

Aviation QUARTERLY

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North Dakota Aviation Council

Summer 2013

Airport manager finds a plane that inspired career

By Ben Rogers, Jamestown Sun

One Jamestown man was reunited with a piece of his past — and it lets him climb to 14,000 feet and cruise at about 110 mph.

Matt Leitner, Jamestown Regional Airport manager, noticed a local pilot flying in with a 1974 Cessna 150 that looked awfully familiar.

As a teenager 17 years ago Leitner had ridden in that same Cessna. He also remembered it from his time he spent at work at what is now the Rhinelander/Oneida County Airport in Wisconsin.

"A local pilot purchased it and brought it back, and I was out in one of our operations vehicles," Leitner said. "He let me stick my head inside and instantly I recognized the smell, I recognized the plane too, but that confirmed it."

He bought the plane. The sticker price

in 1974 was \$16,000, since then the value of the plane has appreciated by a few thousand dollars.

"I could barely contain myself when I got the loan," he said. "I was over the moon — it was beyond a state of euphoria."

A self-described "resident airport kid," Leitner spent his teenage years washing planes, pumping gas, sweeping the hangar floor, even helping on a banner-towing operation.

"Anything for an hour of flight instruction," he said.

He remembered that Cessna flying in numerous times from Steven's Point, Wis., to Rhinelander. He even had a ride in it, nearly two decades ago.

"I kind of forgot about her until I saw it land a year ago," Leitner said.

The original leather interior and the unique smell remains, but a GPS has been added, along with new safety equipment.

Finally becoming owner of the Cessna reminded Leitner of his challenges in obtaining his pilot's license. He is blind in his left eye.

"The medical examiner told me to find a new hobby," he said. "A local flight instructor told me where there's a will, there's a way."

He trained to be a pilot on a Piper J5 Cub and Cessna 172, which has four seats instead of two, but is essentially the same plane.

After proving to a Federal Aviation Administration official that he could fly 17 years ago, Leitner received his first class pilot's license.

"I was smitten by the flying bug when I was 10 years of age, and they always told me being blind in my left eye would be prohibitive," Leitner said. "I surmounted that obstacle."

Next on his list of goals to top is to fly into each of the 89 North Dakota airports to complete a challenge the North Dakota Aeronautics Commission puts forth to every pilot: reach every one, fill out the passport and get a leather jacket.

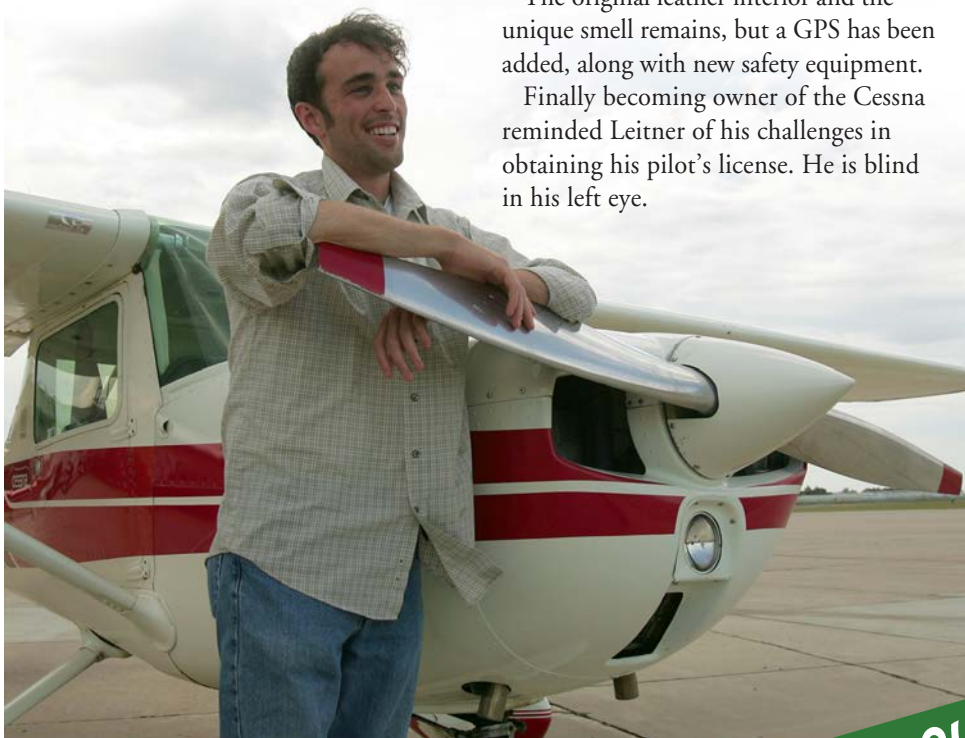
Eventually he also plans to fly out to the Badlands and use the airport's courtesy car and do some camping as well.

His new plane can stay in the air for about 6 1/2 to 7 hours, which means he can hit any airport in the state with one tank.

"I like going low and slow and keeping the window open," Leitner said.

Seventeen years after obtaining his license, he said this will be his first and last plane.

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Kris Magstadt, Editor

AROUND the PATTERN

Our dog, Moose, was recently missing for two nights. We live in the country, and all I could think about was the creatures of the night and our little white dog. We left out water, food, a bed and, of course, left the porch light on. News of his disappearance was quickly on Facebook, bismanonline.com and radio stations, in the newspaper, with the vet, doggie daycare, the Humane Society and local officials. Our hearts and stomachs were sick, but the outpouring of caring and support for this little dog was amazing. It was 6:20 a.m. when I received a text from a neighbor I have not yet met. She told me he had been curled up sleeping on their patio and that when she opened the door, he ran away. He's a fast little guy! Off we scrambled to locate him, and soon he was racing back into my arms. Needless to say, the softie that I am, I cried and held him tight. He is still a little nervous and doesn't let us out of his sight, but nonetheless, he's home safe and sound.



Moose

I remember phone calls that my dad would receive, mostly at odd hours, that someone was missing, whether a pilot or someone out on a boat at Fort Peck Lake. Immediately he, and other pilots, CAP primarily, were off on a search and rescue mission. Some outcomes, like Moose, were good; some not so good. The tireless hours of looking and support for one another is a memory I will never forget.

So many wonderful stories come from pioneers in the aviation community. Included in this issue is a story about Arch Hoxsley and Hillery Beachey written by contributing author, Jim Benjaminson. Stories of flying with no instruments and using landmarks, or of landing on farms to pick up someone that needed emergency medical help are abundant. Some day our stories may seem "unbelievable" and "old school." Imagine what Hoxsley and Beachey would think now!

In this issue, Bob Simmers addresses change. Without the changes in technology and social media, it may have been days longer that we were looking for Moose. I know the same is true for technology in aviation. The older I get, the harder change is to accept, but I try to keep my mind open to the possibilities and the positive effects that change can produce.

Change is inevitable, growth is intentional.



Rod Brekken, Chairman
North Dakota Aviation Council

CHAIRMAN'S COMMENTS

The Sky's the Limit

Well, how's the summer treating you? Ours is chaotic! Work is busy, home is busy, and the weather is crazy! It seems as though as every year goes by, the time speeds up. I think I remember my dad telling me something about that, a long, long time ago. When we were young we seemed to think that time stood still at times when we were waiting for an upcoming event, and then, in a flash, the event was there and gone. We would say things like, "Oh I sure wish it was.....!" and "I can't wait for to happen!" My dad's statement was something like "Don't wish your time away, it will be here and gone before you know it!" My dad was a great guy, which all of you will also say about your dads. And my awesome mom instilled my interest in music, for which I am eternally grateful. As I write this, we just celebrated Father's Day and, of course, a month before that, Mother's Day. Hopefully we took the time to look back on the things our mothers and fathers taught us, said to us, and of course did for us. I talk to my mom on the phone at least twice a week and try to "get back to the farm" where she lives once a month. Those are great visits, and I look forward to

them every time. I think she enjoys it just as much as I do. I miss my dad a lot.

Well, if I'm not mistaken, I think there's also a Grandparents Day. Be sure all you grandparents plan on celebrating that day as well. My wife and I are fortunate. We will be noting that day with the addition of more grandchildren this year. We just had twins born into the family and another grandchild is due in October, so we will have a total of 14 by the end of the year! And I thought it seemed like just yesterday my kids were on the verge of growing up. Well, time got me again and now the grandkids are growing up!

All the work that our aviation friends put into the passage of the aviation funding bills was successful. Western oil industry stressed airports will have much better funding possibilities because of all these efforts. When you see your legislator at an event in your community this summer, you need to thank him or her for their positive vote in making these funds available. The need was excessive and the generations to come will be grateful we had the foresight to provide for these needs. As we look forward to the next legislative session, we need to be ever cognizant of the continuing needs of funding for transportation in North Dakota. Bridges need to be replaced, roads need to be upgraded, and airports continue to need improved infrastructure to stay ahead of the influx of people and equipment needing instant access to the entire state. As the impact of the oil business spreads across the state, all airport facilities are taxed beyond their intended design and, therefore, all need additional funding for the future.

Have a great summer, go back and visit with your parents, take time for your kids, take time for your grandchildren, read a book, visit an interesting place in North Dakota you've never been to, and most important, fly an airplane, or at least work on one like I do. My dad always said, "the sky's the limit!" He was right you know. Thanks dad!

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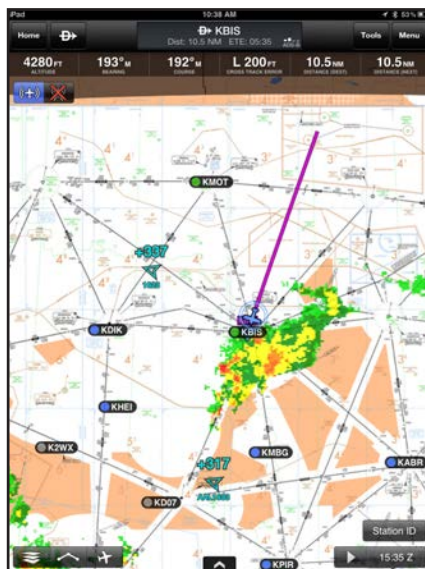
Unmanned Aircraft System (UAS) Developments

The FAA will not likely select their six national test sites until December, but the activity continues strongly nonetheless. The unmanned aircraft world is divided into two distinct groups: the government's use of UAS, and the development of new technologies and airspace rules to allow for civil development. Here's the latest developments:

State UAS airspace integration: With the passing of legislation to support a national test site in North Dakota, the Governor has appointed an oversight committee for UAS development called the Northern Plains Unmanned Systems Authority. Lieutenant Governor Drew Wrigley will serve as chair. The five authority members are from UND Aerospace, the Department of Commerce, the Aeronautics Commission, Adjutant General, and the Aviation Council. The first act of the new authority was to select a director, Bob Becklund. His background in civil and military aviation, his work at the Pentagon, his past duty as a leader of dynamic organizations, and his concern for aviation safety will serve the state well in developing a new organization in a new area of aviation.

This development, prescribed by the FAA, is to find a solution for UAS operations WITHOUT restricting the airspace for piloted aircraft. UND is working with MITRE Corporation, NASA and others to develop a system where the unmanned aircraft detects converging traffic and maneuvers to avoid it using ADS-B technology. Aeronautics has an ADS-B traffic detecting system onboard the Cessna 206, and will be happy to give you a demo at your fly-in or airport meeting. But the majority of UAS flights in the state at present are small UAS, operated line-of-sight, and UND has been testing these small UAS in this manner for years. As an advisory for low-flying aircraft in the state, the Aeronautics web site has the current test site locations mapped on the Ag Applicator Alert Map (www.nd.gov/ndaero/). The UND Aerospace has produced a great YouTube video called "The ADS-B Advantage" that shows how the system is working now.

Military and Customs UAS activity: The restricted areas R-5401/2/3, south of Devils Lake, are being used more frequently for the Air National Guard Predator-A training. These areas will always be NOTAM'd at least 6 hours in advance. Your Flight Service Station pre-flight brief will tell you which of the restricted layers are active, and therefore, which ones you can use to transit. In addition, contacting Grand Forks Approach control or Minneapolis Center will nearly always get you passage through the area. Beware that the corridor that was established for transit from the Grand Forks Air Force Base to this restricted area is



continuously active, even if the restricted area is not. Until there is an answer to seeing-and-avoiding unmanned aircraft, this area will be necessary to keep the military proficient at their duties.

The Customs and Border Protection and U.S. Air Force also operate UAS, but their flight paths make it unlikely that you will ever be involved with them. The Predator-B and Global Hawk operate in the flight levels, and are quickly above and clear of Grand Forks Air Force Base and the Temporary Flight Restriction area around the base. As with the restricted area, contacting Grand Forks Approach Control will likely get you free passage through the area, and even the locals who operate there frequently have

not reported any difficulty with transits. Communication is the answer!



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Bob Simmers
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Don't Judge a Book by its Cover

Recent blogs and articles continue to surface blasting restricted airspace and the march of Remotely Piloted Aircraft (RPA). We must remember that the Restricted Airspace and the Unmanned Aerial Systems (UAS) National Test Site (NTS) are two completely separate areas with completely different missions. I share the opinions of distrust against the military and the way they do business. I have heard the same statements made with reckless disregard for General Aviation (GA) in North Dakota. I respect the need for a national defense system and the recurrent training that is necessary to be the best in the world. The "Drone" is simply the vehicle of delivery.

The Airspace Integration Team (AIT) has completed its mission, and I can assure you that there is no mention of restricted airspace in any of the plans to test integration systems and procedures. UND has been flying RPAs since 2007, and it has not interfered with any GA aircraft, or for that matter, any other aviation missions.

But, there is a new face to "restricted" airspace. R-5402 and 03 are depicted on the map like other restricted areas, but with this noted difference: *Active by NOTAM*. This means that this airspace is restricted only when the NOTAM says it is active. It says that the users of this airspace must give at least a six hour notice to the NOTAM system prior to using the airspace, as well as which portion of the airspace is being activated. It is also controlled,

monitored and managed by the Minneapolis (MSP) Center. There is a possibility that if you are in contact with MSP Center, either VFR or IFR, you may receive clearance to transition this airspace, provided that you have the proper equipment, a transponder with mode "C." This change was not even understood by the FSS system and the Lockheed Briefers, who were giving out the incomplete and incorrect information during preflight briefings.

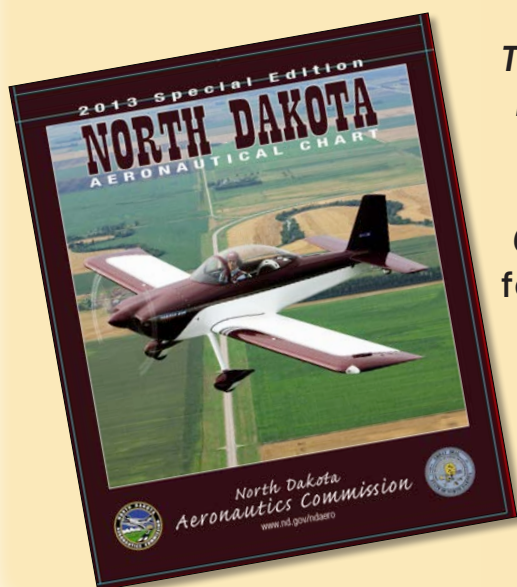
Change is good. If it were not for change, Orville and Wilbur would not have flown, and if they had, without change we would all be flying the Wright Flyer. Change is going to happen. The most important part about change is being part of it and having an influence on the direction that the change is taking. This is what has been taking place in North Dakota aviation.

As you can see, "restricted airspace" is less restricted than before. This is because General Aviation is at the table when the "road map" is being reviewed and a new course plotted. The fact is, we have two chairs at the table, one through the North Dakota Aeronautics Commission and the other through the North Dakota Aviation Council. The goal is to create a National Airspace System where there is no need for "restricted" airspace. At this point, the cover of the book looks the same, but the content has changed.

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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*Kyle Wanner, Aviation Planner
ND Aeronautics Commission*



State Awards over \$30 Million Dollars in Airport Grants

On May 30, the Board of University and School Lands allocated \$25,597,760 in grants for oil impacted airport improvement projects from the recommendations of the North Dakota Aeronautics Commission.

On June 6, the North Dakota Aeronautics Commission issued \$2,552,991 additional state grants to general aviation public airports and \$2,487,232 to air carrier airports for a grand total of **\$30,637,983** in state aid being allocated for airport projects.

The tremendous growth within North Dakota requires immediate large scale improvements to our airport system. The airports are a vital part of the economy, both in the oil region and throughout the state, and these airport improvement projects will provide North Dakota with a safer and more efficient airport system.

As always, remember to view the NOTAMS at the airports you plan to visit to check if there is construction on or around the airfield that you need to be aware of before you go.

Here is a listing of all of the airports that the state has approved funding for this grant session and one of their funded projects.

Air Carrier Grant Awards:

Bismarck	Rehabilitate Commercial Apron Phase 3
Devils Lake	Runway 13/31 Rehabilitation and Extension
Dickinson	Commercial Service Apron Expansion
Fargo	Airfield Marking Rehabilitation
Grand Forks	Construct Snow Removal Equipment Building
Jamestown	Construct Taxiway and Apron for Hangar Development
Minot	Construct New Passenger Terminal
Williston	Master Plan Update

General Aviation Grant Awards:

Ashley	Develop NPIAS Submission Documents
Beach	Crack Seal Pavements
Beulah	Taxilane Extension
Bowbells	Purchase Mower Equipment
Bowman	Construction of New Bowman Airport
Cando	Construct Hangar Taxilane

Carrington	Construct Public Hangar
Casselton	Pavement Maintenance
Cavalier	Runway Ditch Flooding Repair
Crosby	Rehabilitate Apron and Lighting
Cooperstown	Runway Protection Land Acquisition
Edgeley	Construct Public Hangar
Ellendale	Rehabilitate Runway/Taxiway/Apron
Enderlin	Construct Public Fuel Station
Garrison	Apron Rehabilitation
Glen Ullin	Construct Fuel System
Gwinner	Construct Fuel System
Harvey	Concrete Floor for Public Hangar
Hazen	Crack Seal Pavements
Hillsboro	Land Acquisition for Development
Kenmare	Rehabilitate Runway/Taxiway/Apron
Killdeer	Runway Design
Kindred	Purchase Mower Equipment
Kulm	Construct General Aviation Terminal
La Moure	Crack Seal Pavements
Langdon	Install Fuel System Card Reader
Lidgerwood	Widen the Runway
Linton	Crack Seal Pavements
Lisbon	Crack Seal Pavements
Maddock	Construct 3000ft x 50ft Paved Runway
Mandan	Update Airport Layout Plan
Mayville	Airport Reconstruction Design
Milnor	Construct General Aviation Terminal
Mohall	Construct Fueling System
Mott	Crack Seal Pavements
New Rockford	Crack Seal Pavements
New Town	Runway Reconstruction Design
Oakes	Reconstruct Runway/Taxiway/Apron
Park River	Obstruction Removal
Parshall	Design Runway Overlay
Pembina	Airport Layout Plan Update
Richardton	Purchase Mower Equipment
Rolla	Purchase Pavement Painting Machine
Rugby	Reconstruct Apron
Stanley	Construct Concrete Apron
Tioga	Airport Layout Plan Update
Valley City	Design for Pavement Rehabilitation
Wahpeton	Snow Blower Repairs
Walhalla	Install Fuel System Controls
Washburn	Design for Apron Expansion
Watford City	Reconstruct Apron Phase 2
West Fargo	Land Purchase for Operational Capacity
Wishek	Crack Seal Pavements

The 10th Annual Aviation Career Day was a special success for those involved in the aviation industry. Not only was this the decade anniversary of the event, but as a team, there were numerous volunteers who helped make it possible to have a record number of 5th graders in attendance this year.

Aviation Career Day is a yearly event, organized by the North Dakota Business Aviation Association and Aviation Works for North Dakota. The event works to bring local 5th grade students to the Bismarck Airport and allow them the opportunity to learn about all the wonders aviation has to offer from multiple industry professionals. This year, over 600 local 5th graders from 12 different elementary schools participated in this aviation education day. They spent their time in the Bismarck Airport Terminal Building and in the Bismarck Aero Center maintenance hangar.

While in the Bismarck Aero Center maintenance hangar, students were surrounded by multiple airplanes as they learned about the Principles of Flight, Aerial Photography, Aerial Crop Spraying, Aircraft Mechanics and how the North Dakota Game & Fish uses aviation to protect our state's wildlife. Students were also given a close up presentation on the Airport Rescue and Fire Fighters' Fire Truck, and the emergency equipment that they utilize to help keep our airport safe.

At the Bismarck Airport Terminal Building, students received presentations from Air Traffic Control, Airport Security and TSA on how the Bismarck Airport operates and keeps all of us safe when flying. Basin Electric Power Cooperative pilots also donated their time to explain the different pilot careers available in the



aviation industry.

As the event has evolved over the years, there is always a desire to have each kid get more and more involved in North Dakota and the excitement of aviation. New this year and very influential, was an Aviation History presentation

given by North Dakota Aeronautics Commission Director Larry Taborsky. The presentation was a gateway to understanding how our North Dakota aviation history has influenced our state and where we are now in the aviation industry.

Last but not least, the 10th Annual Aviation Career Day teamed up with the not-for-profit Aviation Education of North Dakota (AEND) to have 12 flight simulators for the students to get the life like experience of flying multiple types of aircraft. Everyone had a chance at flying from a small single piston aircraft to a large 747 jet to a military F-18. This is one of the most popular stations from year to year and gives students, first hand, a pilot's experience.

"We all know how important aviation education is for the industry that we have become so passionate about over the years and to see all these kids excited about it too, is very rewarding" said North Dakota Business Aviation Association Secretary and event volunteer Jon Simmers. "There is nothing like seeing others share their love for flying and seeing over 600 kids walk away with a handful of goodies and a big smile on their face. I cannot wait to do this again next year."

If you would like to learn more on how you can host an event like this in your community, please contact Jon Simmers at jons@bismarckaero.com.

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The “Birdman” of Hamilton

By Jim Benjaminson

When Orville and Wilbur Wright first took to the air in 1903, no one could imagine the future aviation would hold for the world. For people living on the flat prairies of North Dakota it would be seven more years before anyone would witness the daring exploits of a “birdman” when Archibald “Arch” Hoxsey gave the first demonstration flight in the state at the Grand Forks fairground July 19, 1910.

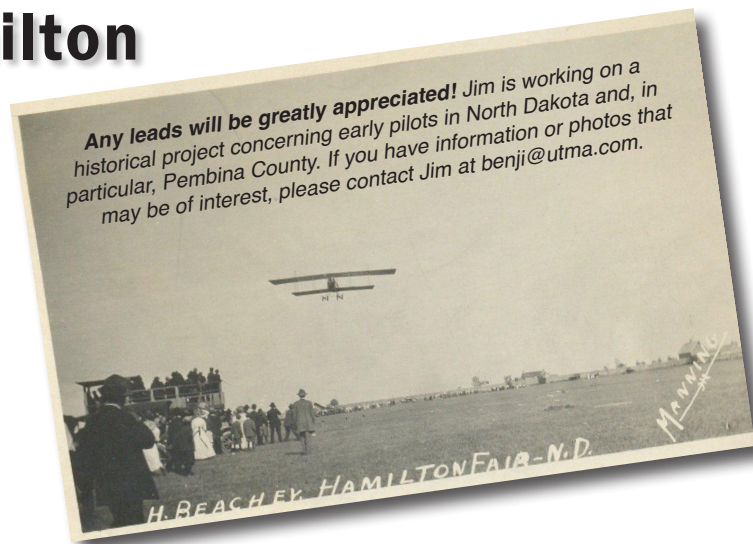
Hoxsey had met Orville Wright in March of '10, when Orville opened a school for aspiring aviators in Montgomery, Alabama. It was here Hoxsey learned to fly and joined other pilots in the Wright Exhibition Team, a troupe of flyers scheduled to give flying exhibitions around the country. These flyers would be the first to fly the new Wright Brothers Model B aircraft. Hoxsey's Grand Forks flight was witnessed by an estimated 10,000 people as he flew 2,500 feet in the air during his 22-minute flight. Hoxsey's flying career—and his life, at age 26—came to an end that same December during an exhibition flight in Los Angeles when his plane plummeted from a height of 7,000 feet. Hoxsey could not only claim being the first aviator to fly in North Dakota but to also carrying the first (former) United States president when he took Theodore Roosevelt airborne two months earlier in St. Louis.

Residents of Pembina County who had not been present at the Grand Forks exhibition would have to wait an additional three years before the first recorded airplane flight took place in the county. Hillery Beachey—billed as the “World's Greatest Aviator”—was booked to make an appearance at the 1913 Hamilton Fair. Ads in the Cavalier Chronicle reading “see the dizzy, death-defying aeroplane flights by daredevil aviators every afternoon” drew large crowds to the fairgrounds. After the fair, the Chronicle reported “the program of attractions was perhaps larger and better by far than that of any previous fair held in the county. Perhaps the chief among these were the several flights of Hillery Beachey in his Aero Plane.”

Beachey made three “ascensions” as the flights were called, during the fair, the first on Wednesday afternoon, July 30th, 1913 and one flight each Thursday afternoon and evening July 31st.

According to the Chronicle published the next day, the flights were “very successfully accomplished and were the admiration of the people. In every flight, Prof. Beachey was up in the air from twenty to thirty minutes and made a fifteen to eighteen mile trip, finally landing the plane in the place upon the fairground from which he started. In the flight each time he came from within three to four miles of Cavalier. In the Thursday afternoon ascent he reached a height of 2,000 feet...and sailed along at the rate of sixty miles an hour as easily, smoothly and steadily as an eagle in mid-air.”

Born in 1885, Hillery Beachey, like other early pilots, started his aviation career flying balloons and flew a dirigible at the 1905 Lewis & Clark Exposition in Portland, Oregon. Although he had two serious crashes under his belt prior to his appearance at Hamilton—his brother Lincoln Beachey would be killed in a plane crash in 1915—Beachey continued to fly well into his later years until a stroke grounded him. He remained in a California State Hospital until his death at the age of 79 in 1964—one week short of 51 years since making his appearance as the first



“birdman” in Pembina County.

Beachey's appearance at the fair had a long-lasting effect on many of the young men attending the fair. His “aeroplane” was shipped to Hamilton by rail and then assembled to the south of the fairgrounds where he could take off and land to the best advantage of fairgoers seated in the grandstands. Among the young boys helping unload, assemble and then dis-assemble the aircraft were J. B. Martin and Lester Eddington. Eddington would later become a pilot himself under the tutelage of Claude Skinner, while J. B. preferred to keep his feet firmly on the ground.

Sadly, the first “home grown” Pembina County flyer remains lost to history.



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Brian Klabunde, left, was recently honored for 30 years of service to the Garrison Airport Authority. The plaque, along with words of thanks, was presented by Mayor Shannon Jeffers at Garrison City Hall.



Hazen Airport Dedication



Amy Taborsky

Al Joersz, raised in Hazen, set the world speed record in the SR-71. The Hazen airport was renamed in his honor in June.

Aviation in North Dakota

Aviation is growing in education across the state. Grand Forks Public Schools has a job opening for an instructor. If you want to know how you can help in aviation education in your community or have an idea, please contact Joshua Simmers at the North Dakota Aeronautics Commission.

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Executive Order Creating Northern Plains Unmanned Aircraft Systems Authority Signed

Gov. Jack Dalrymple today signed an executive order to establish the Northern Plains Unmanned Systems Authority. Dalrymple also announced the appointment of Robert Becklund to serve as director of the Northern Plains Unmanned Aircraft Systems (UAS) Test Site.

"Bob's extensive experience in Unmanned Systems and his leadership will be great assets as we advance the development of the Northern Plains Unmanned Aircraft Systems Test Site," Dalrymple said. "By leveraging our resources and expertise at the University of North Dakota, the Grand Forks Air Force Base, the North Dakota Air National Guard and at our growing cluster of high-tech businesses that support our growing UAS industry, we have a great deal to offer in establishing a North Dakota test site."

Robert Becklund served most recently in the North Dakota National Guard and has recently returned from duty on the United States Air Force's (USAF) Remotely Piloted Aircraft (USAF RPA) Task Force at the Pentagon. The USAF RPA Task Force consists of a select group of unmanned aircraft tactical and technical experts assigned to assist the USAF and Department of Defense leadership in forming policy and making acquisition and operational decisions related to the Intelligence, Surveillance and Reconnaissance capabilities provided by Remotely Piloted Aircraft. As part of this duty, Becklund participated in the Office of Secretary of Defense's Unmanned Aircraft Airspace Integration Process Team.

As the test site's director, Becklund will lead all UAS-related activities within the Northern Plains UAS Test Site. He will be the primary point of contact for all communications with the Federal Aviation Administration (FAA).

Dalrymple recommended and the Legislature has approved a

total appropriation of \$5 million to pursue and develop a national UAS test site in North Dakota. Of the funding package, \$4 million in operational funding is contingent on FAA selection of a North Dakota test site.

In signing the executive order, Dalrymple established a six-member Northern Plains Unmanned Systems Authority. The authority is chaired by Lt. Gov. Drew Wrigley. Other members of the oversight authority represent North Dakota's general aviation (namely, Bob Simmers of the North Dakota Aviation Council), University of North Dakota Aerospace, the North Dakota Aeronautics Commission, the North Dakota Department of Commerce and the Office of the North Dakota Adjutant General.

North Dakota Department of Commerce, with support from the North Dakota Airspace Integration Team, submitted an application to the FAA to become a test site for integrating UAS into the National Airspace. Six locations are projected to be chosen by year's end.

"I am very excited for the opportunity to contribute to North Dakota's efforts in shaping this revolutionary UAS technology that is defining a new era in aviation history," Becklund said. "North Dakota is already a national leader in manned and unmanned aviation and would be an incredible asset to the FAA if chosen as one of their UAS National Test Sites. I look forward to the challenges ahead as we work to assure the FAA that our selection as a UAS test site would be good for this nation."

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articles to
check out:



Flying Pole to Pole

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http://bismarcktribune.com/news/local/pole-to-pole/article_f9f7ba7e-d46c-11e2-b6f3-0019bb2963f4.html

New 'nest' for warbirds

[http://www.minotdailynews.com/page/content.detail/id/574232/](http://www.minotdailynews.com/page/content.detail/id/574232/New--nest--for-warbirds.html)

[New--nest--for-warbirds.html](http://www.minotdailynews.com/page/content.detail/id/574232/New--nest--for-warbirds.html)

Grand Forks AFB Flight Controllers Furloughed

<http://www.grandforksherald.com/event/article/id/268409>

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By Lt Col Darrel Pittman, CAP

CIVIL AIR PATROL UPDATE

Reminiscing Old and New Times

I seem to be reading a lot lately. Then, of course, about all I read is something to do with aviation—surprised? I especially like biography type stories about pilots and their WWII antics. Many times I'll read them more than once, because in my mind, they were heroes.

Last time I wrote about Barry Goldwater. Other bios I've read include, *Born to Fly* by Gene Wink. His P47 was shot down in France and he survived to return and now lives in BIS. Another is about actor and Brigadier General (BG) Jimmie Stewart; he flew B24s and B17s in WWII. One story is about the B29 *Enola Gay* piloted and written by BG Paul Tibbets. Another was written by Stephen Ambrose called *The Wild Blue*. It was about the 15th Air Force stationed in Italy. They flew B24s; one of the pilots was one time Governor of South Dakota and United States Vice President George McGovern. I've read the B17 story *Memphis Belle*, by Col Robert Morgan, because my Uncle flew B17s in WWII. One book I really enjoyed was written by a KCBS radio station broadcaster

from San Francisco named Fred Goerner (deceased). The book was called *The Search for Amelia Earhart*. That book was so interesting that I could not put it down. Well enough for the book reports.

RAMP CHECKS

Recently, concerns have come to our attention about ramp checks being conducted by the Customs and Border Protection folks (CBP). Please read FAR 61.51. It indicates that any Federal, State or local uniformed officer may, upon reasonable request, ask to see certain documents concerning you or the airplane you are flying. The AOPA is highly involved in this and is working on a solution. In the meantime, be respectful and cooperate with the authorities. Above all, don't get on the defensive and do not volunteer any information, just answer the questions they ask. I'm including a kneeboard checklist sent out by the AOPA. It can be found on the AOPA website. Print it and keep it onboard when you fly.

Fly safe and cleared for takeoff, Darrel



WHAT TO DO IF STOPPED BY LAW ENFORCEMENT

ALWAYS: Be courteous and respectful, remain calm. Answer questions truthfully but succinctly: do not volunteer information.

STEP 1: Inquire as to what is going on. *Law enforcement may respond that they are conducting a ramp check or an inspection.*

STEP 2: Request to see law enforcement's official identification.

STEP 3: Law enforcement asks for documents.

Note: FAA Regulation 61.51(i) (1) states that "a person must present their pilot certificate, medical certificate, logbook, or any other record **required by this part** for inspection upon a reasonable request by the Administrator, NTSB, any Federal, State, or local law enforcement officer."

Exercising Privileges of Private, Commercial, or ATP pilot:

- Must have pilot certificate.
- Must have appropriate photo ID.
- Must have medical certificate.
- Does not have to have logbook in possession, but must be given reasonable time to obtain and present to the official.

Exercising Privileges of Sport Pilot:

- Must have pilot certificate.
- Must have valid U.S. driver's license.
- Must have required authorized instructor endorsements.

Exercising Privileges of Student Pilot:

- Must have student pilot certificate.
- Must have appropriate photo ID.
- Must have medical certificate.
- Must have logbook.

Note: Law enforcement may ask for other documents than those specified under FAR 61.51(i). Existing guidance by CBP to law enforcement incorrectly states pilots must present for inspection airworthiness certificate, weight and balance calculations, aircraft logbooks, etc. AOPA is working to correct this misinformation. **Politely** advise the officer FAR 61.51(i) only requires the documents listed above, and under aircraft registration statutes, presentation of the aircraft registration certificate.

STEP 4: Inquire:

- Under what authority are you doing this?
- Am I under arrest?
- Am I being detained?
- Am I free to go?

STEP 5: Inquire as to who is in charge and document the following:

- Name of agency.
- Officer's name, badge number, and phone number.
- Officer's supervisor or commander's name and phone number.

STEP 6: Law enforcement may ask or state that they are going to inspect or search the aircraft and its contents visually, physically, or with dogs.

Make the following statements:

- "I do not consent to this search, but I will not interfere".
- "If you disassemble any part of this aircraft, including inspection plates, you may be rendering this aircraft unairworthy".

STEP 7: If you are a member of the AOPA Pilot Protection Services, and it is during normal business hours, call 1-800-872-2672 to speak with a plan attorney.

STEP 8: If possible record the event with a cell phone or camera. If not available, make detailed written notes during the event or as soon as practical.

STEP 9: CHECK YOUR EMOTIONAL STATUS! Are you able to continue your flight safely after such an ordeal?



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Vern Whitten of Whitten Aerials • Taken NW of Beulah, June 2013



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AVIATION
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Bucket List: Fly to Canada

Joshua Simmers, average pilot (returned)

I believe that if you have a bucket list, you should keep it short, and if you're like me, you're adding items all the time. The only way to keep the list short is by checking things off. Well, after traveling around the world (quite a bit) I have had it on my bucket list to fly myself internationally. Check: complete!

It was painless. It was fun. And I think you'll like it to.

On the way there ...

eAPIS is a little annoying, but it pays off when you get to the border and they don't have many questions. I chose to clear customs at the International Peace Garden Airport, Dunseith, North Dakota (S28) on the way to Winnipeg. Be courteous by calling ahead and advise them of your arrival on CTAF, then just walk down with your passport. Expect less than 10 minutes with your friendly, welcoming, Canadian neighbours. Then you're free to fly and land anywhere in Canada!

Adventure is part of what pulls us all into the world of aviation. I've seen Canada before from the ground, air, and water, but there was something fun about seeing it this way. I don't know what I expected on the north side of the Turtle Mountains, it looked like – well, sort of like North Dakota – actually, it looked just like North Dakota. But it was new.

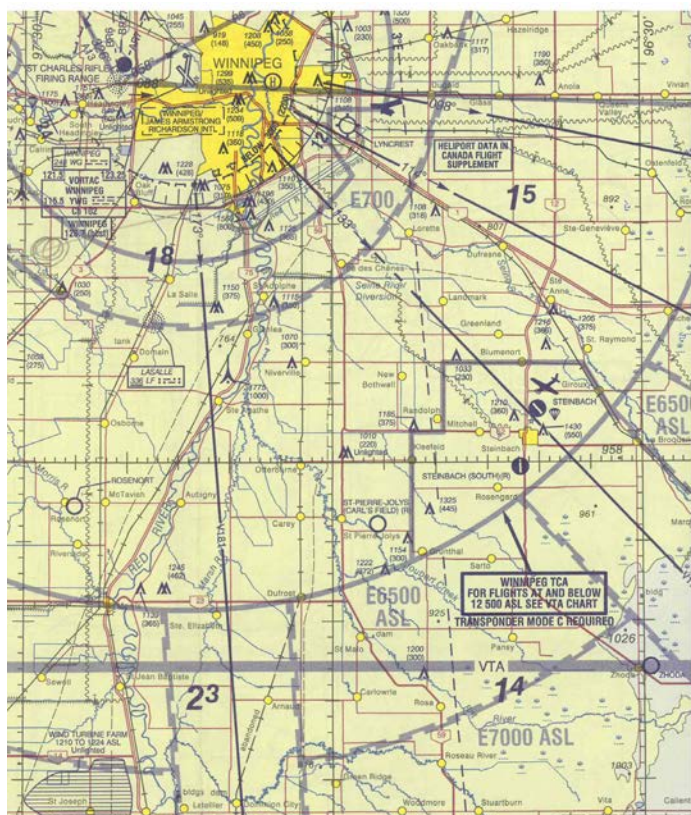
You couldn't find a friendlier bunch than our northern aviators. I chose a little recreational airport called Lyncrest, CJL5, a grass field southeast of town. It's a \$30 cab from downtown Winnipeg, but trading out landing fees with a fun local flying community left me out nothing! I've heard customs are easy at CYWG (Winnipeg's International Airport) or that you can work with CANPASS (www.cbsa.gc.ca) to have more landing options on the Canadian side (such as airports that are not considered international). I wanted to try customs at S28 on my first experience – and it added a nominal amount of time to our outbound leg.

On the way home ...

I felt like Winnipeg approach was actively looking out for me, advising me of a MOA up ahead and other friendly radio calls. Spotting the Turtle Mountains was too easy on return, and I recommend the heads-up to Customs and Border Protection (CBP) 10 minutes out (there's no harm in filling out eAPIS, calling the day ahead, and giving advance notice by radio). Allow a little more time for the return entry, as you'll need to fill out a form, have passport, registration, pilot's license, medical certificate, eAPIS information, and CBP decal number on hand (I will not vouch that my list is exhaustive). They'll look at your aircraft, ask you the standard questions, and (assumingly) send you on your way.

There's no better feel in any of my aviation travels than seeing my home airport! Although I had a GREAT time, and renewed a little more adventure in my aviating, it's nice to be home in familiarity. I have a couple tips for you as you venture outside the continental US:

- I was glad we had a CBP decal (required) in the aircraft *long* before I considered making the trip. It's about \$30, just do it





and leave your horizons open! (www.cbp.gov/travel, look for "Decal Information")

- Fill out the eAPIS information (required) a couple days ahead of time (same as previous website or <https://eapis.cbp.dhs.gov/>). Have your and your passengers' passport info, pilot's license, CBP decal number, and aircraft information on hand when you create your eAPIS plan.
- Print your eAPIS confirmations. Bring them with you.
- Unlock your baggage compartment (if you have one) for the US customs officer.
- I wish I'd thought more about what I'd need to know before I got there.
 - Get your charts early. Spend a little time discovering what's different on foreign charts.
 - Keep your numbers on hand – 1866-WXBRIEF in Canada (they're great and seem to have a goal of giving better customer service than you'd receive state-side, so make sure to tell them you're from the States!), and appreciate the differences – they give you a squawk with an assumed departure for VFR flight.
- As always, talk to someone who's done it before and get a couple tips first hand.
- AOPA has an on-line tutorial for eAPIS and international flight, free to members. I thought it was handy. (www.cbp.gov also has an intro.)
- Remember S28 has a place for lunch, duty-free shopping, gardens, hiking, and other recreation – all the ingredients for a great day-trip, too!

To finish, a comment about the Canadian aviation community: they love to fly – they really love to fly. It seems to me they love to fly so much they cannot help but constantly try to bring others into the fold. Our Manitoban counterparts sound like they're on the go quite a bit – discovering new places, taking cross-countries in groups, giving flights to youth or other introductory flights, or encouraging women in aviation. They are one active community passionately sharing aviation with fellow pilots and non-pilots whenever and wherever they can. It's a good model. Whether it's CYWG approach, weather service, local pilots, or customs, everyone in Canada wants to make you feel welcome, at home, and accommodated. After checking "piloting internationally" off my bucket list, I came home not just excited to do it again (and encourage you to), but also to take someone flying and try to be as friendly, passionate, and eager to share my love of aviation as a Canadian.

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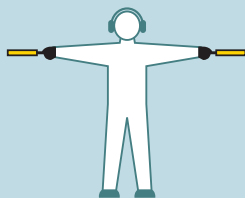
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Helicopter Operations in North Dakota

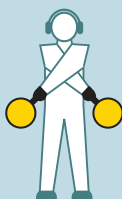
I am sure most of you have noticed the increasing amount of helicopter activity in North Dakota lately. There are EMS helicopters now stationed in Bismarck, Minot, Williston, Dickinson and Fargo. There are numerous other helicopters operating for the US Air Force in the Minot area. The North Dakota Army National Guard operates a substantial fleet of two different types of helicopters from the Bismarck and Fargo airports. To my knowledge there are three operators who use helicopters for crop spraying and weed control. I, myself, operate a utility helicopter from the Mandan Airport. There are numerous transient helicopters operating in North Dakota to support the power transmission construction industry and oil exploration industry. Let us not forget about the significant amount of helicopters operated at the University of North Dakota. That is a lot of machines for a state the size of North Dakota. Not too long ago, you would be hard pressed to find a helicopter unless it was operated by the Department of Defense. I personally feel that number will only increase with the oil exploration in western North Dakota.

I am sure many of the line personnel who work throughout the state have also noticed an uptick in the amount of helicopters that now stop at their facilities to refuel and take a short break or drop off passengers. Just a short reminder for the line personnel – helicopters pilots prefer to be parked nose into the wind, especially when fully loaded. Yes, they can land in any direction, but when the aircraft is fully loaded, it will perform at its best without a tailwind or cross wind. The skid equipped aircraft will be required



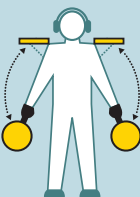
HOVER

Arms horizontally sideways, palms downward.



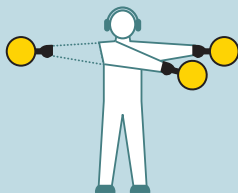
LAND

Arms placed down and crossed in front of the body.



MOVE BACKWARDS

Arms by sides, palms facing forward, arms swept forward and upward repeatedly to shoulder height.



MOVE SIDWAYS

Either arm placed horizontally sideways, then the other arm moved in front of the body to that side, in the direction of the required movement; repeated several times.

to hover into the parking position, while wheeled equipped helicopters prefer to ground taxi due to the substantial amount of rotor wash produced by the spinning blades. One of the pilot's biggest concerns is damage to any aircraft parked next to where you would like us to park. Helicopter pilots can call ahead on the appropriate frequency and request special handling, or at least make the line crew aware that you need a parking space away from other airplanes, especially the lighter single engine aircraft.

These helicopters, and their associated operations, are proof that North Dakota is moving beyond being a transient state to a producing state. Helicopters are, by nature, expensive to operate and difficult to fly. Helicopter pilots are tasked to do some incredibly difficult missions with these unique aircraft due to their inherent flexibility and performance capabilities. They will try to avoid the flow of fixed wing traffic and are often found at lower altitudes and slower speeds than our fixed wing brethren. They participate in the ATC system but will have a few abnormal requests that you may hear on the radio.

The point of this short article is – **Be on the look-out for these unique machines.**

Their numbers have increased by a substantial amount in the last few years. The men and women who operate these machines are no less a significant part of aviation in North Dakota than commercial airline services, corporate aviation and general aviation. They just operate differently. Safety is still their number one priority, even though they accomplish their mission in a totally different way.

Fly safe.

Local AMT Employee Award Recipients

Jay M. Flowers,
FAASTeam Program Manager (Operations - ND)



The Aviation Maintenance Technician awards program was introduced in 1991 as a means to promote initial and recurrent training among individuals involved in all areas of aircraft maintenance. The program recognizes technicians as well as employers who go the "extra mile" practicing aviation safety. The individual achievement levels are comprised of three phases.

- **Phase I:** Bronze requires a minimum of 12 hours of eligible aviation maintenance training.
- **Phase II:** Silver requires a minimum of 40 hours of eligible training.
- **Phase III:** Gold requires 80 hours of maintenance training plus satisfactory completion of three credit hours of applicable college level courses.

In addition to individuals this program also recognizes employers for their outstanding contributions to safety. An eligible employer with a minimum of 50 percent of its eligible employees receiving an award may receive the AMT Gold Award of Excellence.

An eligible employer with no less than 100 percent of their eligible employees receiving an award may be presented the AMT Diamond Award of Excellence.

This year the FAA proudly recognized two recipients of this prestigious award. The recipients are Fargo Jet Center in Fargo and UND Aerospace of Grand Forks. Receiving the award for Fargo Jet Center is President Jim Sweeny and Director of Maintenance Mike Clancey. Accepting for UND Aerospace is UND Maintenance Training Manager Mike DeVries and Technician Mike Gebhard. Presenting the awards is Jeffry Boe of the Fargo FAA FASTeam.

These individuals and employers go the extra mile in their commitment to safety and are to be commended in the efforts to put safety first.

Upcoming Safety Events:

- August 15th – UND Atmospherium from 1800-1900 / Flight Risk Analysis Tools (FRAT)
- September 3, 2013 – Mandan Airport / 6pm / Are you ready for take-off?
- September 19th – UND Atmospherium from 1800-1900 / Flight after use of Medications with Sedating Effects
- October 17th – UND Atmospherium from 1800-1900 / Fuel Management Systems
- November 21st – UND Atmospherium from 1800-1900 / Available Weather Information
- December 19th – UND Atmospherium from 1800-1900 / Aeronautical Decision Making
- January 16th – UND Atmospherium from 1800-1900 / Benefits of Flight Data Monitoring
- February 20th – UND Atmospherium from 1800-1900 / Single Pilot CRM - Lewis Liang
- ***Atmospherium – Odegard Hall / First Floor

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PHOTO HAPPENINGS



Karmen Sorenson leads a group of future aviators on a tour of the Bismarck flight line during their week-long day camp.



Kyle Wanner

Casselton Fly In



Dickinson terminal receives additional terminal pavement to keep up with the increase in airline traffic.

There is a lot going on around the state in aviation.

Here's a small photo gallery of a few recent items.

If you know of any events coming up, send your photos and captions to ndaviation@yahoo.com.



Local, state, and federal officials discuss a possible location for the future Williston airport.



Sanford AirMed flew their new air ambulance into Garrison airport for a static display on Father's Day.

Photos by Larry Taborsky

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Eternal FLIGHT



Stanley Glen Pope, 81, of Bowman, died on Monday, June 10, 2013. Stan got his first airplane, a Piper J3 Cub in 1955, and continued flying up until his death. He helped many young pilots earn their taildragger endorsement. Stan served on the Bowman County Airport Authority for over 35 years and was proudly the first to land on the new (not yet complete) runway east of Bowman! Stanley served as Pilot for the Bowman Fire Department and was a member of the Experimental Aircraft Association.

Terry L. Robinson, 64, of Bismarck, died May 17, 2013, due to an accidental death. His love of sailing and flying was a huge part of his enjoyment of life. Terry served in the United States military and the North Dakota Army National Guard for over 33 years. His military career was one of the highlights of his life.



LaVerne Stippich, 93, of Hettinger, a longtime Hettinger businessman, passed away at the Western Horizon's Care Center in Hettinger on June 28, 2013. LaVerne was a World War II veteran. He served in an Infantry Division in the U.S. Army in Italy from 1943 through 1944. LaVerne loved flying and served on the Hettinger Airport Authority for 50 years.

Oray Austin, 105, of Hettinger, passed away peacefully at the Western Horizon's Care Center in Hettinger on June 1, 2013. Oray started flying in 1950 and served on the Hettinger Airport Authority for ten years.



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- Stabilized Approach begins at 500 feet AGL
- Approach airspeed is +5 -0
- Only small changes in heading/pitch are necessary to stay on flight path
- Aircraft is in the landing configuration

Once you've decided on your Stabilized Approach Rules make them part of your personal minimums. If you find you are breaking a rule it's time to GO AROUND ...

Want to learn more? Visit www.skybrary.aero/index.php/Stabilised_Approach or www.pilotoutlook.com/airplane_flying/stabilized_approach_concept. Contact: Kevin Clover at kevin.l.clover@faa.gov



The Fly North Dakota Airports Passport Program is a fun reason for pilots to get out and fly while supporting aviation in North Dakota at the same time.

Grab your passport book and start collecting your stamps.
Go to www.nd.gov/ndaero or call 701-328-9650 for more information!

Have something you'd like to share? Been to an airport you'd like to recommend? What about a great travel recap?

The North Dakota Aviation Quarterly is always looking for guest contributors. If you are interested, send an email to editor Kris Magstadt at ndaviation@yahoo.com.



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Ulteig's Aviation Team has been awarded a Silver Excellence in Concrete Pavement Award for the work they performed on the Runway 15-33 Reconstruction at Harry Stern Field. This national recognition is given by the American Concrete Pavement Association to honor outstanding pavement projects.

The project required Ulteig to address engineering, operational, and financial challenges faced by the Airport. Harry Stern Field now serves as a cornerstone of the economy for Wahpeton and the surrounding region.

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Flying Farmers Meeting in Mott between 1946 and 1948.



Can you fill in any of the missing names? If so, contact Bev Christiansen at chrste@westriv.com

- # 2 - Duane Schow Larson, Regent and Mott, instructor at Wyman Field - 1997 Inductee
- # 3 - Joe Stinchfield, Bowman, ND (winters in Texas)
- # 5 - Wilbur Brewer, Bowman, ND, was head of weather modification - 1998 Inductee
- # 7 - Raymond Larson, Regent, ND, Duane's father
- #12 - Charles Wyman, Mott Airport owner
- #13 - ? Darlene Leverson, Elgin, ND, sister of Carlton
- #14 - Geneva Schow - 2013 Inductee

KMOT

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Penny Rafferty Hamilton honored

International Forest of Friendship

Penny Rafferty Hamilton, Ph.D. of Granby Co. was honored as a 2013 inductee into the International Forest of Friendship, in Atchison, Kansas during ceremonies in June. The Forest is a living, growing memorial to the world history of aviation and aerospace. She was recognized for her lifetime achievements in aviation. Penny and her husband, Bill, have been long time friends of North Dakota aviation, representing our region to AOPA and attending the UMAS often.



SNEAK PREVIEW: Minot Air Museum hangar

A sneak preview of the new hangar at the Dakota Territory Air Museum in Minot. Dedicated on July 4, it is now open to the public to see the Flying Legends Collection. Stop by today!

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• Approved for Class 2 Aircraft (typically piston twins and turbine aircraft under 6000 lbs.)	Yes	Yes
• Approved for Class 4 Aircraft (typically piston or turbine aircraft between 6000 lbs. and 12,500 lbs.)	No	Yes
• 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

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CALENDAR *of* EVENTS

2013

July 29 – August 4

EAA Airventure Oshkosh, WI

August 9

Disney's animated movie *Planes* opens in theaters

August 5-11

CAF Airpower History Tour
 Fargo Air Museum

<http://fargoairmuseum.org/events-fargo-air-museum/caf-airpower/>

August 17

Kulm Windfest Fly-In
Breakfast 7-9:30 a.m.
Festivities and parade 10 a.m.
Airplane rides will be offered.

August 22

Brandon Airshow &
B17 Sentimental Journey, Manitoba

August 25

Lakota Fly-In and Golf
Contact: Norris Severtson
(701) 247-2561/3289

August 25

Milnor Fly-In BBQ Supper
4 p.m. untill dark with entertainment and
REALLY good food!
Contact: Mark Gainor
(701) 680-1001

September 1

International Peace Garden Fly-In
10:30 a.m. – 1 p.m.
Great discussions across the border!
10:30 a.m. coffee and border tips at the
Peace Garden Conservatory, lunch at
the adjoining Peace Garden Cafe.
Contact: ND Aeronautics Commission
(701) 328-9650

September 8

Bismarck Masonic Fly-In
7:30 a.m. – 1:00 p.m.
Pancake breakfast, cool cars, airplanes.
Contact: Jon Simmers
(701) 223-4754

September 14

Beulah Fly-In
8 a.m. – Noon

September 15

Bottineau Fly-In Breakfast
8 a.m. – 1 p.m.
Contact: Curt Aalund
(701) 228-5265

September 22

Enderlin Fly-In
8 a.m. – Noon

October 5

Rural Renaissance Festival and
Fly-In, Maddock
Festival runs Friday-Sunday
JT Rice Chapter of Pilots for Christ
sponsors the fly-in and provides ground
transportation on Saturday. Tons of fun
and family activities, like the corn-maze.
Contact: Patrick Tracy
(701) 739-9024

October 10-13

AOPA Summit, Ft Worth, TX

October 19

Fly-in / drive-in, Mandan
Annual Experimental
Aircraft Assn Chapter 1008
Chili cook off and feed



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

**Please send your 2013 and other
upcoming dates to ndaero@nd.gov!**