

# Aviation QUARTERLY

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North Dakota Aviation Council

Spring 2011

## A Warbird Adventure

By Warren Pietsch



As a ten-year-old, I painted a ten-foot-long P-51 on my bedroom wall and started dreaming about flying

Warbirds. I have had many opportunities with these wonderful and historical airplanes. However, a recent trip has fulfilled one of my lifelong dreams.

Little did we know when Pietsch Aircraft took a historic plane on consignment that it would lead to the trip of a lifetime. That plane was Bismarck's Dr. Henry Reichert's P-51 Dakota Kid. We placed an ad in the *Controller* and an interested buyer, being a collector of antique arms, was intrigued and decided to have it checked out.

The journey began August 25, 2010. Chris Griffith and Gerry Hersey from Booth Bay, Maine arrived in Minot piloting a Cessna Caravan on amphibious floats. They made the trip to see Dr. Reichert's P-51D for a potential Texas buyer. Interestingly enough, their visit happened to coincide with the filming of documentaries about the Zero and P-51 by a Japanese film crew. That is a story for another day!

When the P-51 was purchased, there was not a museum in the plans. Rather, the intent was to use the Mustang for two years and then donate it to the Dakota Territory Air Museum—which is still the plan. However, after a trip to Minot and a ride in their newly purchased Mustang, they decided to get into the Warbird world

more seriously. They then asked me to find more aircraft of the same quality as Dakota Kid, leading to the formation of the Texas Flying Legends Museum in Houston. Additionally, they committed to having the collection displayed in Minot for three months and Maine for two months each year. Finally, they hired me to run the flight department and find pilots and mechanics



FG-1D, P-51 and P-40 enroute to Ft. Lauderdale

when required. As you well know, North Dakota is full of talent, and I tapped into that pool of talented individuals to help fill the requirement.

Part of the museum's original plan with the purchase of the Mustang was to take it to St. Barths in the West Indies and fly an airshow for the 2011 St. Barths 25<sup>th</sup> anniversary Bucket Regatta Yacht Race. As the museum's aircraft collection grew, so did the plans for the airshow at St. Barths. By mid-January, plans and preparations were

being made to take four of the museum's aircraft, including the B-25 Betty's Dream, the P-40 Aleutian Tiger, the Corsair and the P-51 Dakota Kid. Chris and I obtained clearances from the U.S. State Department, the French Civil Aviation Authorities, the Dutch Aviation Authorities, the Bahamas and the Turks & Caicos. Involved in helping with all of this were Duane Haugstad, Minot and Fabrice Denet, St. Barths.

With over three months of work and planning behind us, our crew assembled at Ellington Field in Houston on Friday, March 18, 2011. Included in the flight crew were Doug Rozendaal from Iowa (Capt. B-25), Hank Reichert (pilot P-51 and co-pilot B-25), Tim McPherson (co-pilot B-25 and mechanic), Bob Odegaard (pilot FG-1D Corsair), Casey Odegaard (pilot P-51 and co-pilot B-25), Chris Griffith (B-25 crew member, photographer and coordinator) and me in the P-40. Five of the six flight team members were from North Dakota.

Friday and Saturday were consumed with prepping and test flying aircraft in anticipation of an early morning departure on Sunday. Sunday morning we awoke to fog over about half of our route of flight to Ft. Lauderdale, so we sat around and waited with high anticipation for about two and a half hours before leaving Ellington en route to Florida. We stopped for fuel in Piquane, Mississippi and Cross City,

(Continued on page 7)



The crew with French officials at the awards ceremony



B-25, P-40 (top) and FG-1D enroute to Ft. Lauderdale



The crew on the ramp at Great Exhuma Warren, Casey, Robert, Doug, Hank & Tim



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## AROUND the PATTERN

By Kris Magstadt, Editor

### Congratulations on a successful Symposium!

I had the opportunity to attend the Hall of Fame banquet and am so impressed with our North Dakota aviation community. While the keynote speaker, Brian Shul, was phenomenal, the award winners stole the show for me. Hall of Fame inductee, Bob Odegaard, has a story of passion for aviation and is living his dream. We should all be proud to have aviators like Bob in our state, truly making a difference in many lives and putting North Dakota on the map.

Throughout my life I have met many great aviators. One of those is J.B. Lindquist. He has been a family friend for many, many years. I want to personally congratulate J.B. for achieving the Wright Brothers Master Pilot Award. Joining him in receiving this award was Robert Miller. Bob has been instrumental in North Dakota aviation, including chairing the direction of the Aeronautics Commission.

NDPAMA gave the Aviation Technician of the Year award to Kent Picard. I was fortunate to be sitting at his table and to witness his reaction. Kent reflects a strong commitment to safety and the future of aviation. Speaking of the future, the coloring awards and the scholarship award keep aviation in the forefront of the minds of our children. Kudos!

Congratulations to the Kulm and Minot airports for being named Airports of the Year. What amazing accomplishments you have brought to your communities.

I admire all of you. If there is one thing I've seen throughout my years "on the airport," it is the passion that aviators have. Many people spend their lifetimes looking for the passion you have found "up in the air."

If you see these award winners, congratulate them and listen to their wonderful stories. We continue to make aviation history and shape aviation's future – be involved!

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By Don Larson, President  
North Dakota Aviation Council

# PRESIDENT'S COMMENTS

## 2011 Upper Midwest Aviation Symposium Recap

The Hall of Fame banquet on Tuesday evening culminated a very successful 2011 Upper Midwest Aviation Symposium. The North Dakota Aviation Council (NDAC) chartered the North Dakota Aviation Hall of Fame in 1996. Its stated purpose is to honor those in aviation who have brought above-average recognition to themselves during their career in aviation. At the banquet, we witnessed the induction of a very deserving Robert Odegard, Kindred, into the North Dakota Aviation Hall of Fame. Bob has been the recipient of numerous other awards, including the Henderson Air Racing History Award; the Aviation Mechanic Safety Award; the 1999 Aviation Heritage Trophy; and the 1999 People's Choice National Aviation Heritage Invitation. Congratulations again, Bob! In addition, Wright Brothers Master Pilot awards were presented to Robert Miller and Jay B. Lindquist, chairman and member of the North Dakota Aeronautics Commission respectively. Congratulations to both Bob & J.B. My congratulations also to all the other award winners, including the Minot International Airport and the Kulm Airport Authority for being selected as airports of the year.

Our Hall of Fame Banquet speaker, Brian Shul, served as a Foreign Air Advisor in the VietNam conflict, flying 212 close air

support missions in conjunction with Air America. On his last mission his AT-28 aircraft was shot down near the Cambodian border. Unable to eject from the aircraft, Brian was forced to crash land into the jungle. Crawling from the burning wreckage, he was finally found and rescued by a Special Forces Team. He spoke of barely surviving his two months in intensive care, and the following months of recovery from 15 major operations, during which time he was told that he'd never fly again. After months of physical therapy, Brian was able to pass a flight physical and return to active flying duty. As a final assignment in his career, Brian volunteered for and was selected to fly the super secret spy plane, the SR-71. This assignment required an astronaut type physical just to qualify, and Brian passed with no waivers. I think Brian's story was a true inspiration to us all.

On Sunday evening we kicked off the 2011 UMAS with a very successful "Ice Breaker" at the Dakota Territory Air Museum. Approximately 250 folks enjoyed the food and socializing in the very appropriate aviation setting of old 1930s era round engine airplanes surrounding a similar era operating rotating beacon, setting the mood for the evening.

Monday morning we were again fortunate to have Dr. Bruce Smith, Dean of UND/JDO School of Aerospace Sciences. He brought us up to date on activities of the school and visited extensively with us about their involvement with the UAS program. Dr. Smith always has great information on the Aerospace school at UND.

We had great participation from throughout the state. Our block of rooms at the Holiday Inn was spoken for by the first of February. Then, thanks to the help of Jen Guidinger of the Minot CVB, we were able to reserve blocks of rooms at other facilities. As most of you know, rooms in Minot are very tight with all the oil activity. I didn't hear from anyone who did not attend due to lodging availability. There were a number of positive comments relative to the Holiday Inn, the local site committee and the Minot CVB.

We had great exhibitor participation. I think the final count was 41 exhibitors. In visiting with many of them, I was pleasantly surprised that they were really upbeat and excited about their future and the future of aviation. It is really encouraging when so much we hear is doom and gloom. We really appreciate each and every one of them. They are a huge part of our Symposium. As many of us are doing business with them throughout the year, don't forget to express our gratitude.

A significant part of our symposium is the sponsors. This year we had nearly \$20,000 in sponsorships. Let's not forget to extend a thank you to them whenever we get a chance.

On a final note, I want to thank the past NDAC for a superb job in putting together our 2011 UMAS. I also want to thank the local site committee for a job well done. In particular, J.D. Karhoff, Warren Pietsch, Andy Solsvig, and Jackie Johnson. A final thank you to Larry Taborsky and his staff at the North Dakota Aeronautics Commission. The Commission is an extremely vital part of the NDAC. I liken it as the glue that keeps us together.

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By Larry Taborsky, Director  
North Dakota Aeronautics Commission

## DIRECTOR'S CHAIR

### Legislative Session Aviation Highlights

The Anemometer or Meteorological Evaluation (MET) towers legislation, (Senate Bill 2206) continues at press time. There have been some serious conversations involving representatives and lobbyists from the wind energy companies, aerial applicators, EMS helicopter pilots, game and fish pilots, Aeronautics Commission and legislators. All sides seem to agree that these 197' towers are sometimes impossible to see and this is a safety issue that needs to be addressed. The proposed markings are to be alternating red and white bands and orange balls from the guy wires at the upper portion of the tower. Those towers which are already erected will have three years to be properly marked, and will be shown on a map at the North Dakota Aeronautics Commission web site. If the legislation passes, the markings will be consistent with the FAA proposed advisory, and the tower locations will be plotted on the same map that the sprayers can check for sensitive areas, such as organic farms and grape vineyards.

The air museum excise tax exemption bill (House Bill 1157) passed through both house and senate committees with no objections and was unanimous when votes were counted. This

will give the air museums the option of receiving flying aircraft as a donation and keeping them flying for all to enjoy. Enjoy the P-51 flying in North Dakota this summer! It is scheduled to be donated to the Minot Air Museum for your enjoyment.

Remotely Piloted Aircraft (RPA) developments continue in several ways. While the symposium provided many highlights of the RPA progress, the FAA budget proposal includes developing a plan to allow RPA's into the National Airspace System, and the state legislature is providing funds to encourage that development in North Dakota. The University of North Dakota has established a training program for unmanned vehicles, and many businesses are ready to make a living in this new field. The North Dakota Aeronautics Commission and the North Dakota Aviation Council are working to ensure that general aviation continues to thrive as these new technologies emerge.

Changes to the Aeronautics Commission administrative rules (House Bill 1132) will benefit you in several ways. Grants for non-federal projects at airports can be provided for up to 90% of the cost of the project. While the amount of money available is just as tight as ever, the commission has the authority to assist with high priority projects that would not happen otherwise. Also, the duties of the commission are now further spelled out to include aviation education and promotion. This recognizes the need to bring new people into aviation to make use of those airports. If you have ideas or an interest in generating more business at your airport, we have the tools to help you make it happen. Come visit!

Larry

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By Bob Simmers

# TRIM TAB

## To Go Or Not To Go

What is that yellow burning spot in the sky? Officially spring has arrived, but you would have never know it by looking out the window the past several years. We have certainly had more than our share of soup this spring. Is there an instrument pilot out there that is not current? All of the snow cover has laid claim to a constant cool mass that refuses to be warmed up by the ever prevalent southerly flow of warm air, and consequently, we have had been plagued by this temperature inversion that produces low clouds, poor visibilities and prevailing precipitation. This is the recipe for a real trap to the VFR only pilot. It also produces traps for the inexperienced IFR pilot, since the clouds are full of ice.

I have made several trips lately-driving trips that is-and have had some interesting observations. On a late night trip back to Bismarck in early March, we had no visibility, and when we got home, there was over an inch of ice on the frontal areas of the vehicle. At times, we had ice accumulating on the windshield at a rate that the defrosters and the wipers could not keep the windshield clean. On another trip, we had blowing snow and whiteout conditions that slowed us to a walking pace at times, even though it was midday.

We had a storm that came virtually unnoticed and caught hundreds of motorists off guard and stranded. A VFR pilot would have had very little warning with a system like this that sneaks up on us. An IFR pilot would have some outs, but even they could have been trapped by this type of system.

Things to remember:

- Forecasts are a look into the future and are assembled by people with years of experience. However, even they cannot always predict with accuracy.
- Geography plays an important part in local weather patterns. Start your own collection of our local area.
- Consult different sources for weather forecasting. Take a closer look, especially if they disagree.
- Call a fellow aviator or flight instructor for another opinion.

One last thought:

It is better to be down here wishing that you were up there, than to be up there wishing you were down here. There is always tomorrow.

Until next time,  
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By Lt Col Darrel Pittman

## CIVIL AIR PATROL UPDATE

The Civil Air Patrol (CAP) is prepared! The North Dakota Wing of CAP (NDCAP) has been training and preparing to again assist the State of North Dakota with airborne photo imagery and reconnaissance during the threat of flooding in 2011.

The photo imagery we take is vital to many aspects of the State Department of Emergency Services (DES). The photos can provide indicated areas of current flooding, possible areas of flooding, ice jamming, erosion or possible erosion and areas of damage assessment.

NDCAP has become an integral part of the States DES during emergency situations. The photo imagery has become a reliable source to the state, especially the Water Commission. The training NDCAP does on Search and Rescue (SAR) has made the all



*CAP's new Forward Looking Infrared System*

volunteer organization a dependable asset to the state's rescue operations. The addition of the Forward Looking Infrared (FLIR) system will enhance that operation tremendously. NDCAP is excited and pleased to put that equipment into use.

NDCAP had a booth at the UMAS in Minot. I hope some of you had an opportunity to visit the booth and see the FLIR display we had. It's fantastic and a fun new toy!

NDCAP has Squadrons in Bismarck (BIS), Dickinson (DIK), Jamestown (JMS), Grand Forks (GFK), Minot (MOT) and two in Fargo (FAR). Anyone interested in becoming a member of the CAP should contact the Wing Headquarters at 701-328-8190 or [ndcap@midconetwork.com](mailto:ndcap@midconetwork.com). You are not required to be a pilot. Give us a call.

*Cleared for takeoff, Darrel*



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Florida, finally arriving in Ft. Lauderdale shortly before sunset. The entire day was a dream, full of wonderful flying and great photo opportunities of the formation. It was astounding.

That evening we equipped ourselves with overwater emergency supplies, gave the airplanes an extra careful post and pre-flight and finally went for dinner and a good night's sleep. The following morning we departed the mainland headed for Great Exuma, Bahamas and our first over water leg. We arrived at Great Exuma a little over an hour and a half later on the heels of a cold front that presented us with a 90 degree crosswind gusting to 25 knots. After gathering and on the ramp, we cleared customs and fueled up with the hopes of stopping in the Turks & Caicos for fuel and making Puerto Rico that evening. Unfortunately, that ended up not being in the cards. Leaving the Bahamas for Providenciales, Turks & Caicos, we ran into the back side of the aforementioned cold front and were forced to turn around 40 miles from our destination. Not wanting to back track the entire route, we landed at Dead Mans Cay, a very small airport with no services.

At Dead Mans Cay we were greeted by locals and school children who were very interested in the airplanes and the arrival show over their school. For the next six hours we gave tours to some of the most polite kids I have seen in a long time. There was no TV or Internet available on this island. While all this was happening, the weather was moving in with 30 kt winds and rain showers. That evening, maintenance was conducted to the aircraft outside. Some of it had to be completed in the dark and during a driving rain. Chris found three rooms on the island for us to sleep, and we all went out for a great meal at a small restaurant that night. Dead Mans Cay turned out to be one of the highlights of the trip.

The next morning, as we were loading our bags, tools, and equipment, the uniformed school children came out with their teachers and waited until we were airborne before they went to school. We were on our way to Providenciale for fuel, customs and a quick turn. The trip to Provincials proved uneventful, with a much calmer sea and much nicer weather conditions than the previous day. We stopped in Providenciales, and although not a "quick" turn, we were able to depart for Borinquen, Puerto Rico

after about an hour and a half on the ground. The leg from Providenciales to Borinquen was the longest leg of our trip, at just over two hours. It was also the most overwater with about 250 nautical miles of all water and no islands in sight. Our route took us from Providenciales to Grand Turk then to the north coast of the Dominican Republic, east down that coast to about 60 miles of open water to arrive in Puerto Rico for a truly quick turn of customs and fuel. We were able to get back on schedule by leaving Puerto Rico the same day and flying the final leg to Princess Julieanna airport at St. Maarten. That leg consisted of going down the north coast of Puerto Rico over



*The crew at St. Maarten with French and Dutch dignitaries*



*Front Row: Robert, Warren and Chris Griffith (The Boss Man). Back Row: Casey, Doug, Tim, and Hank in front of Dakota Kid II P-51 (where it all started).*

San Juan then over water again, passing the Virgin Islands and arriving at our destination about 5 pm that evening. We put the airplanes to bed, went to the motel, met our wives and had a beer.

The next day we met with the local dignitaries and press in the morning, flew a show for a sailboat that was out in open water and then drove to the French side of St. Maarten to meet with French aviation officials.

The next four days were spent giving tours, fixing and servicing airplanes, flying two shows a day at St. Barths, an island 17 miles from St. Maarten where the regatta

was being held, and having fun. At the end of the weekend we were treated to a flight to St. Barths in a Seneca. The St. Barths airport is very busy with STOL aircraft and requires a special qualification to operate there. It is only 2,100 feet long, and you can only land one way, over a mountain and with a steep downhill gradient. Once arriving at St. Barths, we were taken to the awards ceremony and the president presented us with medals and appreciation from the people of St. Barths. We were then given a reception on one of the yachts. When the reception was finished, it was dark and the airport was closed, so they had arranged for a ride back to St. Maarten in a very fast boat.

The following morning we prepped our machines and left St. Maarten about 1 pm to reverse our course homeward. We spent the night in Providenciales. The next day we stopped in Great Exuma, cleared customs in Ft. Lauderdale and went to Lakeland, Florida. While in Lakeland, we had hoped to enjoy an evening at the Sun-n-Fun event, but instead ended up getting weathered in for two days and being there for the terrible thunderstorms.

On Friday, April 1, we left Lakeland on our way to Houston. On our way, we stopped in Dothan, Alabama, home of a P-40 training base in WWII, Baton Rouge, Louisiana and then arrived back at the Texas Flying Legends hangar about 2:20 pm. After spending two hours putting airplanes away, we took Bob to catch his airline flight to Phoenix and Tim, Casey, Hank and I got in Tim's 414 and traveled back to North Dakota. Doug flew home to Iowa in his F1 Rocket.

The challenges involved in organizing and flying this trip, along with the chance to work with the individuals who made it possible, provided one of the best experiences in my life. Being over a large expanse of ocean looking out of a P-40 at three other WWII aircraft, each being flown by a close friend is a memory I will always cherish. The reception we received at every indescribable stop was one of the most rewarding moments occurred at the end of the weekend. We were introduced to and applauded for a great airshow by the community of St. Barths and the Bucket Regatta as The Texas Flying Legends and the pilots from North Dakota. It was a great adventure, sharing the history and beauty of these amazing aircraft.

Check out the Web site for pictures and videos [www.flyingfreedom.us](http://www.flyingfreedom.us).





Tim Thorsen

## Leadership ... Passing the Gavel

The North Dakota Aviation Council met during the 2011 Upper Midwest Aviation Symposium in Minot. During this meeting, Tim Thorsen was elected as the new North Dakota Aviation Council President. Tim has been Operations Manager of Bismarck Airport since July 1996. He previously served in and retired from the U.S. Army. While on active duty, he was awarded Senior Army Aviator Wings and was qualified as an Army Instructor Pilot and Army Instrument Flight Examiner. He served in a variety of positions, including deployment to Desert Shield/Desert Storm with an attack helicopter battalion. Tim has a Bachelors of Professional Aeronautics from Embry-Riddle Aeronautical University and a Master of Science in Administration from Central Michigan University. He has served as a past board member of the North Dakota Aviation Council, President of Airport Association of North Dakota (AAND) and is a Certified Member of the American Association of Airport Executives (AAAE).

The Council, and all members of NDAC, would like to sincerely thank Don Larson, outgoing President, for his leadership and successful planning of the 2011 Symposium.



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# Aviation Art Contest

By Kelby Hovey, North Dakota Aeronautics Commission

The theme of the 2011 Aviation Art Contest, “50 Years of Human Space Flight,” gave North Dakota students the opportunity to explore their creativity while also celebrating the rich history of aviation and aerospace in our country. A century ago, our relatives merely read about space travel in science fiction books. Forty years ago, the nation witnessed, via early color televisions, the first human steps on the moon. Today, astronauts live on the International Space Station, and you can watch them from your laptop computer! There have been tremendous advances in aerospace technology and this year’s 470 art contest participants provided their creative interpretation of the evolution of space exploration.

The contest, open to all North Dakota students ages 6-17, was judged in three categories – ages 6-9, 10-13, and 14-17. The winning artist from each age category was invited to participate in a special awards ceremony at the North Dakota Heritage Center. All three winners were transported via state airplane to Bismarck and were recognized by First Lady, Betsy Dalrymple, for their achievement. Enjoy the inspiring images crafted by our talented youth!



First place winners: (L-R) Nikayla Snyder, Cierra Thompson, First Lady Betsy Dalrymple, Payton Schlafman

Age Group: 14-17 years old

Age Group: 10-13 years old

Age Group: 6-9 years old

1st Place



NiKayla Snyder – Hazen

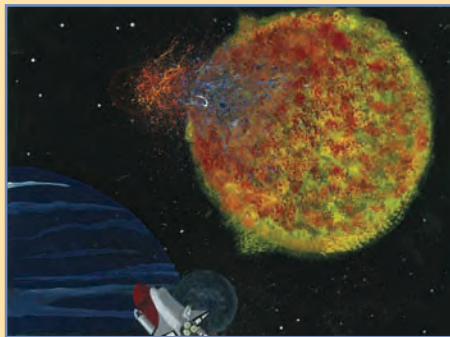


Cierra Thompson – Medora



Payton Schlafman – Bismarck

2nd Place



Ashley Nelson - Center



Naomi Lee – Grand Forks



Jaden Olson – Fort Ransom

3rd Place



Ingrid Altenburg – Fargo



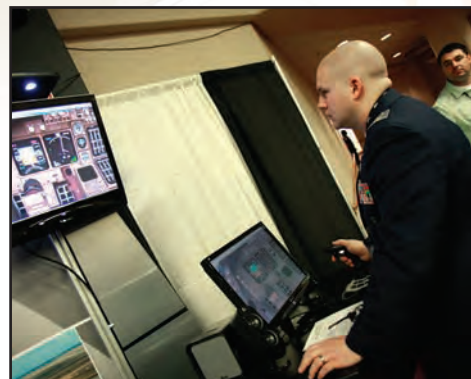
Kellee Martin – Dickinson



Hunter Pringle – Fargo



# 2011 Upper Midwest Aviation Symposium Recap



## Brian chose ... LIFE!

By Kelby Hovey, Aviation Education Coordinator  
ND Aeronautics Commission

The 2011 Upper Midwest Aviation Symposium concluded with a great evening of awards celebrations and a captivating speaker. Brian Shul, former SR-71 pilot who was shot down in an AT-28 aircraft and severely burned during the Vietnam War, mesmerized the audience with his amazing story of perseverance. While lying in a hospital bed barely weighing 100 pounds, unable to eat, and suffering intense pain as a result of his burns, he faced a difficult decision – to live or to die. Brian chose LIFE! He found a new resolution to pursue his dreams. Not only did he return to flight status for the U.S. Air Force, but he also became one of only 93 pilots to ever fly the SR-71 Blackbird spy plane.

Brian also shared his motivating story and fantastic photographs with students at Minot High School. The 40 ROTC students intently listened and had the opportunity to ask questions following the presentation.







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## 2011 North Dakota Aviation Hall of Fame Inductee

### Congratulations Robert Odegaard!

Robert Odegaard was born and raised in Kindred, North Dakota. Bob's love for aviation started as a child on the family farm where he would watch DC-3s fly overhead.

Bob founded and operated Odegaard Aviation, a fixed-base operation and aerial spray firm. He was airport manager for the Kindred airport and was instrumental in building the airpark adjacent to the airport. He developed the air foil spray boom, later called the Superboom, which continues to be marketed internationally. Bob also built the first taxi-thru indoor aerial spraying loading facility.

In 1989, Bob, a certified A&P mechanic, started rebuilding his first P51 Mustang, Dazzling Donna. That was the beginning of the Mustang wing business, Odegaard Wings, Inc., which has been operating ever since. Bob is the rebuilder and former owner of the Super Corsair, Race 57, a historic aircraft that brought worldwide attention to North Dakota because of its uniqueness and rarity. Bob has raced at the Reno Air Races, has performed at numerous air shows, is featured in many aviation magazines and books, and was involved in the production of the movie *Thunder over Reno*. Perhaps his dedication to the future of aviation is best illustrated by Duggy, a DC-3 painted bright yellow with a smiling face. Duggy excites young people at air shows around the country.

Bob was active in the formation of the Fargo Air Museum and continues as a board member. He also served as a member of the Board of Directors for the North Dakota Aviation Association. An active member of the Kindred community, he helped raise funds to build St. Maurice's Catholic Church and served on the church council. He supports Kindred High School athletics as a Booster Club member. He was a Kindred volunteer fireman, has hosted many volunteer community pancake breakfasts in his hangar, and is a current member of the local American Legion.

Bob has received numerous awards, including the Henderson Air Racing History Award; the Aviation Mechanic Safety Award; the 1999 Aviation Heritage Trophy; and the 1999 People's Choice National Aviation Heritage Invitation. His enthusiasm for flight and for repairing and rebuilding aircraft has, for decades, inspired those who have met him or marveled at his creations.



Congratulations to the new inductee



Bob and Donna Odegaard



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# May Day! Recap

by Jon Simmers

It appears that the North Dakota Aviation Council struck a common chord with all aviation enthusiasts during the Sunday "May Day!" session at this year's symposium in Minot. Nearly 70 people, ranging from mechanics, pilots, airport operators, and even many aspiring pilots, participated in the event

The common chord that applies to all aviation enthusiasts is "safety." The audience enjoyed three speakers that have been in a "May Day!" situation and were willing to share their experiences with. Chris Susie shared his experience flying a charter in a Navajo where he received Jet Fuel instead of 100LL. Mike Link and Bruce Burkett shared their experience of having a flock of ducks penetrate their windshield while conducting night/cross country training.

The true essence of this session enforced to all of us how critical our role can be in aviation. The biggest takeaway from these speakers is that we all need to follow our checklists and due our diligence in our training, regardless if we are a pilot or mechanic. Even though as individuals each of us may have many years of experience, we still need to avoid taking short-cuts and take our recurrent training seriously. These careful steps may even save lives.

Stay tuned for next year's "May Day!" session!

NDAC Chairman  
Larson presents  
airline tickets donated  
by Delta to Brett  
Odegaard, nephew of  
Hall of Fame inductee  
Robert Odegaard



Lt Col Weston  
Walker, Chaplain  
from Minot Air  
Force Base, receives  
donated Allegiant  
Airline tickets from  
Chairman Larson.

UND Aerospace Center  
Professor Ron Stoltz  
wins donated Allegiant  
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## Minot International Airport Awarded 2010 Commercial Airport of the Year

The 2010 Commercial Airport of the Year award was presented March 8, 2011 at the Upper Midwest Aviation Symposium held in Minot. The award is sponsored by the North Dakota Aeronautics Commission in conjunction with the Airport Association of ND. This award is for excellence in maintaining safety, project management, and community awareness.



*Presenting the award was Tim Thorsen, President of the Airport Association of ND (not pictured) and Larry Taborsky, Executive Director of North Dakota Aeronautics Commission. Accepting the award was City Manager, David Waind and Airport Director, Andrew Solsvig.*

## Kulm Municipal Airport Awarded 2010 General Aviation Airport of the Year

The 2010 General Aviation Airport of the Year award was presented March 8, 2011 at the Upper Midwest Aviation Symposium held in Minot. The award is sponsored by the North Dakota Aeronautics Commission in conjunction with the Airport Association of ND. This award is for excellence in maintaining safety, project management, and community awareness.



*Presenting the award was Tim Thorsen, President of the Airport Association of ND (not pictured) and Larry Taborsky, Executive Director of North Dakota Aeronautics Commission. Accepting the award was Lorence Holmgren, Chairman, Mike Holmgren and Anthony Buerkley, members of Kulm Municipal Airport Authority.*



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Harlan Jensen (R) presents  
award to Kent Picard (L)

## NDPAMA Aviation Technician of the Year

Congratulations to Kent A. Picard for being recognized as North Dakota Professional Aviation Mechanics Association (NDPAMA) Aviation Technician of the Year. Kent received this award for his 2010 accomplishments as a Maintenance Technician.

Kent received his A&P certificate in 1999 and has been employed with Bismarck Aero Center (BAC) since 2004. Kent has played an integral part of BAC's growth as he exemplifies the qualities required for a growing operation in the aviation industry. Kent's qualities include excellent technical skills, flexibility, multitasking, resourcefulness, customer first, great work ethic, and company loyalty.

Specifically, Kent's accomplishments in 2010 include and are not limited to his promotion to Lead Technician, overseeing several maintenance contracts, "customer first" level of service, resourcefulness in getting maintenance items and discrepancies resolved, Factory Authorized Training in Citation and Caravan schools, and he promotes a fun and creative working culture with his co-workers each day.

## Jay B. Lindquist Recognized for 50 Years of Safe Flight

Jay B. Lindquist was awarded the Wright Brother's Master Pilot Award at the 2011 Upper Midwest Aviation Symposium. Jay B. had his first flight lesson in 1957 and soloed for the first time in 1958. As a pilot, he has advanced from Private and Commercial, from Visual to Instrument Pilot, and from airplanes to helicopters. As with any aviator, Jay B. flew any aircraft he could talk his way into.

After returning from serving his country in the U.S. Army, Jay B. returned to college at Dickinson State University and continued to fly out of Hettinger, North Dakota.

After graduating college, he purchased Air Dakota Flite and has been President of the company ever since.

Jay B's operation has provided a variety of services such as Aerial application, aircraft charter, aircraft maintenance, and flight instruction.

Jay B. has logged over 22,000 accident free flight hours while providing aviation services to this state and the surrounding areas. Manager of the Adams County Municipal Airport at Hettinger, North Dakota, he has been an appointed member of the ND State Aeronautics Commission for over 17 years and has been Vice Chairman for the past 10 years.

Jay B. remains active in local aviation groups and safety events throughout the state. He currently maintains one of the most coveted certificates the FAA has to offer, his Flight Instructor Certificate.



FAA's Jay Flowers presents award  
to J.B. and Carol Lindquist



FAA's Jay Flowers presents  
award to Robert Miller

## Robert Miller Recognized for 50 Years of Safe Flight

Robert J. Miller was awarded the Wright Brother's Master Pilot Award at the 2011 Upper Midwest Aviation Symposium. Bob's interest in aviation was sparked in late 1944 and early 1945 as he watched waves of Bell aircraft flying into Fargo, North Dakota from his front yard in Casselton. He decided then he wanted to be a pilot and fly. Bob's first solo flight was in a Luscombe 8a aircraft and like most pilots, he flew any aircraft he could talk his way into.

In October, 1963, Bob joined the U.S. Air Force pilot training program. In the spring of 1970, he was offered a job flying for Northwest Airlines and later became one of the first three flight instructors in the University of North Dakota's Aviation Program.

Bob has since retired from commercial aviation and remains as passionate and active in aviation as he ever has been. He supports local aviation groups and provides education to youth flying groups sharing his knowledge and kindling the dreams of our future pilots. Robert is the current Chairman of the North Dakota Aeronautics Commission and has been a member of the Commission since 1993.

The Wright Brothers had a simple fascination with flight which was as much about passion of being above the ground as any other purpose. It is not common to find someone who makes their living being a pilot who also has never forgotten the simple joy of flying in a Piper Cub. Robert J. Miller has a heartfelt passion to simply be "above the ground."

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# Annual GA Survey — Your Response Matters

Please help us provide accurate information on aviation activity and aviation safety. The 33<sup>rd</sup> annual General Aviation and Part 135 Activity Survey (GA Survey) for reporting on calendar year 2010 is began in early April.

The FAA's annual GA Survey is the only source of information on the general aviation fleet, the number of hours flown, and the ways people use general aviation aircraft. These data help to determine funding for infrastructure and service needs, assess the impact of regulatory changes, and measure aviation safety. The GA Survey is also used to prepare safety statistics and calculate the rate of accidents among general aviation aircraft.

If you are selected to complete this year's survey, you received a postcard invitation to participate in the GA Survey in early April. You can complete the survey on-line or a survey form will be mailed to you along with a postage-paid envelope.

Questions? Own three or more aircraft? Please contact Tetra Tech toll-free 1-800-826-1797 or email [infoaviationsurvey@tetratech.com](mailto:infoaviationsurvey@tetratech.com).

*Thank you!*

## Why is your participation important?

1. *We need your help so that we can prepare accurate estimates of aviation safety.* Data from this survey are used to calculate fatal accident rates for general aviation and Part 135 aircraft.
2. *We need to hear from everyone who received an invitation to participate!* Please respond, even if you did not fly your aircraft during 2010, you sold it, or the plane was damaged.
3. *Your responses are confidential.* Tetra Tech is an independent research firm that conducts the GA Survey on behalf of the FAA. The information will be used only for statistical purposes and will not be published or released in any form that would reveal an individual participant.
4. *A short version of the survey form is available for owners of multiple aircraft.* We know your time is valuable. If you own three or more aircraft and receive several surveys, please contact us.

## Mark your calendars for the Air Race Classic coming to Jamestown in June

The Air Race Classic encourages and educates current and future women pilots; increases public awareness of general aviation; demonstrates women's roles in aviation; and presents and promotes the tradition of pioneering women in aviation. Check out the history and route information at [www.airraceclassic.org](http://www.airraceclassic.org)

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## Angel Air Care Emergency Medical Helicopter Service Improving Rural Emergency Medical Care

By Paul Vetter

A new Emergency Medical Helicopter took flight in February, bringing a much needed Advanced Life Support Service to much of rural southern North Dakota and northern South Dakota. Angel Air Care is a rural EMS Rapid Response Helicopter Air Ambulance program service based in South Central, North Dakota, and serves the surrounding communities of a service area approximately 125 miles around Linton. Prompt access to trauma care for the critically ill and injured greatly enhances the medical outcome for those patients. Angel Air Care serves communities with challenged resources and emergency trauma capabilities by providing on the scene and inter-facility transports that can best meet the needs of those being served. Having access to helicopter emergency air ambulance service, combined with a highly trained medical crew, will provide the patient with a much higher recovery and survival rate.

Staffed 24 hours a day with a dedicated team of pilots, nurses and paramedics who stand at the ready to be dispatched when the need is most critical during the "Golden Hour" of a life threatening illness or injury, Angel Air Care is a mobile flying intensive care unit transporting patients to the nearest appropriate medical facility. As a free standing program, Angel Air Care has the ability to deliver rapid response patient transport services to major medical facilities within North and South Dakota when time is of the utmost urgency. The helicopter is equipped with advanced medical equipment such as a ventilator, IV pump, Lifepak 12 heart monitoring system, emergency medications as well as features and technologies that allow the crew to operate and provide the service in the safest manner possible. The aircraft has GPS and satellite based weather capabilities as well as communications systems to allow for real-time information. A satellite flight following and aircraft tracking system called "Skytrac" allows program managers to have 24 access to the real-time status of the aircraft giving position reports, altitude, speed, direction and other parameters giving flight followers the information they need to assist the crew when it is needed most and in the best interest of the patient. Anyone with a cell phone knows that rural ND and SD have areas with limited coverage, the Angel Air Care helicopter is also equipped with a satellite phone allowing for reliable communications between the crew and medical staff at the receiving medical facility in order to provide ETA information and the condition of the patient.

Angel Air Care is dispatched through the 911 emergency services network as well as by our dedicated EMS First Responders, Ground Ambulance Units, Highway Patrol Officers, Fire Departments, County Sheriff's Departments and law enforcement agencies. Calling to dispatch the helicopter as quickly as possible will get the service on its way en-route to where the patient is whether that be an automobile accident scene in a remote area, an injury out in the busy oil patch, or at a local hospital needing to get a patient to a higher level of care in an emergency situation. Should the helicopter need to be cancelled after dispatch, it will return to its base without cost to the patient or agency that called for it to be dispatched. With a goal of launching within 10 minutes of being called, Angel Air Care is committed to providing the very best emergency care possible. EMS helicopters have proven to be very reliable and are another tool in the EMS industry that can be called upon to assist whenever possible. With the ability to travel as the crow flies, the Angel Air Care helicopter will save precious moments by being able to land at an accident scene or right at a local hospital and deliver that patient directly to the receiving hospitals front door, giving the patient the best possible outcome for a full recovery.

The Angel Air Care Program utilizes a Bell 206L3 Long Ranger helicopter and is a collaboration between ND-SD Medical Transport in Linton, ND which provides the medical staff and Executive Air Taxi Corporation in Bismarck, ND which operates the program and provides the helicopter and pilots.

For more information, log on to [www.angelaircare.org](http://www.angelaircare.org).

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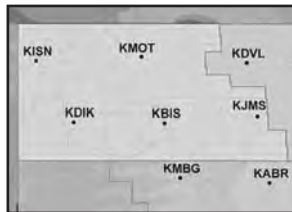
# Aviation Forecasting in the 21st Century: How are we doing?

Bill Abeling, Senior Forecaster National Weather Service Bismarck, North Dakota

In the movie *Apollo 13*, as the capsule is leaking most of its vital gasses and everything is going downhill fast, the mission commander, Gene Kranz, has a classic line. "Let's look at this thing from a ... um, from a standpoint of status. What do we got on the spacecraft that's good?" OK, so meteorologists are not rocket scientists, but identifying things that work from those that do not is an ongoing process in forecasting. The good news is the Apollo 13 crew made it back safely.

In this article, I would like to talk to you about the good news of what we do well in aviation forecasting, what things we do not forecast well, and what we are doing to improve our service to the aviation community.

Weather is quite variable in North Dakota. We live in a geographic area that is generally thought of as the crossroads of weather systems. The Gulf of Mexico to the south is the source of much of our moisture while the Rocky Mountains to the west provide a western barrier, focusing the moisture and warmth in the summer across the Great Plains. In winter, these same mountains channel the arctic air masses from the north, funneling the cold, dense air south along the plains east of the Rockies, passing through North Dakota, oftentimes all the way to the Gulf of Mexico.



The National Weather Service (NWS) Bismarck office lies in the Missouri River valley in south central North Dakota. It is responsible for five Terminal Aerodrome Forecast (TAF) sites in west and central North Dakota: Williston (KISN), Dickinson (KDIK), Minot (KMOT), Bismarck (KBIS), and Jamestown (KJMS).

In the summer months, North Dakota enjoys some of its best flying weather of the year. Table 1 shows statistics from the past three years, specifically for July and December. During the months of July in 2008, 2009, and 2010 visual flight rules (VFR) conditions were reported on average 95% of the time at the five airports that have TAF service. Instrument flight rules (IFR) conditions were reported only about 1.5% of the time. Contrast this with the winter months of December 2008-2010, where IFR conditions were reported 25% of the time. Does this mean it is easier to forecast in the summer? When IFR conditions occurred during July (1.5%), these events were correctly forecast only **20%** of the time. How about during the winter month of December? Nearly three-quarters of the time, (74%) IFR conditions were correctly forecast. Why is this? Often in the summer, brief periods of IFR conditions result from the passage of thunderstorms, or early morning radiation fog and low stratus. These are often small in size and of short duration and are not well forecast, but they have significant impacts. In the winter, IFR conditions are often the result of slow-moving significant weather systems that are well forecast.

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**Table 1.** Frequency of IFR conditions at the five TAF sites in December and July (2008, 2009 and 2010) and their corresponding probability of detection.

Flight Conditions	Month	How often do IFR conditions occur?	Probability of detection (%)
Most IFR	December	25%	74
Least IFR	July	1.5%	20

Thunderstorms are likely the most significant hazard to aviation, yet they are rare, even in the peak summer season. In the Julys of 2008-2010, thunderstorms were reported at the five TAF sites less than 2% of the time. Yet, thunderstorms occurred over the whole region of North Dakota much more than that! This difference happens because we are attempting to forecast thunderstorms within a 5-mile radius of an airport runway. That is a small area and the result has been a general over-forecast of thunderstorms.

Finding the best balance between providing useful forecasts of relatively rare weather phenomena without over-forecasting them is the problem. An extreme example would be to forecast thunderstorms 24 hours a day. If thunderstorms occurred for 1 hour, the NWS would have adequately warned aviation partners. The probability of detection would be outstanding (100%), but the forecast would be unusable because of over-forecasting. Consequently, many efforts for improving NWS aviation forecasts are aimed at maximizing the probability of detection while minimizing over-forecasting for high impact, relatively rare events.

One source of improvement is likely to be advances in weather

models. However, until then, we are focused on decreasing the amount of over-forecasts. By using the contraction "VCTS," which means thunderstorm vicinity, between 5 and 10 miles from the airport, and the "CB" cloud identifier for cumulonimbus (the thunderstorm cloud), it is possible to give users a hint that thunderstorms will be near the airport but not at the field, and not causing flight restrictions. So, how are we doing? Thunderstorms were correctly forecast in the TAF 41% of the time they occurred, but a review of forecasts shows that we are over-forecasting thunderstorms more than is desired. Unfortunately, measurement of the complex factors (e.g., variances in soil moisture and vegetation) which drive thunderstorm development and evolution will likely remain inadequate, thus the challenge will remain.

Table 2 shows weather elements based on NWS Bismarck verification scores. It includes many significant weather phenomena for the years 2008, 2009, and 2010.

Weather Phenomena	Peak Month	How often does it occur (% of time)?	Probability of Detection (%)	Phenomena Forecast but Not Occurring (% of time)
Thunderstorms	July	1.4	41	87
Rain/Drizzle/Showers	June	8	64	62
Fog/Mist	February	22	65	48
Snow	December	21	83	55
Blowing Snow	January	1	80	88
Freezing Precipitation	January	0.14	64	86

**Table 2.** Frequency of various weather phenomena at the TAF sites and their corresponding verification scores.

What does this show? Those weather elements that have the lowest rate of occurrence, the rarest, are also likely to be over-forecast. Look at freezing rain. The peak month for freezing rain/drizzle was January. During the Januarys of 2008, 2009, and



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2010, freezing rain/drizzle was reported for just about 1 hour on average at each TAF site. In attempting to forecast this, freezing rain was forecast in the TAF for an average of 16.2 hours during the month (out of 744 hours in a month). The result was an 84% over-forecast, although 64% of the time freezing rain was correctly forecast. How about fog/mist? Fog was observed on average 22% of the time in February, the peak month for fog. The false alarm rate was 48%, much lower than that for a rare event like freezing rain.

So what is the answer to rare events that pose a significant hazard to aviation? Forecasting these rare events tests the limits of computer modeling and forecast capabilities in meteorology. One solution lies in the area of communication. The **Aviation** portion of the **Area Forecast Discussion** is a great place to get meteorological reasoning behind the forecast. It also often provides some information on the uncertainty in the forecasters mind. What if a front moves slower than forecast? Will this affect the winds, clouds, and precipitation? If clouds do not clear and temperatures are cooler than forecast, will this limit the chance for thunderstorms? We believe the aviation user will find this information beneficial. Here is an example of a typical aviation weather discussion available at [www.weather.gov/bis](http://www.weather.gov/bis).

#### AVIATION...

At 12Z/6 AM CST low pressure was near Miles City, Montana. A warm frontal boundary extended across northwest South Dakota. The low is forecast to track southeast today. Currently

ceilings of 1 to 2 thousand and visibilities of 1 to 3 miles in snow extended across western and south central North Dakota. By 15Z/9 AM CST IFR ceilings with visibilities half mile or less in heavy snow are expected at kdik. Arctic high pressure near Winnipeg Manitoba will push south and KJMS will see ceilings around 1 thousand AGL become scattered around 18z/noon cst. If the low tracks further north then expected the ceilings may linger longer at KJMS.

To access the current discussion, go to [www.weather.gov/bis](http://www.weather.gov/bis) and select "Area Forecast Discussion" using the Quick Access to Text Products menu at the bottom center of the page.

Furthermore, NWS Bismarck is testing a forecast procedure where the aviation discussion is updated every three hours, or eight times a day, as opposed to the previous twice-per-day issuance. This current test should provide users of the TAF additional information that was not available previously. It is the responsibility of the pilot to familiarize themselves with the current weather conditions. We hope our forecasts and the aviation discussions will help the pilot accomplish this. Comments to the National Weather Service can be sent to [w-bis.webmaster@noaa.gov](mailto:w-bis.webmaster@noaa.gov).

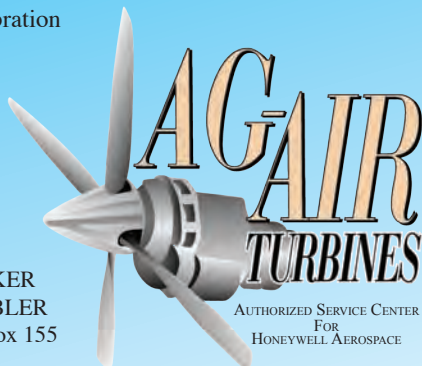
Bill Abeling

A grey-haired Senior Forecaster

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# Eternal FLIGHT



**Dixie Norton**, 64, passed away on February 24, 2011. Dixie worked for the Federal Aviation Administration, dedicating her life to Aviation Safety for over 30 years.

Aviator **Larry Willnow**, 60, of Regent, passed away at his home on Feb. 21. Larry loved living in Regent and often said he could not imagine living anywhere else.

**Ben B. Meier**, 78, Jamestown, died Saturday, April 9, 2011. Ben had commercial pilot training with airplane and helicopter ratings. Ben owned and operated Jamestown Aviation from 1963 to the present.

Air Force 2nd **Lt. John Timothy Rice**, 23, of Maddock, ND, died Sunday, April 17, 2011, from injuries following a single engine plane crash near San Angelo, TX. Rice was a graduate of the US Air Force Academy.

**Robert Allen Beyer** died in Valley City, N.D., on April 12, 2011, after 81 years of a life fully lived. Bob served in the Air Force for four years. He was not only passionate about work, but also found joy in family, friends and flying airplanes.

**Kenneth J. Kampa**, 85, Mesa, Ariz., formerly of Bismarck, died April 16, 2011, at his home. Kenny was formerly a pilot for the North Dakota Department of Transportation.



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## Promoting aviation in North Dakota

By Tim Thorsen, President  
Airport Association of North Dakota

Another successful Upper Midwest Aviation Symposium has come and gone. On behalf of AAND, I want to thank those individuals who spent time and effort to provide the many instructive presentations given to gathered airport representatives this year. Special thanks go to Jim Lawler, who's tireless behind the scene efforts in support of symposium scheduling helped a great deal. When you see Jim, be sure to tell him thanks!

Many of the presentations given at the symposium allowed attendees to hear from the FAA and industry groups about how congressional funding may shape up for the FAA and the Airport Improvement Program (AIP). NASAO, NATA and FAA regional managers spoke on funding and other issues. Other presentations included marketing, air service, airport safety, maintenance, construction, GIS Layout plans, plus a great set of roundtable discussions. The quality of the presentations conducted this year made a clear contribution to the professional knowledge level of those who attended.

Additionally, one session was held with staff representatives from the offices of Senators Conrad and Hoeven. The meeting allowed an opportunity to talk about how communications will work with the new players in Washington and what those staffs need from AAND to help them support aviation in North Dakota. The meeting also provided an opportunity for airport managers to voice concerns directly. Although Congressman Berg's staff did not attend this meeting, I had a later conversation where the results of the meeting were passed along to his principal staff. These conversations with congressional staff will be helpful in

communicating and coordinating aviation issues in the future. I encourage each person involved in aviation to become informed and influence the outcome of proposed legislation by contacting Senator Conrad, Senator Hoeven and Congressman Berg. If you choose to let your opinions be known, please pass on the need for a secure multiyear AIP program. Passage of a multiyear program will provide stable funding and greatly assist airports by giving them planning and coordination time needed to accomplish projects during the short construction season in North Dakota.

Two airports were selected and awarded the joint North Dakota Aeronautics Commission/AAND airport of the year award. Congratulations to Minot International Airport (Commercial Service Airport of the year for 2010) and Kulm Municipal Airport (GA Airport of the year for 2010). Their respective communities should be proud of their recognition.

I want to note that the new Bismarck Airports District Office (ADO) Manager position was filled by Tom Schauer. Many of us know Tom from his previous assignment at Bismarck. Tom was on hand to talk to airports in several of the sessions. This important management position supports North and South Dakota airports with many important actions, including grant funding. We welcome our new ADO Manager and know he will be a great addition to the ADO staff.

Lastly, I want to remind airports about summer construction and maintenance. Now is a good time to coordinate those cracksealing, painting and other spring improvements for your airport. Summer is just around the corner.

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## North Dakota Aviation Quarterly

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# CALENDAR of EVENTS 2011

### April 14 • 5:00–8:30 p.m.

Fargo Air Museum - Fargo, ND  
Celebrity Auction and Dinner  
Contact: Fran Brummund (701) 293-8043  
[www.fargoairmuseum.org](http://www.fargoairmuseum.org)

### May 1 • 7:30 a.m.–1:00 p.m.

Grafton Municipal Airport - Grafton, ND  
Young Eagles Rides  
Contact: Andy Tibert (701) 352-0271 or (701) 520-9174

### May 7 – June 15

\*Note Opening Ceremony **May 7** at 10 am  
Fargo Air Museum - Fargo, ND  
Vietnam Memorial Exhibit - Naval Aviation  
[www.fargoairmuseum.org](http://www.fargoairmuseum.org)

### June

Air Race Classic (with a stop in Jamestown, ND)

### June 10 – August 19

Fargo Air Museum - Fargo, ND  
Plane Camp 2011

Choose from an all day sessions or morning sessions (2 choices)

- All Day Session (9 am–5 pm):  
**June 10 or July 22**
  - Morning Session A (9 am–10:30 am):  
**June 10, 17, 24 and July 8, 15**
  - Morning Session B (9 am–10:30 am):  
**July 22, 29 and August 5, 12, 19**
- Contact: Fran Brummund (701) 293-8043

### June 11-12

Oakes 125th Anniversary - Oakes Airport  
B-25 "Miss Mitchell" Bomber Tour & Rides  
Contact: (952) 201-8400

### June 12 • 8:00 a.m. – Noon

Buggies & Blues Fly-In / Classic Car  
Show - Mandan Airport  
Contact: Brad Kramer (701) 527-1950

### June 13-15

Fargo Air Museum - Fargo, ND  
B-25 "Miss Mitchell" Bomber Tour & Rides  
Contact: Fran Brummund (701) 293-8043

### June 18

Beulah Municipal Airport Fly-In - Beulah  
Contact: Kevin Lee (701) 870-2311

### June 19 • 8:00 a.m. – 1:00 p.m.

Garrison Municipal Airport Fly-In - Garrison, ND  
Contact: Brian Klabunde (701) 337-6294 (701) 337-2294

### July 9 • 7:00 a.m. – Noon

Mercer County Airport - Hazen, ND  
Contact: Steve Frovarp (701) 748-2550

### July 14 • 5:00 p.m. – sunset

Hillsboro Plane Fun 2011 - McVile, ND  
Contact: Larry Mueller (701) 430-1444

### July 17 • 8:00 a.m. – 11:00 a.m.

McVile Municipal Airport - McVile, ND  
Contacts: Clayton Ward (701) 322-5585  
Allen Rude (701) 322-4473

### July 19-20

Fargo Air Museum - Fargo, ND  
WWII EAA B-17 "Aluminum Overcast" Living  
History Tour and Rides  
Contact: Fran Brummund (701) 293-8043

### July 25-31

EAA AirVenture - Oshkosh, WI

### August 8-11

Fargo Air Museum - Fargo, ND  
B-25 "Miss Mitchell" Bomber Tour & Rides  
Contact: Fran Brummund (701) 293-8043

### August 13-14

Fargo AirSho - Fargo, ND

### 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

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!!

