

Aviation QUARTERLY

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North Dakota Aviation Council

Winter 2013

AVIATION WORKS

The 2013 Upper Midwest Aviation Symposium (UMAS) will be held Sunday, March 3 through Tuesday, March 5th, at the Fargo Ramada Plaza Suites. Aviation issues and technological changes continue to grow and evolve in North Dakota and across the region. With a great selection of speakers and round-table sessions, the UMAS is the place where those who have an interest in Aviation come together to learn, network, and speak up.

The 2013 UMAS will double as a "Happy 30th Anniversary" party for the North Dakota Aviation Council (NDAC). We'll have special celebratory events to remember the past 30 years of aviation and the NDAC; you won't want to miss out!

Our banquet guest speaker, Cathé Fish, brings the unique combination of an experienced pilot (6,000 hours flight time, including flying for a commuter airline) with a gift for teaching. Fish will be speaking in several regular UMAS sessions, as well as during the Hall of Fame banquet, so look for opportunities to learn from this great teacher-pilot on a broad range of topics.

Jay Flowers, a member of the FAASTeam, will talk about the new emphasis on the Biennial Flight Review (BFR). The FAA is taking a new look at the BFR and how they are being conducted. Flowers will fill the audience in on what this new interest in the BFR entails.

Randle Corfman PhD, MD from Anoka, Minnesota has training and interest in wilderness and survival medicine, as well as aviation medicine. He incorporates his love for aviation with his medical practice, and is a popular speaker at many aviation conferences

and venues, speaking on his approach to keep pilots healthy and flying. Corfman is also a member of SuperCub.org, where he hosts a forum called "Medical Matters" where he discusses common medical issues facing pilots.

Greg Miller, Sunday's speaker on "Fuel-From the Refinery to the Wing, began his aviation career at Millard Airport in Omaha. During the span of his aviation career fuel transportation, logistics, storage, and quality control were a key element in the daily operations of the airport operations and for the customers of EPIC Aviation. Maintaining Clean, Dry Fuel requires diligent care and adherence to industry standards. Greg will share his industry "lessons learned" with you regarding fuel manufacturing.

Many more speakers and informative topics fill out the UMAS schedule. And, as always, the UMAS will host several events to allow attendees to network and enjoy the company of fellow aviation enthusiasts, including the Opening Social and the fun-filled Spouse's Program. Exhibitors will also be on hand throughout the event.

For the second year, registration for the UMAS will be done completely online. Those who plan on attending can quickly and easily register and pay online. Simply visit www.ndac.aero, and click on the link to take you to the online registration system. Remember to register and to reserve your room at the Fargo Ramada Plaza Suites as soon as possible to lock in early-bird rate registration savings and special room rates. Registration at the door is available for an increased rate.



UMAS Guest Speaker

Cathé Fish – a hit for aviators and non-aviators too!

This is going to be the most high-spirited banquet we've had yet – for aviators and non-aviators alike! Cathé Fish will be joining us as our banquet keynote speaker and will be giving additional presentations, including *Fish's Fun Flying Companion Course*. This is the time to bring your flying companions for a fun, practical, non-intimidating class. Spouses, this is the opportunity you've been looking for (or the opportunity your pilot companion has been asking you to look for).

Catherine Fish's Fun Flying Companion Seminar is just as it says: a lot of fun. She relates well to the right-seater, who often is a female. The attendees immediately feel at ease with her because of the non-threatening, open atmosphere she creates. Cathé presents the lessons in easy to understand language that makes the attendees quickly feel more at home in the cockpit. She encourages and coaxes questions from the timid. Even those attending at the urging of their pilot partner are soon engaged by Cathé's playful style. Attendees leave her classroom full of enthusiasm and committed to learn more about flying. Initially reluctant flyers, after taking her course, often become eager copilots, and some go on to obtain their own pilot's license.

Cathé comes to us as a long time aviation speaker and humorist with 40 years of flying, 17 years as a National Accident Prevention Counselor, 300 students, and a resumé that includes commuter airlines to USDA contract pilot to professor and an expert in the latest GPS technology. She has taught more *Flight Instructor Revalidation Clinics* than anyone alive. She could not come more highly recommended, and was invited by popular vote from your Council. This is going to be fun, and Cathé, we're looking forward to seeing you!

See pages 13-15 for more details.



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Kris Magstadt, Editor

AROUND the PATTERN

Christmas came early for me

Christmas came early for me this year. I would like to share a story with you about how aviation has connected me to some wonderful people.

It was UMAS 1992, and I worked for the Bismarck/Mandan Convention and Visitor's Bureau. I was excited to work registration because it made me feel a part of aviation once again, and I knew I would get to meet people that my dad had spoken about. Well, I noticed someone sign in with a hometown of Glasgow, Montana. Of course I proceeded to ask him if he knew Vic Wokal. "Know him, heck, he's my dad!" My simple response was "Mine too!" Well, Mr. Bob Lipscomb's jaw fell to the floor in amazement. Now what? It seemed that my dad had "adopted" Bob and that they were close friends. I was elated to find out that, since I grew up with only sisters, I now had a brother! Since that day, Bob and I have had a special brother/sister relationship. I know I can always count on him.



Bob became the chair of the Valley County Airport Commission a few years ago, and just recently left the commission. While visiting the airport one day, he stopped at the old weather bureau building ... you know, the one with the dome where they let the weather balloons out. He found a crated Cessna sign and immediately dialed the phone to call me and tell me about it. The sign was for Wokal Flying Service, double-sided and lighted, probably from the 70s. He said "do you want it?" Well, of course, my response was, "yes!" That sign was delivered to our home in November. It is in the original crate and has never been used. It is 7' x 6' and in mint condition. My husband, Kevin, wired it to see if it worked, and it lit up beautifully.

I think about all of you and your aviation connections. So many great people share a passion for the amazing gift of flight. I hope you will all attend UMAS to see old friends and meet new.

Needless to say, the gift of the sign caused me to remember where I came from and reminded me of so many wonderful people and memories. My dad was my hero, and I proudly display much of his memorabilia. Thanks, Brother Bob, for this wonderful gift.



Rod Brekken, Chairman
North Dakota Aviation Council

CHAIRMAN'S COMMENTS



Aviation Works is the theme for the upcoming symposium. It's a "catch phrase" that the North Dakota Aviation Council (NDAC) will use to educate the general public in understanding the vital role general aviation plays in their daily lives. It's a phrase that will be synonymous with the Educational Awareness Initiative developed by members of the NDAC. The public, at times, becomes complacent with their jobs and careers, and aren't aware of how interaction with general aviation positively affects their lifestyles. *Aviation Works* was designed to create an educational path to lead the general public to an awareness of how aviation in their daily lives positively affects their jobs, their prosperity and their futures. To develop that interaction we needed a "tool box." Check out Jon Simmers' article on page 18 to learn what we need in our "tool box." Take the time to read Jon's, and you'll come to realize we have a public education job to complete, and we need to use the tools in our "tool box" to accomplish that.

What do you see as you drive across the landscape to your job? Some of us notice small changes in our humdrum drive. We realize that the "regular drive to work" is slowly becoming more congested. There are more vehicles out there, slowing our progress

to get to and from our destination, but we always seem to get there and home again. Now think about your North Dakota geography, and in your mind, draw a line from the eastern border of Bottineau County roughly down to the eastern border of Bowman County. That area of the state has seen a dramatic change in the amount of traffic on its highways, and county and township roads. That traffic has more than just congested the roadways; it's destroyed a lot of them.

Well, now for an additional eye opener! Our transportation woes haven't just affected the roads. It has exerted explosive aviation growth on our North Dakota airports as well. The commercial and general aviation airports have experienced debilitating impact from growth associated with oil development. General Aviation (GA) airports like Bowman, Crosby, Parshall, Stanley, Tioga, Watford City, Killdeer and New Town have great needs, along with a number of airports I didn't list. The ones I have listed have tried to complete scheduled airport improvement projects to keep up with the need. The problem is that these improvements have been swamped by additional on-field user development faster than the airport infrastructure improvements can be completed. Kenmare, Mohall, Garrison, Hazen, Beach and Bottineau are also on the list for improvements. Will the funding be there in time? I'm not totally convinced, but with your help, I have faith.

The commercial airports find themselves in a similar situation. Minot is in the need of a new or expanded terminal, apron and taxiway/runway work. Dickinson needs runway/facility expansion. Williston needs to totally relocate its airport in the coming years because there isn't room to expand from where it is now. I have many more on the list in front of me, plus we can't forget that airports in the less affected counties outside the oil development area also need to be maintained and expanded for the future.

Well, as you might imagine, this is all going to take a huge and continued investment. Every one of us needs to be in contact with our legislators to lobby for attention to these needs. State funding for aviation several years ago was much more supportive, but in several recent biennium's, levels of state funding dollars have fallen off and have actually become stagnant at a much less than supportive level. With the needs I have sighted, there will be intense competition for these dollars, so we need to take our legislators to coffee, invite them over for a lunch, visit with them at their offices, and do whatever we can to persuade them that aviation needs to get its fair share of these dollars to offset the projected shortfall. Without these improvements, oil and gas development will become stagnant, and our travels to work and home will continue to take longer and longer.

For our communities, our families, and our grandchildren, we ALL need to become advocates for a stronger North Dakota transportation system. Our grandchildren will need and deserve it!

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Larry Taborsky, Director
North Dakota Aeronautics Commission



DIRECTOR'S CHAIR

Happy New Year! Time to change the calendar, and also time to change out your Twin Cities Sectional. This will be the first sectional that incorporates the newly created Devils Lake Restricted Area Complex, R5401/2/3, which brings me to a story about something that happened to me recently...

On my way to a meeting, I was flying an ILS approach into Grand Forks Air Force Base. As I scanned the runway on short final, I saw an unmanned aircraft taxiing to the runway. It was a Predator, the kind that you may soon see in the restricted airspace. At 66 feet wide, 36 feet long, and 4900 pounds, it gets your attention, as much as any aircraft that approaches the active runway. I heard tower issue a hold short to the unmanned aircraft. The unmanned aircraft responded appropriately and pulled up to halt short of the runway for my landing. As I turned off and taxied to the line, I saw the Predator taxi onto the runway and depart. While this was a first for me operating with a remotely piloted aircraft, the smoothness of the evolution was encouraging for the future of UAS development.

Customs and Border Patrol and the Air National Guard have been operating within the confines of the Grand Forks Air Force Base for quite a while. Customs has used the Temporary Flight Restriction (TFR) airspace to climb into positive control airspace and go on their way to their mission across the northern border of

the country. The Guard will now be making use of the restricted airspace for training, and will be getting there by using another TFR connecting the Air Force Base to the restricted area. Your aircraft radio has never been used for a better purpose than now! While TFRs may seem imposing, it is very likely that by calling the Minneapolis Center or Grand Forks Approach Control and getting a transponder code, you can transit as you always have. For pre-flight planning, the Air Force will have the restricted activity schedule available at telephone number 800-972-8824. Communication is the key.



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Bob Simmers

Aviation Safety is Your Responsibility

By the time you receive this the new year will have begun and the holiday rush will be over. So, let me take this opportunity to wish you a Merry Christmas and a Happy New Year.

First, I have a couple of housekeeping items. I am still seeing some paper Airman Certificates floating around. These are no longer valid and need to be exchanged for the new plastic credit card like certificates. The best way to get a new replacement certificate is to follow the instructions at www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/. The replacement cost is \$2, unless you still have your Social Security Number on your certificate, and you ask to have it removed.

I attended the recent FAASTeam seminar hosted by our friends at the Basin Electric flight department. For the effort that was put into this presentation, I was disappointed in the turnout. About the only way that you will receive notice of these seminars and safety events is to be registered on the FAASTeam website www.faasafety.gov/default.aspx. If you don't have Internet access, have one of your pilot buddies keep you abreast of the events.

When I have time, I like to review the accident reports published by the NTSB. Some things remain the same in that the leading cause of aircraft accidents is still "pilot error." Remember, you as the Pilot-in-charge (PIC) are responsible for everything pertaining to your flight. In some ways, it's an easy out for the FAA. Forget one thing, current charts, weather check, NOTAM check, and on down the line, and you are labeled at error. The basics cannot be ignored, but neither can the fact that we have more information at our fingertips than we have ever had before. We now have general aviation aircraft that will fly an entire route from the time that the gear comes up until the time that the gear comes down and beyond. We have small Electronic Flight Bags that will carry

everything and more than we used to carry in three large flight bags. We also have moving map displays that will track us and provide us with situational awareness than we have ever had before. A recent example is an accident with a Kingair that plowed into the side of a mountain at night VFR. He had all of the equipment on board to monitor the terrain, but had none of it on. There has also been a recent case of continued VFR in IMC. Again, all of the latest equipment was available, but the pilot failed to engage the available autopilot and save himself.

All of the latest of technology in the cockpit and at your fingertips does not do you any good if you do not take the time to learn what it can do for you and how to use and stay proficient with those aids as you do to your landings and takeoffs.

Feel free to contact me at bobs@bismarckaero.com with questions, concerns, or comments.

Until next time, Happy New Year and HAPPY LANDINGS
Bob Simmers

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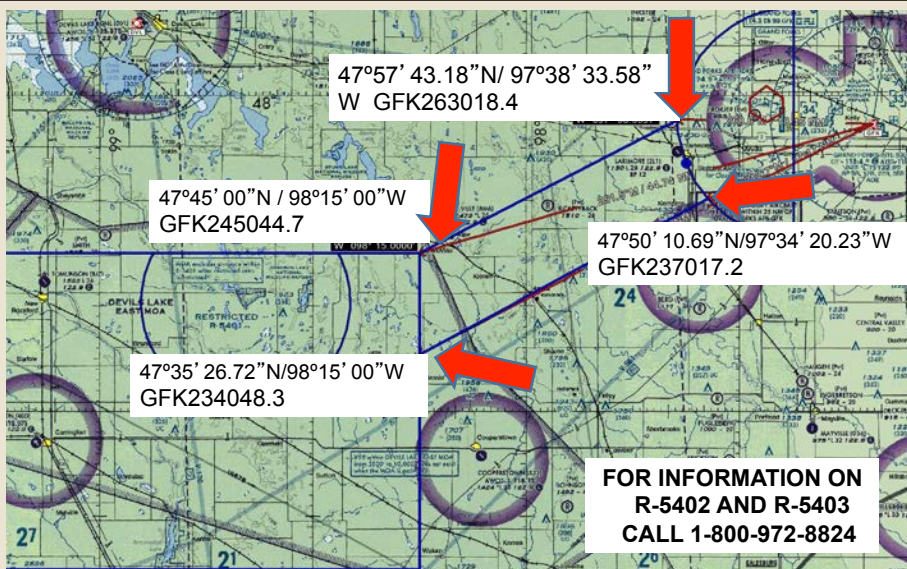
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Devil's Lake Restricted Area Complex

The Devils Lake Restricted Area Complex is now current on your sectional. A Temporary Flight Restriction now provides access for Unmanned Aircraft Systems between the Grand Forks Air Force Base and the restricted area, as depicted in this graphic, effective January 10, 2013. The North Dakota Aeronautics Commission attempts to keep you informed at www.nd.gov/ndaero/restricted; the Grand Forks Air Force Base Airspace Manager has also released this number, as seen in the graphic, 1-800-972-8824."



Investing in North Dakota's Aviation Future

By Tim Thorsen, President
Airport Association of North Dakota

In my last two *Quarterly* articles I have written about the need for special funding for North Dakota's Airports, ideally managed by the North Dakota Aeronautics Commission. On December 5, 2012, Governor Jack Dalrymple released his proposed budget to lawmakers. While the Governor left the Aeronautics Commission budget essentially unchanged, the Governor recommended a one time allocation of \$60 million of oil gross production taxes to the Department of Trust Lands to provide for grants to oil-impacted airports. As the legislative session gets closer, it will become clear what the specific roles of the Department of Trust Lands Energy Impact office and the North Dakota Aeronautics Commission will have in determining how the additional dollars to airports will be allocated and disbursed. Though this budget now faces legislative approval, the proposed funding shows a strong commitment by Governor Dalrymple to help resolve the airport infrastructure problems in western North Dakota. This is a great first step. Next, there is work to do to get the Governor's \$60 million recommendation passed through the legislature.

AAND recently held a conversation with some of the legislative members in southwestern North Dakota to discuss the importance of special funding for airports during the 2013-2014 legislative biennium. What we told them is applicable to all in the effort to pass the Governor's proposed funding into law.

Here is some of what we told them:

- Both commercial and general aviation airports are experiencing the same detrimental impacts as the state's road system. Increased traffic, larger, heavier planes, limited resources, and unmet financial needs threaten the stability of the state's aviation system.
- Minot, Williston and Dickinson, along with eight western General Aviation (GA) Airports are impacted by the oil development and associated aviation growth. Needs include a new terminal, apron and taxiway/runway work at Minot,

preliminary work for relocating Williston's airport, and facility expansion at Dickinson. GA airports (Bowman, Crosby, Parshall, Stanley, Tioga, Watford City, Kildeer and New Town) also have needs. Bowman is relocating. The others have requirements that vary from lengthening and strengthening runways for increased traffic and larger aircraft, to adding aprons and adjusting taxiways to allow for orderly growth of hangars.

- We added some striking examples, Bismarck will end the year with enplanements projected around 240,000, up from a record 196,000 last year. Minot will end the year with enplanements up over 50% with nearly the same annual total as Bismarck operating, while in a facility 1/3 Bismarck's size. Frontier's new service in Minot will add more than 5,300 seats to Minot's market next year. Williston, with new Delta and United service, now has 250 new seats most days in their market and could grow from a record this year near 30,000 enplanes to potentially around 100,000 enplanes next year.
- We made the point that other airports in the state also have continuing needs and as more time passes, urgent needs for funding in the western part of the state will likely reduce funds available for central and eastern airports. The capital needs at those airports will grow over time. We emphasized that funding airports is a statewide issue.
- North Dakota's aviation system produces nearly \$2 billion in annual economic benefit to the state and employs more than 19,000 people.
- The state's aviation system is severely underfunded, and the state is at risk of losing a vital driver of the state's economic development, quality of life and emergency service providers.
- North Dakota aviation is a vital link to all of North Dakota's major economic drivers: agriculture, energy, manufacturing, tourism, technology and healthcare.
- Aviation funding from North Dakota's General Fund has

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not increased since 1987. The North Dakota Aeronautics Commission supports 8 commercial service and 81 general aviation airports with only \$550,000 biannually. The commission also provides grant funding through their special fund balance funded through aviation user fees (aviation fuel tax/excise sales tax, etc).

- Airport traffic has increased 30 percent in the past two years and more than doubled over the past decade.
- The federal government typically funds airport projects at a 90 percent level (down from 95% last year) pending availability of funds. Historical federal funding levels for the state are not sufficient to cover even half of the needed development for western North Dakota. Additional airport funding from the state can be used to leverage dollars from the FAA to complete the additional projects needed.
- Preliminary 2013-2015 numbers provided by the North Dakota Aeronautics Commission show unmet financial needs at the western oil impacted airports totaling \$74.9 million.
- Airports in eastern and central North Dakota are in need of continued financial support.

Please review the information in this article and support aviation in North Dakota by contacting your state Senators and Representatives, especially the Senate and House Appropriations Committee, about the important topic of airport capital funding. Tell them about your airport. Tell them you support an increase in general fund support of the Aeronautics Commission Budget (agency 412) to \$5 million and the Department of Trust

Lands (agency 226) planned \$60 million to support oil impacted airport improvement and construction projects.

Lawmaker contact information is located here:

www.legis.nd.gov/information/general/contact.html.

Please take action soon because they are making plans now. Two great resources for additional facts about capital needs of North Dakota airports are Kyle Wanner, Aviation Planner at the North Dakota Aeronautics Commission 701-328-9651 or kcwanner@nd.gov and Riaz Aziz at NDSU's Upper Great Plains Transportation Institute, 701-231-5607, or riaz.aziz@ndsu.edu.

Remember, starting with this year's grants, the FAA will not reimburse the last 10% of the grant funding until the closeout document is turned in, so each airport will have to carry the 10% or come up with a short term solution, such as a loan. Along with banks, the North Dakota Public Finance Authority is an option airports can consider if short term financing is needed while waiting for reimbursement.

Lastly, I want to welcome Laurie Suttmeier and Scott Brownlee to North Dakota and the Bismarck Airports District Office (ADO). Laurie is a rated pilot who comes to the manager's position with 14 years experience at general aviation and commercial airports then successively more responsible FAA positions leading to this position. Scott is a long time rated pilot with stints at the Colorado Division of Aeronautics and a number of years experience in airport operations and managing airports before joining the ADO as a community planner. We are happy they are here and look forward to working with them.



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SMS – Starting with a Safety Culture

Paul Snyder, Assistant Director / UND Aerospace, FAA Designated Pilot Examiner, DOT SMS Certified Trainer

On August 1, 2010 public law 111-216 mandated the FAA develop and implement Safety Management System (SMS) regulations for air carriers by August 1, 2012. Many in the aviation world saw it coming; many still have no idea that it is a force that is gaining increasing momentum and beginning to permeate the aviation industry. Major airlines are requiring their partners to get on board, international aviation regulations are causing pressure on aviation companies who fly overseas (FAA Information for Operators 11010, April 11, 2011), and flight training schools, such as the University of North Dakota, are being asked by customers to describe their SMS program. The momentum has gone beyond regulation, organizations are beginning to change and adapt because they must remain competitive in the international market. The question is, where do you start? How do you begin to embrace SMS within your organization? A practical SMS starting point, before you delve into any of the over complicated FAA publications, conduct mind-numbing detailed gap analysis, or set implementation plans in motion, is to begin by creating a Safety Culture within your organization.

Why start with a safety culture? Safety culture encompasses all four components that make up a SMS. If your organization doesn't reflect a culture of safety, your SMS, will at best, only exist in some manual to be displayed on a shelf.

It reminds me of parenting. There are times when our children are "following the rules" (usually right after being disciplined), but

it is evident they have not had a change of heart. They either don't understand the fundamental reasons for the rules or they simply like "their" way better. When this happens, we know it won't be long before they are breaking the same rules again. I believe this concept applies to SMS. If your organization doesn't have a safety culture, it is missing the heart of SMS. If an organization doesn't understand the fundamental reasons a SMS is based on or they like "their" way better; your organization will be doomed to have a SMS 'on file' but it won't be long before the organization returns to business as usual.

I would recommend you do a web search on James Reason and begin to become educated in all the facets of a Safety Culture, but in the meantime, there are a few things you can start today as you develop a safety culture.

- Create a method for your employees to anonymously report safety concerns or existing hazards. I recommend anonymous, because it is the easiest way to ensure that it will be non-punitive. The folks doing the work, the technical experts, are the ones who most likely will know where the next accident will occur. It doesn't need to be a highly advanced software program, just some simple way to allow personnel to give some input.
- Gather and track data – as you analyze the data, process the identified hazards in relation to the organization, not individual deviations. For example, if there are multiple

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reports of high taxi speeds on the ramp, don't immediately ask, "who did it?" There may be times when it is simply a reckless employee disregarding clearly written policy for which they have been trained, but it will not be the norm. Instead ask, "why are they taxiing fast?" As an organization have we communicated our expectations? As an organization, are we building schedules that cause them to hurry? What pressures are we, as an organization, placing on these employees to contribute to this? What do we value most, and what are we conveying to our employees?

- Communicate with your employees. Show them what hazards they are finding and show them how their input has helped to improve safety and shape policy.
- Establish safety performance measures for your managers. When managers are evaluated, make sure that safety is part of the metrics that determines a job well done.
- Plan for change, question the status quo, and don't be satisfied with the level of safety you are at. If you see change coming, be proactive to identify the hazards that will be associated with change and implement preventative strategies to reduce the risk of that hazard before it happens.

When I first became involved in SMS, I must admit, I saw a mountain of paperwork and an increase in meetings. As our SMS has taken shape, my opinion has changed. SMS is a business process to safely deliver a product or service. It is a process that enables leaders to make fact-based decisions, facilitate positive change within the organization to improve safety and ultimately to improve the product or service we are providing. As you move forward, before you create another manual, begin changing the heart of your organization to a culture of safety and the rest will follow.



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By Cole Short, Hillsboro Banner
Photos by Cory Erickson

FEATURED ADVERTISER

Chad Hanson insists he wasn't sure his business would succeed when he set up shop inside Hangar 102 at the Hillsboro Regional Airport.

The 34-year-old airplane mechanic probably has fewer doubts now.

Six years after it landed four miles south of Hillsboro, On-Site Aviation continues to expand and add staff, drawing more business to the already bustling airport.

"The first few years we had a slow start," Hanson says. "But now it's pretty constant. The amount of business we do seems to double every year."

A native of Northwood, Hanson started his own aircraft repair shop in his hometown in 2005. He moved to Hillsboro and opened On-Site Aviation a year later.

In the beginning, it was solely Hanson and his step-son, Dustin Cote, repairing aircraft inside the metal hangar building.

The business added a part-time mechanic's position that evolved into a full-time job soon afterward.

Hanson added more mechanics and opened an aircraft restoration and paint shop in January, luring a husband-and-wife team from Warroad, Minn., to Hillsboro.

On-Site Aviation plans to hire another mechanic in October



— bringing its full-time mechanic staff to five. As a bonus, the new hire will offer flight instruction, a service the airport hasn't offered in the past.

"It's a diversified business," Hanson admits with a chuckle. "We're trying to offer all the services that are available" at larger airports.

On-Site Aviation repairs and inspects at least 60 aircraft a year, Hanson says. Meanwhile, the company's paint shop has a waiting list with six aircraft at all times, as each plane takes a month to completely strip, refurbish and paint.

Since January, the shop has repainted planes across Traill County and helicopters from as far away as Montana.

"The fleet of aircraft out there now is generally from the '60s and '70s," Hanson says. "You see a lot of white, brown and orange, so it's time update those colors."

The booming business at On-Site Aviation has both mirrored and spurred growth at the airport itself, says Larry Mueller, president of the Hillsboro Municipal Airport Authority.

"(The business) has given the airport year-round value," Mueller says. "People are out at the airport working on a daily basis now, not just in the summer."

Mueller has served as the airport's manager for nearly 17 years.

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The \$3.5 million facility has steadily added upgrades since its construction in the mid-1970s.

However, most of buildings at the airport, which include seven general aviation hangars, are less than 15 years old. The hangars house On-Site Aviation as well as aerial applicators Pro Air Service and Sky Tractor.

Mueller says the local airfield has never been busier. Pilots frequent the airport because of its convenience and the fact fuel is less expensive in Hillsboro than commercial airports in Fargo and Grand Forks, he says.

"There's a more friendly environment here, a lot of which goes back to the rules and regulations for the larger airports," Mueller says. "You can't sneeze on a big airport without having security watching – 9/11 changed a lot of things."

There's currently a list of more than 20 airplanes waiting for hangars at the airport.

To meet those demands, the airport is in the middle of a large expansion to add land for 20 airplane stalls west of the facility, a project that's been in the works for three years.

The airport is nearly finished with an environmental

assessment for the project. Once complete, hangars could be ready for use in one or two years, Mueller says.

The expansion could mean even more

work for On-Site Aviation, says Hanson, who is in the process of taking over for Mueller as airport manager.

"Right now, there's no room for expansion," Hanson says. "Adding space will allow more people to bring their airplanes here to have them worked on."

"That will definitely increase business, which is a good thing," he says.

On-Site Aviation receives at least one call a week inquiring about hangar space.

Until the expansion is complete, Hanson plans on continuing to serve his existing clients and focus on touting his company's new flight classes.

Hanson started flying when he was 15 and points out potential pilots can start soaring solo by the time they're 16. A pilot license can be obtained at age 17.

On-Site Aviation is in the process of purchasing an airplane that can be rented for the classes.

"I started when I was 15 and started solo (flights) on my 16th birthday," Hanson says. "If anybody is interested in learning to fly or about aviation, just stop out at the airport. We'll show them around."

For more information contact:
www.flyhillsboro.com

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Joshua Simmers, Aviation Projects Manager
North Dakota Aeronautics Commission



Flight Training Assistance Program

The Flight Training Assistance Program (FTAP) was created to help rural North Dakotans access instruction when there is no local instructor available. The program will not subsidize the instruction; it subsidizes the cost of travel for the instructor to get to the student. This shows the way in which the Commission recognizes the unique needs of our state.

It is interesting to look back at maps and see how airports pop-up and disappear in different revisions. Without doing any extensive research, the maps appear to show that areas that have instructors have a lot more public use airports and private strips. We need our instructors! And thank you, instructors, for giving

the freedom of flight to others. I am pleased to report that we are seeing an increase in our state.

In order to take advantage of the Flight Training Assistance Program, please access our website and enter into an agreement with the Commission. For those of you already taking advantage of FTAP, please remember to be in communication with our office. We function on a biennium cycle which means that we need to adequately project your need and get those funds on their way by June 30, 2013.

It's a great program – and it will be successful if you take advantage of it and remain in communication with us.

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

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 the following information to ndaero@nd.gov or 701-328-9653: 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

Registration info

Register online at www.ndac.aero. On-site registration available at an increased rate.

Hotel/Facility info

Make your reservations today at the Fargo Ramada Plaza Suites at 701-277-9000.

Mention the Upper Midwest Aviation Symposium and receive the Symposium rate.

Happy 30th anniversary NDAC!
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NDPAMA speaker line up..

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Steven Strollo, Aircraft Fuels/ Lubricants
Joe Lagie, Aircraft Ignition systems
David Czarnecki, Reciprocating Engines
Tom Heid, Exhaust systems, Engine Mount Repair, Baffling
Butch Maxwell, Propellers and Components
Kim Caswell, Aircraft Interiors
Roy Kieffer, Aircraft Painting
David Moen/Chris Hexum, Avionics
Cathé Fish, Human Factors

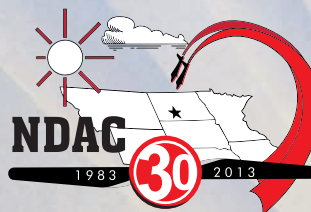
Ice Breaker Reception

The Ice Breaker Reception (opening reception) will be at the Fargo Air Museum from 5 p.m. to 9 p.m. on March 3rd. There will be step-van transportation provided from the Ramada Plaza Suites to the Fargo Air Museum.



UMAS Committee Members:

Back Row (L to R) – Jim McLeish, Todd Schwarz, Mark Scheele
Second to Last Row (L to R) – Bo Klindworth, Joshua Simmers
Third Row (L to R) – Andy Tibert, Jeremy Sobolik, Robert Miller,
Darren Anderson, Darrel Pittman, Dave Gust, Tim Thorsen, Jim Lawler
Front Row (L to R) – Matt Hovdenes, Julie Neidlinger, Rod Brekken,
Malinda Weninger, Darren Hall
Not Pictured – Kris Magstadt, Roger Pfeiffer, Warren Pietsch,
Jon Simmers, Larry Taborsky



New to UMAS this Year

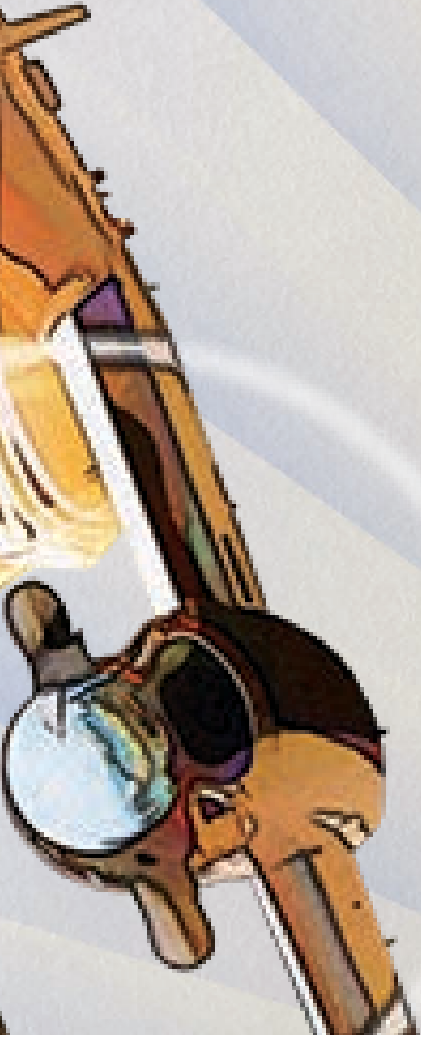
A bulletin board will be available for attendees to post aviation related information, including job listings or resumes for Mechanics and Pilots.

Please remove the next two pages and display in your business to help promote the Upper Midwest Aviation Symposium.

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Kyle Wanner, Airport Planner
North Dakota Aeronautics Commission



Airport Planning Resources

Knowing where to find information can be just as important as knowing the information.

Managing future projects or activities at an airport can be a challenge, and though we don't expect our airport managers and volunteers to know everything about airport planning, it always helps to know that there are resources available to anyone who would like to find more information about certain subjects regarding airport development.

The Airport Cooperative Research Program (ACRP) is a research program that develops practical solutions to problems faced by airport operators. The ACRP website provides a wide array of reports that may include a subject that you would like to learn more about. The reports are even available for free to view online or print out and read at your leisure. Taking the time to become more knowledgeable in airport development may save your local airport time and money in the future.

Visit: www.trb.org/ACRP for this free information on airport management and planning. Be sure to check out my list of recommended reports that may be deserving of your time to browse through.

- Guidebook for Managing Small Airports
- Guidebook for Developing General Aviation Airport Business Plans
- Collaborative Airport Capital Planning Handbook
- Understanding Airspace, Objects, and their Effects on Airports
- Guidebook for Developing and Managing Airport Contracts
- Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports
- Marketing Guidebook for Small Airports



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By Lt Col Darrel Pittman, CAP

CIVIL AIR PATROL UPDATE

Emergencies and Off Airport Landings

Last article I wrote about winter weather and taking safety precautions. Now let's take a look at what happens when a pilot has an emergency and is forced into making an off airport landing.

Many years ago, my very first flight instructor told me to stay alert and expect anything to happen. When it does, and you need to land, the very first thing you do is, remember not to panic and, above all, fly the airplane (he did use another explicit word). Some years later, I did have an instance to recall that phrase. Fortunately, after some scary moments, I was able to make a landing at the airport.

In the CAP, if we are planning a VFR flight anywhere beyond 50 miles of our departure airport, we are required to file an FAA flight plan. Do you file a flight plan when you are flying VFR?

If you did file a VFR flight plan, let's discover what happens when you do not arrive at your destination within the time parameter you have entered on the flight plan. Within 30 minutes, the FAA starts a preliminary search, called an information request (INREQ). That's done at all the airports along and either side of your proposed route. If no information is discovered after one hour of your ETA, they start an alert notice (ALNOT). That establishes a plan for Search and Rescue (SAR). That's usually when the CAP gets involved.

In North Dakota when the CAP is requested, we have agreed to begin an established search within two (2) hours of notification.

During that two hours, we must arrange for qualified volunteer team members to participate in the search. This involves having a qualified incident commander (IC), air crews and, if needed, ground crews.

When starting on an established search, it's important to get all the critical information about the situation. This aids the IC in determining how and where to search. Sometimes, the search can be accomplished in a short time, involving minimal assets. Other times, the search can last for an extended period. The extended search will usually involve a lot more CAP assets. In the North Dakota Wing, we've had searches of both categories.

In all instances, safety is paramount, and we train our volunteers to be safety conscious in everything they do. Whether they are flying an airplane or driving a vehicle, all members, either senior member Officers or young Cadets, are required to get a monthly face-to-face or written safety briefing.

I encourage all of you to consider filing a VFR flight plan when flying. And talk with the ATC folks for advisories. Believe it or not, they are your friends. Don't be one of those pilots the CAP has to go out on a search for.

In closing, I want wish everyone a happy and safe holiday season. See you in Fargo at the UMAS. Cleared for takeoff, Darrel

Airport of the Year Nominations Requested

Kyle Wanner, Airport Planner
North Dakota Aeronautics Commission

The North Dakota Aeronautics Commission and the Airport Association of North Dakota are soliciting nominations for the annual airport of the year awards for:

- 2012 Commercial Service Airport of the Year
- 2012 General Aviation Airport of the Year

To nominate an airport, complete a nomination form on the North Dakota Aeronautics Commission website, www.nd.gov/ndaero/airport/airport-of-the-year.html, or contact Kyle Wanner at kcwanner@nd.gov. Public recognition and the formal award will be presented to representatives of the winning airport during the Upper Midwest Aviation Symposium banquet on the evening of March 5, 2013. Nomination forms are due to the North Dakota Aeronautics Office by February 8, 2013, and the winner will be selected and notified prior to the UMAS.

Criteria for selection include:

1. Aviation Advocacy and Community Outreach
2. Airport Management and Commitment to Aviation Advancement

3. Special Events and Recognition
4. Airport Construction and Beautification Projects

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For more information, call AOPA at 1-800-USA-AOPA.

Aviation Works for North Dakota Toolbox is Now Available!

What is Aviation Works for North Dakota?

Aviation Works for North Dakota is an education and awareness initiative that was developed by the North Dakota Aviation Council through a large group of volunteers. The purpose of Aviation Works for North Dakota is to create a unified message about the aviation industry and introduce it to the general public in North Dakota. This initiative is sponsored by several aviation businesses and advocacy organizations across the state.

What is the toolbox?

The “toolbox” is an arrangement of materials that will assist aviation enthusiasts in providing an aviation presentation in their community. Target audiences may include local schools, local government, and local service clubs.

Why a toolbox?

One of the main focuses that we were tasked with after the 2012

UMAS was to develop a “toolbox” that could be issued to empower fellow aviators to spread the good news about aviation! The feedback from the UMAS asked the Aviation Council to provide a format where a consistent message could be shared by all aviation enthusiasts across the state. So many of us are passionate about aviation, however, we do not always do a good job at expressing our passion to others outside our industry. The toolbox allows us to share this passion with non-aviators.

The toolbox is designed to help promote the grass roots efforts at telling the positive message about North Dakota Aviation. We generally hear the negative connotations about aviation. The toolbox will help fellow aviators correct these negative connotations by giving all of us a consistent message to tell. The importance of having a consistent message and imaging tools is to ensure that everyone, in all corners of the state, can hear the same message and be privileged to the same visual tools.

What's in the Toolbox?

The toolbox is made up of three components that are designed to compliment and enhance the presenter's story. The toolbox includes three primary components:

- Banners – the banners are to help provide a positive, yet bold, image that provides a lasting impression to the audience. The banners provide consistent imaging with the other tools in the toolbox.
- PowerPoint Presentation – The PowerPoint presentation is not designed to be all inclusive or rigid in nature. The idea behind the PowerPoint is to provide a standard presentation format for anyone that is linked to aviation. The presentation, in its template format, is designed to last 20-30 minutes. Our research has shown that most aviation enthusiasts are passionate about our great industry. The PowerPoint acts as a general guide to help enthusiasts portray their passion for aviation to their audience. The slide presentation is broad, by design, to fit the need for multiple audiences. The slides have pages of supporting notes that will assist the presenter in customizing the presentation within their comfort zone.
- Handouts – The purpose of the handout is to provide additional contact information to the audience, reinforce the presenter's message, and provide a call to action for the audience. The goal is for each member of the audience to receive one.



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Is it Available?

The toolbox made its debut in Bottineau and is being used by Leo Joested. Leo used the presentation, banners, and handouts to present to several students at the college in Bottineau. In addition, Leo used the Aviation Works for North Dakota simulator (Big Sim) to ensure that his presentation to the students gained their attention through hands on interactive experience. It is important to recognize that the toolbox is a work in progress. In order to improve it, we must use it, and report back on how to make it better.

You can Make a Difference!

Remember, improving the image of aviation in North Dakota starts with us. If we are too shy or bashful to tell the truth about aviation, we will never get out from under the negative connotations that often surrounds our great industry. You can make a difference! Get involved and help spread the good news about aviation!

How can I access the Toolbox?

If you are interested in using the toolbox to help spread the good news about aviation, you can contact Matt Hovdenes in the east and Jon Simmers in the west.

Matt Hovdenes – (218) 790-2765 or planesrule@yahoo.com

Jon Simmers – (701) 223-4754 or jons@bismarckaero.com

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

There are many benefits that come from being registered with www.FAASafety.gov, and it's important to have your user profile updated.

It's possible for a registered user to log into an account using a non-working e-mail address. By not updating your profile with a current e-mail address, you will not receive important notices. Many e-mail notices are being returned, this is referred to as "bounced" e-mail. Recently, there were just over 92,000 postcards sent via US Postal Service to those users whose e-mail was returning a "bounced" response. These postcards informed users to update their e-mail address.

To fix this and start receiving aviation safety related e-mails, you are urged to log into www.FAASafety.gov and update your information. If you do not remember your log-in information, please send an e-mail to support@FAASafety.gov requesting your e-mail address be updated. Once your request is received, a new temporary password will be e-mailed to you.

Once you are able to access your profile, you should either verify or update your airman registry information on the preferences page. In addition, you can also create security questions and answers to personally manage your account.

Recently, our server was updated, and this changed the way e-mail notifications are sent to registered users. Many e-mails may be going to your junk or spam folder. To avoid this issue, change the domain name in your "email preferences," "white list," or "allowed domain names" by adding *@FAASafety.gov and removing any other [FAASafety.gov](http://www.FAASafety.gov) names. For example, it may now say announce@FAASafety.gov or info@FAASafety.gov; just change that to say *@FAASafety.gov.

Please note that because of budgetary constraints, we are no longer sending postcards via US Postal Service with safety seminar

information. Registering and having a valid e-mail address on www.FAASafety.gov is the only way to be notified of upcoming safety seminars. If you have any questions, please don't hesitate to call your local FAASafety Program Manager.

Within the Great Lakes Region, here are some statistical facts for fiscal year 2012:

- There were a total of 950 safety seminars conducted.
- There were 644 FAASafety Representatives who conducted and/or participated in safety seminars.
- There were a total of 43,964 persons in attendance at safety seminars.
- There were 24,920 registered online for safety seminars.
- There were 18,305 Wings Credits issued for attending safety seminars.
- There were 12,019 Wings Credits issued for completing Online Training Courses.
- There were 1,429 completions of the Basic Level in the Wings Program.
- There were 540 completions of the Advanced Level in the Wings Program.
- There were 388 completions of the Master Level in the Wings Program.

As of September 30, 2012, there are 74,872 registered users on www.FAASafety.gov.



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Introduce Them to Aviation

Joshua Simmers, average pilot...who loves flying.

This chart compares costs of hobbies. It is not meant to be exhaustive; it is meant to give aviation due consideration.

Toy	Purchase	Storage	Maintenance	Insurance	Fuel/hour	Flat Annual New Cost
Quadcab	\$40,000	-	\$300	\$600	\$15	\$2,100
78 Corvette	\$20,000	\$100/month	\$1,500	\$400	\$18	\$3,100
Used Speed Boat	\$20,000	\$700/year	\$300	\$400	\$8	\$1,400
5th Wheel (add quadcab!)	\$25,000	\$100/month	\$800	\$100	-	\$2,100
Harley Davidson Softail	\$25,000	-	\$500	\$500	\$9	\$1,000
Quarter in a Champ	\$5,000	\$50/month	\$1,000	\$300	\$30	\$1,900
Cessna 150 (one owner)	\$15,000	\$200/month	\$1,500	\$400	\$30	\$4,300
Quarter in a Cessna 182	\$10-20,000	\$60/month	\$1,500	\$600	\$70	\$2,820

I am still on my rampage to convince the world that flying is accessible to the average Joe. Could you imagine your life without having experienced the freeing joy of flight? How can you not share that? So what are we going to do to invite others in?

1. We have to change people's attitude. Talk about aviation in positive terms – now is not the time to harp on fuel prices, regulations, or hangar rent. It's your opportunity to talk about flying partnerships, or the cost of an aviation hobby compared to a boating hobby. It's the perfect time to talk about the responsible exhilaration. I encourage you to talk to the Council's Education and Awareness Committee about some material they've developed – or take a look on AOPA, RAF, CAP, etc., for more ideas.

Admit it – when you meet a stranger and they find out you're involved with aviation, it raises an eyebrow. And I, like many of you, hear those same words: "I wish I could do that." "I could never afford that." These are hollow excuses in my book. My friends have heard me say it before, "life is a series of priorities." Some of my favorite come-backs are, "How much did you pay for your pick-up?" or, "I bought my first plane when my wife and I were in grad school, it can be done," and "I used to save time and money by flying home." Now I'm in a partnership and it's even more achievable. But these mere words rarely get the job done.

2. We have to tangibly introduce non-aviators to flying. Offer that flight. Show them your shop. Take them on a trip. Don't stop at the conversation – let them feel the controls, see the world from a couple thousand feet, and experience freedom.

I was never interested in mechanics – but once I started flying, I wanted to see the annual, know how pistons work, do my own oil changes, and learn everything. I just needed an introduction. Or, take Bob Miller, for example – I never see the guy in the plane alone! Every time I come to a fly-in, he's brought a guest. There is such an array of activity that we enjoy in North Dakota – all the fly-ins, seeing the Pembina Gorge from the air, airshows, fly-in movies and camping, museum activities, etc. Spread the word, and bring a friend. It works...

3. We have to make it a positive experience. If we want to make it fun then let's keep it light and safe. I would even recommend making it a short flight, so it leaves your guest thirsty for more.

One time, I gave my buddy a ride in my 150, and his door popped open. He reached over and held me like a baby with his eyes as big as quarters. In effect, I've not encouraged his path toward the skies...

4. We have to do it. Who else will?

This conversation is perfect for any age. Students are eager to learn, have bright futures, accessible student loans, and a low cost of living. New career folks have new income that hasn't been irresponsibly allocated out. People my age are getting rid of their student loans and may have home equity. Some parents just got rid of daycare costs, while others are experiencing empty nests with flexible time and finances. Retirees have the focus to meet their forgotten goals. The time is right to share this love of aviation. If someone isn't immediately able to jump into it, hopefully they soon will be and the memory of freedom in their flight with you still lingers in their emotions.

Do you have an interesting aviation story to share?

Submit your ideas or stories for consideration to:

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Pre-flight Tax Planning

by R.D. Reimers, CPA

Before you set out on a trip in your airplane you invest time in pre-flight planning (route, altitude, weather, etc.). Planning and pre-flight done, you hop in the airplane and you are immediately thinking of the steps required at each stage so can stay ahead of the airplane to ensure a successful flight. When it comes to deductions for business trips in your airplane, advance planning is also needed to stay ahead of the IRS.

As a private pilot flying for business, your airplane related tax deductions get the full attention of the IRS. One reason is that it is just plain fun to fly. It seems that even non-pilots (IRS agents included) realize this. Right or wrong, a common assumption is that you are using your airplane because it puts a smile on your face, not because it is necessary for your business. While this common belief makes it more challenging, with the proper planning and documentation, you will succeed in getting your tax deduction. Without it, you take your chances, like leaving for a cross-country without checking the weather.

Proper documentation is critical to the tax deduction. This should include, for example, written documentation of the business purpose for the flight, the passengers and why they are needed on the trip, out of pocket costs, hours in the log book, and results of the trip (e.g., a new sale or prospective sale including sales months after the trip). While documentation is critical,

pre-flight tax planning, which may be overlooked, is invaluable when later subjected to an IRS audit. Pre-flight tax planning is simply thinking ahead about your business case for the use of your airplane before you takeoff.

For example, assume there are three of you (yourself and two employees) that need to get to Minneapolis next week to meet a prospective customer (or supplier). Thinking ahead, you suspect the IRS reaction or argument may be that expenses are not deductible because they were unnecessary since there was no need for you to fly yourself when you had other options. For example, you could have flown the airlines or driven to Minneapolis. Again, the assumption is that it is an expensive and unnecessary expense to fly a private plane. If you have done a little pre-flight tax planning, you will be prepared to address these assumptions.

Let's tackle driving first. For example, if you can save an hour of time that you can devote to business or employment, what is that time worth, \$100/hour, \$150/hour? Conservatively, let's assume your time is worth \$100/hour, as well as your two employees, so we are taking about \$300 for each hour saved. Your plane can make it from Bismarck to Minneapolis and back in five hours on average (tailwinds/headwinds included), and it burns 15 gallons/hour at \$6 (or \$450 in total fuel cost). Driving would take 12-14 hours round trip, and let's assume a fuel cost of \$100. If we

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compare 12 hours of driving to 5 hours of flying, you would save 7 hours. At \$300/hour for the three of you, you benefit by \$2,100 (7 hours at \$300/hour). You also avoid the \$100 in driving fuel. Subtracting the fuel cost of \$450 and a \$50 rental car (assuming the FBO does not give you access to one for free) and adding the \$100 driving fuel avoided, you actually benefit by \$1,700 flying your airplane (\$2,100 - \$450 - \$50 + \$100 = \$1,700).

But this is just travel time. You would not likely complete the trip in one day driving and so would have to pay for hotel rooms in Minneapolis and lose even more work time as a result. If you fly, you can get to your meeting and get back the same day. Further, you and your employees get home to their families and back to work bright and early the next day in Bismarck...another not so unimportant business benefit.

Now let's try the airlines. Coach tickets from BIS to MSP round trip go for about \$700 these days or \$2,100 for all three of you (while you are at it, print out a copy of the fare for your files). You gain two hours since your round trip scheduled flight time is only three hours versus the five hours it takes in your plane. However, since airlines require you to be at the airport one hour before your flight on each leg you give back the two hours there, so it's a draw on time. Recall from above your fuel cost is \$450 and you save \$2,100 in airfare by flying yourself (net savings of \$1,650 – rental car cost assumed to be the same in this scenario – a wash).

Your savings in cash are very close to the value of your time in the driving example above. A further benefit is if the meeting runs a little longer than anticipated, you can stay on if you have a private plane versus having to rush off to the airport with unfinished business, and possibly a lost sale. Of course, this example assumes the airlines serve your ultimate destination. If not, you would likely have an even better business case for time and cost savings. Also, if you usually work and travel alone, the math and arguments in the above scenario still work even if you are the only one making the trip.

Finally, note that good documentation alone may not get you a tax deduction. In order for you to get the deduction under the tax law, the costs must be "ordinary, necessary, and reasonable." Thanks to other pilots who have taken several cases to court, we have a fair amount of legal authority to guide us. The courts have held that use of a private plane for business use is an ordinary expense and a common practice, so we pass that requirement. To be necessary, courts state that an expense must be "appropriate and helpful." We demonstrate this by the arguments above — time

savings, convenience, etc. As to the final requirement, the out of pocket costs must be reasonable compared to other available options. This reasonableness requirement is addressed by the above cost comparison (NOTE: courts have ruled that airplane depreciation is not an out of pocket cost and does not enter into the cost comparison — a very favorable rule — thus we did not include it in the analysis above).

A quick pre-flight tax analysis will help you formulate arguments that demonstrate that the use of a private plane for your business flight is ordinary, necessary, and reasonable, and in fact, profitable. It is easier to do this while you are planning the flight rather than two years from now trying to recall the details and business case arguments during an audit (the IRS and courts are not likely to accept anything but contemporaneous documentation). Once you have your business case for use of the plane, then you can prepare your documentation and compute the amount of your deductions, including any relevant share of depreciation, insurance, maintenance, hanger, etc.

So, before your next business trip, do a little pre-flight tax planning to ensure you can stay ahead of the IRS as well as the airplane.

R.D. Reimers

R.D. is a Certified Public Accountant and an Instrument Rated Private Pilot. He has 20 years of tax experience including three years working at the IRS. He recently opened an office in Mandan and can be reached at (701) 663-5913 or rd@reimerscpa.com.

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NDPAMA News

Andy Tibert, President

North Dakota Professional Aviation Mechanics Association

NDPAMA

All aircraft require proper maintenance to ensure flight safety. To meet those standards for safety/performance, scheduled maintenance (annual/100 hr) and modifications need to be done by professional aviation maintenance technicians.

The Upper Midwest Aviation Symposium (UMAS) is coming up March 3-5, 2013 in Fargo. To meet continuing education/IA renewal requirements, there will be between 15-20 hours available, covering a vast array of topics at the conference. I would encourage employers and directors of maintenance to send their mechanics to this conference for two important reasons. First, to meet required objectives to

maintain your license. Secondly, by promoting your support for your profession by attending, it allows better marketing and networking with vendors and your colleagues.

As your NDPAMA President this past year, I have had the opportunity to visit many maintenance facilities around the state and have found that they all displayed a high degree of professionalism. It has been my pleasure to meet these individuals that take pride in their work and ensure the safety for the flying public.

I look forward to meeting my fellow professional aviation maintenance technicians at the UMAS conference in March!

Do you have an interesting aviation story or photos to share?

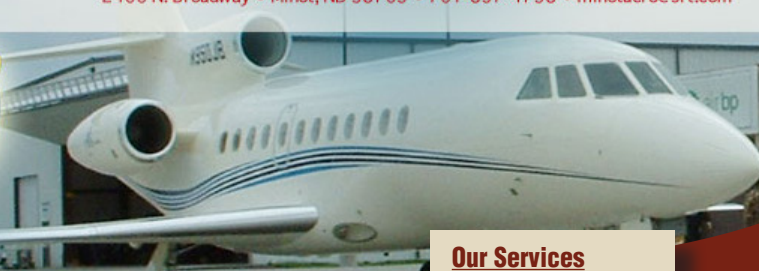
Do you have airport events, aviation awards, or aviator adventures to share? We would like to hear them! Submit your ideas or stories for consideration to ndaviation@yahoo.com.

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Changing the Trend in Pilot Population

Mark Scheele, North Dakota Pilots Association

The number of student pilots has been on the decline for years. Since all pilots have to start out as student pilots, a decline in the number of new student pilots is not a good sign for the overall pilot population. What's even more disturbing is the low completion rate for those that do get a student pilot certificate. According to AOPA, only 40% of student pilots complete the requirements and earn their private license. With such a low completion rate and declining number of students, the problem can be easily seen.

But this isn't only a problem for the airlines. Aircraft manufacturers, FBOs, aircraft mechanics, airports, and many others rely on a steady flow of pilots entering aviation for recreational purposes in order to stay in business.

This shows that we need to do a better job at presenting aviation as another form of recreation and not only a career option. How many people do you know that spend many thousands of dollars on boats, fishing equipment, snowmobiles and all other forms of recreational equipment? We need to do a better job at getting people to think of aviation in these same terms.

One disadvantage that aviation has compared to these other forms of recreation is the amount of training a person must complete before enjoying the hobby on their own. This is where we can all help make a difference. NDPA has formed our annual scholarship to help cover the cost of earning a pilots certificate. This financial assistance helps offset the cost of entering aviation and might be the incentive a person needs to begin training.

The other way we can all help is by including new people in aviation events. Studies of aviation and other recreations have shown that a sense of involvement and community keeps people interested. Going to a local fly-in this summer? Why not invite someone to go with you? Attending the Upper Midwest Aviation Symposium this March? Invite that student pilot along.

While the large "alphabet organizations" (AOPA, EAA, etc) are doing their best, solving this problem is going to have to happen at the grass roots level. That means you and me. So let's share our love of aviation, invite others to join us at aviation events, and encourage people to apply for the NDPA scholarship. Information and applications can be found on our website at www.ndpilots.com.

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Eternal FLIGHT



Clarence Schollmeyer, Killdeer, passed away Thursday, November 1, 2012 near San Marcos, TX due to injuries sustained from an airplane accident.

Clarence, also known to many as Buss, received a senatorial sponsorship to the US Air Force Academy. Being medically discharged from the Air Force, his love of aviation and flying led him to pursue a degree in aeronautical engineering and move to Seattle, WA where he worked for Boeing. Flying initiated a move to Miami, FL where he eventually established a charter service.

Buss sacrificed much to achieve success in his endeavors, most significant of these, was his love of flying. After he retired from farming, his love for flying and general aviation led him to look for an airplane. Ultimately, he found the plane of his dreams, a Cessna 320 Skyknight (shaped like a bullet, it looked fast sitting still). Buss spent much of the last two years outfitting their new plane, planning and taking many trips. Buss became "A farmer with a plane."

Richard "Dick" D. Casey, 88, Burlington, died Sunday, November 18, 2012, in a Minot hospital.

On January 18, 1946, Dick enlisted in the Army Air Corps. He proudly served his country, serving as a cryptographic tech and receiving the World War II Victory Medal and the Army of Occupation Medal until his honorable discharge in March 27, 1947.

Dick and his wife, Marie, made their home in Burlington, where Dick enjoyed flying and working with aircraft.

Martha Johnson, New Town, and her grandchildren, Benjamin John, Julia Rose, and Luke Kevin Schuster left their earthly home together on Sunday, November 18, 2012. Martha enjoyed numerous activities throughout her life. She was an avid sportswoman who enjoyed hunting and fishing and earned her private pilot license in 1990.



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• 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

North Dakota Aviation Quarterly

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CALENDAR *of* EVENTS

2013

February 4-8

Aviation Art Contest Judging
North Dakota Aeronautics Commission

February 8

Aviation Day at the State Capital, Great Hall.
7:30 a.m. – 2:00 p.m.

March 3-5

Upper Midwest Aviation Symposium
Ramada Plaza Suites, Fargo

April 18-19

Student Aviation Management Association
Conference and Career Fair, UND

April 20-21

Real World Design Challenge
North Dakota student team competes in
Washington D.C.

April 23

EAA Chapter 380 Fly-In / Drive-In
Breakfast with Young Eagle Flights, Grafton
8:00 a.m. – 1:30 p.m.
Contact: Bill O'Keefe
(218) 779-5054

May 1

Bismarck Public Schools Aviation Career Day
Bismarck Career and Tech Ed Center

May 4

Bismarck Aero Center Poker Run

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, 7:00 a.m. – 11:00 a.m.
Contact: Mark Gainor
(701) 680-1001

June 4 - Aug 13

Plane Camp, Fargo Air Museum

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 10

Fargo Air Sho, 9:00 a.m. gate open
11:00 a.m. air show

August 25

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

August 25

Milnor Fly-In BBQ Supper, 4:00 p.m. till dark with
entertainment and REALLY good food!
Contact: Mark Gainor
(701) 680-1001

September 1

International Peace Garden Fly-In
10:30 a.m. – 1:00 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

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:
www.ndac.aero/events.htm

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