

# Aviation QUARTERLY

Vol. 24 • Issue 2

North Dakota Aviation Council

Spring 2012

## It was one for the history books! <<

By Tim Thorsen, Chairman  
North Dakota Aviation Council

Sunday started with presentations supporting the Professional Mechanics IA renewal. The afternoon included an Open House at the Bismarck Public Schools Career Academy. Many positive comments were made about how Mike McHugh is involving the next generation in aviation. He brought us up to date on activities of the school and visited extensively with us about their involvement in aviation. Our hats go off to both Mike and the students. The evening "Ice Breaker" followed at the Ramkota Inn Courtyard. Roughly 200 aviation enthusiasts socialized and partook of the fare and good company.

Monday morning we met in the Courtyard to listen to Sean Davis talk about Aviation Education in North Dakota. It was great to see another example of how youth are getting involved in aviation. He spoke enthusiastically before we had to break for the three session tracks, including a general session about Unmanned Aerial Vehicles and all that they portend to North Dakota. Tuesday started with a general session by the North Dakota Aeronautics Commission and was followed with many more great sessions. I have been to a number of aviation conferences around the nation, and I can say the Upper Midwest Aviation Symposium stacks up against the best of them.

We had great participation. Symposium numbers totaled 357 and were garnered from all over North Dakota, surrounding states and Canada. The hotel was full. As many of you can tell the oil activity is migrating east and rooms in Bismarck are getting more and more pinched, but I heard of no complaints about room availability.

We had great exhibitor participation at 52 booths. A common theme in talking to exhibitors was that North Dakota is a happening place with focus on solving problems related to growth rather than a



Chairman Tim Thorsen presents Great Lakes door prize to Darin Seamands of Hettinger. Seamands is the son-in-law of Hall of Fame inductee, Jay B. Lindquist.

continuing litany of recession and gloom talk that is going on in other states. In chatting, they were upbeat and excited about their future and the future of aviation. Exhibitors are a big part of our Symposium. As many of us do business with these same folks during the year, don't forget to express our thanks.

Another significant element of our symposium is our sponsors. This year we had a very successful sponsorship drive, resulting in greater contributions than have been seen in recent memory. Please remember to thank sponsors whenever you get a chance. Their donations contributed materially in the success of the symposium.

The Hall of Fame banquet on Tuesday evening culminated a very successful 2012 Upper Midwest Aviation Symposium. The meal was made memorable when we were serenaded with violins by Strolling Strings of Bismarck. The keystone of the evening was the Hall of Fame award. The North Dakota Aviation Council created the North Dakota Aviation Hall of Fame in 1996 to honor those in aviation who have made significant contributions to development of aviation in North Dakota, provided special service to aviation, brought credit to North

Dakota Aviation, or made other major achievements during their career in aviation. At the banquet, we witnessed the induction of a very deserving Jay B. Lindquist from Hettinger into the North Dakota Aviation Hall of Fame. Jay B., president of Air Dakota Flite, a full service, fixed base operator (FBO), has crop sprayed for 50 years, been a Certified Flight Instructor and served as the Manager of the Adams County Municipal Airport in Hettinger for 40 years. He has also served as a member of the North Dakota Aeronautics Commission since 1993. For these and many other things Congratulations, Jay B.! My congratulations to all the other award winners, including the Dickinson Theodore Roosevelt Regional Airport and the Barnes County Municipal Airport in Valley City for being selected as airports of the year. Additionally, the Charles Taylor Award was presented to Frank Argenziano by Gary Kwasniewski of the FAA.

Hall of Fame Banquet speakers Warren Pietsch, Casey Odegaard and Tim McPherson presented Warbirds Over Water, an entertaining and informative talk about a trip with WW2 warbirds on an island hopping trip across the Caribbean. The presentation was well received, and many commented it was great to hear a story from a group of people we all know.

On a final note, I want to thank the past Council for a superb job in putting together our 2012 UMAS. I also want to thank the local site committee for a job well done. A final thank you goes to the North Dakota Aeronautics Commission, the Commissioners, Executive Director Larry Taborsky and his staff who play an essential role supporting the symposium and the North Dakota Aviation Council. See you all again next year March 3-5, 2013 at the Ramada Plaza Suites, Fargo.



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## AROUND the PATTERN

By Kris Magstadt, Editor

With every issue of the Quarterly, I wonder if we will have enough information to provide you with a good read. Yet, in my two years as your editor, I have never lacked for information and stories. Thank you for your support and encouragement. This has been a wonderful opportunity for me to stay in touch with my aviation past. Always feel free to submit stories and information.

This issue is jam packed with great information from the Upper Midwest Aviation Symposium to the new MedXPress flight physical. Enjoy and share.

### North Dakota Aviation Quarterly (NDAQ)

Official Publication of the North Dakota Aviation Council

*Statements of fact and opinion are the responsibility of authors alone and do not imply an opinion on the part of officers and members of NDAC, or NDAQ staff. If you've received more than one copy of this newsletter, please share it with a friend.*

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## Where credit is due:

*Last issue on page 10, we ran a article by Gary Ness,*

**Aviation's Role in the North Dakota Oil Boom**

*We regretfully forgot to mention credit went to:*

**The State Aviation Journal • [www.stateaviationjournal.com](http://www.stateaviationjournal.com)**



## LEADERSHIP Passing the Gavel



Rod Brekken



Rod Brekken of Casselton, was elected chairman of the North Dakota Aviation Council at the conclusion of the 2012 Upper Midwest Aviation Symposium. Rod comes to the council with experience, as this being his fifth term as council chairman since 1999. Rod grew up on a small farm in Nelson County and had a lifelong dream of being able to fly an airplane. None of those dreams came true until later in life, when he was injured during a farm accident and decided this was his opportunity to pursue a career in aircraft maintenance. After completing school at Dakota Aero Tech in Fargo, he was fortunate enough to be offered a job as director of maintenance at a flight school in the Fargo area. Shortly after beginning the job, he began training for his private pilot's license and earned that within a few months. After a couple years working for the flight school, he was hired by Dakota Aero Tech as an A&P instructor for the school. Rod worked as an instructor and eventually managed the shop portion of the school, managing restoration projects and teaching aircraft maintenance to the students. His next job was working for an aerial application business as an A&P mechanic, but was soon caught up in the GPS industry, working for the same employer. Rod developed and managed a regional GPS repair business for them and was fortunate enough to be selected to be a member of a team that was invited by the Russia Division of Forestry to equip Russian aerial application aircraft for the control of insect pests in Siberia, Russia where he spent a couple months. After completing that project, he returned to the states and eventually ended up as director of maintenance at the airport in Dickinson. For the past six months, Rod has worked as the aircraft maintenance training coordinator for the Fargo Jet Center. Rod is an A&P, holds an Authorization Inspection from the FAA and is a private pilot.

Rod extends sincere thank to Tim Thorson for his great leadership, and to the NDAC members for their tireless devotion to making the UMAS an unqualified success and a fine example to other state organizations. To paraphrase a statement from Bill Hamilton our representative from AOPA, "The North Dakota Aviation Council has established an outstanding model of how to organize to support aviation." Let's keep up the good work and move forward.

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By Larry Taborsky, Director  
North Dakota Aeronautics Commission



## DIRECTOR'S CHAIR

# Some Day This Will all be Yours ...

When I'm at aviation events, I find it encouraging when I see people younger than myself. Granted, since I keep getting older, that gets easier for me to do each year, but I am also seeing trends that speak well for aviation in the state. Here are some of the shining examples...

**Aerial applicators:** The story used to be that the sprayer pilots were getting older, and no one was coming along to replace them in the future. Most of my conversations these days are from newer pilots who are looking for a chief pilot to mentor them for two years, so that they can start their own business. There is an exciting exchange of information going on as newer pilots and newer equipment make the transition. If our office can help to make connections between someone who wants to gain some experience and someone who wouldn't mind skipping the first launch of the morning, please give us a call.

**Consultants:** The highway department began this changing of the guard several years ago, as the wave of engineers who were hired to develop the interstate system reached retirement age. The retirees enabled new hires to step into their jobs. We're now seeing that in the airport engineer world also, and new consultants are beginning to take on their first airport projects. As with the highways, the challenge for aviation consultants is to gain the experience of the past while introducing the new technologies that will improve the system.

**The technical group:** The symposium was a great stage to introduce a technological group of future aviation enthusiasts to our aviation family. The Minot High School team gave an interesting and entertaining presentation about designing a light sport aircraft using computer design, and Lieutenant Governor Wrigley did a grand job of congratulating and encouraging them. Far from the tubes and canvas crowd, these young aviation enthusiasts are very excited about the technologies that can be

brought into aviation to carry us to far away places with less fuel and a cleaner environmental footprint. I'll be helping them to represent North Dakota in the national finals in Washington DC. Aviation is going strong with this group!

**The artistic group:** The Aeronautics Commission was a sponsor for the International Aviation Art Contest, and the event gave North Dakota aviation plenty of positive publicity. The art contest gave school children a chance to dream about aviation, the way that most of us have done, and provided another chance for them to catch that spirit of flight. The winning contestants, their schools, teachers and families (and local media) were more than enthusiastic about this glimpse into aviation as the youngsters got an opportunity to fly in an airplane. At the awards ceremony at the North Dakota Heritage Center, First Lady Betsy Dalrymple was the absolute best at providing her focused attention for each artist and their parents. One of our contestants, Scout Wheeler, finished second in the nation with her beautiful silhouette of horses running in the breeze while balloons float by. The picture is hanging outside our office. Stop by if you get a chance!

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By Bob Simmers

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## UAS Test Site Update

Those of you who attended the Upper Midwest Aviation Symposium (UMAS) were updated on the progress of the Airspace Integration Team (AIT). This team meets weekly to discuss progress and monitor the direction that the FAA is moving in with this process.

The FAA has appointed Mr. Jim Williams as the new FAA Senior Executive UAS Program Office Director. We now have a designated UAS office and contact person.

The FAA has also issued a RFI (Request for Information). Replies are to assist them in writing a RFP (Request for Proposal) to bid on becoming one of the NTS (National Test Sites). Congress has mandated that the FAA designate 6 NTS within the next 180 days. The FAA has made it quite clear that there is no funding for these sites.

It appears that as a team, we are to provide the FAA with information about how to integrate UAS into the NAS, wait for the FAA to write a RFP, then prepare and bid the RFP. Sounds easy enough, but it is not so. The FAA is very vague about their participation; in fact, they are requesting that the bidder and the subsequent operator of the NAS write the rules.

This should be good for North Dakota, the AIT and general aviation in North Dakota. It should allow the AIT to meet its mission statement of creating this test site without further restriction to the current airspace structure. The goal is to eventually operate UAVs in the NAS with piloted aircraft and provide the FAA with documentation enforcing new technologies sense and avoid coexistence with see and avoid.

One of my big concerns with this project is that society is not capable of keeping up with the changing technology. What we test today will be obsolete tomorrow and will most certainly be outdated by the time it is implemented. I look at the FAA's Next Gen and ADS B, both systems with great promise, but these systems were developed almost 15 years ago using that era technology. Look at where we are today and how rapidly things change. The challenge is to develop a system that will be adaptable to new changes as they occur.

Feel free to contact me at [bobs@bismarckaero.com](mailto:bobs@bismarckaero.com) with questions, concerns, or comments.

Until next time, HAPPY LANDINGS  
Bob Simmers



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# Bismarck pilot sees every North Dakota airport

By JESSICA HOLDMAN | Bismarck Tribune

In a scrapbook his mother kept while he was a kid, Deon Vilhauer wrote, “When I grow up I want to be ... an airplane pilot.”

“I was born and raised on a farm in South Dakota,” Vilhauer said. “I remember often looking up and seeing those military aircraft flying over, and that’s what sparked it.”

Vilhauer is now the first pilot to visit all 88 North Dakota airports as part of the “Create a Flying Legacy in North Dakota” passport program. Through the program, pilots get a stamp every time they visit a North Dakota airport, air museum or participate in FAA safety seminars. Vilhauer did the passport program from May through November 2011.

“I’ve been in aviation most of my life, so when the program came around it was something I just wanted to do,” Vilhauer said. “It gave me a reason to get out and see new places and go places I wouldn’t go otherwise.”

In Rugby, Vilhauer learned the city was the geographical center of North America. When he flew into Ashley, he went to see the McIntosh County Heritage Center, and in Washburn, he went to the Lewis & Clark Interpretive Center. Airports in Bismarck and Grafton offer pilots free popcorn and Hector International in Fargo gives out fresh muffins.

“I’ve flown all over the country and North Dakota airports are holding their own,” he said.

Vilhauer had to drive to some of the airports, like Columbus Municipal Airport, which was halfway underwater at the time.

“It was like a step back in time,” he said.

The runway was grass, not paved. There were a bunch of abandoned buildings. In one building, there were shirt tails hanging on the wall. It was tradition for pilots to cut the tail off their shirt and write the date they finished flight lessons. They dated back several decades.

Vilhauer had been to the International Peace Garden along the



Canadian border only once, as a kid. Flying into International Peace Garden Airport in Dunseith for the passport program, he was able to see it again.

“It was neat to see the beauty of the trees and of the garden itself,” he said.

Vilhauer first started flying in 1992. He works as a pilot in Bismarck and rents planes from the Bismarck Airport. That wasn’t always the case, though.

Vilhauer went to college for psychology of criminal law. While in school, he took his first flying lesson for fun.

“I was just happy I could take my friends up flying,” he said.

After college, Vilhauer went to work at a radio station in Tulsa, Okla. While he was there, he attended the Spartan School of Aeronautics at Spartan College.

“It’s a sense of freedom, like you’re no longer bound by the Earth,” he said. “Initially when I started flying, it was overwhelming with knowledge and everything you have to know how to do. The longer you fly, it becomes such a second nature.”

Vilhauer doesn’t plan to stop flying any time soon.

“I’m hoping for another 20 to 25 years,” he said. “I’ll keep doing it as long as I still find (it) enjoyable.”

For their anniversary last year, Vilhauer took his wife and two daughters flying over Bismarck.

“They were able to get a first-hand, bird’s-eye view of what the flooding looked like instead of seeing it on TV every night,” he said.

Vilhauer said he had to turn off his headphones to drown out the sound of his two daughters laughing.

“They think it’s pretty cool,” he said. “They just had so much fun.”

The two girls, who are 7 and 10, also like to stand outside and wave to Vilhauer when he flies over their home in Bismarck.

After flying all over North Dakota, Vilhauer has a few areas he especially enjoys seeing from his plane. He likes flying over the Badlands at night and seeing how much it has changed with the oil industry. He sees the flares from the oil wells as he passes over.

Outside North Dakota, he likes flying into Minneapolis-St. Paul International Airport, Cane County International Airport in Madison, Wis., and Jackson Hole (Wyo.) Airport, with the Grand Tetons rising up right next to him. He said Bismarck is still his



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favorite place to fly into because it means he's coming home.

Vilhauer was given a leather flight jacket for his accomplishment during a ceremony at the Upper Midwest Aviation Symposium in Bismarck recently.

Another local pilot, Jim Lawler of Mandan, and two other pilots received shirts for their accomplishments to date.

Lawler has been to 35 of the 88 airports and plans to keep going to more.

"I've been to everything from a grass strip, to Minot, Bismarck and Fargo, across the whole spectrum of airports in North Dakota," he said.

Lawler decided to participate when he saw other pilots in the passport program, and he thinks the program will grow as the word gets out. More than 200 pilots are participating.

The Flying Legacy program was started in May 2011 by the North Dakota Aeronautics Commission, the North Dakota Pilots Association, the North Dakota Airport Association and the North Dakota Department of Commerce Tourism Division.

"Our goal in starting this program was to combine the pilots' passion of flying with the enjoyment of seeing North Dakota's towns and attractions, like aviator must-sees, including museums, historic sites and Air Force bases," said Larry Taborsky, director of the Aeronautics Commission.

The passports are free and available from the North Dakota Aeronautics Commission and most of the state's airports.

*Reach reporter Jessica Holdman at 250-8261 or [jessica.holdman@bismarcktribune.com](mailto:jessica.holdman@bismarcktribune.com).*



The first awards for the **Fly ND Airports Passport program** were awarded during the pilot's session at the Upper Midwest Aviation Symposium. The program has three prize levels for pilots and aviation enthusiasts who visit North Dakota airports, attend safety seminars, and visit the aviation museums in the state. Those that received awards were:

- ★ **Jeff Faught:** polo shirt, flight bag and leather flight jacket
- ★ **Jim Lawler:** polo shirt
- ★ **John Vold:** polo shirt
- ★ **Larry Gebhardt:** polo shirt
- ★ **Deon Vilhauer:** polo shirt, flight bag and leather flight jacket

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*Pictured is DeAnna (Dee Dee) using her father, Richard Slater's, Garrett Thrush for her wedding photo shoot on July 30, 2011 during the busy spraying season! Richard Slater operates Slater Spray Service in Maddock, ND.*

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# Fargo Jet Center Mechanic Keith Murray Awarded Aviation Mechanic of the Year

The North Dakota Professional Aviation Mechanics Association (NDPAMA) recently awarded Fargo Jet Center mechanic Keith Murray the North Dakota Aviation Technician of the Year at the North Dakota Upper Midwest Aviation Symposium.

Keith Murray has been an aircraft mechanic for 25 years and has worked for Fargo Jet Center the past 16 years. He currently serves as a Lead Mechanic in FJC repair station and is certified to work on all single and multi-engine piston, single and multi-engine turbine and jet aircraft.

"Murray could be termed the mechanic's mechanic because of his dedication and could be considered a member of the dwindling breed of "around the clock" technicians," says Mike Clancy, FJC Director of Maintenance. "Often referred to as Mr. 340, in reference to the countless hours he has spent providing maintenance on Cessna 340 aircraft, Keith has gained knowledge that he willingly shares with other mechanics. His mentorship among fellow team members and others in the aviation community is one of his personal qualities, making him a deserving recipient of this award," adds Clancy.

About the Award: Recipients of the award must hold FAA Airframe and/or Powerplant ratings, or a Repairman's Certificate, and must be employed in the field of aviation maintenance in the State of North Dakota. The judging committee includes a former NDPAMA chairman, a member of the North Dakota Aviation Council and a member from the Federal Aviation Administration.



*Barb and Keith Murray*

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## Barnes County Municipal Airport Awarded

The Barnes County Municipal Airport in Valley City has received the "2011 General Aviation Airport of the Year" award. The award was presented March 6, 2012 at the Upper Midwest Aviation Symposium held in Bismarck. The award is sponsored by the North Dakota Aeronautics Commission in conjunction with the Airport Association of North Dakota. 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 North Dakota and Larry Taborsky, Executive Director of North Dakota Aeronautics Commission. Dennis Helland, Steve Nielson, Tim Logan, and Lori Jury accepted the award for the airport.*

## Dickinson Regional Airport Awarded

The Dickinson Regional Airport has received the "2011 Commercial Airport of the Year" award. The award was presented March 6, 2012 at the Upper Midwest Aviation Symposium held in Bismarck. The award is sponsored by the North Dakota Aeronautics Commission in conjunction with the Airport Association of North Dakota. 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 North Dakota and Larry Taborsky, Executive Director of North Dakota Aeronautics Commission. Accepting the award was Airport Authority Chairman Jon Frantsvog, Secretary/Treasurer Craig Steve, and Airport Manager Matthew Remyne.*

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# 2012 Upper Midwest Aviation Symposium Recap

Photos by Amy Taborsky | Bismarck

ND Aeronautics Director, Larry Taborsky welcoming attendees to the ND Aeronautics Commission listening session.



Amelia Earhart (a.k.a. Penny Hamilton) and husband, Bill.



Spouses enjoyed lunch at the Blarney Stone.



North Dakota Aeronautics Commission presents Bill Hamilton with a Appreciation Award for his many years of service to Aviation in the state of North Dakota.



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BSCs Mike McHugh and students of the BSC Career Academy show off their plane building project.

The new generation of aviation, Bridger Sorenson, flies a glider.



Director Larry Taborsky with Real World Design Challenge Minot team (L to R) Caleb Silvers, Dylan Morris, Trevor Hoggan and teacher, Julia Koble.



FAAs Gary Kwasniewski presents award to Frank Argenziano for 50 years of dedicated service in aviation.



Sessions were attended by many.



The Strolling Strings entertained the Hall of Fame Banquet attendees. Larry Taborsky is serenaded with "You've Got the Cutest Little Baby Face."



"Warbirds over Water" Hall of Fame Speaker, Warren Pietsch.



"Warbirds over Water" Hall of Fame Speaker, Casey Odegaard.



"Warbirds over Water" Hall of Fame Speaker, Tim McPherson.

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Chairman Tim Thorsen presents Delta door prize to Matt Remyense, Dickinson.



## Door Prizes...

Chairman Tim Thorsen presents Allegiant door prize to Kris Magstadt, Bismarck.



Chairman Tim Thorsen presents Best Western door prize to Susanne Argenziano.



Chairman Tim Thorsen presents Frontier door prize to Mike Marion, Hettinger.

Photos by Amy Taborsky | Bismarck



By Lt Col Darrel Pittman

## CIVIL AIR PATROL UPDATE

### Enjoy Retirement," You Say ... What?

How many times have you said, wow when I retire, I am going to enjoy myself? Do some of the things I've been putting off all these years. I've said it myself.

Well, I did it. Yes, as of December 31, 2011, I did it; I pulled the plug on my last full-time job. I know, all those who know me are saying, "Yeh sure." How long will that last before you accept another job?" My wife Marlette is saying the same thing. I am trying to get "Pittman Aviation Consulting" ([www.pittmanaviationconsulting.net](http://www.pittmanaviationconsulting.net)) up and running. Only time will tell how successful that will work out. Some of you may have seen me at the UMAS manning my booth with Marlette.

As for the CAP, I'm still fully involved and the Wing Commander has already given me another assignment, this time as a regular volunteer like all the other CAP members.

I am still very much involved with the FAASafety.gov program. If you have not done so, I encourage all of you to look at the site and register. It will eventually be the only way you have of getting safety information from the FAA. It has the new version of the Wings program, so give it a try. Once you been in it a few times, it gets easier to manage.

With the FAA, I'm trying to keep abreast of all the topics that keep hitting the news. NextGen and how the new funding bill will affect it, is a concern. When will ADS-B become an integral part of our already overburdened system? What will the cost of the system be for our general aviation pilots? A number of years ago I gave an interview to a magazine reporter, I think it was for "Flying Magazine" but I cannot remember that far back (1992). The topic

of the interview was about the then fledgling GPS system. We had 24 Satellites in orbit around the earth. Or, I should say the military had just allowed us to utilize them for civilian use. The reporter asked me, "How do you feel about the new GPS system?" My answer then was positive. I replied that "I thought the GPS system would eventually replace the current and ageing VOR system." If ADS-B becomes real and useable, my then answer would have been accurate. It would be exciting to be an air traffic controller again, which I miss terribly. With all the new systems being developed, we could safely move a whole lot more traffic. I get concerned when I hear of controllers doing some of the things I read about.

For some time now, North Dakota airspace always seems to raise a lot of issues. At one time it was about utilizing the entire state for a military training area. That appeared to work in favor of North Dakota Aviation. Now we have three additional issues to be concerned about. Those are the Powder River MOA complex, the Tiger/Devils Lake MOA complex and the restricted area around Camp Grafton. These are important issues for North Dakota Aviation, and I urge all of you to stay informed. Write letters if you feel so inclined, but be factual and specific.

In closing, I want to say thank you to all the North Dakota Aviation Council members for a great UMAS. You did a great job! Those of us on the Council appreciate the opportunity to bring the UMAS to all of you aviation enthusiasts. So, thank you for participating. See you in FAR next year!

Cleared for takeoff, Darrel



# Art Contest Winners

## 1ST PLACE

## 2ND PLACE

## 3RD PLACE

Age: 10-13 years



Rebecca Kaese - Fargo



Marren Norberg - Fargo



Sean Joyce - Bismarck

Age: 6-9 years



Scout Wheeler - Bismarck



Ben Mansmith - Bismarck



Alex Seigel - Moorehead



North Dakota Aviation



HALL OF FAME

## Jay B. Lindquist is selected for the North Dakota Aviation Hall of Fame

Family and friends joined Hettinger's Jay B. Lindquist for his induction into the North Dakota Aviation Hall of Fame. Jay B.'s many accomplishments include:

- 48 years of service on various North Dakota aviation boards and committees
- Recipient of the FAA's Wright Brothers Master Pilot Award for 50 years of safe flight operations
- 35 years of introducing Hettinger's first graders to aviation by providing free airplane rides
- Over 22,000 logged flight hours in his career—that is like being airborne for 2 ½ years!
- 48 years providing flight instruction, teaching hundreds of students
- Appointed to the North Dakota Aeronautics Commission in 1993 by Governor Ed Schafer, and continues to serve today
- Years of community service as a member of the Hettinger Chamber of Commerce, the Civil Air Patrol, Hettinger Eagles and the Elks. Jay B. also served as a board member for the West River Health Services.

*Congratulations to Jay B. for achieving this career milestone!*

## "Name the Airport" Contest Winners

Eight airport photos were located throughout the Exhibit Hall and people who identified the most airports won a prize. The winners were:

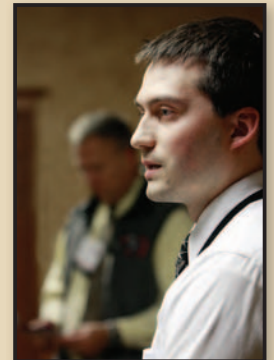
- 1st Place / \$75 - Jamie Bryn, Dazey, ND
- 2nd Place / \$50 - James Dwello, Hilaire, MN
- 3rd Place / \$25 - Ron Lundquist, Kindred





# 2012 Upper Midwest Aviation Symposium Happenings

Photos by Amy Taborsky | Bismarck



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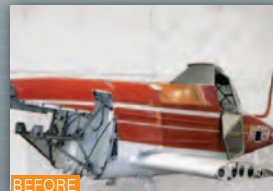
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# Aviation Works for North Dakota

If you didn't get a chance to attend the Upper Midwest Aviation Symposium (UMAS) this year, you missed out on the latest updates with the Council's aviation education and awareness campaign. The "Aviation Works for North Dakota" campaign was kicked off with several information sessions held during UMAS.

The goal of the "Aviation Works" campaign is to create a "unified" message about the aviation industry and introduce it to the general public in North Dakota. The primary initiatives include alignment of all state wide general aviation (GA) education and awareness initiatives; consistent messaging from all GA groups; improving the image of GA; developing a unique look and image for GA in North Dakota; and a tool that can be used to set direction for future awareness activities and events in North Dakota.

As most of us know, aviation isn't restricted to the elite. GA works for North Dakotans by creating careers, expanding our businesses, and improving our quality of life. Aviation presents opportunities for all of us!

If we think of GA in terms of a career field, it allows us to be

## AVIATION WORKS FOR NORTH DAKOTA

The goal of the "Aviation Works" campaign is to create a "unified" message about the aviation industry and introduce it to the general public in ND.

involved with "leading edge technology" everyday! Aviation provides an opportunity to work with the newest, fastest and most fun technology everyday. Jump into an industry with growing demand, from high-tech maintenance and service to business management, pilots, crew and agriculture.

If you are reading this article, then you know that aviation is a lifestyle. The "Aviation Works" campaign invites non-aviation folks to "join us in a way of life." Aviation is a spirit and energy that can and will change your entire life!

This all sounds nice right? What does it mean to the Council and the alphabet membership groups? At the end of the day, the goal is to unify our image/message, or our "brand," to the general public in North Dakota. If we look like we are all running in different directions, the general public may not recognize that collectively, GA does great things for our great state. If we can coordinate the different education and awareness activities under one umbrella (Aviation Works for North Dakota), we believe that we can eliminate the negative connotations that go along with aviation. Stay tuned for more in future publications.

*If you have questions about how "Aviation Works for North Dakota," please contact Jon Simmers at [jons@bismarckaero.com](mailto:jons@bismarckaero.com).*



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# Moving Away From Paper

I hope that 2012 is a great year for you. I am pleased to announce that the Office of Aerospace Medicine is taking a big step toward becoming paperless. Effective October 1, 2012, pilots must use FAA MedXPress to complete an electronic application for an Airman Medical Certificate or Airman Medical and Student Pilot Certificate, FAA Form 8500-8.

When I originally announced MedXPress back in the spring of 2007, I explained that it was our intention to eventually make the entire process paperless, but we wanted to offer a transition time to give pilots the opportunity to get accustomed to automating the process.

While MedXPress has proven to be an excellent tool, we need to significantly increase its use. Beginning October 1, everyone will be required to use the MedXPress system. While some individuals will say, "The paper system works just fine, and I do not wish to change," it is important to understand why this change is so important for all of us. In short, the paper system allows for too many errors, leads to storage problems and creates security risks.

The paper form was the only way for pilots to provide us with their history in the "non-electronic" age, but it was far from perfect. Poor handwriting, spelling errors, and items left blank gave us incomplete records and massive storage and retrieval issues. We corrected some of these problems when we introduced our first electronic system in 1992, but that system was voluntary for AMEs who were designated before its introduction, and we still had to contend with large amounts of paper records.

Our next step toward "paperless" took place in 1999 when we introduced the Document, Imaging, and Workflow System (DIWS), and the Aerospace Medical Certification Subsystem (AMCS). These two systems virtually eliminated our problems with storage and poor penmanship, but we still had to contend with the other problems associated with the paper 8500-8. The AMEs still had to deal with the handwriting and spelling problems and had to dedicate resources to transfer the histories from paper to electronic form.

In this era of belt-tightening, the paper 8500-8 also costs more than \$150,000 a year to print, store, distribute, and mail. On

occasion, the paper forms have been lost in the mail, and we are concerned that this poses unnecessary risks that the documents could be used inappropriately. This list just scratches the surface of our challenges with the paper 8500-8.

We are confident that MedXPress eliminates all of these issues and also allows us to enhance the certification process. We cannot make these changes if we are still using a paper system.

We need your help.

One of the planned enhancements would establish a tracking program so that pilots and AMEs can query the system and electronically determine the status of applications. We also want to make the process easier on applicants by developing a feature that automatically transfers information that does not change so that the applicant is not required to re-enter information at subsequent

examinations. We can only make these changes and other important enhancements if we move to an electronic system.

As many of you know, the Federal Government is taking steps across the board to become more efficient and reduce costs, and our move to electronic records is consistent with those initiatives.

They include the "Government Paperwork Elimination Act" of 1998, and Executive Order 13589, "Promoting Efficient Spending," which President Obama signed last November.

I hope I have convinced you that this is the time to take the critical next step toward electronic records. It markedly reduces or eliminates most of the problems associated with a paper system, it reduces costs, and

I believe many pilots will find it easier to submit their applications.

In addition to this editorial, we will be announcing this initiative in the Federal Register, at AME seminars, through pilot advocacy organizations, in April at EAA Sun n'Fun, in July at AirVenture, and pilot safety meetings.

Our plan is to also transition air traffic control specialists (ATCSs) to MedXPress in the future, after internal FAA coordination and some modifications to the ATCS certification system.

Thanks for "listening," and thanks again for all you do for the FAA and our airmen.

By Fred Tilton, MD

The screenshot shows the FAA MedXPress website. At the top, there's a header with the Federal Aviation Administration logo and the text "FAA.gov Home". Below this, there's a navigation menu with links: "request account", "forgot password", "help", "contact", and "user guide". The main content area has the heading "FAA MedXPress" and "FEDERAL AVIATION ADMINISTRATION". It includes a version number "RELEASE V. 1.3.1.0" and a description: "The FAA MedXPress system allows anyone requiring an FAA Medical Certificate or Student Pilot Medical Certificate to electronically complete the FAA Form 8500-8. Information entered into MedXPress will be transmitted to the FAA and will be available for your AME to review at the time of your medical examination." There's a note: "NOTE: A medical examination by an FAA-designated Aviation Medical Examiner (AME) is required to complete the certification process. The FAA MedXPress system is not available for submission of FAA Air Traffic Control Specialist exams at this time." Below this is a login section with the text "Login to your account here. If you do not have an account, click Request an Account to create a new one." It has input fields for "Email Address:" and "Password:", a "Forgot your password?" link, and "Login" and "Request an Account" buttons. At the bottom, there's a "WARNING:" section with legal disclaimers and a footer with links: "firstgov.gov", "Privacy Policy", "Web Policies & Notices", "Site Map", "Contact Us", "Frequently Asked Questions", and "Forms".



# MedXpress – A physician perspective...

Dear Larry:

This is a summary of what we talked about during our recent conversation about MedXpress. Although the computer is somewhat intimidating to many people, the FAA's MedXpress has many advantages. These advantages include:

The form can be done at your leisure, with the paper form, which must be done at the clinic, I have had pilots take up to 3 hours to complete a form when they have had an extensive medical history. When being done at home, you can refer to records to see when you were in to see a doctor to make the records more accurate. In addition, it can be entered and revised for up to 30 days. Once you confirm with your password however it cannot be updated. Anything you put in MedExpress is not considered final. Once your aviation medical examiner extracts the information, it can be changed, or additions can be made if not accurate. If you choose not to go through the exam, the information is never submitted to the FAA. It does not count until you give the aviation medical examiner the confirmation number to extract the information.

Other advantages include the ability to print out the finished form after you receive a confirmation number. If you bring this form to our aviation medical examiner, he can look for problems prior to extracting the information. On many occasions I have seen medical problems that if put on the form that would have been disqualifying. By realizing this, we were able to help the pilot collect the appropriate information to be able to retain his/her medical.

Other advantages include that on the old paper form, once you put your name on it, the exam counted whether you completed it or not. With the FAA MedExpress it does not count until the AME extracts the information.

Another advantage includes the fact that the paper form needed to be filled out by the pilot in person.

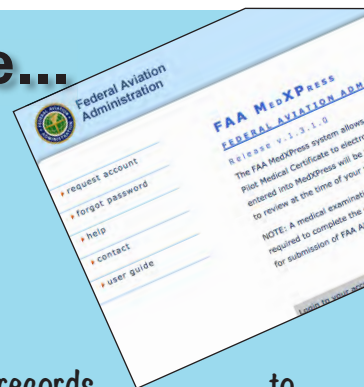
This created issues for some pilots, who are not used to filling out forms, and usually had someone do it for them. If you give someone your user name and password, they can fill it out on the computer for you if you wish with you giving them the information.

We are promised an update in the future will allow you to see what you entered the previous exam on the form, so that will be beneficial in filling out forms in the future.

About 95% of the pilots that I see use FAA MedExpress. After initially using it, most pilots are pleased and would rather use that format in the future.

I urge you to give it a try.

Sincerely,  
Dale A. Klein, MD  
Medcenter One



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# Aviation Law: What Is It, and Who Needs It?

by: Brett A. Brudvik

I grew up riding with my best friend's dad in a V-35 Bonanza, and with my father practicing law. I had an interest in both areas, but never imagined they could work together. In 2000, I graduated from college with a degree in agricultural aviation and agronomy, and ultimately landed in law school, from which I graduated in 2004. I have been practicing law in Mayville with my father ever since. Consistent with my passion, I purchased my first V-35 a couple of years ago, and am looking forward to taking my best friend's dad for a ride.

What I have discovered in my time practicing law is what most people try to forget: law is a part of almost everything. Aviation law includes representation of airport authorities; individual pilot's trying to obtain or get back their medical; the purchase and sale of aircraft; FAA enforcement actions; personal injury or wrongful death as a result of an aviation accident; business succession planning for an aviation-related business; family law, in which a division of aviation assets will be necessary; collections for an aviation related business, and virtually all areas of law as they relate to an aviation career or individual right.

In 2004, the Mayville City Council created the Mayville Airport Authority as the first step in saving its dilapidated airport. I served as the original chairman of that Authority, and now serve as its legal counsel. In my time as chairman, we were fortunate enough to obtain inclusion into the National Plan of Integrated Airport

Systems (NPIAS). Our challenges continue, but we seem to be making progress.

Accompanying the distinction of NPIAS eligibility was an endless supply of regulations, rules, requirements, and laws. There is not much that can be done regarding the FAA ADO's discretion on allocating dollars, but there are rules and regulations that affect an airport's eligibility for certain items. These items include runway length, annual entitlement dollars, taxiway construction, crosswind runways, reimbursement of land acquisition costs, engineering selection, minimum aircraft based, drive time to nearest NPIAS airport, and so on. As with all rules and regulations, there is room for interpretation. In this capacity, an Aviation Lawyer can benefit your airport.

Once funding has been determined and a construction project is going to commence, an airport will run into yet another endless supply of legal issues. Affecting an airport's ability to proceed can be local government rules, land acquisition issues, Army Corps Section 404 permits, drainage board requirements, township road removal, county regulations, existing private airstrips that may interfere with an airport's airspace, necessary acres for a construction project, eminent domain issues, option agreements, wildlife issues, existing easements, and purchase agreements. All of these issues, make an Aviation Lawyer's combined knowledge of aviation and the law a benefit to airports.

## Meet **Brett** Brudvik, Attorney

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Brett Brudvik specializes in aviation law and is licensed in North Dakota and Minnesota. Brett has expertise in Federal NPIAS Funding and State Airport Grants and can guide you in a number of areas, including:

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Many pilots, especially those encountering health issues as they get older, need assistance with qualifying for a medical. It seems once you have lost your medical, it can be exhausting and extremely unreasonable to get it back. An Aviation Attorney can help you weave through the FAA process to ensure you are being treated fairly and that the process keeps moving forward.

Purchasing an airplane can be an investment that rivals your home mortgage. There are thousands of airplanes for sale, often thousands of miles from your home. An Aviation Attorney can help protect you from dishonest buyers and all of the issues surrounding such a transaction.

Whatever the issue may be, from personal injury or wrongful death related to an aviation accident, to business succession planning or collections related to your aviation business, a lawyer who understands aviation will benefit you most in your legal needs.

## About the Author

Brett A. Brudvik is a commercial pilot and owner of Brudvik Law Office, Mayville and West Fargo, where he practices with his father, Bill, and two associates, Lynn Slaathaug Moen and Kathryn Miller. Brudvik Law is a full service law firm including aviation law.

by Julie Neidlinger

**\* IFR**



\* "I Follow Roads"

Julie is a representative of NDPA on the Council and created this cartoon while a student pilot.

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# When was it Due?

by Brent Allen, Aviation Safety Inspector, Fargo FSDO

Airworthiness Directives (AD), Part 39 of the Code of Federal Regulations (CFR) under Title 14, provides us with the timeframe and instructions on how to inspect for and correct an unsafe or potentially unsafe condition on an aircraft, aircraft engines/propellers or appliances. These conditions have been discovered as a result of reported failures or findings through information provided from operators or technicians in the field by way of Malfunction Defect Reports (MDR) and Service Difficulty Reports (SDR), accident investigation, and manufacturer's data.

Part 91.403(a) of the CFR identifies who is responsible for compliance with ADs. "The owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with Part 39 of this Chapter." Most owners and operators, whether intentionally or not, seem to pass this responsibility to the mechanics that are maintaining and/or inspecting their aircraft. AD compliance is part of the requirements for an aircraft's annual inspection. Maintenance personnel also have a responsibility to comply with ADs when performing inspections per 14 CFR § Part 43.15(a)(1), "Perform the inspection so as to determine whether the aircraft, or portion(s) there of under inspection, meets all applicable airworthiness requirements". However, for the most part, compliance with ADs at annual inspections is not the issue or the point of this article. It is the recurring ADs that happen at intervals other than annually.

Recurring ADs can come with a wide variety of recurring inspection intervals, ranging from before every flight to thousands of hours, as well as calendar or cycle limits. The problem I want to draw your attention to is with those that are due at or less than 100 hr intervals or sooner than 12 months or next annual. These are the ones that are often over flown.

As an owner or operator of an aircraft, it is your responsibility, as stated earlier, to comply with ADs and maintain your aircraft in an airworthy condition. Unfortunately, there are owners that never look at the AD listing or log book entries done by the mechanic, where the next inspection time or date entry is entered {reference 91.417(a)(2)(V)}. This happens either because you keep your records at the shop where the inspection and maintenance is performed, or they are just put away until the next maintenance is performed, for whatever reason the point being, the next compliance time of the AD is either not known or forgotten about.

Even if your mechanic tells you, or properly records the information in the maintenance records and provides it on the work order/ invoice as to when the next inspections are due, there is that risk and reality that it gets forgotten over time. A simple and easily referenced status sheet, put together by your mechanic or yourself with help of your mechanic if needed, could save you from over flying an AD and other required inspections. This quick reference could be kept with your pilot's log, in the aircraft, on a bulletin board in your office, or anywhere it is easily reviewed.

They are many ways of tracking maintenance and/or AD compliance, from a simple handwritten sheet, to an Excel spreadsheet updated on your computer. Even a simple placard on the instrument panel showing time, either tach or hobbs, or date when the next AD compliance is due. How you do it is not the

emphasis, the point is to stay on top of these required compliance intervals. It may take a few extra minutes to do and some diligence on your behalf as the owner/operator of the aircraft to check the status and update the status regularly. These simple ideas, however, could save you from over flying an AD between annual inspections, preventing a violation of federal regulations, but more importantly, preventing an accident or incident from occurring that could cause injury or death to yourself or someone else.

The regulator basis for the content of this article if you look at 91.417 again in paragraph (a)(2)(iv)(v), the owner or operator is responsible to maintain a record of "The current inspection status of the aircraft including the time since last inspection required by the inspection program under which the aircraft and its appliances are maintained." (v) "The current status of applicable airworthiness directives and safety directives including, for each, the method of compliance, the AD or safety directive number and revision date. If the AD or safety directive involves recurring action the time and date when the next action is required."

The majority of you reading this are maintaining your aircraft under Part 91.409 (a)(1), which is an annual inspection. But, don't forget, since you are maintaining the aircraft under Part 91, the additional inspection items of the ELT 91.207, Altimeter 91.411, and transponder 91.413, Part 39 Airworthiness Directives, and other inspections called out by the Instructions for Continued Airworthiness for major alterations and repairs.

If you find yourself with an AD that has come due and need to relocate your aircraft to a place where it can be complied with, most ADs will allow you get a Special Flight Permit to ferry the aircraft. This is easily obtained from the local FAA Flight Standards District office (FSDO) and can usually be done via phone, fax, or e-mail.

References: 14 CFR Parts 39, 43, 91, and AC 39-7.

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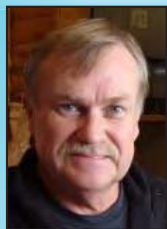
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# Eternal FLIGHT



Larry Lindemann of Valley City passed away at his home on March 17, 2012 under the care of Hospice of the Red River Valley. He served as the manager of the Barnes County Municipal Airport for 27 years.

Larry, along with his brother, the late Dan Lindemann, owned and operated General Air Service for more than 30 years, providing aircraft sales and maintenance and crop spraying services throughout the region.

Larry began flying in 1962 at the age of 13 learning from his father, the late Jack Lindemann, who also taught his father the late RC Lindemann to fly. Larry's son Ryan Lindemann of Van Wert, Ohio is also a licensed pilot.

The Lindemann family has owned and operated many different aircraft throughout the years. A favorite of Larry's was his Stearman, a World War II trainer. The open cockpit bi-plane was manufactured by Boeing Aircraft. Larry and his brother Dan did a complete restoration of this aircraft over a two-year period in the 1990s.

Larry retired from and closed his business in 2004. In addition to his duties as airport manager, he continued to work part time with his nephews, Jarrod Lindemann and Paul Lindemann, both of Valley City, who own and operate North Valley Aircraft at the Barnes County Airport.



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## Proposal to Decommission the Fargo Outer Marker

In Support of the National NAV Roadmap to NEXTGEN, the FAA has begun decommissioning many ground-based NAVAIDS throughout the National Airspace System. The FAA is currently looking into decommissioning the Fargo Outer Marker and are currently giving the public the opportunity to review and comment to the effect this proposal may have on aeronautical activity. Should the study show that the decommissioning of the Fargo Outer Marker would not be detrimental to the National Airspace System, the device would be removed without replacement.

If decommissioned, the Fargo Outer Marker would be removed from the; U.S. Terminal Procedures Publication, NC-1, IFR En Route Low Altitude – US- L14, and IFR – Supplement United States.

Location: The physical component of this system is located:

Latitude: 46° 49' 04.18" N

Longitude: 096° 49' 00.75" W

Concerns or comments regarding this proposal should be made in writing by May 31, 2012, and sent to:

*Federal Aviation Administration*

*ATO Central Service Center*

*Operations Support Group (AJV-C2)*

*Nonrulemaking Case No. 11-AGL-4NR*

*2601 Meacham Blvd., Fort Worth, TX 76137*

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# Greetings from the Airport Association of North Dakota

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

I hope that everyone had a fantastic time at Upper Midwest Aviation Symposium (UMAS) this year. I know I did. I'd first like to thank the North Dakota Aviation Council and North Dakota Aeronautics Commission for all the hard work they do to put on this fabulous event. Second, I'd like to thank all the sponsors of UMAS for supporting this event. Finally, I would like to thank the speakers, presenters and exhibitors for attending this event.

The speakers for AAND did an exceptional job of presenting valuable and applicable material for the participants who attended. Highlights of the AAND presentations include Barry Cooper and Sue Schank from the FAA discussing the new FAA Reauthorization Bill, the consolidation of the ADOs, and overall status of the offices of the FAA Great Lakes Region; Staff Representatives from Senator Hoeven, Senator Conrad, and Representative Berg discussing aviation related issues with the airport managers; discussion on lease and minimum standard requirements, and storm water topics; and the always popular, airport manager roundtables. Again, I would like to thank those who helped put this fantastic line-up together.

I would like to note that at the AAND Business Meeting

the members of AAND elected to continue their support of the North Dakota Aviation Council's "Aviation Education Awareness" program. Jon Simmers provided an exciting update on the program during our meeting Tuesday morning, and AAND is very excited about this program and what it is going to accomplish. The members also elected to contribute \$1,500 to the University of North Dakota for a scholarship to an Airport Management major.

I'd like to send a big congratulation out to the Barnes County (Valley City) and Dickinson Theodore Roosevelt Regional airports for their Airport of the Year awards. Airport managers and boards know how much work goes into running an airport, and it is nice to see airports rewarded for going above and beyond.

I want to remind airports about summer construction and maintenance. Now is a good time to coordinate those cracksealing, painting and other spring/summer improvements for your airport. Pilots – make sure you are checking the NOTAMS for surface closures at airports this summer.

On behalf of the members and officers of AAND, have a safe and enjoyable summer, and don't forget to stamp your passports!



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# North Dakota Pilots Association Update

Mark Scheele, NDPA President

The North Dakota Pilots Association (NDPA) annual meeting was held during the Symposium, and I was honored to be re-elected President of NDPA for another year. I look forward to working with you to continue improving and expanding our association.

If you didn't make it to the Symposium this year, you missed out on a great program. We will review some of the topics on our association's website, but I would like to take this opportunity to call two of them to your attention.

The first is our desire to start an annual NDPA scholarship. Part of the mission of our association is to promote aviation in North Dakota, and what better way than to help someone learn to fly. We are starting the process of finding money to fund an annual scholarship to help someone earn a sport, recreational or private pilot certificate. The money will be invested, in the hopes that it will eventually become a self-sustaining scholarship. If you would like to help in this effort, please contact us.

The second topic I want to mention is the introduction of NDPA District Directors. The flooding this past summer left all three officers busy and unable to devote enough time to

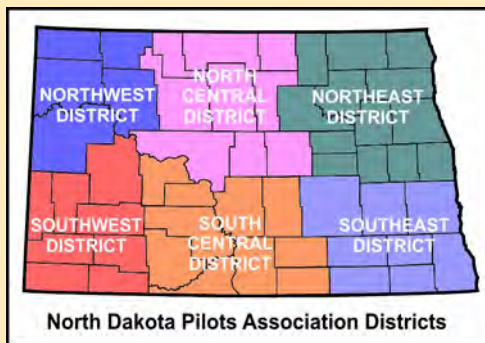
accomplishing our NDPA

goals. It became clear that running a statewide organization takes more than three people. Therefore, we decided to break the state into six districts and appoint a District Director for each area. The District Directors will be the eyes and ears of NDPA to monitor aviation happenings, report information back to NDPA and assist with events in their area. We hope this will help us better keep in touch with members. To find the NDPA District Director for your area visit our website, [www.ndpilots.com](http://www.ndpilots.com).

While I'm on the topic of the website, please remember that the website is your way to keep in contact with NDPA and find out what's happening around the state. Our calendar of events lists aviation activities all around the state. The calendar can be located in the top blue box on the right side of any page. Please visit [www.ndpilots.com](http://www.ndpilots.com), and check back often.

I look forward to a great year for NDPA and aviation in North Dakota.

NDPA



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# General Aviation Awards Program

The General Aviation Awards Program is a cooperative effort between the Federal Aviation Administration and aviation industry sponsors to annually recognize outstanding individuals in the fields of Avionics, Flight Instruction, and Maintenance. In addition, the program recognizes outstanding individuals serving the FAA Safety Team (FAASafetyTeam) as representatives. The awards highlight the important roles these individuals play in promoting aviation safety, education, and professionalism. Winners will be recognized locally, regionally and nationally. If you, or someone you know is deserving of this award, please have them submit their application to the local FAASafety Team by September 30th.

The North Dakota FAASafety Team will be announcing local winners on November 15, 2012. Local winners will be recognized for their achievement and will then be eligible for Regional and National Awards. National winners will be recognized during AirVenture-Oshkosh in July of 2013. There, they will also receive gifts and merchandise provided by sponsors and contributors. Application packages are available at [www.generalaviationawards.org](http://www.generalaviationawards.org).

To be eligible, candidates must have been actively working within their respective aviation fields for a minimum of five (5) years prior to application. Candidates must also hold valid FAA airman certificates appropriate to their respective fields if required. During the preceding 5 years, candidates must not have had their FAA or industry issued airman certificates suspended, revoked, or subject to any enforcement action, or have been convicted of a civil or criminal offense. In addition:

- Aviation Maintenance Technician candidates must be actively working within the United States under FAR Part 65;
- Avionics Technician candidates must be actively working within

the United States with an FAA certified Part 145 Repair Station;

- Certificated Flight Instructor candidates must be actively working within the United States under FAR Part 61, Part 141 or Part 142;
- FAASafetyTeam Representative candidates must be actively involved in the FAA Safety Team.

Candidates will be judged based on sustained superior performance in their respective fields as well as specific accomplishments and contributions to aviation safety, education, and professionalism. All applications / nominations will first be submitted to local Flight Standards District Offices (FSDO).

- July 1st thru September 30th: Packets accepted at local FSDOs
- October 1st thru November 14th: Local (FSDO) judging for all four award categories
- November 15th: FSDO winners announced and forwarded to FAA Regional Offices
- November 16th thru December 31st: Regional judging for all four award categories
- January 1st: Regional winners announced and forwarded for the National Award
- January & February: National judging by industry peers for all four award categories
- March 1st: National winners announced

*For more information on the General Aviation Awards Program, including application packages, sponsors, and past regional/national winners, please see [www.generalaviationawards.org/](http://www.generalaviationawards.org/) or contact your local FAA Safety Team. In North Dakota, please call Gary Kwasniewski (701) 492-5819 or Jay Flowers at (605) 492-5809.*

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# CALENDAR of EVENTS

## 2012

### May 12, 2012

Bismarck Aero Center Poker Run  
Contact: Jon Simmers  
701-223-4754

### June 2, 2012

Milnor Harris Lunneborg Field  
Fly-In Breakfast: 7:30–11am  
Fly-in or Drive-In (Rain or Shine)  
Contact: Mark Gainor  
701-680-1001 • [www.milnorairport.com](http://www.milnorairport.com)

### June 2, 2012

Devils Lake Airport  
Fly-In Breakfast  
8:00 am–11:00 am  
Free transportation to town  
For the Devils Run Car Show  
Contact: Tanner Sotvik  
(701) 520-0229

### June 10, 2012

Mandan Municipal Airport  
EAA Chapter 1008  
Buggies & Blues Car Show (downtown)  
Planes 'N Pancakes and Open House (airport)  
8:00–11:30 am  
Contact: Jim Lawler  
701-663-0669

### June 16, 2012

Fly-In/Open House  
Linton Municipal Airport  
Contact: Mike Gunia  
701-321-0913

### June 17, 2012

Garrison Fly-In  
Fly-In Breakfast • 8:00 am–1:00 pm  
Contact: Brian Klabunde  
701-337-6294

### June 19-22, 2012

Air Race Classic  
[www.airraceclassic.org](http://www.airraceclassic.org)

### July 7, 2012

Hazen – Mercer County Airport  
Fly-In Breakfast  
7:00 am–Noon (CDT)  
Contact: Gary Benton  
701-880-0512

### July 19, 2012

Hillsboro Municipal Airport  
Plane Fun  
5:00 pm–until dark  
Contact: Larry Mueller  
701-430-1444

### July 23-29, 2012

EAA AirVenture  
Oshkosh, WI

### August 11, 2012

Kindred – Davenport Regional Airport  
Fly-In Breakfast  
7:00 am–10:00 am  
Contact: Ron Lundquist / 701-388-2126  
Email: [lundq@anyconnect.com](mailto:lundq@anyconnect.com)

### August 12, 2012

Lake Elmo Aviation Day at Valter's  
Aviation  
7:00 a.m.–Noon  
Lake Elmo Airport  
12402 N. 30th St. Lake, Elmo, MN

### August 26, 2012

Milnor Harris Lunneborg Field  
Fly-In or Drive-In Barbeque Supper  
4PM to Sunset (Rain or Shine)  
Dance performance by  
Vic's Dance Studio  
Contact: Mark Gainor / 701-680-1001  
[www.milnorairport.com](http://www.milnorairport.com)

### September 2, 2012

USA – Canada International Fly-In  
11:00 am Pilot Association  
Presentations at the Peace Garden  
Conservatory  
11:30 am Luncheon at the Peace  
Garden Cafe  
Dunseith International Peace Garden  
Airport  
Contact: Larry Taborsky  
701-328-9650

### September 8, 2012

Valley City Air Show  
Wings and Wheels  
Contact: Lori Jury  
701-845-1558 or 701-490-1034

### September 9, 2012

Bismarck Municipal Airport  
2nd Annual Fly-In Breakfast  
Sponsored by Bismarck Aero Center &  
Bismarck Masonic Lodge  
Contact: Jon Simmers / 701-223-4754

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

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

May 15–June 30 • Iraq Afghanistan Exhibit  
May, June and July • Plane Camp 2012  
June 20-24 • FLYing Legends of Texas  
June 30 • Cessna 182 Raffle Drawing  
July 21–22 • ND Military Vehicle Show  
July 25 • Seasons at Rose Creek Charity Golf  
Tournament

August 9–11 • American Barnstormer Tour  
September 3 • Beck Gathering of Mustangs at  
Battle Lake  
October 31 • Plane 'Ole Pumpkins  
December 1, 8, 15 and 22 • Santa Fly-In  
December 15 • Chairman's Christmas Party