

# Aviation QUARTERLY

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North Dakota Aviation Council

Fall 2012

## Flying Runs in the Family

By Kristine Kostuck,  
Bismarck Tribune

Lee Renner was 6 years old when he first rode in his grandfather's plane. At that moment he knew he wanted to be a pilot just like his father and grandfather had dreamed.

But he never imagined he would have his license when he was 18.

"I know I missed a lot of things with my friends, things I wish I would have been a part of, but now looking back I think it was well worth the time and money."

As Renner got older his reasons for wanting to become a pilot came into focus. One for his future plans, the other for his father, who also wanted to be a pilot when he was young.

"I wanted to prove to my father that I could do it, and see if it would encourage him to get his license," he said.

Many years ago, Renner's father was in the process of getting his pilot's license, instead of completing the classes and hours he needed, he went to school and got married. Now, he lives in Michigan.

"I've been contemplating it, but I don't see it happening any time soon," Shane Buchmiller said.

At 27, Renner's grandfather, Jim Buchmiller, had the same dream as he soared above the plains of North Dakota in a friend's plane.

"I knew I wanted to start an aviation business as a side job from farming. It felt so natural," Buchmiller said.

Soon after his first flight, Buchmiller went to Jamestown to get his private pilot's license. He then studied at Prescott, Ariz., for ground control and flight education. He graduated as a certified flight instructor and a commercial pilot.

During his time at Prescott he studied under Martha and John King. "They said to



*Lee Renner checks out a Blackhawk helicopter at the Army Aviation Support Facility at the Bismarck Airport. Renner hopes to one day be a part of the Blackhawk program.*

*Lee Renner at his high school graduation with his grandparents Jim and Kathy Buchmiller. Renner is 18, and has his pilot's license. His grandfather, also a pilot, taught him how to fly.*

*Pictures provided by Renner family.*



me, 'we've taught you well, why don't you teach for us in North Dakota?'"

Buchmiller did just that. And now, 42 years later, he has taught students from all over the country on his own landing strip outside of his farmstead in Bowdon.

"You wouldn't believe how a personality changes when flying. People become responsible, but there are definitely naturals

out there, and I don't think flying is for everyone," he said.

Buchmiller raised his 10 children, he flew with each one. He attempted to pass his flying skills on to his son Shane, Renner's father. But other priorities lead Shane away from completing.

However, years later Buchmiller had the opportunity to teach his grandson, Renner, then 16 years old.

"One of the scariest things I've experienced was taking off in my grandfather's plane the first time," Renner said.

His grandfather sat right next to him, guiding him. "I think flying is a different feeling for every pilot, but for me, once I relaxed it was freedom," Renner said.

For Renner to get his pilot's license he had to spend 20 solo hours of flying, take a written test and get a medical certificate. The final step is taking what Renner called the "dreaded check ride," in which the potential pilot flies with a certified flight instructor.

"What people don't understand is how much it costs to get a pilot's license. I worked at McDonalds for over two years and most of my money went to flying," Renner said.

Buchmiller said that the entire process usually costs about \$8,500.

Renner continues to bring himself closer to his future goals. He joined the National Guard and will be leaving for training this week and in the future he hopes to be a part of the Blackhawk helicopter program.

"I have to say that my grandfather has been a huge inspiration. If he wasn't a pilot I'm pretty sure I wouldn't have pursued flying," he said.

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Kris Magstadt, Editor

## AROUND the **PATTERN**

### Happy Fall!

I remember as a kid how much I loved to fly during this time of year. There was nothing better than a crisp fall day when the air was smooth and the colors of fall surrounded us. Today, fall reminds me that each year passes more quickly than the rest and that the bare trees of winter are not too far off. I remember hearing “old” people telling me how life goes faster as we age ... now I truly know what they meant. A year ago I shared the birth of my grandson, and today I can share that he has a sister. Michaela Rennée Magstadt was born on August 19, weighing in at a mere 5 pounds and 14 ounces. While she hasn’t flown yet, I’m sure that it won’t be long!



This time of year also floods me with memories of my dad, as his birthday was October 3. We still take time to toast him with his favorite drink on that day. Today, I pause to think of Bob Odegaard. I had the distinct honor to write about Bob for the Hall of Fame a few years ago and actually met him at the Hall of Fame dinner. It was obvious to me that he was a man with not only a passion for aviation, but for his family. We send our sincere condolences to his family and friends at this difficult time. In this issue, you will find photos and tributes to Bob.

The next issue will provide you with information about the Upper Midwest Aviation Symposium. Be sure to mark your calendar for March 3-5, 2013. It will be held in Fargo at the Ramada Suites. There is no better opportunity to meet friends, old and new, and share stories and memories.

I have heard so many aviation quotes in my lifetime, but I believe this one to be so true:

“To most people, the sky is the limit.

To those who love aviation, the sky is home.”

-Anonymous





Rod Brekken, Chairman  
North Dakota Aviation Council

## CHAIRMAN'S COMMENTS

### A Look Back ... A Look Ahead

As I look back on the summer of 2012, it seems like it happened so fast! Last April we began planning family and fun events for the summer of 2012, and then waited with great anticipation for them to play out. We were anxious as to their outcome, but confident they would be memorable. And memorable they were! We had a great summer enjoying times with friends and establishing new friendships as the summer flew by. We spent quality time with our families who should always come first. They will long be remembered as great times. My mom "asked" if Jan and I could come to "the last" family reunion on the 4th of July for my mom's side of the family. Of course we said we would, with no qualms. It's great to see the families as they come to this get together. "Kids" I remember from years past, bring their kids, and even sometimes bring their kid's kids!! I think I'm getting old!! Attendance at the reunion had been getting very sparse in the past few years, and they are considering ending the tradition. Well, it turns out that there was record attendance, so who knows where it goes from here. Only time and dedication will tell.

As we look forward to the 2013 Upper Midwest Aviation Symposium, we need to use our "summer events preparation and planning skills" to insure that tradition continues for the years to come. As you may know, we sign contracts that insure we have convention dates and venues that are currently reserved through 2017! We have to, or there wouldn't be hotel space available. The eight aviation associations in the state that elect representatives to serve on the North Dakota Aviation Council, rely on those representatives to coordinate with other council members to keep the tradition alive and well. It is our duty to future aviation generations that "the light is always on", to coin a popular phrase. These elected representatives work hard to this end. They give of their personal time and dedication to write articles for the Aviation Quarterly so that their represented membership is kept "in the know" on events and happenings in the world of aviation here in the state, in the country and at times around the globe. They diligently participate in NDAC meetings in the months preceding the symposium, and donate

their time and talents to its success. They take time off from their jobs and careers, travel great distances, and donate their time, all without any compensation. They are elected because their membership is confident in their skills and that they represent them to the best of their abilities. They are "paying it forward" for the future of North Dakota aviation. Give them a pat on the back when you see them.

As I write this on a Sunday afternoon, our September NDAC meeting is three days away. That means the Symposium 2013 process begins in earnest. We will form committees to handle the planning for the events to come. We have expectations we hope to attain. We have concerns that include having the right speakers for the presentations, the right amount and kinds of food that everyone likes, the right atmosphere for the events, the most exhibitors that appeal to the biggest crowds. There are a lot of concerns. I'm not overly concerned. We have a great team! Considering the dedication of the people on the council, it should be a great symposium. It is my hope you plan to attend. Bring your friends, bring your families, bring your expectations and bring your concerns. By the giving of your time to attend, it shows your dedication to a successful future and the acknowledgement that it is a great aviation community we belong to!

In closing, I would be remiss without mentioning our fallen friend and North Dakota aviation icon, Bob Odegard. Mr. Tom Kenville gave an amazing account of their lifetime of close friendship at the conclusion of Bob's funeral that day. I must say I was envious of their friendship, but marveled at the courage of Tom's oration. I wish I could say Bob was one of my 5 best friends, but I can't. I'm sad to say I didn't know him that well, but we talked briefly from time to time. When we saw each other at crowded aviation events, we always nodded to one another. That nod was important to me. It reassured me that we were "connected," and with life being as busy and tragically as short as it can be, that was enough for me. Farewell sir! May there always be fair skies and light winds for your continued journey.

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Larry Taborsky, Director  
North Dakota Aeronautics Commission



## DIRECTOR'S CHAIR

### The Great Ones Around Us

I am fortunate to be able to attend many special aviation events involving the accomplished aviation people in our state. A recent visit involved a legend's 90th birthday party and renaming of the airfield in his honor. While enjoying a barbeque pork sandwich, I learned that this hall-of-famer taught most everyone in the region some aspect of aviation, including gliders. He has sent many on to careers in aviation. Based on my conversations at the event, it appears that he provided that initial spark of enthusiasm for aviation to a large number of others, and their enthusiasm has continued for years. For decades, he has been the go-to guy for questions about anything to do with aviation. His contributions to

the community were inspirational, and so are each of the hall-of-fame members as I learn their stories. We all need someone like that in our town.

Can you think of a better use of your time than promoting excellence in aviation? The North Dakota Aviation Hall of Fame is made up of members who were recognized by someone else for their contributions to aviation. There may be no greater honor in North Dakota aviation than being inducted into the Hall of Fame. And it all starts with a one-page form found on the North Dakota Aeronautics Commission's website or at our office. Nominations are due Nov 30. Give me a call.

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Bob Simmers

## A Few Thoughts on Fuel Management

I recently returned from a very informative factory symposium sponsored by Cirrus Aircraft. Many topics of interest were presented ranging from aerodynamics to composite structures to aviation safety. All were geared to the Flight Instructor.

As you may have figured out by now I am somewhat "Old School," but try to keep current with the latest aviation and other technology.

Of particular interest was a session on engine fuel management, most specifically, leaning. With the introduction of GAMI injectors, low lead fuels, engine monitor systems and better quality control of the manufacturing process, we consistently read about running lean of peak. This presentation was authored and presented by one of the Cirrus factory research and development engineers. He had a fantastic presentation and animation of what really happens inside the cylinder during combustion. We were schooled on how the reengineering of products, such as the sparkplugs, combustion chambers, valves and air/fuel mixture control increase the efficiency of the engine. I was really excited

about all of the changes being made and resulting efficiency and environmental cleaning taking place. He talked about leaning to the lean side of peak and had great animations of how the combustion was controlled. I am really feeling good and am thinking that I may have to change the engine management habits that I have used successfully for many years.

After the presentation we had a question and answer session. Many good questions were raised, and all were answered. As I sat back and listened, it became increasingly evident that the cost saving of fuel management may be overshadowed by increased maintenance costs down the road. During the discussion we started to hear about the occasional burnt valve. We were hearing about fuel savings of .75 to 1.5 gallons per hour. All of a sudden I am thinking that my old way of leaning may not be so bad.

Remember, your AFM/POH is your official operating guideline. Feel free to contact me at bobs@bismarckaero.com with questions, concerns, or comments.

Until next time, HAPPY LANDINGS, Bob Simmers

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# LD-CAP event showcases North Dakota's expertise in aviation

By Larry Taborsky, Director  
North Dakota Aeronautics Commission

In Grand Forks on September 20th, UND Aerospace opened the doors to the public to demonstrate the current research in aircraft sense-and-avoid capabilities, named the Limited Deployment- Cooperative Airspace Project (LD-CAP). The event summarized the current status of several years of research and featured the previous 10 days of airborne evaluations of automated collision avoidance programs.

The main aircraft used to test the development was NASA's Cirrus SR-22, a piloted aircraft, but configured to be controlled by computer, responding to Automatic Dependent Surveillance- Broadcast (ADS-B) commands to avoid an on-coming aircraft. Since the UND fleet is ADS-B equipped, a UND Cessna 172 was used as the "intruder" aircraft to position itself on a collision course with the SR-22 (vertically separated for testing). The SR-22 sensors detected the closing aircraft with ADS-B, and an on-board computer determined a change in its intended flight path to avoid a close encounter. This information was fed to the autopilot, and the aircraft safely maneuvered itself out of harm's way.

As these planes performed their maneuvers over the

airspace around Cooperstown, the Army's Sentinel Radar system tracked the aircraft (and everything else flying in that airspace) with pinpoint accuracy, giving the researchers a means of verifying what was being "sensed" in the aircraft.

It was impressive to see how the aircraft responded to avoid collision from any direction. This research will continue, and increase in complexity as the solutions for sense-and-avoid technologies are developed.



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## Traveling Flight Simulator

In the Fall of 2010, Justin Voller of Rocketman Jet Services called me and shared that he had an old Frasca flight simulator that had been collecting dust. Upon further discussion, Justin shared that the instruments and the “guts” are missing. It just looks like a little airplane sitting in my garage. Justin asked if we had a use for it. Without hesitation, I responded, “I have an idea.”

During my time working with the Council’s Education and Awareness Committee, we often asked ourselves, how do we get more people out to the airport so they can experience our love for aviation. Justin’s phone call gave me the idea that we can bring the airport to the community with the help of this old simulator.

Our project sat on the backburner for almost a year until we had a method of bringing this old simulator back to life. This project was inspired by Sean Davis’ Aviation Education in North Dakota (AEND) project where he and his organization have been taking the tabletop Microsoft Flight Simulator programs to area schools and community events.

As we reached the fall of 2011, we felt it was time to put our plan in to action. The project was headed up by a few volunteers from the Bismarck Career Academy aviation program and mentored by a few folks at Bismarck Aero Center. The plan was to remove the original panel and modify the old Frasca by up fitting it with Microsoft Flight Simulator, controls, and computer monitors. The goal was to provide a panel that resembled that of a modern glass cockpit.

With tremendous support from Larry Buller of Buller Enterprises Inc. a new panel was cut, and the “Big Sim” started to take shape. Complete with yolk and rudder pedals, this aircraft soon became ready for the virtual sky! As the

project started to evolve, so did our concept with how we should use it and promote it.

As many of you have recognized, the Council has been working to develop the “Aviation Works for North Dakota” education and awareness campaign, we felt this was the perfect tool that could be used to keep the momentum going in a forward direction. The “Big Sim” acts as a perfect billboard for driving attention toward “Aviation Works.”

After further brainstorming, we also determined that it would be an ideal tool that could become part of the AEND traveling roadshow. The “Big Sim” is on wheels and rolls easily in and out of a trailer and on to the gymnasium floor at the local school.

The evolution of the “Big Sim” was fun to be a part of, but the most amazing part of this story is how so many folks from the aviation industry pulled together to make this thing a success:

- Gary Stagl, with Airmotive Services in Mandan donated instruments and seats.
- Larry Buller, with Buller Enterprises used his expertise to design and cut a new instrument panel that gave this project a modern look.
- Cemone Oberg of Design With Flair interiors did an outstanding job on reupholstering the seats.
- Mike McHugh, with the Bismarck Career Academy provided leadership for his volunteer students and expertise on the Microsoft Flight Simulator programs.
- Sean Davis with the AEND organization provided inspiration and some of the finishing touches.



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Sean Davis, AEND with the "Big Sim" at the Pancake Breakfast in Mandan.

- Jerry Hilzendager, with Extreme Properties provided several instruments.
- Justin Voller, with Rocketman Jet Services provided the Frasca shell.
- Bismarck Aero Center staff members provided the computer, monitors, controls, and fabrication.
- North Dakota Aeronautics Commission supported the project through Education Grant Funding.

Outside of some minor tweaks and improvements, this project has been completed and has been deemed a success. The simulator made its debut at the Mandan Airport's pancake breakfast that was held in June and Bismarck Aero Center's fly in that was held in September. During these two events, nearly 125 youth and adults had a chance to experience flight from the cockpit of the "Big Sim."

Long term, this project only becomes a success if it is used. As a result, I want to re-iterate that this tool is open and available for any and all events that could benefit from its use. The ultimate goal with this tool is to get more folks interested and excited about aviation. We believe that this is one more tool that can be used to get the airport out in to the community. Please use this tool for your events and help spread the word of its availability.

Thanks for listening, Jon Simmers  
Aviation Works for North Dakota committee chair

# AVIATION WORKS

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By Lt Col Darrel Pittman

# CIVIL AIR PATROL UPDATE

## Start Practicing Safety Habits Winter is Coming

Everything we do as CAP Officers and Cadets is safety oriented. One of my duty titles in the CAP is as a qualified Safety Officer. So, I consider it an obligation to forward that orientation on to you. My wish is for all pilots to be aware of the things that tend to hurt us. There are many, and I cannot cover them all in this article.



One is the weather (WX)! In the summer we have severe thunderstorms, which can bring on a terrible experience. The winter brings, snow, freezing rain and ice, which is just as bad, maybe worse. Many of us have had, or heard, stories about some harrowing experiences with ice. As a pilot, I've had mine. The hangar tales I've heard generally can top my story.

One day I was at the FBO watching a CAP crew prepare the aircraft for departure and standing next to me was another pilot. He asked me, why is that pilot taking so long to taxi? I answered he is doing his safety briefing with the crew. I explained further that our airplanes are Air Force assets, and we are expected to treat them and the crew accordingly. He just walked away shaking his head. My hope is that we don't ever have to do a search and rescue (SAR) for him if he gets in trouble.

In my many years as an air traffic controller, I've had communications with pilots that were having some of those harrowing experiences. It's a daunting task trying to help the pilot keep focused on flying the airplane, especially when a pilot that is not instrument (IFR) qualified accidentally gets trapped into instrument conditions (IMC).

Why am I telling you things that we all are aware of? Because from time to time pilots need a friendly reminder of the things out there that can hurt them. They are closer than you think! It will not be long before winter is here, and we must be prepared for it. So start getting used to checking the WX, even if its ceiling and visibility unlimited (CAVU). Think safety first; it could save your life.

The [www.FAASafety.gov](http://www.FAASafety.gov) website has a vast amount of information that can be useful for keeping you updated on many safety items. Try logging on—you may just get to like it.

### SYMPOSIUM

This is already October and the North Dakota Aviation Council (NDAC) is preparing to meet for yet another season of the Upper Midwest Aviation Symposium (UMAS) in Fargo (FAR). Check the website [www.ndac.aero](http://www.ndac.aero) for dates and info. Rod Brekken, this seasons Chairman has been sending info to get us ready for it. In spite of the massive flooding last year, we had a very good year and the UMAS in BIS was great. I encourage everyone to make hotel reservations and file a flight plan for FAR. It will be another one to remember.

In closing, I want to say thanks to the North Dakota Wing of Civil Air Patrol for honoring me as the Senior Officer of the year at the Wing Conference held at the Seven Seas Hotel this last July. I'll wear it proudly.

Cleared for takeoff, Darrel



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Mike Schweiss, owner of the company, said since it was first introduced at various trade shows around the U.S. farmers, ranchers and pilots have been asking for it by name.

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## Pilots for Christ

Standing below one of the banners for the North Dakota chapter of Pilots for Christ are, back row, left to right, Tim Layne, president of Pilots for Christ International, and Larry Taborsky of the ND Aeronautics Commission. In the front are, left to right, Lori Layne, president of the Michigan chapter and wife of Tim, Debbie Tracy and Pat Tracy, president of the North Dakota chapter. Pat is holding the plaque granting Charter No. 12012 to the JT Rice-North Dakota Chapter.



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# Basic Care Resident Takes Flight

By Grant Richardson  
Bethany Living Centers

On a bright, sunny early June morning, Gary Jacobson, a Basic Care resident at Bethany Retirement Living in Fargo, climbed into a Piper Archer to return to the skies where he spent much time as a young man. The airplane flight, funded by a gift from the North Dakota Long Term Care Association's (NDLTCA) *Cherished Hopes* program, fulfilled Gary's wish to get back in the air one more time.

The flight of about three-quarters of an hour took Gary over farms near Hillsboro ND where he used to fly, dusting crops.

Carol Funfar, RN, Director of Bethany Personal Care Services, completed the application to the NDLTCA and accompanied Gary on the flight. "It was a beautiful day and a very smooth flight. Gary had a wonderful time," says Carol. "He hadn't been in the air since,

maybe, the mid-'80s so this was a special treat for him."

Thanks to Victor Gelking at Vic's Aircraft and Sales for providing the plane and for piloting the flight. Sheila Ripplinger, RN, Senior Executive Resident Care at Bethany on University, worked with her husband, Paul, to coordinate flight services on the ground. Paul is also a pilot.

*Cherished Hopes* is a program that was developed by the North Dakota Long Term Care Association to encourage or assist facilities in granting wishes to residents and tenants in long term care facilities. Funding for wishes is raised by the association to assist facilities and staff who provide the personnel and platform to fulfill the dreams.



Gary boards the Piper Archer for his return to the skies



Gary is right at home in the pilot's seat

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# Eternal FLIGHT

## Robert Odegaard (1946-2012)

The aviation industry lost one of its finest when Robert Odegaard of Kindred died while practicing for an air show in Valley City on September 7, 2012. Robert 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-through 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 was 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 raced at the Reno Air Races, performed at numerous air shows, has been 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 supported Kindred High School athletics as a Booster Club member. He was a Kindred volunteer fireman, hosted many volunteer community pancake breakfasts in his hangar, and was a member of the local American Legion.

Bob 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 met him or marveled at his creations.



Photo: Tanner Perhus



Robert Odegaard always had people with him wherever he went. People truly just loved being around him. He loved his family, friends and flight and had an innate ability to interweave them in to every aspect of his life. He was our smile in the sky.

-Fran Brummund, Executive Director, Fargo Air Museum





# Aviator, Musician, Teacher and Friend

By Warren Pietsch



*"You understand how this works, right?"*

*"No Bob, but I bet you can teach me."*

I don't remember exactly when I met Robert Odegaard but I have spent a lot of time with him in the past few years. As he did for so many others, Bob had a big part in getting me to where I am today. People will talk about Bob's feats in aviation for as long as there are pilots. I want to talk about the Bob Odegaard that I was fortunate enough to get to know.

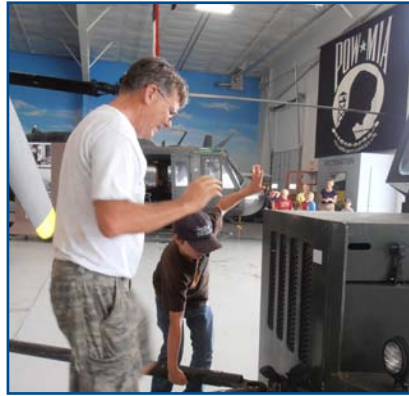
Bob was like my father in many ways. People said they both loved airplanes. I always felt that they liked airplanes and used them to reach people, because they loved people. Bob loved to help people and did so by sharing not only his airplanes and equipment, but also his talents, his knowledge, his skills, his never ending curiosity, and himself.

He told me once that he was blessed because he was born a happy person. He spread that happiness to everyone he touched in his life. Bob checked me out in a P-51, not any P-51, his own "Dazzling Donna," and that opened doors in the Warbird world for me. Twelve years later we joined up for our great adventure with the Texas Flying Legends Museum. Bob's son Casey, Tim "Toby" McPherson, Doug Rozendaal, Hank Reichert, Alan Miller, Freddy Caraveao, and Gene Soucy were the team and we had an amazing time.

Almost two years of flying and living with some of the finest pilots and friends a person could ask to be associated with. Many of those trips had mechanical problems or weather problems and always Bob's cool head and calm demeanor were there to help things go smoothly. We flew an action-packed, 35 minute show that included all of the airplanes, and boy was it fun!

Bob would get out of the airplane after one of those shows with a grin that spoke volumes. One of the highlights for our group was flying the show at Walkers Point, Maine, which was a private show for the Bush family, including both Presidents Bush.

It was just this August, on the way to that show, that Bob shared some time with me that I will cherish to the end of my days. I saw



many sides of Bob in a short period of time. En route to Maine, 4 of us were in Bob's airplane. Halfway through the flight, Bob climbed out of the pilot's seat so he could share that privilege with

another pilot. When he turned and faced the back as he exited the seat there was that typical Odegaard grin and sparkling eyes. He was on his way back to share some knowledge with me.

First, he got his old Fender Mustang electric guitar out, plugged it into his battery powered amp, and gave all of us a live rock and roll concert as we traveled east at flight level 390. He played for a bit, then the teacher sat next to me and started explaining mags and carburetors. At one point Bob looked up from a sketch he had drawn to make things clear and said, "But you already understand that right?" I said, "No Bob, I don't, but I'll keep trying." He simply said, "Well let's back up a couple steps and get it right."

On a short trip I saw the aviator, the musician, the teacher, and the friend. Many got to see Bob, the aviator. I was one of the fortunate ones who got to see all sides of Bob. He was a great human and his passing leaves a huge hole in humanity.

He was a great man. I'm gonna miss him. I don't understand it Bob, but I'll keep trying.

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# 2012 Season Activities at the Dakota Territory Air Museum

By Don Larson

Our museum opened the 2012 season with a bang!! The Texas Flying Legends Museum collection was here for opening day on May 12. They created a lot of excitement since they had been flying the area for a few days, and the press had covered their arrival.

Our usual spring field trips for the area schools started happening very quickly. Many schools get on our schedule very early in the year. Student tours continue throughout the summer with daycare facilities. It appears that our student tours will include in excess of 600 students this season. Students touring



*Flying Legends expansion*

include a band group from Saskatoon, SK Canada. In addition, we hosted a number of group activities including military reunions, school reunions, a car club picnic, the Minot High School ROTC group USO Gala, to name a few, totaling nearly 1000 folks.

Also in May, the ground was broken for our "Flying Legends Wing", a 22,500 square foot addition that includes a 200' x 200' ramp with adjoining taxi way to the airport ramp. A major portion of the funding for the \$1.5 million dollar project is coming from the Texas Flying Legends group. This group is committed to bringing their growing Collection here each spring for two to three months. Our present facility is not large enough to hangar their entire fleet, so they asked if they could help put up another hangar. It did not take long for us to agree to an offer like that. We are grateful to them for this cooperative venture.

The July 4<sup>th</sup> air show, "Soaring over the Souris," sponsored by the Minot CVB and Minot International Airport was a huge success. It was an evening show followed by a big fireworks display. Performers included the Canadian Snowbirds and the Texas Flying Legends collection, among others. The evening before the show, our museum hosted an event for the show performers and sponsors.

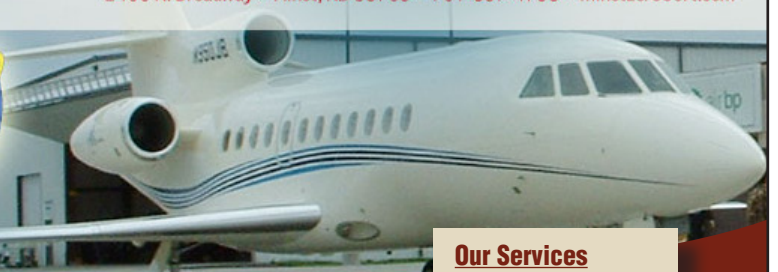
On a beautiful fall, Sunday morning, August 19 and after a great pancake breakfast, we drew the name of Kurt Winker, Los



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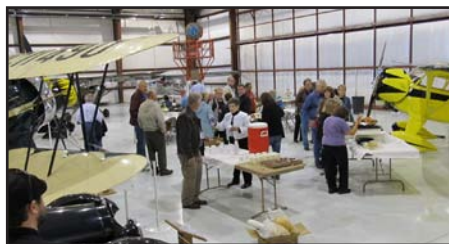


## Dakota Territory Air Museum continued

Photos provided by DTAM



Flying Legends expansion



1961 Minot High School class reunion



Special Care Preschool and After-School Program from Williston

Lunas, New Mexico as the winner of the pristine Piper J-3 Cub in our 16<sup>th</sup> Annual Sweepstakes. Kurt left Minot the afternoon of September 13 with his new Cub. After he got home, he sent an email saying he put 18 hours on the tach and had a great trip. Congratulations Kurt! Other winners included William Duncan,

San Diego, California—\$1,000 and Thomas Henion, Hilton, New York – J-3 Cub print by Sam Lions.

It appears now, with slightly less than a month before we close for the season, that our visitors this year will be up by 30 to 40 percent over last year, meaning that we might reach the 9,000 mark!



Minot AFB Youth Center



July 4th Air Show sponsors and performers



Don Larson presents sweepstakes winner, Kurt Winker, with his new Cub



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# Fargo Air Museum Update

By Fran Brummond

It has been an over the top summer at the Fargo Air Museum! A few random photos for you to move thorough ... The Fargo Air Museum has promoted aviation through Plane Camp, the Texas Flying Legends Tour, the North Dakota Military Vehicles Show, a special visit from the B-25 Miss Mitchell tour, American Barnstormers Tour, visit from the Upper Midwest Horseless Carriage Vintage Cars, Beck Gathering of Airplanes and most significantly the tragic loss of Robert Odegaard.



*The B-25 Miss Mitchell tour at the Fargo Air Museum is always an educational experience for young and old. Youth ambassadors Mike VanderMeulen and Damien Gehler turn the prop on the bomber during the overnight tour in August.*

## Texas Flying Legends Tour



*Robert Odegaard, Texas Flying Legends Tour June 2012.*



*Veteran John McGovern, Texas Flying Legends, with youth ambassadors.*



*Upper Midwest Horseless Carriage Vintage Car Tour*

## Barnstormers Tour



*Barnstormer ride for Robert Miller.*



### Smoke Jumper Wins Cessna

Jason Hill is a smoker jumper with the National Forest Service stationed in West Yellowstone Montana. He is an avid deer hunter and hunts in Montana, Wyoming, North and South Dakota.



*Young Ian Pytlik, age 11, chose to dress for American Barnstormers Tour Photo taken by Joe Pytlik.*



*Sam Kennedy joins in the fun.*

**2012 Plane Camp:** 45 youth in the summer program at the Fargo Air Museum – June, July and August 2012. The Plane Camp program introduces youth between the ages of 5 and 13 to the elements of flight, instrumentation, navigation and more. The summer camps include tours of the Fargo Jet Center, Hector International Airport and the control tower. EAA Chapter 317 took many of the young folk up for their first flight.







**North Dakota Military Vehicle Collector's Show - July 2013.**  
It was 100 degrees in and out of the museum!



**Caption for Wally Funk**

Special guest Wally Funk, a female leader in the field of aviation and one of the Mercury 13 women who paved the way for women to be included in the American Space program was one of those random guests that just happened to visit the Fargo Air Museum in August. Funk recently visited the Fargo Air Museum as a wedding guest for one of her former astronautical engineering graduates from Texas.



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*Kyle Wanner, Airport Planner  
North Dakota Aeronautics Commission*



## Airport Funding Solutions

Airports are a critical part of the infrastructure of North Dakota, and it is the responsibility of each airport sponsor to maintain and improve upon their airport, which at times can be very costly. Airport financing is always a challenge, as there are always plenty of needs. The FAA can participate up to a certain dollar amount at the federal airports, and the North Dakota Aeronautics Commission provides a limited number of grants to high priority airport projects. Though financial help is available, it is important to realize that all airport finances need to begin on the local level. At a time when rapid growth in our state is leading towards new and costly infrastructure needs, we want to help ensure that our airports continue to grow and thrive.

Airport income can come from a variety of sources including fuel sales, hangar rents, land leases, aerial applicator leases, and social events. You may want to visit with the Airport Sponsor to ensure that the airport rates and charges are realistic. Remember that rates should be established to reflect the cost of providing the facility, maintaining and administering the facility, recovering capital expenditures, and any other costs associated with the airport operations.

Airport income can also come from the help of the surrounding community. Whether they fly or not, the residents around the airport benefit by having quicker access to medical assistance, search and rescue, fire-fighting, lower costs for aerial application of their farms, and a rapid means of obtaining goods and services. The legislature considered this when authorizing mill levies to support airport authorities. North Dakota Century Code 2-02-07 states that airport authorities can receive taxes to carry out the functions of the airport. Century Code 57-15-06.7 also states that an airport authority cannot receive more than 4 mills. A mill is \$1 of tax for every \$1000 of taxable valuation in the geographical area encompassed by the political subdivision. You may want to research the mill levy support for your airport and if it is not being supported by 4 mills, a visit with the county, city, or township to educate them on the benefits of the airport and the need for additional financial support may be warranted. Please feel free to contact our office for statistical assistance or help in preparing a presentation.

Another option that exists for airport project funding is the North Dakota Public Finance Authority. Airport authorities can borrow funds by utilizing the agency's Capital Financing Program. This program can be used to construct revenue producing projects, such as a fuel facility or a community hangar at an airport. With an adequate business plan, the airport can obtain a loan for the project and use the revenue produced from the new facility to pay back the loan. Current interest rates for loans that can be

paid back in 5 years are in the 1.5% range at this time. With loans repaid in 5 years or less, there is no minimum amount that needs to be borrowed, and there is no penalty for partial or full prepayment of the loan. Loans that will be paid between 6 and 20 years are currently in the 3% range. For loans of this length, there may be minimum amounts, and prepayments may be limited. I would encourage the airport to consider what revenue producing projects are needed at the airport and to consider the options that the North Dakota Public Finance Authority may be able to provide. For more information on this loan program visit [www.nd.gov/pfa](http://www.nd.gov/pfa) or contact DeAnn Ament via e-mail at [dament@nd.gov](mailto:dament@nd.gov) or phone at 701-426-5723.

Aviation plays a large part in North Dakota's business, agriculture, tourism and medical fields, and we are thankful to all of the pilots, airport managers and airport authority members for taking an active role at the airports. Feel free to contact the North Dakota Aeronautics Office with any questions or for further assistance with local airport funding solutions.

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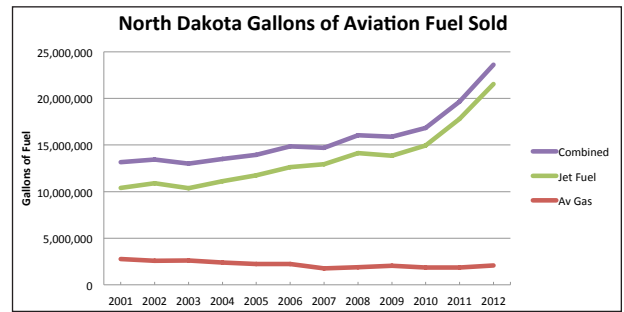
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# Aviation Fuel Usage in North Dakota

Kyle Wanner, Airport Planner  
North Dakota Aeronautics Commission

One way to take a look at the aviation activity in North Dakota is to observe changes in the amounts of fuel sold within the state from year to year. The income from state excise tax on Jet A and Avgas is 8 cents/gallon and is used for airport infrastructure improvements throughout the state.



FY Year = Jul-Jun	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Av Gas:	2,764,883	2,564,428	2,623,745	2,383,781	2,219,610	2,229,947	1,760,983	1,900,039	2,058,733	1,867,720	1,855,134	2,065,741
Jet Fuel:	10,396,114	10,884,539	10,369,505	11,114,182	11,735,493	12,641,574	12,928,951	14,143,830	13,837,250	14,958,864	17,793,448	21,547,108
Total:	13,160,997	13,448,967	12,993,250	13,497,963	13,955,103	14,871,521	14,689,934	16,043,869	15,895,983	16,826,584	19,648,582	23,612,849

**AvGas:** 2.76 million gallons of AvGas were sold in FY 2001, and 2.06 million gallons were sold in FY 2012. This is a 26.17% overall decrease in the amount of AvGas fuel sold in North Dakota over that time period and is similar to the decreases in AvGas sold in other states around the country. Decreases in AvGas sales can be attributed to multiple factors, including the fact that pilots and businesses are transitioning to turbine powered aircraft.

**Jet A:** 10.39 million gallons of Jet A were sold in FY 2001 and 21.54 million gallons were sold in FY 2012. This is a 107.32% overall increase in the amount of Jet A sold in North Dakota over that time period. The years 2010-2012 show a significant increase in fuel sales and is revealing of the large economic growth

that has been occurring throughout the state during this time period. A strong growing economy leads to additional air service, charter, and business traffic. As the results show, this additional traffic has led to large increases in North Dakota's Jet A Fuel Sales. In contrast, according to the U.S. Energy Information Administration, retail sales in the United States for Jet A are 33% less in 2011 than they were in 2001.

From an airport planning perspective, airports will need to be modified to accommodate the evolution of aviation in the state. While small aircraft will always have a place, infrastructure changes will be needed as turbine and jet aircraft increase their presence. These are very exciting times for Aviation in North Dakota!



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# Getting Tomorrow's Aviation

Joshua Simmers, Aviation Projects Manager  
North Dakota Aeronautics Commission



One of my favorite things about aviation is the community. This is a place where we share our interest and invite others to it. From mechanics to engineers to pilots – we share a bond, an openness to help each other succeed, and a desire to share our joy with as many as possible. Tomorrow needs aviation – but not just for the sake of having a plane in the sky. We need aviation in our future so people continue to share the freedom, the community, and the joy that it gives them.

I fly for the freedom, the speed, the skills it hones, and the sheer joy of experiencing the world from every angle. These benefits have done so much for me and our world that I want others to know they can attain these benefits. Sharing this takes effort, and when it comes to youth I have a couple ideas:

1. **The Real World Design Challenge** is a cool competition that poses a real problem we're having in the aerospace sector and presents it to high school students to solve. What greater mine of ideas could we find? The point is to prepare America's future with able science, technology, engineering, and math (STEM) through interest in aviation today. And what do we get out of it? Sharing aviation.

We are looking for students to compete, coaches to guide, and mentors to technically assist – and this doesn't need to take much of your time (it's student driven). Please check out [www.realworlddesignchallenge.org](http://www.realworlddesignchallenge.org) or contact Joshua Simmers at 701.328.9653. Deadline for team registration is November 16th.

2. **The International Aviation Art Contest** is an easy way for students to think about aviation. This year's theme is "My Favorite Air Sport." For most of us, aviation started with dreaming, and this activity is a great start for dreamers. We encourage children ages 6-17 to compete. State winners will be forwarded to national, and perhaps international, competition! More information can be found on [www.nd.gov/ndaero/contest](http://www.nd.gov/ndaero/contest). Last year one North Dakota student placed second in national!

3. **THIS IS WHERE YOUR IDEA COMES IN.** I was hired as an aviation projects manager – which means I cannot do it all, nor can I think of it all. The Commission is open to ideas of aviation activities and educational grants – we just need you to submit them and show us how we can support you. Please let me know how I can help you and where your needs are.

4. **One we all know:** take someone for a flight or show them your shop. It's that simple.

Whether it's through STEM, art, speaking to your local school, simple or complex ideas, we are charged by our passion to share aviation with all those around us – and young people have the open, adventurous minds ripe to dream about their future. I want the future to include this freeing activity – let's share our passion and make it fun.

*Next month: how to get "non-youth" to consider aviation with their open and adventurous financial stability!*

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# Aviation Pros' 2012 Top 40 Under Forty: Andy Solsvig

By Brad McAllister  
www.aviationpros.com

**Congratulations to one of North Dakota's own!**



**Andy Solsvig,  
Airport  
Director,  
Minot  
International  
Airport**

Andy Solsvig has more than 14 years of aviation experience and has been the airport director of the Minot International Airport for the past three years. As a department head for the City of Minot, North Dakota he works under the leadership of the city manager with a Mayor/

City Council organizational structure.

Since accepting this responsibility Solsvig has overcome many challenges through proven leadership and a supportive staff. In three years, Solsvig has negotiated two additional airlines into the market which has tripled air service, developed a strong community relations program, manages a \$3.5 million budget, and is currently planning \$90 million in capital improvement projects.

Solsvig began his aviation interest in a Minneapolis High School wanting to become a pilot. During his undergraduate years at the University of North Dakota, he worked for Mesaba Airlines as a ramp agent and then changed his degree to airport management after realizing airports require a "jack of all trades."

During his senior year, Solsvig interned for the Grand Forks International Airport and then in public relations for the Phoenix Sky Harbor International Airport post-graduation.

Solsvig soon accepted a position with the Reno-Tahoe International Airport as a planner. After six and a half years in airport planning, he accepted an internal transition to airport marketing/protocol and air service where he served an additional two years in this capacity while completing his MBA.

Nicknamed "Airport Andy," his favorite quote is "Your Attitude Determines Your Altitude," which can be found in his office.

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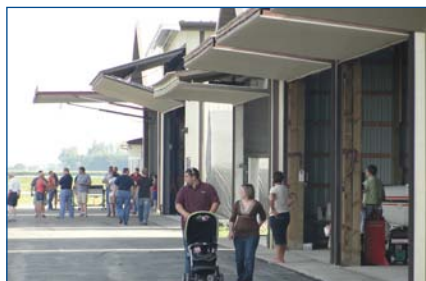
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# FLY-IN GALLERY

## SUMMER FUN



Photos provided by the North Dakota Aeronautics Commission



# No More Paper Medicals

# NDPA

By Mark Scheele, President  
North Dakota Pilot's Association

For years pilots have filled out a paper form at the doctor's office to apply for an aviation medical certificate. Those who were more efficient would have the form prefilled when they arrived at the clinic. The rest of us would sit in the lobby, for what seemed like hours, checking boxes and filling in our information. That is all a thing of the past now.

Beginning October 1, use of the FAA's online medical application program became mandatory. There will be no more paper applications. The FAA's system is called MedXPress and can be found at <https://medxpress.faa.gov>. The system has actually been online since 2007, and some doctors have been using it. If this is your situation, then you can continue on as normal.

For the rest of us who have been using paper, now is the time to start learning the new system. All you should need is an email address and Internet access. When you log onto the website there is a user guide in the menu on the left side. It is an easy to use, step-by-step guide that should walk you through the whole process.

We'll be covering this topic a little more in depth on our website at [www.ndpilots.com](http://www.ndpilots.com). While there, don't forget to check for the latest news and events around the state.

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# State Funding of Airports Continues

By Tim Thorsen, President  
Airport Association of North Dakota

The topic of legislation and funding at the State and Federal level always seems to have our attention. State funding of airports continues to be a particular interest. There is a lot to tell. Western North Dakota Commercial and General Aviation (GA) airports are experiencing impacts from growth associated with oil development. GA airports (Bowman, Crosby, Parshall, Stanley, Tioga, Watford City, Killdeer and New Town) have great needs. Bowman needs to relocate. Other airports have needs that vary from lengthening and strengthening runways for increased traffic and larger aircraft, to adding aprons and adjusting taxiways to allow for orderly growth of hangars. Ramps at impacted airports are too small to taxi past aircraft on ramps. GA airports that have not seen significant development in 20 years are now seeing significant hangar development. Needs of impacted GA airports are not speculative, but immediate.

Commercial Service Airports in the west also have needs. Bismarck, Minot, Williston and Dickinson have experienced record growth. Minot, Williston and Dickinson have so much activity that existing structures are limiting their ability to meet immediate need. Ticket prices will stay artificially high as capacity constrains competition, and as demand increases, travel convenience will be negatively impacted as facilities become increasingly crowded, and wait times increase. Travel through impacted airports will become more difficult. As airports have seen explosive aviation growth, their existing infrastructure is inadequate to meet community needs.

Capital needs for the next two years for western North Dakota airports equal \$171.5 million. This includes new terminal, apron and taxiway/runway work at Minot, preliminary work for relocating Williston's airport and facility expansion at Dickinson. Aeronautics staff estimated that of the \$171.5 million needed over the next two years, the state

might fund \$3.75 million and the FAA \$46 million, leaving approximately \$69.75 million to be made up locally and a current unfunded need of \$52 million.

Based on oil impacts to western airports, I encourage airports to ask that lawmakers consider providing special impact funds directed by the North Dakota Aeronautics Commission to moderate this escalation. The more airports that write, the more likely we are to influence this great need. Contacts for your lawmakers can be easily found on Internet. If you need more information, the North Dakota Aeronautics Commission is a good source for additional information.

Summer is waning and another fall is here. It is also time to turn our attention to topics for presentation at the March Symposium in Fargo. Our AAND regional representatives and officers are considering topics with the goal of growing the professional development of our members. Each year this process results in a great line up of presentations. Now is the time to provide your ideas about topics and speakers that would be interesting, informative and applicable to airports. With the increase in use of airports, especially in the western part of the state, there are a lot of things we can talk about. Provide your ideas to your district representative or to me at (701) 355-1808, [tthorsen@nd.gov](mailto:tthorsen@nd.gov).

Lastly, I want to give special thanks to Tom Schauer as he retires from service as the Manager of the FAA's Bismarck Airports District Office and moves to new challenges in the private sector. He tirelessly supported airports and aviation in North Dakota at the federal level and has made a positive impact. We wish him well. He will be missed. Filling his position with a qualified and knowledgeable person will be vital to supporting North Dakota's Airports.

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• Software design assurance level	Level C	Level B
• Garmin SVT™ Synthetic Vision Technology	Optional	Standard
• GAD 43 replaces select A/P gyro attitude with AHRS reference and provides bootstrap heading, yaw information, and baro corrections	Optional	Standard
• GWX 68 Radar interface (radar LRU sold separately)	Optional	Standard
• Internal TAWS-B terrain alerting	No	Optional

## North Dakota Aviation Quarterly

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# CALENDAR *of* EVENTS 2012-2013

### Flight Instructor Refresher Course

March 2-3, 2013 • 8 a.m. – 6 p.m.  
Ramada Plaza Suites, Fargo  
Contact: Allan Skramstad (701) 238-6304  
[www.aimsaviation.com](http://www.aimsaviation.com)

### Upper Midwest Aviation Symposium

March 3-5, 2013  
Ramada Plaza Suites, Fargo

### Grafton EAA Chapter 380 Fly-In/Drive-In Breakfast with Young Eagle Flights

April 28, 2013 • 8 a.m. – 1 p.m.  
Pancakes, eggs, ham, and sausage breakfast served by Chapter 380 members. No cost first flights for children ages 8-17 with parent/guardian permission. Lots of family activities.  
Contact: Bill O'Keefe (218) 779-5054

### Milnor Fly-In Breakfast

June 1, 2013 • 7 – 11 a.m.  
Contact: Mark Gainor (701) 680-1001  
[www.milnorairport.com](http://www.milnorairport.com)

### Maddock Fly-In and Golf-Drop

July 28, 2013  
Buy a golf ball and hope it lands closest to the target when dropped from the airplane. Proceeds go to the JT Rice Chapter of Pilots for Christ.  
Contact: Patrick Tracy (701) 739-9024

### EAA Airventure

July 29-August 4, 2013

### Fargo Air Sho

August 10, 2013  
9 a.m. gates open, 11 a.m. show

### Lakota Fly-In and Golf

August 25, 2013  
Contact: Norris Severtson (701) 247-2561/3289

### Milnor Fly-In BBQ Supper

August 25, 2013 • 4 p.m.  
Dark with entertainment and REALLY good food!  
Contact: Mark Gainor (701) 680-1001

### International Peace Gardens Fly-In

September 1, 2013 • 10:30 a.m. – 1 p.m.  
Really fun discussions across the border! 10:30 Coffee and discussion at the Peace Garden Conservatory, lunch at the adjoining Peace Garden Café.  
ND Aeronautics Commission (701) 328-9650

### Bismarck Aero Center and Masonic Fly-In

September 8, 2013 • 7:30 a.m. – 1 p.m.  
Pancake breakfast, cool cars, sweet airplanes.  
Contact: Jon Simmers (701) 223-4754

### Rural Renaissance Festival and Fly-In, Maddock

October 5, 2013  
Festival runs Friday-Sunday, JT Rice Chapter of Pilots for Christ sponsors the fly-in and will provide ground transportation on Saturday. Tons of fun and family activities like the corn-maze.  
Contact: Patrick Tracy (701) 739-9024  
[www.maddocknd.com](http://www.maddocknd.com)

**Please send your 2013 and other upcoming dates to [ndaero@nd.gov](mailto:ndaero@nd.gov)!**

Online calendar:  
[www.ndac.aero/events.htm](http://www.ndac.aero/events.htm)

### 2012 at the Fargo Air Museum Calendar of Events

October 31 • Plane 'Ole Pumpkins  
December 1, 8, 15 and 22 • Santa Fly-In  
December 15 • Chairman's Christmas Party