

# Aviation QUARTERLY

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North Dakota Aviation Council

Spring 2013

By Bev Larson Christensen

## On the Wings of the Wind

### Geneva Schow Oleson – First Woman in North Dakota Aviation Hall of Fame

*There is no sport equal to that which aviators enjoy while being carried through the air on great white wings.*

— Wilbur Wright, 1905

Strong winds and blowing snow swept across the prairie of western North Dakota the day Geneva Evelyn Schow was born near Regent, ND. It was Dec. 28, 1924, and Dr. S.W. Hill had been summoned the evening before. He spent the night at George and Laura Tooker's farm, three miles northeast of town. The next morning, Tookers' daughter, Madeline, gave birth to a healthy baby girl. Later that day, Madeline's husband, Martin Schow, and his younger brother, Bob (Robbie), arrived from Stanton, ND, shoveling snow in blocked areas along the way.

Since Geneva was the first granddaughter in the family, there was much excitement. Martin's widowed mother, Minnie (Noben) Schow, lived at Regent as well as his sister, Lillie, her husband, Raymond Larson, and their three young sons, Duane, Wayne and Glenn. A month later Geneva was baptized at the Regent Congregational Church on Jan. 25, 1925.

Martin and Madeline moved from Regent to Stanton in 1923, after purchasing the Standard Oil Agency and garage from Alf Transth's widow, Nora. She was a sister to Martin's first wife, Olga Anderson of Regent, and when Alf died in a truck rollover, Nora sold the business to Martin. Early in 1927, the year of Lindbergh's transatlantic flight, when

Geneva was 2 years old, Geneva's father, Martin, built an open cockpit biplane with parts from a busted up Travel-Air plane with the help of his friend, Johnny Osterhouse of Regent. He used an OX-5 engine and his wife, Madeline, sewed Indian Head linen to cover the wings and interior, which they "doped." Also, Madeline painted an Indian head on the tail of the plane Martin names "Sakakawea."

Using this plane, Martin taught himself to fly by spending hours taxiing around getting a feel for the plane and controls. He would test the lift slightly and then settle the plane back down on the ground. Finally, after many hours of practicing in a field on the west edge of Stanton, he became airborne for his first short flight, as Madeline, took pictures to document the event. With his new wings, he would no longer be helpless in an emergency situation like the one that took his first wife, Olga, and their unborn baby in 1920 on his homestead near Roundup, MT.

On Aug. 26, 1927, a few months after he learned to fly, Martin flew to Fargo to attend the Lindbergh Day Banquet with Charles Lindbergh as the featured speaker.

"Sometimes, flying feels too godlike to be attained by man. Sometimes, the world from above seems too beautiful, too wonderful, and too distant for human eyes to see ... — Charles A. Lindbergh, The Spirit of St. Louis, 1953"

Besides operating the garage at Stanton, Martin started the town's first airport in



1928. His motto was "Aviation is Essential to America's Existence." And he used to say "Always follow your dreams."

In April 1928, when Geneva was three, Martin purchased in Denver a new Eaglerock open cockpit biplane with an OX-5 engine and flew it home to Stanton, stopping at Regent on the way. (Regent Times, April 13, 1928). He used this plane to instruct over 30 students, including his daughter, at his "Sakakawea" Airport, and was an early barnstormer in North Dakota and neighboring states.

In *Life of Geneva Evelyn Schow*, Madeline described her daughter: "Geneva was a very active and good natured baby...and walked at 9 months... She was always

*"It was an honor serving on the committee making the selection as it was a "Historic Aviation Event" inducting Geneva into the North Dakota Aviation Hall of Fame. Being on the committee and being able to select and induct the first woman into the Hall is something we will all look back on in our lives as being very memorable."*

— Rod Brekken, NDAC President

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## AROUND the PATTERN

Kris Magstadt, Editor

Thanks to my "adopted" big brother, Bob Lipscomb, the windsock at dad's grave site is new for spring. He also advised me that Wokal Field/Glasgow International Airport has been chosen as Montana's Airport of the Year! It sure makes me more aware of how much those awards mean and how important it is to continue them.

This issue includes a recap and photos of the Upper Midwest Aviation Symposium (UMAS) and provides some very important information about the legislative session and the outcome for aviation. There were so many awards given at UMAS to people that have positively affected aviation. The legislative session was good to aviation this year. One does not happen without the other. Congratulations to all who earned awards for their achievements and to all of you that shared your passion to keep aviation alive and well in North Dakota through your participation in the legislative process.

I was extremely touched by the induction of Geneva Oleson into the Hall of Fame. Not only was she the first woman inducted into the Hall of Fame, but she started the newsletter that I so proudly continue. Congratulations to her family and friends. Enjoy the wonderful article in this issue.

Whether it is putting a windsock at a loved one's grave site or nominating them for a prestigious award, keep those memories and passion for aviation alive. Those before us started something ... let's continue their great work!

*Please note: In legislative years, the North Dakota Aviation Quarterly, will be published following the session in order to provide timely information on its impact on aviation.*

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Rod Brekken, Chairman  
North Dakota Aviation Council

## CHAIRMAN'S COMMENTS

It's impossible to calculate the amount of time the members of the North Dakota Aviation Council (NDAC) donate to the success of the annual Upper Midwest Aviation Symposium. It's also impossible to consider all the implications of how "the time they donate" affects their "paying jobs" and their "private lives." They all work for people and companies who expect them to fulfill the tasks that are asked of them in an appropriate manner and within the timeline required. They also have families that expect them to be at every family event and provide stability. As our NDAC meetings begin traditionally in the fall making preparations for the upcoming symposiums, the council members then additionally dedicate themselves to "making time" within their busy work and personal life schedules to produce a wonderful symposium event enjoyed by all. I challenge you to "know" who your representative is on the council, and I further challenge you to "verbally thank" that person for their dedication to excellence.

I think the 2013 "Aviation Works for North Dakota" Upper Midwest Aviation Symposium went very well. Several aviation-related funding bills were in the legislature, along with the other major activities in our state this winter. Because of that, attendance at the symposium can suffer, but I don't think it had an alarming

affect this year. With today's Internet accessibility on personal smart phones, and because it allows instant access to legislative action happenings in Bismarck, lawmakers and their constituents can keep track of what's happening in both venues. The funding bills passed, and North Dakota aviation will have the dollars it needs to coordinate funding for the many airport projects across the state. Airport facilities are stretched thin and are barely surviving the explosive needs related to the oil industry in western North Dakota. The needs at the airports in the western oil fields need to be addressed, as do the continuing and ever expanding needs in all the North Dakota airports. Be a loud advocate for your local airport, so that the people from "Main Street" realize the importance of keeping their local airport in a constantly upgraded physical condition. They need to be reminded of the improvement projects that need to be accomplished at their airport so that it's ready to safely serve their grandchildren, along with the many generations to come.

As we celebrated the 30th anniversary of the North Dakota Aviation Council at this year's symposium, we were treated to hearing the stories of "how it all began" and "why it happened that way." We had the chance to personally thank these aviation pioneers who gave us the chance to celebrate this piece of North Dakota aviation history. I hope you had a chance to be there and participate. You could see the excitement in the eyes of those aviation pioneers when you asked them questions about "how it was" and "where it all began." It was emotional for some and very gratifying to them that we cared. Just to mention a bit of trivia that coincided with the celebration and some other things that happened in 1983 when the NDAC was organized were: the Internet was created, Microsoft Word was first released, we enjoyed the final episode of MASH, Cabbage Patch Dolls were the rage, Boeing 727 production ended, the 1000th F-16s and 737s were built, and the Gimli Glider episode occurred. If you're interested, look up the Gimli Glider on the Internet. It's fascinating and harrowing!

At the symposium this year, we were fortunate to be in attendance for a "Historic North Dakota Aviation Event." Geneva Schow Oleson was inducted into the North Dakota Aviation Hall of Fame. She is the first woman to be inducted into the Hall of Fame. It was an honor being on the committee, using a very involved numerical process, with the end result being the selection of the first woman to be inducted into the North Dakota Aviation Hall of Fame! It was an event that we as committee members will all look back on in our lives as being very memorable.

As we look forward to next year, the Upper Midwest Aviation Symposium will be held at the Alerus Center/Canad Inn in Grand Forks. I hope you make plans to attend. Have a great summer, if it ever gets here! My mom told me last night it's going to happen, so I'm a believer now! Enjoy the many great adventures North Dakota has to offer, whether it's from the air or from the ground. May you enjoy light winds and fair skies in your travels and come see us in Grand Forks in 2014.

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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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Larry Taborsky, Director  
North Dakota Aeronautics Commission



## DIRECTOR'S CHAIR

# The 2013 Legislative Session is Finished!

The legislative session has just concluded, and it was a busy one! This session, there have been many spirited discussions on aviation. Here is a summary of those you might be interested in:



**House Bill 1208:** The state is prospering, and this bill was designed to give an instant return to the citizens by providing a fuel tax reduction for all types of fuel, including 4 cents per gallon for aviation fuels. The Aeronautics Commission uses these funds to maintain the airports, and the loss of income was to be replaced from the general fund. This bill was defeated by the legislature over concerns that it would be difficult to determine if the savings was passed on to the consumer—it was mentioned that gas prices vary by 10 cents in a week.

**House Bill 1373:** This bill provided limitations on the use of unmanned aircraft for surveillance by law enforcement agencies. It was defeated. The committee indicated that law enforcement already has search limitations, and that this is being addressed federally, and industry standards are being developed.

**House Bill 1390:** Based on some concerned citizens who contacted their legislators, this bill proposed a study to ensure that aerial applicators had sufficient liability to apply pesticides. The committee members decided that the current system is sufficient, and no study was needed. The bill was defeated.

**Senate Bill 2006:** The Aeronautics budget was not only supported, but increased to help with the growing airport needs in the state. The Airport Association of North Dakota (AAND) proposed a \$10 million increase, and pointed out that there has been no increase in general funds for airports since 1987. Both the Senate and the House agreed to provide a one-time additional \$6 million for airport projects, especially for the airports that would not benefit from the oil patch funding (see next bill).

**Senate Bill 2013:** The Governor's proposed budget for the University and School Lands Office included \$60 million for airport projects in the oil impacted counties. During the budget request stage, the Aeronautics Commission requested this additional funding because of the large increase in traffic in the west. The Governor funded this request through the lands office, because they receive the revenue from the oil activity and are responsible for returning the funds to the areas that are affected. The lands office has agreed to use the Aeronautics Commission for determining the best use of these funds and will do this

through the normal grant process. This bill was merged with House Bill 1358 and was heavily discussed, since the oil revenue in this bill had funds directed to many programs, including roadways, health services, law enforcement, emergency and fire services, and schools. The additional funding of \$60 million for oil patch airports was approved.

**Senate Bill 2018:** This Department of Commerce budget request included funding for Unmanned Aircraft Systems (UAS) development in the state. North Dakota is competing to become an FAA national test site to integrate UAS into the national airspace system. Funds in the amount of \$1 million were provided to achieve the FAA designation, and \$4 million additional was provided if the state was designated as a test site. The search is underway for a director of the UAS test site. The North Dakota Aviation Council (NDAC) and Aeronautics Commission are actively involved in the process to ensure that general aviation is part of the process.

**Senate Bill 2278:** This bill involved no money, but instead provided a change in attitude for the legislature's funding for aviation. In the past, the money provided for aviation by the taxpayers through the general fund was designated for airports with airline service. SB 2278 recognizes that airports not served by airlines also have a large role in moving goods and providing services in our growing state. Now, funds are designated for all of North Dakota's 89 airports.

One big positive result of the activities this session is the awareness of aviation as a part of business, and its importance in every community. The NDAC organized a display in the Great Hall, complete with a flight simulator, to generate interest. The AAND was actively tracking any bill that dealt with funding for airports. The comments from our legislators indicate an acknowledgement that aviation in our state involves much more than the airlines. Many of you made the effort to speak with your legislators, which made a big difference. This session was a team effort between the Aeronautics Commission (especially Aviation Planner Kyle Wanner), the NDAC, the AAND (especially Tim Thorsen), and those who took an active interest in improving aviation in our state. *Well done!*

# GOING TO A FLY-IN? *Take someone with you!!*



Bob Simmers

## GPS — What a Way to GO

I recently took an extended trip in my 1955 C-180. Nothing special, you have all done it. We left KBIS in MVFR and were soon cruising along in good, smooth, VFR weather enjoying the “Freedom of Flight.” The objective was to feel the freedom, see some exciting country and visit some old friends and family. We had an outline itinerary, but it was not etched in stone. You know, a couple of days here, and if the weather was right we would move on, and if not, we would burden our hosts for another day or two. A great way to spend a vacation! Mission accomplished. We saw great scenery as we navigated south into central Texas then across New Mexico into Arizona. Watching the weather, we decided to leave Arizona a day early and head into Colorado, so that we could wake up to a perfect “Mountain Flying Day.” Mother Nature did not disappoint. It was a great day to fly the “High Country” as the “180” climbed briefly to 13,000 feet to circle some of the mountain peaks. We had been watching the weather as we broke out onto the plains and KBIS was IFR earlier in the day. The weather appeared to be stubborn, and as we approached the North Dakota and South Dakota boarder, the weather began to lift, and we were home free. An hour after we returned home, the weather turned IFR and remained there for the better part of the week that followed.

So, what’s the big deal? It was just another trip. Well, I decided to make this trip paperless. All of the preliminary flight planning was done on the Internet, all VFR flight plans were filed by the Internet, and the entire trip was navigated with the use of an Electronic Flight BAG, Class 1 and 2. What a joy to have all of this info at your fingertips. No more maps spread throughout the cockpit. No more wondering what the weather was ahead. Seeing

the TFRs activated and showing up on your moving map was great. Having the AFD at your disposal to aid in making plans for food and lodging at your next stop or for overnight was terrific. With Geo-tracking, there was never any doubt where you were and where the nearest suitable airport was if one was needed in a hurry.

This trip gave me time to reflect on my near 50 years of aviation. I can remember one of my early trips as I was recruited to serve as navigator for my Dad as we flew to a Flying Farmers’ Convention in the mid 50s in his J-3. It was hot, bumpy, and as navigator, I had the front seat. Of course Dad had the air conditioner (side door) turned way up. Imagine trying to read a sectional map in those conditions. Of course, it was educational for me, as all he had to do was follow old Highway 10. Then to the days of VORs, and then Loran, GPS and now a portable computer that does it all and carries it all.

Another question came to mind. If we are to fly IFR, we instrument pilots need to check the VORs for accuracy every 30 days and make a log entry. What about GPS updates? This had, until now, been a grey area, since the GPS does everything, including self-testing and accuracy tests. Is that good enough? No, to use an EFB, you need to have the current revisions. To use your panel mounted GPS, not only must you have the current revisions, but you have logged the revision installation to include the date of the update and then verify that the GPS functions properly after the update and sign the log.

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*

## Real World Design Challenge



The state representatives for this year’s Real World Design Challenge came from Minot High School, led by teacher Julia Koble. The scenario was that there was an injured child lost in a two mile radius. The land contained forest, brush and open fields. The team was tasked to computer-design an unmanned aircraft with a camera to search the area. The winning team was from the Commonwealth Republic of the Marianna Islands, but the Minot team gained a wealth of experience about aviation, computer design, and enjoyed their trip to the capitol.

*Shown here are (L to R) Jocelyn Bexell, Manuel Melchor, Dylan Morris, Reed Moseng, Logan Pietsch, and Matt Winburn (as the ‘airplane’) simulating an aircraft with a swept-wing design. The Minot High School team represented North Dakota at the real world design challenge in Washington, D.C. on April 20.*





Kyle Wanner, Airport Planner  
North Dakota Aeronautics Commission



## North Dakota Airport Pavement Condition Update

Pavement represents the largest investment for airport infrastructure, therefore, being able to maintain pavement at a high level for an extended period of time is very important. Over the past year, the North Dakota Aeronautics Commission has been working to update the pavement condition index (PCI) at the paved public airports within the state.

The pavement study enables a statewide consistency of the information and provides multiple benefits from a statewide airport planning perspective. This project also allows individual airports to be provided the information that they need, so that they can identify the high priority projects at their airport and budget for them accordingly. The scale used for the pavement condition ranges from 0-100, with three general categories that represent pavement conditions: Adequate (100-70); Degraded (69-55); and Unsatisfactory (54-0).

Airports in North Dakota have used the PCI information to evaluate pavement conditions since the 1980s, with the last study being conducted in 2009, for the first time ever; this information is available to the public on an interactive website. Having this information readily accessible will make it easier for community members to present the information to multiple governmental entities or interested groups when discussing the need for future projects.

The interactive website also provides another capability that is brand new to the airport world in that it has a "timeline" capability for each individual airport. Anyone viewing the website is able to scroll to future years to analyze what the projected pavement condition will be if no further maintenance is conducted. The North Dakota Aeronautics Commission hopes that this useful tool will be utilized by many to ensure that the airport infrastructure in our state is well-managed.

New federal requirements and the awareness about increased

air traffic within the state, led the North Dakota Aeronautics Commission to become the first state to address pavement strengths at commercial service airport runways by identifying the Pavement Condition Number (PCN). As a rule of thumb, the PCN of pavement should be higher than the Aircraft Classification Number (ACN) in order to safely maintain the integrity of the pavement. More information regarding PCN and ACN at the North Dakota commercial service airports can also be found on the website.

The North Dakota Aeronautics Commission is excited to be able to bring a new innovative look to this pavement study for the public to view! To take an interactive tour of the pavement condition at the North Dakota airports, visit the North Dakota Aeronautics Commission Website at [www.nd.gov/ndaero](http://www.nd.gov/ndaero) and click the "Airports in North Dakota" tab on the left hand side.



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*This is the third in a series of encouraging others to fly. After encouraging youth and inviting others to join general aviation, it's time to focus on business aviation. Thank you, Jeff Eckroth, for highlighting the business benefit.*

## Must be Present to Win

By Jeff Eckroth

The downfall of many organizations, and often the most referenced deficiency, is 'lack of communication.' In an attempt to stay connected, our world has been drawn to Skype, GoToMeeting, text, e-mail, and many other remote communication tools, and we often forget that relationships and collaboration are best cultivated face to face. Being 'Present' with your team and customers has always been the key to our success, and as I like to say, you "Must be Present to Win."

Eckroth Music is a family business focused on school, music and education. We have grown organically to serve over 600 school corporations through six service centers, reaching from Bozeman, Montana to Minneapolis-St. Paul, Minnesota. When I re-joined the company in 1994, we had three locations in Fargo, Bismarck and Billings. Adding Bozeman in 1994 and multiple Minnesota locations in 1998 created distance and time challenges for me and our Leadership Team.

As a young father, this growth resulted in many days/nights away from my family. I would often 'hit the road' very early in the morning or after the boys went to sleep. Additionally, if I was going to drive eight hours to work with a store/team, then darn it, I was going to spend some time! The reality is that our store managers and teams only want me there for a few hours, and I really 'get in the way' if I'm there too long. I knew all would benefit from more frequent visits, but with five other markets and only one of 'me,' I could only be in one place at a time. The 'balance' of work/life is always delicate, but add an operation that's spread out over 1,100 miles in the equation, and there is never a true winner.

Having attended the University of North Dakota and spent many hours with friends who are now pilots, the solution was obvious, but where to find the time and the money to get me in the air? Sometimes, there just isn't a clear path to the time or dollars, you just need to jump in. So, I did. In July of 2004, I walked into Executive Air and announced "I want to fly, and how do I start?" They lined up instructors, and 'charged my account' for fuel, time and training. (Hey, who needs money when you have credit?) Some of the best advice I received was to keep a steady pace and move right through to your instrument rating. So, I did. The following spring, I began the process of earning my instrument ticket in earnest, and on November 30 of that year, it was mine.

Having my pilot's license and being a co-owner of a Cessna 182RG provides a key ingredient to my effectiveness at the helm of our wide-spread organization: being flexible and being available!

In 2012 there were significant opportunities to relocate in our Bozeman and Minneapolis-St. Paul metro markets. Low interest

rates, virtually no commercial sales activity, and a very competitive construction environment opened the doors to the purchase/remodel of new facilities for us in Bozeman and Roseville, Minnesota, at the opposite ends of our region. BUT, with N4873S, at a moment's notice, I was able to be 'present' for Site Evaluation/Selection, Purchase Negotiations, and Construction phases of facilities development for both projects. I really was able to be in two places in the same day. Without general aviation and the ability to be face-to-face with my collaborators, there would be no way I could have moved as quickly, negotiated as carefully and managed construction costs to on time/below budget outcomes. In the end game, it's about return on investment, and in my estimate, I saved many months and close to \$300,000 on these two investments alone. Plus, I was able to be a husband and father! That's music to my ears.

I've never totaled up the costs related to my flight training, mostly because the rewards, tangible and intangible, are significant. Thus, making the investment in learning to Fly-Invaluable. The icing on the cake, is my ability to be 'Present' more often – for both my family and my team. Therefore, we all 'Win.'

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protective of her sister, Mildred, who was only one and one-half years younger...In the 1930s, much of our travels to Regent to visit our mothers and my father (George Tooker) were by air as her daddy, Martin, flew his airplane "Sakakawea" which gave us all day to visit. Geneva was such a vital personality even at this early age. She loved to crawl in the (open) cockpit and was always thrilled to fly. Mildred didn't want to go near the airplane so she stayed with our dear friend, Mrs. Olien." In 1930 Martin flew his family to LaCrescenta, CA, where they spent several weeks visiting relatives before flying home.

That fall, when Geneva was five years old, she started the first grade in Stanton. She wrote left handed and was very athletic and outgoing. In the summers, Geneva and her horse, Stormy, herded her family's sheep on some unfenced grazing land near Stanton. Her childhood friend, Clara Schweigert, herded her family's cows nearby with her horse, Babe, and the girls enjoyed their friendship.

Unfortunately, Geneva's father's garage burned down in 1937, along with some cars and an airplane. In 1940 Geneva moved with her family, which now included her two sisters, Mildred and Lina, to a ranch her parents purchased four miles south of Fort Clark. Using horses, Geneva, age 15, and her friend, Clara, and a hired man herded Schows' cattle about 15 miles from Stanton to their new ranch.

Here, Martin raised cattle, sheep and grain and built an airplane hangar and runway for his airplanes. Geneva's cousin, Herb Leupp described weekends on the ranch as being like an airport, with pilots stopping in to visit with Martin and others.

Herb Leupp shared "Geneva had a vivacious personality and a warm smile for everyone she met." Martin and, later Geneva flew a Piper J-4 "Cub Coup." This first Piper monoplane with side by side seating was produced from 1939 to 1942.

At Stanton High School, Geneva gained her first journalism experience while working on the school newspaper. Due to the distance from the ranch to Stanton, she lived with the family of her friend, Clara Schweigert her senior year. She graduated from high school at the age of 17 in 1942, along with four other classmates, Eleanor and Walter Knoop, Margaret Kantak, and Clara Schweigert.

At this time, Geneva's uncle, Ollie Show, was living in Roundup, MT. When his wife, Margaret, died of cancer, Geneva and her family attended the funeral. Geneva stayed to help her uncle, as several female teachers were rooming at Ollie's home.

Before long, Geneva took a job as a nurse's aide in the hospital at Roundup, a mining town.

After this experience, Geneva decided to enroll in cadet nurse's training at St. Alexius Hospital in Bismarck, with plans to become a flight nurse. She had flying in her blood however, and so she abandoned those plans and began flight training at Sax Aviation in Dickinson. One of her instructors was James Smith of Regent, who is now 92 years old, and lives in Hurst, TX. He recently wrote, "I was the one that got her ready for her private license. She was a good pilot." Geneva earned her private's pilot license in 1945.

She was also a match-maker, as she introduced her friend, Clara, to her cousin, Glenn P. Larson of Regent, when he was home on leave from the Navy during World War II. They were married Nov. 13, 1945.

That fall and winter Geneva taught at a country school, known as the Michal school, which was about two miles east of the Schow ranch. Madeline wrote that it was a tough country school, as the kids liked to pull tricks on the teacher. One Sunday Geneva had the older boys in her school put up a target at a nearby ranch. After she hit the bull's eye with her rifle several times, Madeline said the harassment stopped. Sometimes Geneva would fly to and from the school, but in inclement weather she would stay at ranch homes near the school.

In 1946 Geneva helped her father manage a private airport at his ranch near Fort Clark. With another instructor, Cliff Beeks of Washburn, she flew to geographically scattered towns in southwestern North Dakota, teaching many people to fly.

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She was active in assisting communities in establishing airports. Then for a time, before she started on her publishing venture, she was employed as deputy clerk of court at Stanton. She flew to her home for weekends and gained the designation of "Flying Secretary." (*North Dakota Press Bulletin*, March 1947, page 9).

In 1946, Geneva took a job assisting her cousin, Duane Larson of Regent, with the management of Charlie Wyman's Mott Airport. After Duane returned from World War II, he established "The Dakota Flyers" flight school at Mott under the GI bill.

During Geneva's time at the Mott Airport, she decided to establish the first aviation publication in North Dakota. She was the founder and editor of the *Dakota Flyer* magazine. It was first published in November 1946 in Mott at the Mott Pioneer Press. "I knew North Dakota needed a flying paper, so I took it upon myself to start one," she wrote. The *Dakota Flyer*, which was the "Voice of Dakota Aviation," included an editorial column for the advancement of aviation, a letters-to-the-editor column, a page devoted to the North Dakota Flying Farmers Association, (the fastest growing aviation organization in the state), and the Civil Aeronautics Administration News. It became the official publication of the North Dakota State Aeronautical News.

In the December 1946 *Dakota Flyer* letters to the editor, Fred G. Aandahl, Governor of North Dakota, wrote "Dear Miss Schow, Please accept my congratulations on your splendid first issue of 'The Dakota Flyer.' Over the entire world, aviation is on the forward

march. With its broad rolling prairies and its bright, clear weather, North Dakota is ideally suited for the development of air travel and transportation... Such publications as "The Dakota Flyer" will do much to promote aviation in our state and to further projects in which all air minded people in North Dakota desire."

The North Dakota Director of Aeronautics, Erling Nasset, wrote: "The first edition of the *Dakota Flyer* arrived at our office.

Please accept my enthusiastic congratulations. North Dakota Aviation has needed just such a publication... commendable courage you have shown in instituting an aviation newspaper, together with the splendid coverage of the various interested groups... I join a host of friends and acquaintances who wish you the utmost success."

Within the first five months of *Dakota Flyer's* debut, it had a circulation of 2,300 aviation enthusiasts.

Geneva's highly popular publication grew in circulation, changed from a newspaper to a magazine format, and she moved it to Bismarck the summer of 1947. Her business manager was Carl T. Thompson, formerly of Dickinson, ND. It was published monthly at the office of the Conrad Publishing Company, Bismarck.

Geneva's purpose in publishing the *Dakota Flyer* was to promote aviation in North Dakota and South Dakota. She flew throughout the Dakotas to gather news, sell subscriptions and advertising, and encourage aviation articles in the magazine. The *Dakota Flyer* motivated communities to establish an airport to enhance the development and growth of their town. More convenient travel

*Continued on page 10...*

**"Oh, that I had wings like a dove, for then would I fly away, and be at rest."**

— Psalms 55:6

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Continued from page 9...

promoted business growth and tourism in North Dakota, which helped both the Bismarck and state economies. The magazine also informed Veterans of the GI Bill's provision for flight instruction, of which many took advantage. Geneva became The Bismarck Aviation Center's Publicity and Public Relations Counsel in August of 1947. *"With her aviation background Miss Schow is a valuable addition to our staff."*

(Bismarck Tribune, August 11, 1947, page 5) She was also an associate member of the North Dakota Press Association.

While editor of the *Dakota Flyer* magazine, Geneva proclaimed May 13-20, 1948 as Crippled Children's Week. She published an appeal to all pilots and operators to contact a local women's club to arrange for a free airplane ride and picnic for all crippled children in their area.

Geneva published the *Dakota Flyer* until her marriage in July 1948. The new editor wrote on page 12 of the July 1948 issue, *"Geneva Schow, former editor-owner of the 'Dakota Flyer' was selected by the North Dakota Flying Farmers and Ranchers as the individual making the outstanding contribution to the development and welfare of rural aviation. For the past year and a half, Miss Schow has made great personal sacrifice, devoting all her time and great finances to the editing and publishing of the 'Dakota Flyer'. Only a great love and enthusiasm for flying could merit the contributions on her part. Every flyer in Dakota owes her a personal recognition of her untiring efforts*

***"Courage is the price that life extracts  
for granting peace.***

***The soul that knows it not knows no  
release from little things.***

***Knows not the livid loneliness of fear  
Nor mountain heights, where bitter joy  
can hear the sound of wings."***

***— Amelia Earhart***

*to advance all phases of Dakota aviation."*

Todd Oleson, a Commercial Pilot, from Lemmon, SD, became a frequent visitor of Geneva at the Mott Airport and later at Bismarck. Geneva married Todd on July 9, 1948, at Calvary Lutheran Church at Lemmon, his hometown. He was a flight instructor in the Army Air Corp during World War II. He operated the Lemmon Airport, flew charter flights and was a spray

pilot. His yellow dog, Chief was a frequent passenger with Todd in his plane, from the time he was a small puppy. James Smith of Regent remembered that the dog often rode between Todd and Geneva when they flew together.

After their marriage, Geneva and Todd lived at Lemmon. They were blessed with three daughters, Kari Foster, Mary Chacon, and Jonnie Small. Geneva and Todd moved to Dickinson after they purchased the Dickinson Air Service in 1961. It was a Fixed Base Operation, which Todd operated until he was killed while aerial crop spraying on June 10, 1962. He was buried at Lemmon... One month later, Geneva hired Roger L. Pfeiffer, a Redstone, MT, pilot to do charter flights, flight instruction, crop spraying, and office and shop work for Dickinson Air Service. She sold Dickinson Air Service in 1964.

Out of her passion for aviation and love for her husband, Geneva established a memorial scholarship for future aviators. At least three known scholarship recipients were able to develop careers in aviation. Roger Glenn Larson, Regent High School class of 1965, became a Navy pilot, F-9/A-4 flight instructor, and commercial airline pilot. He flew to South America for Braniff Airlines from 1977- 1982. In 1983, he joined Alaska Airlines, retiring after 24 years. He currently does flight simulator instruction for the Boeing Company in the U.S., and other countries, which have included Spain, London, Africa and Turkey.

Scholarship recipient Art Mortvedt of Stanton became a well-known Polar bush pilot. He has completed over 24 years of expeditions in both the North Pole and South Pole. Mortvedt has over 5,000 flight hours in the Alaska bush, is an elected member of New York's Explorers Club, and is a Fellow of the Royal Geographical Society, London. On Feb. 7, 2013, he wrote "I shall forever be grateful for the scholarship that I received (from Geneva) to begin my flying career." On April 6, 2013, Art flew solo over the North Pole, and continued on to the Russian ice runway, Barneo, 25 miles away, where he landed safely.

Another scholarship recipient, Thomas Edward Larson, became a North Dakota Air National Guard pilot, flight instructor, and military check pilot. He married Linda Strand of Regent, and their son, Steve, now serves as a NDANG pilot.

During the 1940s, Geneva became a member of the Dakota Chapter of the Ninety Nines, Inc. It is the international organization of women pilots that promotes advancement of aviation. Amelia Earhart organized this women's group of 99 original members in 1929, and was the first President. Although Geneva never met Amelia, her father Martin did, and his stories about her no doubt helped to inspire Geneva to take to the air.

After World War II, the Ninety-Nines, the international organization of women pilots, started the *All Women's*

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*Transcontinental Air Race (AWTAR)*, better known as the *Powder Puff Derby*. In 1971 Geneva co-piloted a 182 Cessna with her close friend and flying companion, Audrey Baird of Dickinson. It was the 25th Jubilee of the annual nation-wide Powder Puff Derby. The 2,442 mile flight was from Calgary, Canada, to Baton Rouge, LA. A total of 150 aircraft were entered in the four-day flight. The pilots were not allowed to fly by instruments and the flight was not a race but an opportunity for the women to showcase their airplanes.

One year Geneva, her friend, Audrey Baird (who died Feb. 3, 2013, at age 93), Roger Pfeiffer, and a lady from Rapid City flew to a Ninety Niner's Convention in Oregon. With renewed enthusiasm for flying, Geneva became certified as an aerial spray pilot at Bismarck in 1971.

Geneva was also dedicated to her children and community. As a single parent, Geneva raised her daughters in Dickinson after her husband's untimely death. She served as a 4-H and Campfire Leader, was a Saddle Club member, and was an active member of

St. John's Lutheran Church in Dickinson.

In summary, Geneva had a lifelong love of aviation. She learned to fly as a teenager with her father, and demonstrated her love of aviation by her journalism, announcing barn storming air shows, encouraging the building of airports, becoming an early role model for women in aviation, and developing a scholarship for future aviators.

Geneva's legacy was her untiring efforts to advance all stages of early aviation in North Dakota.

Tragically, Geneva died Dec. 26, 1977, in a vehicle/train accident near Stanton, two days prior to her 53<sup>rd</sup> birthday. It was a stormy winter day, like the day she was born. Geneva was buried at Lemmon beside her husband, Todd.

On March 5, 2013, strong winds and blowing snow swept across North Dakota. On this evening, Geneva was inducted into the North Dakota Aviation Hall of Fame to become the first woman to be inducted in North Dakota – a special part of her amazing legacy.

## Fargo Jet Center Announces New Location in Williston, ND

Fargo Jet Center announced the development of a new aviation service company in Williston, ND – Williston Jet Center, LLC. Williston Jet Center will offer aircraft fueling, aircraft maintenance, flight instruction, aircraft charter management and aircraft sales. Construction of a new 6,400 sq. ft. passenger facility and a fuel farm are underway.

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By Lt Col Darrel Pittman, CAP

# CIVIL AIR PATROL UPDATE

## Reminiscing Old and New Times

I'm reading a book about Barry M. Goldwater (1909-1998). He has long been my hero. Not only because he was a United States Senator from my home State of Arizona for over thirty years, but because he held some of the same goals and values that I have. He was a pilot in WWII and throughout the rest of his life. I voted for him in 1964, but he lost by a landslide vote to that other guy. Too bad, with his vision and values, he would have made a great President. As an Air Force pilot, he stayed in the Air Force Reserve and retired as a Major General. He was a Ham radio operator, call letters K7UGA, his handle was Barry – Bravo-Alpha-Romeo-Romeo-Yankee. He was a Photographer with many published photos of Arizona and other States and countries. He had this philosophy about war. "Don't go to war if you don't plan on winning it." He stated some examples of "Korea and Viet Nam." He said we need to change our tactics. He believed in the motto "Duty, Honor, Country," the same motto as the West Point Academy. I could go on and on: read the book!

I remember my Uncle Phil Leavitt talking about Barry Goldwater after the war. My Uncle was in WWII as a B17 pilot for the 8th AF. He flew 34 missions shot down twice and still came home. In one of my AQ articles I sent in a poem written by my Uncle when he was in England in 1945. That was the only time the poem was ever published. He was a Doctor in Idaho Falls, ID. He has since passed away.

### AVIATION COUNCIL

How often have you said, this is my last time or last one? I've said it more times than I can remember. I've said it about work, retiring and many things. I really enjoy being part of the NDAC, so please don't get me wrong. I will stay until another person shows some interest in filling the position. Sometimes these jaunts across the State get a little tiresome. I'm even considering going back to work, if anyone has need of my experience? I did retire from the State as the Director of Administration for the CAP. I'm still doing the CAP aircraft MX and will continue.

I miss being an air traffic controller. I know the feeling these current controllers face with furloughs, I've been there. Some towers may even be closed and possibly will not reopen. I believe that is a big mistake! With North Dakota's increase in air traffic out west, both ISN and DIK may be in need of control towers before they know it. They possibly already need them. In the past, accidents/incidents trigger some FAA reaction. I hope that does

not happen out in western North Dakota!

I'm told there is a bill in Congress to stop the tower closings, including the contract towers. Do you sometimes wonder about our national leaders and the lack of common sense? They send millions of dollars to the foreign nations, most don't like us. Then they close down our control towers? How safe is that? If you enjoy being safe when you enter terminal airspace, contact our legislators and ask them to vote in favor of that bill. I'm sure the other nations are watching what we do.

In closing, I wish to thank those of you that attended the UMAS. It was another good one! We installed our first woman in the Aviation Hall of Fame. Visit our website at [www.ndac.aero](http://www.ndac.aero). See you next time in GFK.

*Cleared for Takeoff, Darrel*

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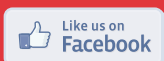


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12

NORTH DAKOTA AVIATION QUARTERLY



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## The Passport Program has been a great success!



Congratulations to our winners, and thanks to the Aeronautics Commission, the Department of Commerce Tourism Division, Airports, and Pilots for making this program possible.

### Our biggest year for awards included:

Lyn Augustin, Ron Lundquist, and Matthew Viscito, were awarded a flying legacy shirt for landing at more than 30 North Dakota airports and one FAA safety seminar.

Jamie Bryn and Shawn Anderson, awarded a flying legacy shirt and flight bag for landing at more than 60 North Dakota airports, one air museum, and two safety seminars.

Larry Gebhardt and Rodney Schaaf, were awarded the flying legacy shirt, flight bag, and leather flight jacket for landing at all 89 North Dakota airports, both air museums, and three safety seminars!

**To participate, pick up a Passport book at a local location or through the Aeronautics Commission, and collect stamps from ND Airports, Aviation Museums, and FAA safety seminars.**

**AIRPORTS:** Please make sure your stamp is in an accessible location at your airport as aviators get in the air and on your runway.

## Fly-In Breakfasts, BBQs, Camp-Outs, Movies: A Call for Events

We've been working hard to get aviation events in North Dakota communicated to those in aviation and the general public. But, we NEED YOUR HELP. Please inform Joshua Simmers at the North Dakota Aeronautics Commission of your 2013 aviation events, so he can put them on appropriate calendars (the Council, the Quarterly, websites, etc.).

Please send: event name; date; location; contact/phone; website (if applicable); time start and end; cost (if none, please state); image (if any, also include date, location, and photo credit if possible or required); and venue/description (as applicable).

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# AVIATION WORKS

FOR NORTH DAKOTA



Rod Brekken, our fearless Chairman



Ron Lundquist receives his shirt from Malinda Weninger, North Dakota Aeronautics Commission, for his participation in the Passport Program.

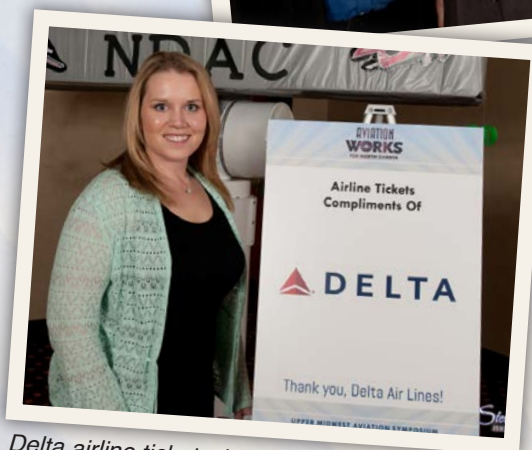


Jay Flowers is recognized for designing the North Dakota Aviation Council logo.



A thank you to Robert Miller, Casselton, for 27 years of dedication to the North Dakota Aeronautics Commission. Roasting Bob is his son, Dain Miller.

Darren Hall, Fargo Jet Center Vice President of Marketing, presented an NDPAMA \$1000 scholarship check to Northland Technical College student, David Simon. The NDPAMA scholarship was sponsored by Fargo Jet Center.



Delta airline ticket winner!



NDAC Treasurer, Mark Scheele, presents a check to Tina Fricke, KLJ, winner of the \$500 drawing at the Exhibitor's Evening.

Watch for the Summer 2013 North Dakota Aviation Quarterly to read about the award winners of the FAAST Diamond Award!





Geneva Schow Oleson's three daughters accept her award for induction into the North Dakota Aviation Hall of Fame.



Geneva's family gather at the 2013 Upper Midwest Aviation Symposium to celebrate her induction into the North Dakota Aviation Hall of Fame.

## Art Contest Winners

### 1ST PLACE

### 2ND PLACE

### 3RD PLACE

Age: 6-9 years



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Sydney Glasheen



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Age: 10-13 years



Camryn Schall



Rebecca Kaese



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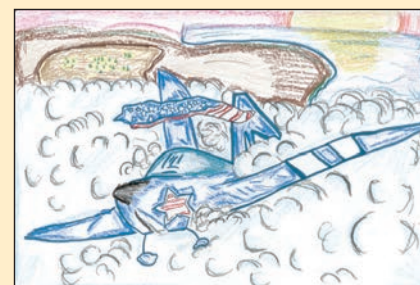
Age: 14-18 years



Ingrid Altenburg



Miosotys Felipe



Taylor Wilkinson



## ***The Minot International Airport is Awarded “2012 Commercial Service Airport of the Year”***

The Minot International Airport has received the “2012 Commercial Service Airport of the Year” award. The award was presented March 5, 2013 at the Upper Midwest Aviation Symposium held in Fargo. The award is sponsored by the North Dakota Aeronautics Commission in partnership 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, Director of North Dakota Aeronautics Commission. Accepting the award for the Minot International Airport was Don Larson, JD Karhoff, and Airport Director Andrew Solsvig.

Accomplishments for 2012 were: In 2012, the Minot International Airport began work on a Terminal Area Study that resulted in the final decision by the city to begin the process for multiple large airport improvement projects, including the work to design and construct a new terminal building with an expanded parking lot and commercial service apron. Multiple capacity improvement projects like this are greatly needed in Minot since they have seen a dramatic annual increase in passenger numbers in the last few years. From boarding 66,000 passengers in 2009, in just three years, the airport ended 2012 with 224,000 passengers for a 49% increase from 2011 numbers. By working with the airlines, the airport was also able to increase the amount of commercial service provided to the surrounding community and currently provides 12-15 daily flights during the peak season.

This past year the Minot International Airport, through the help of community involvement, was also able to offer a free “Soaring Over the Souris Air Show” where it is estimated that at least 15,000 people were in attendance. The airport was also very active in aviation advocacy through informational sessions, speaking engagements, media coverage, and marketing.

The Minot International Airport is congratulated for a tremendous year of accomplishments.

*left to right – Tim Thorsen, JD Karhoff, Andrew Solsvig, Don Larson, and Larry Taborsky*



## ***The Mohall Municipal Airport is Awarded “2012 General Aviation Airport of the Year”***

The Mohall Municipal Airport has received the “2012 General Aviation Airport of the Year” award. The award was presented March 5, 2013 at the Upper Midwest Aviation Symposium held in Fargo. The award is sponsored by the North Dakota Aeronautics Commission in partnership 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 ND and Larry Taborsky, Director of North Dakota Aeronautics Commission. Accepting the award for the Mohall Municipal Airport was Gary Albright.

Accomplishments for 2012 were: In 2012, The Mohall Airport Authority has taken an active role with local pilots and students to encourage additional utilization of the airport. One of those active roles included the success in gaining financial incentives from the city and county to help spur new development on the airport. Over the summer of 2012, agreements were entered into with seven different private investors willing to build new hangars and to date six of the hangars capable of housing up to four aircraft each, have been completed with the seventh hangar to be completed in April 2013. This effort has resulted in the based aircraft count at the airport to climb from only three aircraft in 2011 to 22 aircraft at the end of 2012. Along with this incredible increase in based aircraft, there are currently four new student pilots operating out of the airport.

The Mohall Airport Authority has planned a community open house at the airport this spring, following the completion of the seventh new hangar. This event will showcase all of the new hangars and newly based aircraft and will hopefully encourage a new interest in aviation with the people in the surrounding area.

The Mohall Municipal Airport is congratulated for a tremendous year of accomplishments.

*left to right – Larry Taborsky, Gary Albright*





# What's Happening in Aviation

# AAND

Tim Thorsen, Airport Association of North Dakota

We have just finished a excellent Upper Midwest Aviation Symposium in Fargo. I want to thank those individuals who spent time and much effort to provide the many informative presentations given to airport representatives this year. The presentations given at the symposium allowed attendees to hear from FAA and State officials, as well as engineers and industries who work with and support airports.

Our Bismarck Airports District office manager, Lori Suttmeier, spoke on funding and other issues, and the North Dakota Aeronautics Commission briefed attendees and gave us the state prospective on issues. Other programs included presentations on the new state Pavement Maintenance Index (PCI) study, Airport Cooperative Research Program information, LED lighting for airports, procurement of equipment, geotextiles in construction, taxiway turnaround design, a give and take answer session called Airports 101, loan programs for airports and other topics, including a great set of roundtable discussions. The presentations conducted were high quality this year and made a clear contribution to the professional knowledge level of those who attended.

Additionally, a legislative update from Congressional Staff was held with staff representatives of Senator's Hoeven, Heitkamp and Representative Cramer. The meeting allowed an opportunity

talk about how communications will work with the new officials in Washington, DC and what those staffs need from AAND to help them support aviation in North Dakota. The meeting also provided an opportunity for airport managers to voice concerns directly. If individuals do communicate with congressional staffs, please pass on the need for secure funding for the AIP program.

Two airports were selected and awarded the joint North Dakota Aeronautics Commission/AAND airport of the year award. Congratulations to Minot International Airport (Commercial Service Airport of the year for 2012) and Mohall Municipal Airport (GA Airport of the year for 2012). Their respective communities should be proud of their recognition.

I want to thank those North Dakota airports and businesses who wrote letters and sent emails to North Dakota lawmakers during the legislative session in support of funding for airports. Your efforts made a difference by helping lawmakers understand local and statewide airport funding needs and convincing them to address those needs in the face of many other demands on available funds.

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

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# Aviation Day with Legislators at the Capitol

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Representative, NBAA

Aviation entities in North Dakota recently developed an Aviation Day at the state capitol in Bismarck, with breakfast sponsored by the National Business Aviation Association. They met with lawmakers and discussed the issues facing commercial and general aviation in the state.

"The idea for Aviation Day grew out of the North Dakota Aviation Council's purpose of promoting aviation within the state and presenting their concerns before the general public, as well as state and federal government," said Joshua Simmers, North Dakota Aeronautics Commission liaison to the state Aviation Council. "This was a great opportunity to not only recognize the vital role our industry has played to enabling our state's economic growth, but also to discuss the impact that growth has had on our aviation infrastructure."

Promoting the message that "Aviation Works for North Dakota," the council of eight state aviation groups organized the Feb. 8 event to rally support for a one-time, \$60 million grant proposed in Gov. Jack Dalrymple's budget to help repair airport infrastructure in western North Dakota.

The hope is that the governor's \$60 million proposed investment in oil impacted airports will protect the future of investing in the strategic needs across the state in non-oil impact areas. Hall stressed that those issues aren't unique to the airports located in the oil boom region, as all the state's airports have experienced increased traffic levels thanks to North Dakota's diverse, growing economy.

The council also emphasized the need for a separate \$9.45 million infusion to the state Aeronautics Commission's General Fund – which, despite significant increases to annual enplanements at airports throughout the state, has not had its appropriation level raised in 25 years.

"The oil boom in western North Dakota has been wonderful for our economy, but there have been physical challenges accompanying it," said Darren Hall, vice president of marketing for Fargo Jet Center and past chairman of the NBAA Schedulers & Dispatchers



Committee. "The local news channels run stories about the impact that traffic has had on state roads, but they haven't paid attention to what's happening at our airports. They weren't built to handle this level of capacity, size and weight." And it's been a state-wide concern.

All involved with the breakfast reported a positive reception from state lawmakers. "We had a great story to tell," said Tim Thorsen, president of the Airport Association of North Dakota. "Six of our eight commercial

airports experienced all-time records this year; they're busting at the seams. This breakfast was an excellent chance to introduce ourselves to lawmakers, show them what our needs are and to make our case."

NBAA helped sponsor the first-time event and hosted a display featuring the Association's "Business Aviation Works" video demonstrating the vital role that business aviation plays for citizens, companies and communities across the U.S. "This breakfast was an amazing outreach effort to educate, inform and spread awareness to state lawmakers about the need for infrastructure improvements to general aviation airports across the state," said NBAA Northwest Regional Representative Kristi Ivey.

## AOPA Offers Free Memberships!



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Military Membership: [www.aopa.org/military2](http://www.aopa.org/military2)

6-Month Student Pilot Trial Membership: [ft.aopa.org/free1](http://ft.aopa.org/free1)

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## Aviation Works for North Dakota Rolls out at the Upper Midwest Aviation Symposium

Okay, so you've been hearing the buzz about "Aviation Works for North Dakota." You may be thinking that it is just another catch phrase, and now that UMAS is over, you will never hear the phrase again.

If you missed UMAS this year, you missed the official roll out of "Aviation Works for North Dakota" toolbox as presented by Darren Hall and Matt Hovdenes. As you may recall, in the winter edition of the *Quarterly*, we discussed that the contents of the toolbox include visual aids (banners), handouts (something for the audience to take home) and a Power Point presentation (organized talking points for the presenter). During UMAS, Darren and Matt illustrated the uses and applications of the presentation.

Whether you are a hobby pilot, ag pilot, helicopter pilot, in aviation business, or any other facet of aviation, the "tool box" is adaptable for everyone to use in their local community. The toolbox and the concept of "Aviation Works for North Dakota" provides each of us with a set of materials that we can use to present and communicate a consistent, positive message about General Aviation in North Dakota.

If you are like most of us in aviation, you know exactly what the positive impacts of aviation have been for your life or business. However, most of us have been shy to get out and share these positives. The toolbox provides us with information and structure that we need to get out to our local government and our service groups with this great information.

If you are interested in learning more about the tools, or seeking assistance in communicating to your community about aviation, you can contact any number of the following contacts for assistance:

Jon Simmers – Bismarck (701) 223-4754

Darren Hall – Fargo (701) 235-3600

Matt Hovdenes – Grandin (218) 790-2765

Mark Scheele – Bismarck (701) 557-5349

Jim Lawler – Mandan (701) 663-0669

Stay tuned for some exciting news in the next issue of the *Quarterly*.



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# Rotor Wash

Joshua Simmers, Aviation Projects Manager  
North Dakota Aeronautics Commission



I made a new friend lately. Tim had been taking some helicopter lessons and really liked it. It reminded me of how many surprises we all have – not many of us discuss our helicopter experiences; it's also a topic inadequately covered in most aviation publications. Perhaps we can change that. **Rotor Wash** will feature different contributors for the next year. Let us know if you like it.

At first, I was quite apprehensive of flying a helicopter – it doesn't really glide! But my friend Kelby gave me my first lesson – an airplane can glide a long way and needs a fair amount of landing area, while a helicopter can't glide far at all but doesn't need much of a landing strip (relatively). Soon, I was on my way to the fun – and stress – of flying a completely different airframe. The aerodynamics, control, and emergencies are more complicated, but you can't think about any of that when learning to hover.

The simple aerodynamics are the same. Imagine the amount of torque required to lift the weight of an airframe vertically; conversely think of the anti-torque required for that airframe not to spin.

Well, there is a quote that says, "Never fly anything where its wings travel faster than the fuselage," but take it from a handful of us, it is an exhilarating form of flight with different capabilities than you've experienced with your wings traveling only as fast as you.



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# FAA Recognizes Local Pilot for 50 Years of Safe Flight Operations



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

Placed into effect on August 11, 2003, the FAA enacted a program to recognize those pilots who have 50 or more consecutive years of safe flight operations; the Wright Brothers Master Pilot Award Program. To be eligible, the pilot must have more than 50 years of piloting experience, be a U.S. Citizen for 50 consecutive years, and his/her certificate must not have ever been revoked or suspended.

Thomas Oliver Bailey had his first flight lesson in 1957 and soloed for the first time in 1958. As a pilot, Thomas has advanced from Private and Commercial, from Visual to Instrument Pilot, and student to Instructor.

After receiving his Private Certificate in 1960 and Commercial Certificate in 1961, Thomas bought an Aeronca Champ and started his career in crop spraying.

Receiving his Flight Instructor certificate in 1963, and getting his Instrument Certificate on New Years of 1965, Thomas has fostered dozens of aviation students into some of the finest pilots aviation has to offer. Always passionate about flying, Thomas has proven that a calm hand, a thirst for knowledge, and plenty of patience was the only answer to learning how to fly safely.

In the off seasons, Thomas remains active as a Flight Instructor and in the past has flown aircraft charter flights based out of North Dakota.

For 49 Spray Seasons, Thomas has seen changes from hiring High School students to flag the fields to an "Automatic Flagman" and GPS. From the aircraft which started it all to his Turbine Thrush, faster, heavier, and more demanding than any other of its day.

Thomas has dedicated his life and abilities to family, friends, and the business of flying and farming. He remains active to this day as a CFI, Pilot, and aviation enthusiast.

Over the past 50 years, Thomas has logged over 9000 accident free flight hours, while providing aviation services to this state and the surrounding areas.

As a representative of the FAA and the FAA Safety Team, I wish to thank Thomas for all that he does.

The Federal Aviation Administration presented Thomas O. Bailey this beautifully designed plaque commemorating his dedication during this years Upper Midwest Aviation Symposium held in Fargo, North Dakota.



Thomas Oliver Bailey receives the 2013 Wright Brothers Master Pilot Award from Jay Flowers, FAAS Team Program Manager

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# Eternal FLIGHT



**Audrey Baird**, 93, Dickinson, died Feb. 3, 2013. Audrey's independent streak gave rise to a desire to fly, a passion that would last her entire life. In her early 20s, Audrey decided she was going to take flying lessons.

After discussions with her parents, she was given skeptical and non-monetary support. It was off to the Robbinsdale/Crystal Airport outside of Minneapolis, where she diligently took her ground school studies and instructional flying lessons. When it came time for her private licensing, one would suspect the normal takeoff and landing on the runway, but not Audrey. She completed her private license flight in Florida using a float plane, taking off and landing on water.

Audrey was a charter member of the North Dakota Chapter of 99s, an international organization of women pilots. She continued her lifelong pursuit of flying and ultimately obtained her commercial rating along with an instrument rating. In 1970, she and her best friend and flying companion, Geneva Oleson, participated in the nationwide Women's Transcontinental Air Race, also known as the "Powder Puff Derby." For the Derby,

she piloted her plane from Calgary, Alberta to Baton Rouge, Louisiana. Audrey often talked of her favorite flying adventure in 1993, when she and her son, David, flew her Beechcraft Bonanza from Dickinson to Fairbanks, Alaska.

Retirement to Audrey meant staying active in flying and with civic involvement. She served many years on the Municipal Airport Authority of the city of Dickinson. She was honored with awards for her years of dedication to the community and the state, including awards from the Dickinson Chamber of Commerce, for pioneering contributions as a woman pilot and businesswoman, and the Department of Transportation Federal Aviation Administration, as a master pilot with over 50 years of flying.



**Alice Irene (Schwan) Keller**, 85, Bismarck, died on March 21, 2013, after a lengthy illness. Alice began working for the North Dakota Aeronautics Commission in 1960, where she worked for 31 years.

Alice was the welcoming voice to the public from the Aeronautics Commission. For many she would recognize your voice on the phone and could remind you of your side number without looking it up. Every aerial applicator knew her as the person that could answer the hard questions on aircraft registration and rules/regulation.

Before the cell phone era she was instrumental for the "on the fly" organizational coordination of the of 1989 "State Centennial of Flight" program. Alice coordinated the 100 post offices, airports, support aircraft, pilots and aircraft throughout the complete activity.

Alice helped transform the agency from typewriters /carbon paper and file cabinets to fax machines and full network computer software. She was the anchor for many years at the Commission.

She will be missed by her family, also many of those in the aviation industry of North Dakota.



**Norbert O'Keefe**, M.D., 84, Bismarck, died April 3, 2013. Throughout his life, Norb had a passion for aviation. Although he flew many types of aircraft, he particularly enjoyed his years flying his DeHavilland Beaver floatplane. He was a member of the

Experimental Aircraft Association and was recognized as an outstanding aviator in the Bismarck flying community. Norb was presented the Wright Brothers "Master Pilot" Award for fifty years of dedicated service in aviation safety by the FAA.



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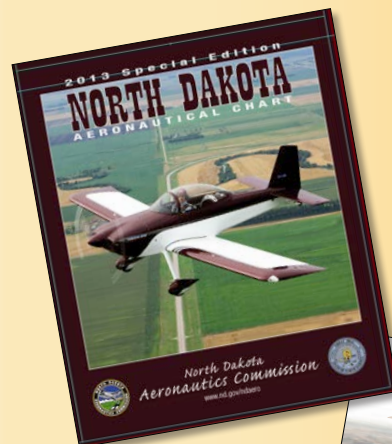
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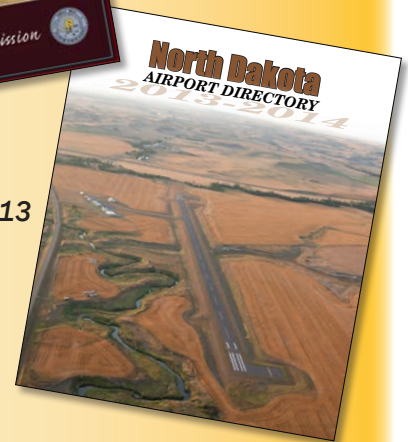
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# 2013 Aviation Technician of the Year was Awarded to ...

Andy Tibert, President

North Dakota Professional Aviation Mechanics Association

The North Dakota Professional Aviation Mechanics Association has awarded Loran Urlacher with the Aviation Technician of the Year at this year's North Dakota Upper Midwest Aviation Symposium.



(left) Loran Urlacher, 2013 Aviation Technician of the Year, and (right) Andy Tibert, NDPAMA President

Urlacher has been an aircraft mechanic for 22 years and has worked for Bismarck Aero Center for the last three years. He is currently the Shop Supervisor to seven Maintenance Technicians and has helped the company grow through his servant leadership, determined work ethic and strong customer service.

"Loran has been great to work with over the last three years, due to his positive attitude and understanding of how to exceed customers' expectations," says Jon Simmers, CEO of Bismarck Aero Center. "From commercial airliners to local customers, his willingness to go above and beyond to minimize customer's downtime has given Loran a reputation of being one of the most dedicated aircraft mechanics in the industry," adds Simmers.

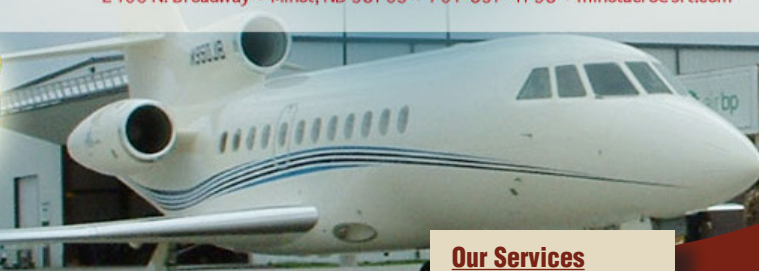
Recipients of the award must hold FAA Airframe and/or Power-plant ratings, and must be employed in the field of aviation maintenance in the State of North Dakota. The judging committee includes a former NDPAMA chairman, a member of the North Dakota Aviation Council and a member from the FAA.

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# NDPA Awards First Scholarship

# NDPA

Mark Scheele, North Dakota Pilots Association

One of the goals of NDPA is to promote aviation in our state. What better way to do that then to help someone earn their pilots license?

The leaders of the association have had a goal for a number of years of reviving the NDPA scholarship program. Thanks to the generosity of a number of individuals and businesses from around the state, we achieved that goal during the 2013 Upper Midwest Aviation Symposium. It is fitting that our scholarship program is starting again this year since it is not only the 30th anniversary of the North Dakota Aviation Council, but also the 30th anniversary of the North Dakota Pilots Association.

The recipient of the NDPA scholarship this year came highly recommended. Damien Gehler of Fargo, North Dakota has been a volunteer at the Fargo Air Museum for six years, doing things such as cleaning, giving tours, assisting flight crews, maintaining aircraft, helping with museum events and more. He plans to begin his flight training this spring in Fargo and then eventually attend UND in Grand Forks. Long term, he hopes to fly for a charter business here in North Dakota.

NDPA was proud to present this year's scholarship to Damien Gehler. We hope there are many more worthy recipients to come, but in order to make that happen we need continued



NDPA President Mark Scheele (right) presents the scholarship award to Damien Gehler (left) at the Upper Midwest Aviation Symposium.

support of our scholarship program. Please consider making a donation to support the NDPA scholarship. For more information, or to donate, visit our website, [www.ndpilots.com](http://www.ndpilots.com), or contact us at [info@ndpilots.com](mailto:info@ndpilots.com).

*Congratulations Damien!*



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## Fargo Jet Center (FJC) has been ranked number two by pilots in the 2013

## FEATURED ADVERTISER

Aviation International News (AIN) FBO Survey – The Americas. The 2013 FBO (Fixed Base Operator) survey allows readers to evaluate aviation service companies in the Western Hemisphere including the North, South and Central Americas and the Caribbean. The announcement was published in the April edition of AIN and included a special report featuring reviews of the Top 5% rated FBO's and a listing of the top 30% rated FBO's in the current edition of the magazine and online at [www.ainonline.com](http://www.ainonline.com).

"Earning the #2 rank in this year's survey marks our 2nd appearance in the Top 10 (2011 FJC ranked #8) and highlights our team's dedication to aviation excellence and safety," said Jim Sweeney, FJC President.

"We continually strive to enhance our client service offerings and it is inspiring to be a top choice of pilots who notice and appreciate our efforts."

In the US alone, there are estimated to be nearly 3,000 FBOs. This year

1,777 FBOs received at least one vote and of the thousands of aviation service companies in the Western Hemisphere, only 135 companies qualified to be published in the survey. The survey is categorized by the average scores each company receives in the areas of Line Service, Passenger Amenities, Pilot Amenities and Facilities. With an average score of 9.4 out of a possible 10, FJC is the highest ranking FBO in the upper Midwest and is the only facility in the Top 30% based outside of a major metropolitan or destination area. Fargo's geographical location positions FJC as a premier fuel stop and US Customs clearance Port of Entry.

"Pilot and passengers experience in Fargo is enhanced by the excellent operation of Fargo's Hector International Airport. The

entire operation of the airport facility, skilled air traffic controllers and the professional service of U.S. Customs and Border Protection contribute to the "positive experience" our customers receive in Fargo" adds Sweeney.



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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

### May 30-31

UAS Action Summit, "The Future Is Here:  
A Global Destination for the UAS Industry"  
Alerus Center, Grand Forks

### June 1

Milnor Fly-In Breakfast  
7 a.m. – 11 a.m.  
Contact: Mark Gainor • (701) 680-1001

### June 4 – Aug 13

Plane Camp, Fargo Air Museum

### June 16

McVillie Fly-In  
8 a.m. – noon  
Pancake Breakfast, sausage, eggs, and planes  
Contact: Clayton Ward • (701) 739-8631

### July 20

Hillsboro Regional Airport Fly-In  
Fly-In Starts at 10 a.m.  
Landing Competition 11 a.m.  
Lunch of brats and beans from 11 a.m. – 1 p.m.  
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### Camp 1: June 23-30

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### July 4

Rolla Airshow  
1-7 p.m. Show 2-5 p.m., Dance at 9 p.m.

### July 4

Minot Airshow

### July 28

Maddock Fly-In and Golf Ball Drop  
Proceeds for the JT Rice chapter of  
Pilots for Christ.  
Contact: Patrick Tracy • (701) 739-9024

### July 29 – August 4

EAA Airventure Oshkosh, WI

### August 25

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

### August 25

Milnor Fly-In BBQ Supper  
4 p.m. until dark with entertainment and  
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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 discussion 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, sweet airplanes.  
Contact: Jon Simmers • (701) 223-4754

### 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

**Online calendar:**  
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