my college options are still up for grabs,"

Hendrickson said. "I'm not set on going into aviation after high school. I'm not 100% sure what I want to do for the rest of my life."

Hendrickson does, however, plan to earn his private pilot's license as well. This can only be obtained after 40 hours of flight with an instructor, a written exam and an in-flight test with an instructor. Hendrickson flew in October and regards as "one of the best moments of his life."

"The best part of being a pilot would be the chance to see the world for your job," Hendrickson said. "The benefits of being a pilot, or even being in the aviation industry, are incredible."

Hyder, who flew around the world as a child, has always been fascinated by the sheer power of flying. He also flew with his instructor earlier this year and claims that "you feel very free." A career in aviation is an option for Hyder, however, his plans are currently to attend Boston University for International Relations.

"This educational experience was wondrous, and a career in aviation would definitely be enjoyable," Hyder said.




Junior Megan Burns found that Aviation class through the Bismarck Career Academy exposed her to students from other schools in the city. "I like that you have classes with other kids you normally wouldn't," Burns said. "I think that's awesome."



Senior Jack O'Keefe currently spends his days in Aviation II improving more than just his pilot skills—his craftsmanship. "Right now, we're building an actual J-3 Cub," O'Keefe said.

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UND announces first unmanned Aircraft grads

Among the nearly 1,500 receiving degrees from the University of North Dakota during spring commencement will be the first graduates in the nation with degrees in unmanned aircraft systems (UAS) operations.

"It's truly the first and only kind of its major programme in the country at this point," said Kent Lovelace, chair of the aviation department at the UND John D. Odegard School of Aerospace Sciences. "These are the first graduates from anywhere in the country with a degree in UAS operations."

The five students eligible for graduation are Christopher Burger, Ritzville, Wash.; Jeremy Duke, Everett, Wash.; Adam Julson, Flandreau, S.D.; Alexander Gustafson, Vashon Island, Wash.; and Brett Whalin, Rapid City, S.D.

"Unmanned aircraft are having a profound impact on aerospace," said Bruce Smith, dean of UND Aerospace. "We're on the leading edge of UAS development. We now have 44 students signed up as majors and 78 students signed up for our UAS introductory course."

Julson is excited about the opportunity to be part of an emerging aspect of aviation in which the sky is literally the limit. "What attracted me is that it's the next big thing," he said. "You're on the forefront of the unmanned portion of aviation."

For Duke, who worked for 10 years in the auto body industry before coming to UND, the attraction was the potential to apply UAS technology to weather research, which is the career direction he hopes to pursue.

"I flew weather modification missions for a summer and could see the application," he said.

All the UAS majors are finding great interest from potential employers, and some have already lined up jobs. The field is expected to explode when the Federal Aviation Administration (FAA) opens airspace to civilian applications.

University of North Dakota (UND) is another excellent school discovered by Priyanthi Dissanayake (www.scholarshipforum.com) in 2008 during her annual summer visits to US in search of US institutions of higher education renowned for both academic excellence and affordability to brilliant scholars from Lankan middle class families. UND's John D. Odegard School of Aerospace Sciences is considered one of the best in a nation possessing the world's largest fleet of civilian training aircraft.

Its cutting edge equipments include an altitude chamber - only one of its kinds in a civilian training facility in U.S. On record UND's flying team has bagged more national championship trophies than any other flying school in U.S.

UND, founded in 1883 (when North Dakota was only a territory) is one of only 46 public universities in US with both accredited graduate schools of Law and Medicine. According to Princeton Review/Forbes UND is among the top 8 most entrepreneurial undergrad campuses and according to Washington monthly it's among the top 70 public universities in US. Having seen the quality of Lankan aviation students such as Yasith De Silva currently flying Airbus 340 for SriLankan Airlines as a First Officer, Prof. Kent Lovelace Chair/Professor UND Aviation (www.aero.und.edu) looks forward to train more Lankans to become excellent aviators.

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Some area farmers resort to planting by plane

By Ethan Mickelson, Of The Star

Waterlogged fields are causing some farmers to become extremely innovative in wrapping up the overdue spring planting.

Seeders enveloped with mud, plugged seed boots, and frustrated farmers all led to two unusual techniques in order to get the plants to sprout in the next couple of weeks.

Two area farmers utilized a plane in order to spread seed on their fields. The former chemical sprayer plane that provided this unique service was rigged to literally spray seed. This plane had its chemical spewer replaced with a seed spewer and was ready to hit the sky.

"The plane can hold about 3,000 pounds of seed. At the rate of the seed - canola or wheat - escaping from the booms, we can cover around 25 acres per load. Using the

plane takes a considerably larger amount of time compared to using a tractor, because they can hold more seed and they do not have to spend so much time going back and forth," explains Al Krech of the Rolla Seed and Fertilizer Plant.

Another seeding option required a large wheeled seeder called a floater.

Although this machine was wingless, it still effectively prevented the tractor from getting stuck when broadcasting the seed throughout the 20 participants' fields.

After spreading the seed with either method, the farmers then proceed to harrow their fields in order to make sure the seed has a sufficient layer of soil blanketing it.

Both of these ideas were created so

that planting wet land would become less of a hassle.

These approaches are anticipated to bring the same yield as previous years, other than the late planting time, but are not expected to become regular seeding procedures, "even though some states use planes and floaters for regular planting," says Krech. "It's just not as efficient as farmers using tractors."



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The Aeronautics Commission thanks Dianne for her Service

The North Dakota aviation community thanks Dianne Herr for her commitment to the North Dakota Aeronautics Commission. Dianne recently resigned from the commission. She was appointed by Governor Schafer in 1998, and was re-appointed by Governors Hoeven and Dalrymple. Dianne brought the small airport point of view to the commission with her experience managing Turtle Lake's turf runway with her husband Ray and as a pilot-owner of several aircraft. She will be missed for her positive attitude and her common-sense approach to solving problems. Dianne's resignation will be effective when her replacement is named and ready to assume the duties of commissioner.



Chairman Bob Miller and Dianne Herr at a recent airport grant meeting.

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Fargo Jet Center Earns Top Ten Ranking In International Publication



Fargo Jet Center Inc (FJC) has been ranked the number eight aviation service company in the 2011 Aviation International News (AIN) FBO Survey – The Americas. The 2011 FBO survey allows readers to evaluate aviation service companies in the Western Hemisphere including the United States, Canada, Mexico, South and Central America and the Caribbean. The announcement was published on March 31st by AIN and included in a special report featuring reviews of the Top 10 FBO's and a listing of the top 40 rated FBO's in the April edition of the magazine and online at www.ainonline.com.

“Earning the #8 rank in this year's survey marks our 1st appearance in the Top 10 and this showcases our team's dedication to aviation excellence and safety,” said Jim Sweeney, FJC President. “We continually strive to enhance our client service offerings, and it is inspiring to be a top choice of pilots who notice and appreciate our efforts.”

Of the thousands of aviation service companies in the Western Hemisphere, only 160 companies qualified to be ranked in the survey. Fargo Jet Center is the only company listed in North Dakota, South Dakota and Montana. The listing is categorized by the average scores each company received on a scale of 1-10. Fargo Jet Center's achievements are: Line Service: 9.18, Passenger Amenities: 8.71, Pilot Amenities: 8.82 Facilities: 9.06 Overall Average: 8.94. FJC is the highest ranking FBO from Wisconsin to the West Coast and is one of only two Top 40 FBO's based outside of a major metropolitan area. Fargo's geographical location positions FJC as a premier fuel stop and US Customs clearance Port of Entry.

About the survey:

AIN has been conducting the survey since 1981. Fixed Base Operation (FBO) is a common term used to describe an aviation service business. The survey questionnaire asks readers to evaluate FBOs they have visited in the last year in four categories: line service; passenger amenities; pilot amenities; and facilities. An FBO's overall average is calculated by adding all the individual category ratings received by that FBO and dividing the resulting sum by the total number of all category ratings received by the FBO.

About Aviation International News:

A monthly trade publication widely called “AIN,” which covers news, features, special reports, aircraft evaluations and surveys on business, commercial and regional aviation worldwide, and a twice-weekly electronic newsletter, available by e-mail and AINalerts (www.ainalerts.com).

About Fargo Jet Center:

FJC is recognized worldwide as a leading provider of aviation services. Based in Fargo, FJC is an Avfuel® fuel dealer, award-winning aircraft maintenance and avionics repair station and aircraft dealer. In addition, FJC operates a fleet of charter aircraft, a flight school, and provides aircraft management services and opportunities for fractional aircraft ownership.

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Kyle Wanner, Aviation Planner
ND Aeronautics Commission



Aeronautics Commission Awards State Airport Grants

It's that time of the year again. On June 23, the North Dakota Aeronautics Commission once again hosted the state grant meeting. At the meeting, funds were approved to be disbursed throughout the North Dakota Airport system for a variety of high priority projects that will increase safety and efficiency. The total amount approved for general aviation public airports was \$958,121. The air carrier airports received \$1,303,660 for a total of \$2,261,781 statewide.

Where does this money come from? The revenue source for these airport grants is derived primarily from the tax on aviation fuel and aircraft sales collected in North Dakota. These taxes are then invested back into the aviation system to support the airport infrastructure in the state.

As you begin to plan your flights, remember to view the NOTAMS at the airport you plan to visit, just in case there is construction taking place on or around the airfield.

To give you an idea of the type of projects taking place around the state, here is a listing of all of the airports that the state has approved funding for this grant session and one of their funded projects.

Air Carrier Grant Awards:

Bismarck.	GA Apron/Taxiway C Rehabilitation
Devils Lake.	Displace Runway 3 End
Dickinson.	Oshkosh Snow Blower
Fargo.	Taxiway B Reconstruction/Light Upgrade
Grand Forks.	Final Phase of Terminal Project
Jamestown.	Terminal Construction
Minot.	Terminal Modification
Williston.	Overlay Runway 11-29

General Aviation Grant Awards:

Beulah.	Runway Seal Coat
Bottineau.	Hangar
Carrington.	Crack Sealing
Cavalier.	Terminal
Cooperstown.	Land Acquisition
Edgeley.	Rubber Crack Filling
Fort Yates.	Segmented Circle Repair
Garrison.	Master Plan and ALP Update
Glen Ullin.	Install AWOS III PT
Gwinner.	Access Improvements
Harvey.	Crack Repair
Hazen.	Replace Beacon/Windcone
Hettinger.	Terminal/SRE Building
Kindred.	Earthwork for Parallel Taxiway
Leeds.	Rubber Crack Filling
Linton.	Apron Expansion
Lisbon.	Fuel Farm
Mandan.	Exit Taxiway Realignment
Maddock.	Runway/Taxiway Lights
Mayville.	Rubber Crack Filling
Milnor.	Hangar
Mott.	Rubber Crack Filling
Mohall.	Install PAPI
New Rockford.	Rubber Crack Filling
New Town.	Update ALP
Northwood.	Self Service Fuel Farm
Page.	New Airport Layout Plan
Park River.	Reconstruct Main Runway
Stanley.	Taxilane Construction
St. Thomas.	Rubber Crack Filling
Tioga.	Terminal Building
Turtle Lake.	Terminal Work
Wahpeton.	Apron Rehabilitation
Walhalla.	Advertisement for Bid
Washburn.	Construct Terminal
Watford City.	Apron Reconstruction
Westhope.	Snowplow
Wishek.	Apron Expansion
Valley City.	Main Runway Reconstruction



Grand Forks Terminal Construction



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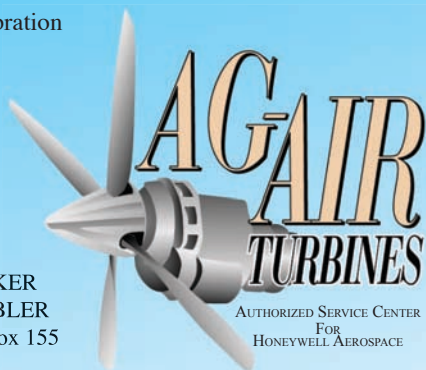
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On a normal Sunday morning, Pastor Daryl Rothchild drives about 150 miles to reach the three parishes he serves in rural North Dakota (Faith, Towner; Zion, Kramer; and Bethlehem/St. John's, Upham). However, the spring flooding of the Souris River in the area added many miles to the normal route. While members of each congregation could get to their own church, it was the pastor who was unable to drive from one to the other in the allotted time. Thanks to Jan Rubbert, a pilot and member of St. John, Upham, Pastor Rothchild was able to hop by plane from place to place beginning on Psalm Sunday. It was necessary to continue the arrangement through Holy Week, Easter, and a few weeks beyond.

(Reprint permission courtesy of the Bottineau Courant)



Bismarck Aero Center Receives National Recognition

AVweb.com's "FBO of the Week" (Fixed Based Operator) ribbon goes to Bismarck Aero Center (BAC) at Bismarck Municipal Airport (KBIS) in Bismarck, North Dakota. Awards are based on submitted nominations by private and business aviation users.

AVweb reader David Yost brought BAC to our attention:

On June 23-24, I was part of a team in the Bismarck-Minot (North Dakota) area doing aerial imaging of the flooding. We operated from Bismarck Aero Center and KBIS. Upon arrival, we were promptly met by a lineman who showed us where to park and supervised our refueling. The plane was hangared for us overnight and promptly brought out for us the following morning. There were even red carpets by both doors! This facility is clean, modern, and well-equipped, and the staff quickly took care of all our needs. But what impressed me the most was that every employee I encountered was friendly and seemed genuinely happy to be there. When in Bismarck, go to Bismarck Aero Center!

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Where are we at with the Education & Awareness Committee?

Jon Simmers, NDAC Education & Awareness Committee Chair

The NDAC has been putting forth a concerted effort toward broadening aviation education and awareness initiatives beginning in the fall of 2009. After developing a strategic Education and Awareness Plan, the NDAC created a formal "Education and Awareness" sub-committee to drive these efforts forward. The purpose of this subcommittee is to develop a mechanism that allows for a unified voice across all GA segments in ND with the goal of ultimately sharing the positive impact that GA has in ND to all state citizens.

On May 3, 2011, the Commission agreed to support our initiatives with a matching \$15K grant. As a result, the Aviation Council has allocated the required funds to proceed with the development of a shared brand and image for GA across North Dakota. The scope of this project will remain consistent with

what has been communicated during the presentations during the Upper Midwest Aviation Symposium in Minot.

Now that the funding is in place, we have started the process of gathering data through a survey that will reach approximately 200 North Dakota citizens. The survey is designed to help us clearly understand the current perceptions that North Dakota citizens have on the aviation industry. Once the survey is complete, we can start developing a unified education and awareness campaign that will strengthen the image of the aviation industry in North Dakota.

We believe that the future of aviation will be enhanced significantly across North Dakota by developing a consistent brand and image for our industry. We appreciate your commitment to sharing this vision together. Please stay tuned for more information in the next issue of the Quarterly.

Please email your comments and questions to jons@bismarckaero.com.

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FAA announces online information availability

Federal aviation officials announced that they make flight plans and other general aviation information available to the public online. FAA officials will affect the change 60 days after the Federal Register is published.

General aviation operators will not be able to use privacy as a reason to block Internet sites from showing their flight information such as registration number, flight path, departure point and destination, and flight length for all aircraft operations over the U.S. In the future, the Federal Aviation Administration (FAA) will block public viewing of this information only after the operators certify that they have a valid security concern. As before, neither the sites nor the aircraft owner or operator will disclose the identity of persons on the flight, the purpose of the flight or the reason for the security concern.

In the past corporations that own and operate aircraft, carriers, professional aviation organizations and government agencies have had access to the real-time flight information of both airlines and general aviation through the Aircraft Situational Display to Industry (ASDI) and National Airspace System Status Information (NASSI) websites. Other members of the public have been able to subscribe to this information with the data delayed five minutes for security reasons. While commercial air carriers' schedules are available to the public, the operations of general aviation aircraft cannot be tracked except through one of these electronic systems.

In the future, the only way operators and owners of general aviation aircraft will be able to block displays of their flight information is by providing the FAA written certification that revealing this to the public would pose a valid security threat.

Flight Training Assistance Program

In an effort to increase the number of licensed pilots in the state, the North Dakota Aeronautics Commission is offering a tremendous opportunity for rural public use airports and certified flight instructors across ND – the Flight Training Assistance Program (FTAP). FTAP provides a 75 percent grant to participating airports to defray transportation, meal, and lodging costs incurred by commuting flight instructors. To be eligible, the airport must not currently be served by an active flight instructor and/or have an aircraft available for instructional use. If you are an instructor with access to an aircraft or a rural airport looking to generate traffic at your field, this program is for you!

For further details contact the Aeronautics Commission at (701) 328-9650 or ndaero@nd.gov.

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North Dakota High School Students Excel in Aviation Competition

By Kelby Hovey, Aviation Education Coordinator
North Dakota Aeronautics Commission



RWDC state winning team members pictured with Governor Jack Dalrymple from left to right: Muneeb Hyder, Sean Davis, Dan Russell, and Cody Schuh. Not pictured are: Miranda Hammerschmidt and Ellie Simonson

Have you designed a commercial airline wing lately? What if \$1 million in professional engineering software was handed to you with the simple task of creating an aerodynamic and fuel efficient Boeing 737 wing – would you be up for the challenge? Six Bismarck students were. They tested their intelligence and creativity by participating in the Real World Design Challenge (RWDC), an annual aviation design competition created to test the young minds of tomorrow's workforce.

Many years of hard work and ingenuity, along with a top-notch educational system, have made our country the world's technology leader. Continued investment is needed in our youth, however, specifically in the areas of Science, Technology, Engineering, and Mathematics (STEM). RWDC is a partnership between government, private industry, and education providing an opportunity for high school students to work on real world engineering challenges in a collaborative, team-based environment.

This year's state winning team, the Dakota High Flyers, was coached by Mike McHugh of the Bismarck Career Academy. The team spent countless evening and weekend hours developing a Boeing 737 wing design. Their hard work and dedication paid off in the form of an all-expense paid trip to Washington D.C. to compete in the national competition. In April, the team presented their challenge solution to a national panel of aviation experts. The Dakota High Flyers exhibited professionalism, resourcefulness, and courtesy while representing the state of North Dakota. Congrats to the Dakota High Flyers on a job well done!

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Hello from AAND

By Matthew Remynse, Secretary/Treasurer
Airport Association of North Dakota

As the warm weather approaches, I hope to see airport operators around the state busy with general aviation activity and would like to remind everyone that summer is a busy time of year on airports.

Summer is the time of year when airports are in full swing with their construction projects. Surfaces may be closed depending on the type of construction, so check the NOTAMs or call the airport to see if there are any closures at the airport you are planning on flying into. Also, with the wet spring, aerial applicators are being utilized more, so keep an eye out for any spray planes in the vicinity of the airport. The hay is growing very well with all this moisture, so be cautious of the haying equipment that is prominent on airports July through August. As always, be careful of the wildlife that is moving this time of year. Always check the NOTAMs or call the airport operator, we're always happy to provide a report on the activity at our airport.

AAND has been following the FAA Reauthorization

bill very closely and has discussed the affects the new bill could have on airports in the state. Currently, Legislation is nearing a conference between the House and Senate. Important items for ND airports to follow are the Essential Air Service Program, which has the potential to be eliminated in the current bill, and the excessive NFPA standards, which would be detrimental ND eight commercial airports, are in the House version. AAND will continue to follow this piece of legislation and urge our congressional delegation to support the Essential Air Service Program, oppose the excessive National Fire Protection Standards for airports and move forward with a multi-year reauthorization bill.

Lastly, enjoy your summer by flying; there are a number of great fly-ins this summer with fabulous homemade breakfasts waiting to be eaten. Don't forget to create your legacy and stamp your passports when out and about this summer. I hope everyone has a fantastic summer with many hours of flying!



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Beulah Fly-in: Free plane rides for kids



Beulah Fly-in: Honor Guard during the hangar dedication



Aerial shot of **Beulah Fly-in**
(Beulah Fly-in photo by Larry Taborsky)

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Milnor Fly-in: Mark Gainer's Aeronca Champ enhances breakfast for Milnor Fly-In attendees. (Photo by Lorraine Jacobson)



Milnor Fly-in: Dan Vigesaa and brother, Steve, step out of a Cherokee 140 to attend the Milnor Fly-In (Photo by Allan Costai)

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CONGRATULATIONS

Placed into effect on August 11, 2003, the FAA enacted programs to recognize those pilots and mechanics who have 50 or more consecutive years of safe operations, the Wright Brothers Master Pilot Award and the Charles Taylor Master Mechanic Award. To be eligible for either award, the recipient must have more than 50 years of experience in the area of piloting or maintenance, be a U.S. Citizen for 50 consecutive years, and his/her certificate(s) must not have ever been revoked or suspended.

FAA Recognizes Local Airman for 50 Years of Safe Operations

Lorence Bessette was 18 when he went to Tulsa OK to attend Spartan School of Aeronautics, which eventually led to his hiring by North Central Airlines (NCA) in April of 1959 as a sheet metal mechanic overhauling DC-3s. He was able to move through several of their shops, such as the fabric and trim shop, accessory overhaul, wheel and brake shop, engine shop, line maintenance and electric shop. Lorence spent 7 years with NCA, which operated DC-3s and Convair 340s. The experience was like an extension of Airframe & Powerplant school with highly skilled instructors. He left NCA in Minneapolis, which later became Republic Airlines, to go to Bonanza Airlines in Phoenix in 1966 as an aircraft electrician working on Douglas DC-9s and Fairchild F-27s. In 1968, Bonanza merged with West Coast Airlines and Pacific Airlines to form Airwest Airlines. The aircraft electrician position was eliminated, and he had to make a decision to either go to a mechanic or an avionics position. Lorence had started college taking electrical engineering, so he decided on the avionics path. Howard Hughes bought the airline and changed the name to Hughes AirWest. Lorence was promoted to Supervisor of Avionics Maintenance in 1972 and, upon graduation from Arizona State University in 1974, he was asked to work in the engineering department. He wanted to stay in the avionics maintenance, but agreed to work in the engineering department

part-time writing STCs and engineering change orders for newly purchased aircraft. The Hughes organization had numerous aircraft leased around the world, and the Phoenix facility was the primary support for this activity.

Lorence hired on with the FAA in November of 1978 as an avionics inspector in Chicago. His secondary career included various FAA Positions. Amongst them, he was in Washington DC headquarters as an avionics specialist, the FAA Regional office in Fort Worth, and returned to Washington as the Avionics Branch Manager. In 1988, he became the Scottsdale Arizona FSDO manager and then on to Phoenix where he developed the first Certificate Management Office (CMO) in the country. He then returned to Washington as the Avionics Branch Manager, where he remained until retirement in 2005.

In his retirement, Lorence is working with an International Civil Aviation Organization (ICAO) contract developing international policy for foreign mechanic examiner programs. Lorence is currently writing an avionics textbook with his son, who has developed and teaches an Avionics Maintenance program geared to

train avionics technicians at Pima College in Arizona to achieve the new NCATT certification required for most large aviation organizations.

Congratulations, Lorence.



The Federal Aviation Administration presented Lorence Bessette this beautifully designed plaque commemorating his dedication to aviation safety during a safety seminar held at UND's Chester Fritz Auditorium in Grand Forks, ND, on March 30, 2011.

FAA Recognizes Local Pilot for 50 Years of Safe Flight Operations

Jay M. Flowers, FAASTeam Program Manager Operations, North Dakota

David L. Slaybaugh's interest in aviation started at the Iowa Aviation Mechanic Core Tech area between 1958 and 1961. David's interest in aircraft mechanics soon led him to his first solo flight in December of 1960 and from there his love of aviation flourished.

As a mechanic, David's expertise was challenged as a flight line mechanic for TWA on such aircraft as the great Boeing 707, Boeing's first commercial jet aircraft. Various other aircraft types included Lockheed Constellation, Convair, Douglas DC-3 aircraft, and an endless list of General and corporate aviation aircraft.

David has earned the FAA's prestigious AMT award for 18 years running and has received various industry awards throughout his career.

As an Airline Transport Pilot in Commercial Operations, David has held the positions of Chief Pilot and Director of Operations. He has owned and operated aircraft under Part 135 and was appointed Designated Pilot Examiner in his region giving Private, Commercial, Instrument, and Glider practical flight tests for the FAA. When David wasn't flying charters, giving flight instructions, fixing aircraft or giving exams, he was entertaining crowds at local air shows with his comedy routine in his personally restored Piper Cub. David is active in local EAA chapters and has accumulated over 12,000 accident free hours of flight time.

David joined the FAA in 1998 as an Aviation Safety Inspector, Airworthiness, and was selected the Great Lakes Region Airworthiness Inspector of the Year in 2001. He is currently the Assistant Manager for the Fargo Flight Standards District Office and remains active in General Aviation.

Congratulations, David.

The Wright Brothers had a simple fascination with flight, as did their mechanic, Charles Taylor. It is their passion for aviation that has inspired these awards. It is not common to find someone who makes their living being a pilot and aviation mechanic who still enjoys the simple joy of aviation and flying.



The Federal Aviation Administration presented David L. Slaybaugh these beautifully designed plaques commemorating his dedication to aviation safety during a safety Seminar held at UND's Chester Fritz Auditorium in Grand Forks, ND, on March 30, 2011.



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Harlow Hageness, age 69, of Rolette, ND, passed away Monday, June 27, 2011. Harlow was a pilot and greatly enjoyed flying for both business and pleasure. He truly enjoyed flying kids after the prom. Harlow on several boards and loved helping his community, including service as Chairman and Manager of the Rolette Airport.

Ernest Knutson, long time aviator, Tioga, passed away on Sunday, February 20, 2011

Willard Normark, 92, passed away on March 24, 2011, in Mesa, Ariz. He was a past chairman and 20-year board member of Tioga Municipal Airport Authority.

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CALENDAR of EVENTS 2011



July 15 – August 19

Fargo Air Museum - Fargo, ND

Plane Camp 2011

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- All Day Session (9 am–5 pm):

July 22

- Morning Session A (9 am–10:30 am):

July 15

- Morning Session B (9 am–10:30 am):

July 22, 29 and August 5, 12, 19

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July 25-31

EAA AirVenture - Oshkosh, WI

August 8-11

Fargo Air Museum - Fargo, ND

B-25 "Miss Mitchell" Bomber Tour & Rides

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August 13-14

Fargo AirSho - Fargo, ND

August 21 • 5 pm – sunset

Milnor Fly-In Barbeque supper. This will be a fundraiser for a new community hangar to be erected this year at Milnor.

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(701) 680-1001

September 4

USA-Canada International Fly-In

Dunseith International Peace Garden Airport

Contact: Larry Taborsky (701) 328-9650

October 15

2nd Annual Pilots' Chili Feed - Mandan Airport

Contact: Chris Susie (701) 330-2210

NOTE: There will be **NO** fly-in at **Turtle Lake** this year.

Online calendar:
www.ndac.aero/events.htm

UFFDA!! The good food I'm getting at these North Dakota Fly-Ins is causing me to have issues with my useful load.

Maybe you should follow me to the air races and you can do a few laps around the pylons!!

