

Aviation QUARTERLY

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North Dakota Aviation Council

Summer 2014

WWII Aircraft Receives 'Royal' Recognition

By Danielle Rebel

Seventy years ago, Murray Lawler flew a Douglas C-47 crew transport cargo aircraft during one of the most well-known invasions of the century – D-Day.

One year ago, the late Murray Lawler was honored by the Texas Flying Legend's Museum for his service in the U.S. Army Air Corps. Lawler served as part of the 95th Squadron of the 440th Troop Carrier Division from 1942 to 1945.

The Lawler family was contacted by the museum and told it planned on honoring Murray at their AirVenture Oshkosh 2013 event.

On July 29, 2013, re-enactors painted the nose art and invasion stripes on an exact replica of the aircraft he piloted during WWII.

Murray's aircraft, "The Duchess of Dakota," was named in honor of his wife, Margaret, who he met while serving in England. The Texas Flying Legend's Museum welcomed Margaret and her family to Oshkosh with "her" plane.

"He had asked her, as the story goes, if she was a queen, and she said, 'No, I'm just an ordinary person,' so he said, 'Well, then you're the duchess,'" said Jim Lawler, son of Murray and Margaret Lawler.

The rest was history. The couple was engaged three days before Murray set out for the D-Day invasion, and married four months later on Oct. 27, 1944.

Margaret, who had never seen the aircraft of her namesake, was thrilled when seeing the replica in person, though the time was emotional for the family in attendance.

"It was great," Jim said. "(The museum) had other people, mostly pilots during WWII, who were part of the group they



Margaret
Lawler, The
Duchess of
Dakota

brought. They honored them and talked about the airplanes they flew."

During WWII, the then 23-year-old Murray carried 18 members of the 101st Airborne Division over the English Channel to France in the early hours of June 6, 1944. The paratroopers were dropped behind Nazi lines near St. Mere Eglise. He then proceeded to carry ammo and equipment into the war zone, while carrying wounded soldiers and their nurses back to safety.

In a 1994 interview with Duke Rosendahl, Emmons County Record reporter, Murray explained his experience before his D-Day mission.

"We knew we would be going over, but we never knew when," Murray said. "We had an idea something was happening when they painted identifying black and white stripes on the planes the afternoon before the invasion – it only took a few minutes to be clued in once we were inside the briefing room that night. There wasn't really time to think about anything. We just took it as a job that had to be done."

The stripes Murray described are the very same that his wife and children saw on "The Duchess of Dakota" replica last summer.

For a family deeply invested in preserving Murray's memory, the event was once in a lifetime.

"It was awesome," Jim said. "Some (Douglas C-47s) are still flying today. It was fun to see them in use."

"The Duchess of Dakota" is currently on display in Minot's Dakota Territory Air Museum. Margaret was interviewed for an upcoming documentary. Watch for more information!



The Duchess
of Dakota

About the author: Danielle Rebel is a senior at Minnesota State University Moorhead studying mass communications. She currently works as an intern for the MSUM Marketing and Communications department and at Titan Machinery. She intends to graduate in the spring of 2015 with a bachelor's in Integrated Advertising and Public Relations and a minor in Leadership Studies. Danielle is ... Unashamed coffee addict. Writer and bookworm. Yoga novice and experienced martial artist. Grey's Anatomy buff. Passionate football fan. Proud North Dakotan.



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AROUND the PATTERN



Kris Magstadt, Editor

WOW! This summer has been packed with activity in the aviation communities throughout North Dakota. Movies on the ramp, golf ball drops, and the traditional fly-ins have kept North Dakota airports hopping — not to mention the increased aviation traffic throughout the state. It is a great time for aviation in North Dakota.

The photos in this issue of the summer's events bring back many memories of my time with my dad and all the aviation enthusiasts that visited the airport. I'll never forget coffee time — the stories that came out of those visits were very entertaining, not that I truly understood every detail. Rod Brekken mentions in his article to take your kids and grandkids to the airport — I encourage you not to stop there! Take your friends, your spouse or visiting guests. There is no place where the coffee is better (well, that may be an exaggeration) or the conversation so interesting.

On another note, I truly enjoyed reading our cover story about Margaret Lawler. So many women have impacted aviation in both direct and indirect ways. Margaret's son, Jim, has been a dedicated member of the council for a number of years, keeping an aviation legacy alive. I know I will look at the Duchess of Dakota in a new light when I visit the Minot Dakota Territory Museum! And, I will certainly look forward to the documentary!

Enjoy this issue, and please keep the stories, photos and recommendations coming!

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Rod Brekken, Chairman
North Dakota Aviation Council

CHAIRMAN'S COMMENTS

Summer has arrived!

Summer is here, and again it has come in “with a furry!!” Surprised?? Well, heavens no! It’s always that way. Family reunions, annual summer celebrations in your town or city, summer vacations, going to the lake, and special family events go hand in hand with “the things we always do” when summer is finally here. They are a way of life in North Dakota. Summer always brings the hustle and bustle of these events, and that fact always remains constant in our lives. Some people will say, in frustration, that they wouldn’t miss not having all these time consuming events we attend most every summer, but I think most people really enjoy being busy. I know I do! I like to be busy, and I like to have fun! I think everyone would agree that they like to have fun, and that’s what these activities generate.

On the aviation front, fun things have been happening all summer as well. If you check the activities calendar in the back of this issue you will see there are fly-ins, special historical events at our aviation museums, and even open air movie nights held in aviation venues across the state. All these events are fun to attend and are also educational. Remember to bring along the younger generation so that they experience these “good vibe” aviation happenings. Fly, or drive, them to the event. Just make sure your kids and grandkids are there so that these “best of the best” people and information fills their lives.

Vacations are an excellent opportunity to remove yourself from the daily work grind of meetings, repetitive work activities, and the daily commute trip to work and back. Sometimes, our minds wander, and we don’t even remember parts of those events that can be dangerous! Keep yourself sharp and on task. Vary your work habits, just for a little change as long as it doesn’t affect the things you need to complete. One thing I’ve found that keeps my mind active and my perspective in focus, is to vary the route you take home. Getting to work on time is, of course, very important, completing your required tasks while at work are, of course, always important, but for a change, and if you’re not rushed, take a different route home once in a while. Take a little time to smell the different smells and view the different land/city scape. It’s almost like a mini vacation in a way! Allow your mind to look at things at just a little different angle. It can be very refreshing! In line with that philosophy, Jan and I just got back from vacation. We went along with friends through southern Minnesota into southern Wisconsin, to Green Bay, and then back through north central Wisconsin and Minnesota and back home. We stayed in five different hotels, drove 1760 miles and were gone six days. It was a great trip and we all enjoyed ourselves completely. Oh, by the way, it was a motorcycle trip, so all the sights and sounds and smells were up front and personal. It was fantastic!!!

As we finish out the summer months and head into fall, our

thoughts turn to the aviation events scheduled for the coming months. The symposium in March of 2015 will be held in Fargo at the Fargo Holiday Inn. The Holiday Inn in Fargo has historically been a great venue for us. Attendance has always been outstanding, the service is superb and the food has been fantastic. As we move toward that date in March, feel free to let your representatives on the North Dakota Aviation Council know what events and speakers you would like to see and hear. The preparation time required to select speakers and receive confirmations from them is starting to take longer and longer. The time required to organize special events and prepare displays continues to lengthen as well. Because of this, your council member representative needs to have these ideas “in his or her pocket” when he or she attends our council meetings, which will begin in September.

I hope you have a wonderful summer! Smell the flowers, enjoy some golf, play with the kids and grandkids, and be sure to take them all flying. They’ll never forget it, and neither will you!!

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Kyle Wanner, Director
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Reshaping North Dakota Airport Infrastructure

If you have been flying around North Dakota this summer, you may have noticed an unusual amount of major construction projects occurring at the airports throughout the state. In most cases, those projects are a result of years of planning and coordination among the federal, state, and local airport sponsors. Before a project is shovel ready, multiple steps need to occur:

- The project must have been identified as a high priority need for the airport.
- The project must be well-justified and adequate project planning needs to be completed.
- The project may be required to have an environmental clearance.
- The project may have design work that needs to be completed prior to requesting bids.
- Lastly, funding needs to be secured prior to awarding the project.

There currently exists a tremendous effort to expedite large scale improvements to our airport system, and we expect this effort to continue over the next few years until adequate infrastructure is in place. The state Aeronautics Commission can help provide airport planning expertise, as well as grant dollars, to help move projects forward. Due to the tremendous growth seen within the aviation industry in North Dakota, the governor and state legislature approved a record amount of airport infrastructure grants to be allocated during the current biennium. It is exciting to see those dollars in action and see the reshaping of airport's throughout the state of North Dakota.

This spring, the North Dakota Aeronautics Commission issued infrastructure grants to public airports throughout the state totaling \$7,940,027. The Board of University and School Lands also allocated an additional \$10,893,066 in grants for oil impacted airport improvement projects from the recommendations of the North Dakota Aeronautics Commission. Cumulatively, these grants provided a grand total of \$18,833,093 in state aid being allocated for airport projects in 2014.

North Dakota's aviation system has proven time and again to be a vital resource for the efficient movement of people and products in support of our state's development. The airports are a vital part of the economy, both in the oil region and throughout the state, and I am confident that these airport improvement projects will provide North Dakota with a safer and more efficient airport system.

As always, remember to view the NOTAMS at the airports you plan to visit to check to see if there is construction on or around the airfield.

Here is a listing of all of the airports that the state has approved funding for during this spring's grant allocation session, along with at least one of their funded projects.

Air Carrier Grant Awards:

Bismarck	General Aviation Apron Expansion
Devils Lake	Primary Runway Extension
Dickinson	Update Master Plan Documents
Fargo	North General Aviation Apron Expansion
Grand Forks	East Airfield General Aviation Infrastructure Development
Jamestown	Airfield Crack Sealing and Marking
Minot	Airfield Crack Sealing and Marking
Williston	Taxiway Rehabilitation

General Aviation Grant Awards:

Ashley	Airport Property Boundary Survey
Beach	Construct Jet A Fuel System
Beulah	Pavement Maintenance
Bottineau	Pavement Maintenance
Bowman	Construction of New Airport
Cando	Construct Public Hangar
Carrington	Crosswind Runway Land Acquisition
Cassleton	Pavement Maintenance
Cavalier	Design for Taxiway Construction
Cooperstown	Runway Protection Zone Land Acquisition
Crosby	Apron Reconstruction
Edgeley	Pavement Maintenance
Enderlin	Pavement Maintenance
Gackle	Level, Blade, and Reseed Runway
Garrison	Design for Runway Rehabilitation
Glen Ullin	Pavement Maintenance
Grafton	Purchase Mower Equipment
Gwinner	Access Improvements
Harvey	Pavement Maintenance
Hazen	Construct Public Hangar

Hettinger Pavement Maintenance
 Killdeer Airport Reconstruction
 Kindred Drainage Improvements
 Kulm Construct General Aviation Terminal
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 Northwood Environmental Assessment
 Page Pavement Maintenance
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What's on Your Checklist

What, a checklist? I never use a checklist!! Do you ever make a shopping list? That's a checklist; how about a date book full of appointments and meetings, that's a checklist. How about a simple to-do list? That's also a checklist. Do you keep a list of when the next inspection is due on your aircraft, or when your next biannual flight review is due or your next medical is due. These are all examples of checklists.

Now let's talk about the use of checklists in aviation. Where is your pre-flight checklist? When was the last time you used it? We are all pretty good at using the pre-takeoff checklist, as we are now comfortably seated at the controls of the aircraft. Have we a takeoff checklist? What is the climb performance today? How will I lean the aircraft for the long cross country ahead of us? When will I start down, so as to be at destination traffic altitude without being hurried? I'm sure that we all use some sort of letter checklist for landing like C-GUMP. And, what about the use of after landing and shutdown checklists?

I was recently doing some flight instruction and got into a discussion about the validity of the checklist. The conversation centered around how valid is this checklist, and whether it is okay

to deviate from or rearrange the order. Trying to be diplomatic, without being overbearing to the student, I decided to let the pilot make that decision for himself. At the beginning of the first flight with the preflight complete, I asked the pilot if had sumped the fuel tanks. Whoops, forgot. The next flight after pre-flight and back into the aircraft, my question was "Did you check the oil?" Whoops. After these two episodes, the pilot decided that maybe he should pay closer attention to the order and sequence of the checklist.

The aircraft owner's manual has the approved checklists for the aircraft that were developed by the aircraft manufacturer and approved by the FAA upon certification of the aircraft. Like the other information in the POH/AFM, it is the best information available to the pilot. If you wish, you may alter the checklist to insert memory joggers that fit you, but you should not let the checklist become less restrictive than the original checklist.

Speaking of checklists, what's on you flight checklist for the summer? Check and see if we will be crossing paths at one of the many summers fly-in activities in the upcoming months.

Until Next time, HAPPY LANDINGS



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Tail Feathers

I had a young lady who was reading a description of an airplane at an air museum ask me the other day what the word "dope" meant. She was confused because her immediate thoughts were, of course, that it was an illicit drug, and why would that make the airplane fly. I laughed and told her I totally understood why she thought that, considering the era from which she was born. I explained to her that, "back in the early days of flying machines," the word "dope" took on an entirely different meaning.

Back "in the day" they used linen, cotton and even silk to cover aircraft surfaces. The fabric was sewn into "envelopes" that fit at tight as possible over the wings and fuselage. Then, water was sprinkled on it to make it shrink tight onto its frame. Then a "dope" was applied to shrink the fabric even more and provide a "seal" on the fabric. Cellulose based dope was used in the early 1900s and other methods used "sago" starch. Then, along came Cellulose dope, and it was a major step forward because it caused the fabric to remain taut and eliminated the need to frequently recover the flying surfaces. As years went by, synthetic fabric became available that was treated in the first years with flammable

nitrate dope, but then in later years with butyrate dope, which burns less readily.

From here on in time the fabric covering process stopped being called "dope" because they began to use vinyl-based fabrics and chemicals. When I did some recovering, I told her we used Dacron or Ceconite, which was glued to the airframe and then shrunk to fit with a common fabric iron or specialized heat guns. (Grade A cotton will last 6-7 years on an airplane while Ceconite will typically last over 20!) The most modern type of fabric covering is Stits, which is a Dacron fabric called Poly-Fiber that is glued on the airframe and wings with a glue called Poly-Tak, covered with a preparation sealer resin called Poly-Brush, and then ultimately painted with their Stits paint called Poly-Tone.

I have to tell you, I think she was a little relieved after I told her the story about "dope." The good thing is, I hope she may even remember what I told her, and that she will pass along some of that history to the next generation. It's not likely that they will use it to restore airplanes, but it's important that they know they were not the first "dope heads" in history!

Quarterly Joke

Over the loud speaker after landing the captain says, "As you exit the plane, please make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants, and PLEASE do not leave children or spouses!"

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Lt Col Darrel Pittman, CAP

More North Dakota Aviation History

After I retired from the FAA in June 1990, I went to work for Northwest Airlines (NWA). That position entailed helping the airline reduce weather delays, plus checking flight routings. I worked with the airline weather department in assisting the flights avoid mountain wave for more passenger comfort.

Prior to that, Marlette and I had purchased a small resort in central Minnesota. It had not been used for some time and needed a lot of work. We fixed up the resort into a desirable vacation area. The resort became so busy in the summers, that Marlette needed my help. So, I gave NWA notice to give her some help. We were enjoying the life as resort owners.

Life was good, when along came a person that wanted to purchase the resort. About the same time, I got an offer to teach at the FAA Academy in Oklahoma City. The offer was from the University of Oklahoma to instruct in the terminal radar laboratory. I accepted the offer, and we sold the resort. After about three months the FAA decided to cancel the contracts for teaching at the academy.

Luck was still happening for us when another contracting company approached us to teach Russian and Chinese air traffic controllers to work traffic in their native country using FAA terms in the English language. It seems the countries had opened the Pacific Rim to the American airline companies. I taught these courses at the University of North Dakota for three Russian and three Chinese classes. It was an opportunity of a lifetime that I'll never forget. Those classes eventually came to an end.

MINOT

Not long after the UND classes came to an end, I received a phone call from Midwest Air Traffic Control, Inc. The FAA was going to contract out the Minot International Airport control tower. They wanted to know if I wanted to go back to work as a controller in Minot. The ATC strike was still having an effect after all these years. Of course I said yes! Soon after that, I was the tower manager, assuming the position from a friend who had a medical

problem. I was in Minot for nine years. Of all my ATC time, it was the best job I ever had. I would have stayed, but Marlette wanted me back to BIS and be with her full time. I could not say no to that!

BACK TO AUGUST 3, 1981

There are moments in history that many people remember, like Pearl Harbor, the signing of the Declaration of Independence and the first moon landing. I believe that August 3, 1981 will be one of those times, as well. These moments have had a tremendous effect on all our lives. As a special note, the Minot control tower initial contract date was August 3, 1997. I was at both events!

When I left the position in Minot, I took another position in BIS. I was now the Wing Administrator of the North Dakota Wing of the Civil Air Patrol. My office was at Fraine Barracks, the headquarters of the North Dakota National Guard. After all these years in an approach control, control tower and en-route center, I was now confined to an office. I got used to the office and enjoyed the work. Plus, I was still in aviation. I stayed in that position for six years and retired on 31 December 2012.

Cleared for takeoff, Darrel



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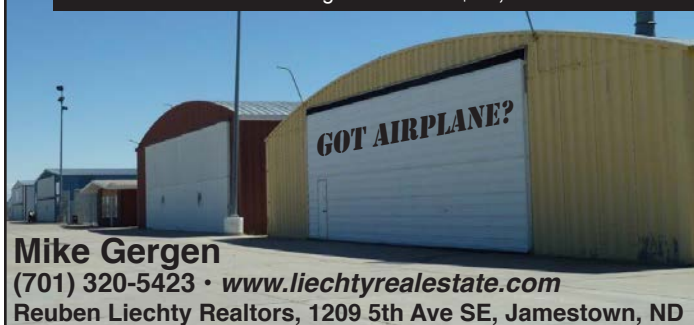


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FLY-IN GALLERY

P-51's Stopped by Bismarck



P-51 in Bismarck



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Do you have an interesting aviation story to share?

Submit your ideas or stories for consideration to: ndaviation@yahoo.com or call (701) 220-2797

FLY-IN GALLERY

Lots of great fly-in photos. Thanks to all the airports who sent photos!



Fargo



Stanley
(Mounttrail County Promoter)

Grafton

(The Walsh County Record)



Kindred



Hillsboro



Mandan



Gwinner



Garrison



Milnor



The weather hasn't been optimal for flying the first part of 2014, still we are thrilled to see the interest in and around our area of the state regarding aviation and recruiting new pilots.

We have a Cessna 172 for rent and a full time flight instructor on staff and we travel to several locations to provide flight training for groups that request it.

Currently On-Site Flight has flight training in Hillsboro, Enderlin, Rolla, Northwood, North Dakota; Mahanomen and Fertel, Minnesota.



Those in attendance included David Antonello, Steve Nielson, Edward O'Connell, Dan Skarsgard, Ken Monson and instructor Jon Katuin.

Cheapest Overhaul

by Leland Brand

In early May of 1980, I traded planes (180 Cessnas) with an operator in St. Cloud, Minnesota. The plane I was flying was a 1968 Cessna 180. It was approaching the TBO. The plane I traded for was a 1976 Cessna 180. This plane had been sold to a trucking company in Gary, Indiana. In the four year period, it had been flown a total of 26 hours! When I first saw the plane in St. Cloud, it had just been ferried from Indiana. The plane had an exhaust streak back to the tail. It was obvious the rings had never seated. The price was way too good; I flew the plane home. At the time, I had an air taxi permit

Part 135 and was doing a lot of charter work in the oil patch.

On May 18, 1980, Mt. St. Helens erupted. By the next day, North Dakota was in a dark haze. Particles in the air had cut visibility to only a few miles. On May 20, I had a request to fly a charter to Rock Springs, Wyoming. I decided I didn't have much to lose and flew the trip. By the time I got back to North Dakota, enough of the abrasive material in the air had penetrated my induction system to cut the glaze on the cylinder walls, and I flew the engine to TBO—cheapest overhaul I ever had!

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Kindred Airfield renamed Robert Odegaard Field

By Ron Lundquist

On June 21, 2014, the Kindred/Davenport Regional Airport celebrated the renaming of the airport to Robert Odegaard Field. The name won't officially change until December, but that didn't stop over 500 people from coming out and enjoying a great pancake breakfast put on by the Kindred Lions. Over 50 aircraft flew in for the event. Many from North Dakota, of course, but there were also aircraft from Minnesota, Iowa and South Dakota, as well. The weather was absolutely perfect with light winds and beautiful temperatures.

Kelly Perhus, Airport Authority Chairman, said the day was kind of bittersweet. "The Airport Authority had discussed changing the name even before Robert died, but it got put on the back burner. After we lost Bob, we all said we need to do this and the vote was unanimous" Perhus said he's sure Bob would've loved to see all the people come out but be very humbled by it all.

"When the airport was rebuilt, Bob contributed his expertise, ideas and enthusiasm to help it become federally funded. He dedicated the majority of his life to this airport, and we wanted

to recognize that," Perhus commented.

The Odegaard family (who were all in attendance) donated a sign for the airport, which will be put up at a future date. Kindred Mayor Jeff Wanner proclaimed the day "Robert Odegaard Field Day." Attendees were treated to a film titled "The Odegaard Story," which chronicled Bob's start and involvement in the warbird restoration world. This film is available at the Fargo Air Museum, who was at the event selling tickets for their annual raffle.

A U.S. Flag that had been flown over the capitol in Washington D.C. in honor of Bob was personally delivered by North Dakota Congressman Kevin Cramer. The EAA Chapter 317 flew Young Eagle rides and stayed busy most of the morning, much to the delight of some very excited kids! The chapter has come for the past several fly-ins at Kindred and have always been a big hit.

It was a beautiful morning with lots of great food, fun and friends, all gathered together to help celebrate the renaming of the Kindred/Davenport Regional Airport. So, if you're in the east end of the state, be sure to drop in and say to everyone at Robert Odegaard Field.



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Over 700 Students Attend Aviation Career Day

By Shae Helling, Aviation Career Day Coordinator

For 11 years, Aviation Career Day has brought students closer to our beloved industry. Letting them see real aircraft used in everyday activities and meet the professionals that are ever so passionate about what they do.

For those who haven't heard about Aviation Career Day, each spring, local 5th grade classes are invited out to the Bismarck Municipal Airport to learn from professionals in the aviation industry. The event is organized by the North Dakota Business Aviation Association and Aviation Works for North Dakota, and was based out of three Bismarck Aero Center hangars. Each year, the event has grown and helped introduce thousands of young students to the wonders of aviation.

For this year's event, we saw over 700 5th grade students, accompanied by approximately 30 chaperones, from 11 different elementary schools. The event has never before seen this many students. Luckily for us, we were able to round up over 40 volunteers to speak to the students and guide them throughout the different hangars. Aviation Career Day would not be a success if it weren't for the continued support and help of each of these volunteers.

To accommodate for this high number of young minds, we offered 15 different presentations. Some of the presentations included learning about the principles of flight, aerial application in North Dakota, what it takes to be an aircraft mechanic, how the NDDOT Photometry department uses aviation, different pilot careers provided by Basin Electric Power Cooperative, how TSA keeps

our commercial flights safe, aviation history of North Dakota and how our Bismarck Airport Terminal works. On display, included the North Dakota Civil Air Patrol- Bismarck Composite Squadron Emergency Services aircraft; Aviation Education of North Dakota flight simulators; Bismarck's Airport Rescue and Fire Fighter safety equipment; and the North Dakota Game and Fish scout aircraft.

We were very fortunate to add a couple of new great presentations. The Sanford Health team brought over their helicopter and gave students a look into medical air transportation. The National Guard brought over a UH-60 Blackhawk that students were able to climb in and buckle up. Last but not least, the Federal Aviation Administration presented on how their strict regulations help keep all pilots and passengers safe. All three were great additions, and we hope to bring them back again next year.

By the day's end, one of the 5th grade teachers summed it up best saying, "the students learn so much each year, and they really would not be exposed to aviation without it." This just shows the value of each volunteer's dedication every year. They really are the heart of the event, and without their passion, these kids would not have an experience that will be with them for the rest of their lives. I, for one, cannot wait to work with them again for the 12th Aviation Career Day next year.

If you would like to learn more about this event or how you can host one in your community, contact Jon Simmers with the NDBAA at jons@bismarckaero.com

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North Dakota Aviation Hall of Fame Kiosks

By Rod Brekken – NDAC Chairman

In 1997, the North Dakota Aviation Council initiated the founding of the North Dakota Aviation Hall of fame. Those honored and inducted into the hall are considered "the pillars of aviation in North Dakota from its infancy." The static display Hall of Fame site is located at the terminal building at the Bismarck airport.

In an effort to better expose the membership and public of "the hall," a program presentation of the membership has been made available on a Historical Foundation kiosk for those who visit the North Dakota Heritage Center in Bismarck. In addition, there is an effort by the two air museums in the state to establish informational kiosks in their museum buildings, as well as having one placed at the airport static display site.

Our aviation friend, Brad Kramer, has done the technical work enabling the presentations to be installed on these kiosks and has also provided the required hardware requirements for any other site who wishes to have a North Dakota Aviation Hall of Fame Kiosk. The North Dakota Aviation Council goes on public record here thanking Brad for all his hard work to make this happen.

As I stated, the aviation museums in Minot and Fargo, along with the Bismarck site, are planning to go forward with establishing Hall of Fame informational kiosks. The limitation is, of course, funding for the sites. It is our hope the Hall of Fame kiosks at these sites can be established in the near future.

Contact rodbrekken@rrv.net for more information or how to make this great opportunity come to fruition.

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Policy on the Non-aeronautical Use of Airport Hangars

The FAA's proposed policy on non-aeronautical uses of airport hangars has been published in the Federal Register.

In brief:

- Hangars must be used for an aeronautical purpose or be available for use for one unless otherwise approved by FAA.
- An Airport sponsor may permit limited, non-aeronautical items to be stored in hangars provided those items are incidental to the aeronautical use and occupy an insignificant amount of hangar space.

In general, "incidental items":

- Do not interfere with the aeronautical use of the hangar;
- Do not displace the aeronautical contents of the hangar;
- Do not impede access to aircraft or other aeronautical contents of the hangar;
- Do not require a larger hangar than would otherwise be necessary if such items were not present;
- Occupy an insignificant amount of hangar space;
- Are owned by the hangar owner or tenant;
- Are not used for non-aeronautical commercial purposes (i.e., the tenant is not conducting a non-aeronautical business from the hangar including storing inventory);
- Are not stored in violation of airport rules and regulations.

Where hangars are unoccupied and there is no current aviation demand for hangar space, the sponsor may request that FAA

approve an interim, non-aeronautical, use for a period of no more than five years.

Availability of Document

You can get an electronic copy of the full Policy and all other documents regarding this proposed update via the Internet by:

- Searching the Federal eRulemaking portal (<http://www.faa.gov/regulations/search>);
- Visiting FAA's Regulations and Policies Web page at (http://www.faa.gov/regulations_policies); or
- Accessing the Government Printing Office's Web page at (<http://www.gpoaccess.gov/index.html>).

Send your comments on or before September 5, 2014. The FAA will consider comments on the proposed policy statement. Any necessary or appropriate revisions resulting from the comments received will be adopted as of the date of a subsequent publication in the Federal Register.

You may send comments using any of the following methods. Government-wide rulemaking website: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically, or mail to: Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, Routing Symbol M-30, 1200 New Jersey Avenue SE., Washington, DC 20590.

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Online registration, by CREDIT CARD ONLY, is available on a secured web site provided by Bismarck State College. Registration includes: session, breaks and lunch buffet on September 22, and breakfast, session and break on September 23. (Visa, MasterCard, and Discover are accepted.)

General Information: Hotel reservations can be made at the Radisson Hotel at 701-255-6000 by August 22, 2014, to ensure the group rate of \$104. Please say you are with the Airports Fall Seminar when making reservations.

If you have any questions, please contact Tim Thorsen (tthorsen@nd.gov) or Joe Schrantz (jschrantz@nd.gov) at 701-355-1808.

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FAA Recognizes Local Pilots for 50 Years of Safe Flight Operations

By Jay M. Flowers, FAA Team Program Manager Operations, North Dakota

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.

This congrats goes out to not one but three Master Pilot Award recipients, Mr. Ernest "Hod" Hutson and his former student and Professional Pilot Mr. William "Bill" Hanson both of the Grafton area and Mr. Dale Hinkle.

Hod started his career in aviation with the 447th Bomber wing of U.S. Army Corps in 1942. As plane Commander, Hod accomplished more than 57 missions in the European Theatre of Operations. Hod's greatest honor was being awarded the Distinguished Flying Cross, awarded to any officer or enlisted member of the United States Armed Forces who distinguishes himself in support of operations by "heroism or extraordinary achievement, while participating in an aerial flight." Hod also received the Air Medal with Five Oak Leaf Clusters prior to leaving the military as a Multi-Engine Flight Instructor.

As a civilian pilot starting in 1948, Hod found himself as a charter pilot/Instructor for Dan Wakefield out of Devils Lake and shortly after, he purchased Grafton Air Service and established a GI Flight School, an airframe and powerplant shop, an air charter service, and one of North Dakota's first Aerial Applicator Businesses. Manager of the Grafton Airport from 1951 to 1970, Hod introduced aviation to many aspiring pilots. Inducted into the North Dakota Hall of Fame in 2000, many of his students have gone on to aviation greatness. Pilots like William Hanson, student, longtime friend, and fellow aviator seen on the left below.

William "Bill" Hanson, working odd jobs and still in high school, first soloed late in January, 1958 in a Piper Cub. Receiving his Private Pilot Certificate in 1960, Commercial in 1961, Bill found himself working for Grafton Flying Service as an Aerial Spray Pilot. After accumulating some 5000+ hours, Bill found himself flying commercially in Grand Forks and Fargo before being hired by the airlines in 1966. Moving to Denver in 1969, Bill spent the next thirty-plus years flying for one of the nation's



(Left) Ernest "Hud" Hutson and (right) William Hanson.

finest airline services, United Airlines.

In 1994, he was honored by United as one of their Domicile Captains of the year. An honor given by Company peers for the pilots high level of professionalism, leadership, skills, dedication to safety and concern for their passengers. Bill currently resides in the Denver area.

On April 27, 2014, the Grafton Airport held its 11th Annual Fly-In, Drive-In, Bike-In breakfast. With more than 300 people from across the country in attendance, Mr. Hanson and Mr. Hutson were honored as two of the nation's Wright Brothers Master Pilots. The awards were given by Mr. Nick Eull, Manager of the Fargo Flight Standards District Office.

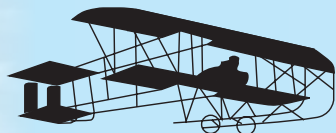
When asked how it felt to have flown for more than 50 years and to be honored by so many:

Will Hanson / Longtime Pilot: "For both of us. It's a very special day."

Hod Hutson / Longtime Pilot: "I was totally surprised. It was a real nice honor to get."

As a tribute to their friendship and long-time aviation relationship, we wish to thank William Hanson for helping the FAA's Safety Team in honoring Mr. Ernest "Hod" Hutson. We'd also like to thank Mr. Andy Tibert for his assistance in bringing these fine gentlemen together at this local event.

North Dakota Aviation



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The final recipient, Dale E. Hinkle, soloed his first aircraft in March of 1958 under the Instruction of local pilot Thomas Nord. Passionate about aviation, Dale joined the Army and from 1963 through his career as an Army Reservist, Dale earned his Master Army Aviator Wings in both Helicopters and Fixed Wing Aircraft.

Amongst his many other aviation accomplishments, Dale was an Aerial Applicator from 1965 to 2008.

As an Airline professional, Dale flew more than 25,000 hours for Northwest Airlines as a

Flight Engineer and Co-pilot on Boeing 727, 707, and 747 aircraft.

Dale is rated as a captain in the Boeing B727, and B747.

Dale's career also saw him as a Flight Engineer Instructor in the same aircraft.



Dale E. Hinkle and spouse with Nick Eull.

With a lifetime of experience and a passion for aviation and aviation safety, Dale has maintained an accident free pilot record and the respect of those who knew him.

To quote one of Dale's recommending testimonials:

"When a young man starts his flying career flying helicopters, in the National Guard, for this wonderful USA and ends his career as a Captain flying B747's to Japan, with an impeccable safety record, I think he more than qualifies for this award."

Robert E. Schulte, Major General, Retired

Dale presently holds a Flight Instructor in Airplane Land and Sea, Rotorcraft, and Glider Instrument and Ground, Commercial Glider and Sea Plane.

Mr. Nick Eull, Manager of the Fargo Flight Standards District Office, presented Dale E. Hinkle this beautifully designed plaque commemorating his dedication during this years Upper Midwest Aviation Symposium held in Grand Forks, North Dakota.

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New Commercial Air Service

By Matthew Leitner, Manager, Jamestown Regional Airport



Photos by Matthew Leitner



On June 5, 2014 Jamestown and Devils Lake enthusiastically welcomed their new commercial air service operated by SkyWest Airlines d/b/a United Express. United Express/SkyWest offer non-stop service eleven times weekly for both communities to and from Denver International Airport utilizing a CRJ-200 regional jet. This new service represents the zenith of a campaign spanning several years, aimed at drastically enhancing commercial air service for both communities. Speaking subjectively, I feel no greater collaboration has ever been achieved between airports and their local, state and federal representatives, and I'm profusely grateful for the work of everyone involved.

Barely two months into this new era, Jamestown has been experiencing enplanement numbers surpassing the halcyon years of the late-1970s when service was provided by Northwest Airlines, utilizing a Boeing 727. I'm confident these numbers will continue to climb concurrent with local economic growth and decades from now, when this chapter of airport history is filed into the local annals, the writing will illustrate one of our finest moments. It'll be said that this was when everyone came together and worked tirelessly and passionately for the betterment and furtherance of our communities and state.



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FAA To Begin Evaluation of Unleaded Fuel Candidates

The search for viable replacements to leaded avgas is moving to the next stage as the FAA prepares to begin evaluating fuels submitted for testing through the Piston Aviation Fuels Initiative (PAFI). July 1 marked the deadline for candidate fuels to be submitted into this program.

The FAA received ten replacement fuel proposals from the world's fuel producers, including submissions from Afton Chemical Company, Avgas LLC, Shell, Swift Fuels, and a consortium made up of BP, TOTAL and Hjelmcø.

"Aviation organizations, the petroleum industry and the FAA are working collaboratively to ensure the aviation community will have access to unleaded fuel that meets performance and safety standards, is affordable, and can be used by the existing fleet with minimal disruption," said Mark Baker, president of the Aircraft Owners and Pilots Association (AOPA). "We are pleased with the progress so far and look forward to the next phase."

PAFI is a joint industry-government effort to facilitate the development and deployment of a new unleaded avgas that will meet the needs of the existing piston-engine aircraft fleet. In addition to AOPA and the FAA, the PAFI Steering Group includes the American Petroleum Institute, the Experimental Aircraft Association, the General Aviation Manufacturers Association, the National Air Transportation Association and the National Business Aviation Association.

With the window for submissions closed, the FAA will now begin assessing the viability of the candidate fuels using the data packages provided during the submission process. The FAA will evaluate the

proposals in terms of impact on the existing fleet, production and distribution infrastructure, environment, toxicological effects, and availability to consumers in terms of cost of aircraft operations.

The most promising fuels will be selected to participate in laboratory testing, led by the FAA's William J. Hughes Technical Center, beginning in September. Fuel developers will each be asked to supply 100 gallons of fuel for phase one testing. Fuels that are determined to be potentially viable replacements in this evaluation will move to phase two, which is comprised of full-scale engine and aircraft testing. This will require 10,000 gallons of fuel from each developer and will generate standardized property and performance data necessary to demonstrate scalability of production, and support qualification and fleet-wide certification data.

Congress fully supports this multi-year program to facilitate development and deployment of a new unleaded replacement avgas by 2018. Six million dollars was provided to this program for Fiscal Year (FY) 2014. Additionally, both the U.S. House and Senate Appropriations Committees have proposed funding another six million in FY 2015 for the program, which is \$300,000 above President Obama's request.

There are approximately 167,000 aircraft in the United States and a total of 230,000 worldwide that primarily rely on the currently available 100 low-lead avgas for safe operation. It is the only remaining transportation fuel in the United States that contains added tetraethyl lead (TEL) needed to create the very high octane levels required by high-performance aircraft engines. Operations with inadequate octane can result in engine failures.

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Lined up in a neat row are some of the planes that brought people to the celebration.



J.T. Rice Pilots for Christ chapter celebrates annual gathering

The 2nd annual celebration and golf ball drop of the J.T. Rice-North Dakota Chapter of Pilots for Christ International, took place on July 13, 2014, at the Maddock Airport during their runway dedication.

The beautiful day began with an all-faiths worship service followed by a welcome given by Chapter President Pat Tracy and an invocation by Pastor Dave Fix to the gathering of nearly 275 people.

As the hangar transformed into a place of worship, Scripture was read and music filled the air. John Rice introduced special guest U.S. Congressman Kevin Cramer and presented him with Pilots for Christ t-shirts, as well as tickets for the upcoming golf ball drop. Cramer responded by presenting the chapter with a certificate and a flag that was flown over the US Capitol on July 8, 2014, in honor of the J.T. Rice Pilots for Christ chapter. Cramer also delivered a moving message relating the mission of Pilots for Christ with the day's Scripture.

Chapter Chaplain Lu Mathison then delivered a benediction followed by a dinner prayer.

A complimentary lunch followed the worship service. The lunch consisted of roast beef, turkey and ham sandwiches, baked beans, macaroni salad, chips, cake and beverages.

The golf ball drop got underway just after lunch with 1,500 golf balls being dropped out of a helicopter toward a flag stuck in the ground. The balls closest to the flag were winners of several prizes. Dennis Backstrom and Kathy Daeley were the official judges of the drop, also announcing the winners, alongside Debbie Tracy. The grand prize four-wheeler was won by Lorin Ness, whose golf ball was just inches away from the flag. Jay Topp won the \$2,000 travel certificate and the five \$100 cash prizes were won by Shain Hill, Andrew Rice, Melissa Johnson, Drew Nyhus and James Peterson.

With the beautiful weather conditions and pleasant company, many people stayed to view Maddock and the gorgeous countryside from the air as helicopter, and airplane rides were given to all that desired to have one, capping off a wonderful day.

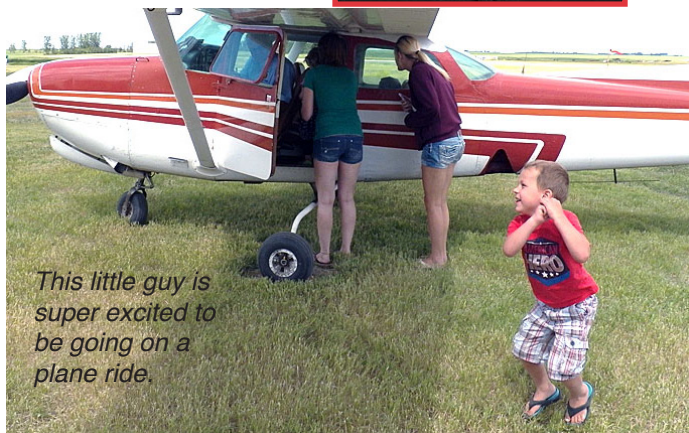
The J.T. Rice-North Dakota Chapter of Pilots for Christ International serves the state of North Dakota with free urgent air and ground transportation. The service is focused on ambulatory patients seeking medical treatment at distant medical locations, terminally ill patients seeking to return home to family, pastors and missionaries within the scope of their duties, and additional considerations to veterans and the general population with valid and urgent transportation needs.



This is what it looks like when 1,500 golf balls are dropped from the sky.



The late J.T. Rice, whom the Pilots for Christ chapter is named in honor of. J.T. is the son of John Jr. and Barb Rice of Maddock.



This little guy is super excited to be going on a plane ride.

Gwinner Airport dedicated

By Jeanne Sexton-Brown

Reprinted with permission from the Ransom County Gazette and the Sargent County Teller

The Gwinner airport project started in May 2013 with the groundbreaking ceremony. Construction was completed November 2013 with the dedication on Saturday, July 19, 2014. The new and improved Roger Melroe Field was also named North Dakota's General Aviation Airport of the Year in March 2014.

"The Roger Melroe Aviation Field is truly a field of dreams," said Steve Wyum, chairman Sargent County Commission. "I salute and congratulate you on what can be done with public and private initiatives. This is truly a great moment in Sargent County history."

According to Kyle Wanner, Bismarck, Director of the North Dakota Aeronautics Commission, the Gwinner Airport is one of only nine concrete runways at general aviation airports in North Dakota.

"We are thankful for the local leaders for making this a reality," said Wanner. "We believe this will encourage additional aviation business in this area."

Gwinner Mayor Dan McKeever also thanked everyone for the time and effort to make the improvements happen.

Gwinner Municipal Airport Authority (GMAA) members, Grover Riebe, vice-chairman, Andy Stroh, and Chad Decker were on hand for the celebration.

Chairman Rich Hoistad was unable to attend Saturday's ribbon cutting ceremony.

The entire project cost nearly \$5,000,000. Ninety percent of the funding came from the Federal Aviation Commission (FAA), five percent from the North Dakota State Aeronautics Commission (NDAC) and five percent from the Gwinner Airport Authority.

Gone is the old asphalt runway. The new concrete runway is longer and wider and has been moved farther south to get it farther from ND Highway 13. The finished runway is 5,000 feet by 75 feet. The airport features new lights as well as strobe lights at the ends of the runway to assist with instrument landings.

"Basically, the strobe lights make it easier to see the runway when a pilot comes out of the clouds during an instrument landing," said Riebe. "That is the simple explanation. It just makes it easier."

Riebe talked about how fitting it was that the airport maintain the Roger Melroe name.

"I am often told by former residents of Gwinner that they remember Roger giving them rides when he was doing touch and go landings at the old airport," said Riebe. "The old airport was located where Teals Market is located now. Roger would land and pick up one of the kids to go with him on the touch and goes. He would bring one back down and pick up another for a ride. That

was quite exciting for those kids."

Improvements began with the new terminal building in 2012 and culminated with the dedication on Saturday.

The tie between the Gwinner Airport and the Bobcat is a long one, dating back to the early beginnings for both in 1952. The airport was located close to businesses even though the population of Gwinner was only 200. Both the east/west and north/south runways were turf runways that were not lighted. They were 2,500 feet long by 100 feet wide and were operated by Melroe Manufacturing.

In 1962 when Gwinner had a population of greater than 550, the north/south runway had increased to 2,540 feet by 125 feet and the east/west runway remained at 2,500 feet by 100 feet. The east/west runway was moved to the south by 500 feet. Again, both were unlighted turf runways operated by Melroe Manufacturing.

Four years later, in 1966, the city had expanded to the location of the airport, making it difficult to accommodate larger planes. By that time, the Melroe Company owned and operated three corporate aircraft, a Cessna 310, a Baron and a Bonanza. There were plans to purchase a larger aircraft but runway length was an issue.

Starting in 1967 to 1969, the Gwinner Airport Authority was developed and land was purchased east of town where the current runway is located. The north/south runway was extended to 3,600 feet of lighted asphalt and the east/west runway remained 2,500 feet by 100 feet. Three men were instrumental to the construction, Cliff Melroe, Roger Melroe and Irv Melroe. In 1969, the Melroe Company was acquired by Clark Equipment Company and accommodations were needed for jet operations. With no federal or state funding, the north/south runway was expanded to 5,000 feet with \$80,000 paid by Melroe/Clark Equipment. In 1985, the airport was dedicated as the Roger Melroe Field.

A large crowd was on hand Saturday for the fly in breakfast held at the airport prior to the ribbon cutting. The weather was perfect and the enthusiasm high for the dedication and ribbon cutting ceremony. Each of those who spoke during the dedication pointed to the joint efforts to bring the new field up to the highest standards possible.

"Concrete runways are much better for durability and longer life," said Riebe. "They are much better than the old asphalt runways."



Grover Riebe, vice-chairman Gwinner Municipal Airport Authority, speaks during the dedication of the new runway and improvements to the Roger Melroe Field Airport.



Grover Riebe, vice-chairman of the GMAA introduces those who were instrumental in the airport improvement project. Pictured: (l to r) Chad Decker, GMAA, Kent Thorson, Interstate Engineering, Randy Pope, Interstate Engineering, Kyle Wanner, NDAC, Andy Stroh, GMAA, and Grover Riebe, VP GMAA.



The ribbon cutting ceremony for the Roger Melroe Field. Pictured: (l to r) Dan McKeever, Gwinner Mayor, Grover Riebe, vice-chairman, Gwinner Municipal Airport Authority, Kyle Wanner, director, ND Aeronautics Commission, Steve Aldinger, project engineer, and Steve Wyum, chairman, Sargent County Commission cut the ribbon dedicating the Roger Melroe Field in Gwinner.

General Aviation Jobs Rally

What: General Aviation Jobs Rally

When: Friday, September 5, 2014

Complimentary Lunch at noon; Rally at 1 p.m.

Where: University of North Dakota, James C. Ray Hangar
at the Grand Forks International Airport

For more information: (202) 393-1500 or marylynn@gama.aero

The General Aviation Manufacturers Association (GAMA) will bring its twelfth General Aviation Jobs Rally to North Dakota on Friday, September 5, 2014, at 1 p.m. The rally, which will take place at the University of North Dakota (UND), James C. Ray Hangar at the Grand Forks International Airport, will celebrate general aviation manufacturing and its many contributions to the North Dakota and U.S. economy. Top state and local political leaders, employees of general aviation manufacturers, UND academic leadership and students, and other aviation enthusiasts are expected to attend. The event will also include a variety of static aircraft on display. Afterwards, a career fair will offer UND students, and others, the opportunity to meet and talk with representatives of leading general aviation manufacturers. The rally is free to attend and open to the general public. For more information, please contact GAMA at (202) 393-1500 or e-mail marylynn@gama.aero.



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Safety Recommendations: sUAS & AGRICULTURAL AIRCRAFT

Safety recommendations for sUAS flight operations in precision agriculture beyond the North Dakota UAS Test Sites

sUAS Operations

1. sUAS support vehicle equipped with white/clear strobe light that is activated when sUAS is operating
2. sUAS operator attending/monitoring sUAS at all times and attentive to surroundings (no headphones, etc.)
3. sUAS will not operate above 400 feet AGL
4. sUAS operator is equipped with handheld aviation radio set to the frequency of 123.45
5. sUAS operator knows location of sUAS operation(s) by township name and section number
6. sUAS operator procedure if agricultural aircraft within two miles:
 - Immediately ground sUAS
 - UAS operator communicates via radio to agricultural aircraft pilot using frequency of 123.45
 - If radio communication is successful, UAS operator & ag pilot determine plan
 - If radio communication is not successful, sUAS remains grounded until ag aircraft is two miles away.
1. For safety procedures enhancements/changes: please document interactions with agricultural aircraft and report to *Doug McDonald, ND AUVSI Chapter President (all information will be confidential – contact info below)

Agricultural Aircraft Operations

1. Agricultural pilots will comply with FAA, ND Department of Agriculture and ND Aeronautics Commission regulations
2. Agricultural aircraft pilot will initiate communication with sUAS on 123.45 if sUAS support vehicle is observed in area and no communication is received (if ag aircraft is equipped with aviation radio)
3. For safety procedures enhancements/changes: please document interactions with sUAS and report to *Doug McDonald (all information will be confidential – contact info. below)

Additional Recommendations to Promote Safety for UAS and Agricultural Aviation Operations

sUAS Operator

1. sUAS operator has a Communication Plan and Platform: operator notifies agricultural spraying operations located in the sUAS flight area with either a call, group email or agreed upon method
 - A listing of registered agricultural spraying operations is available from the North Dakota Aeronautics Commission: www.nd.gov/ndaero/regulatory/spray.html • 701-328-9650
1. sUAS operator is a commercial pilot or has similar training and can demonstrate knowledge of aviation safety and communication procedures (similar to FAA private pilot written exam)
2. sUAS operator demonstrates proficiency at operating UAS (similar to pilot check ride)
3. sUAS operator maintains “pilot in command” flight log and aircraft log
4. sUAS operator maintains line-of-site operations (operates from a location that minimizes the furthest distance UAS is from operator)
5. sUAS observer is present and able to communicate with operator (observing from a location that minimizes furthest distance sUAS is from observer)

sUAS Aircraft

1. Proven to be airworthy and operate autonomously without software glitches
2. Equipped with redundant controls / systems
3. Painted a color that is highly visible
4. Equipped with strobe lights
5. “ADS-B out” equipped (which would require agricultural aircraft to also be ADS-B equipped) or require software that would emit a signal that could be picked up by a smartphone, computer or device with similar capabilities (develop an APP)

General

1. Liability insurance is required for sUAS operations
2. Consideration should be given to the weight of the sUAS – 10# to 15# or less

Doug McDonald, Email: doug@uaiinternational.com or telephone: 701-738-4871. Note: The Great Plains Chapter of AUVSI neither condones or opposes any proposed regulation on Unmanned Aerial Systems, but is supportive of efforts to collect relevant data as it relates to the safe operation of unmanned systems in integrated airspace.

One voice for airport development

AAND

Lori Jury, AAND secretary/treasurer

As many know, the Airport Association of North Dakota (AAND) is an organization of airport managers, airport authority boards, and airport city council representatives who together act as one voice for airport development and to foster aviation growth in North Dakota. AAND represents airport management statewide, promotes safety at airports, strives to educate and advise members on aviation issues of great importance and partners new aviation business growth. The organization is supported by financial donations, as well as dues from the North Dakota airports and associate members.

The 2013 legislative session was very successful in securing additional revenues for improvements to both general aviation and commercial airports across North Dakota. Although the western part of the state, with greater needs, received a larger share, much consideration and awarding of grants was given to the eastern airports. Several projects will be completed across the state this year, improving airports of all sizes in communities of all sizes. With the oil boom, it is an exciting time for aviation. Airports who recognize the opportunity are now being proactive in their planning. AAND efforts have begun already to reach out during the upcoming 2015 legislative session to secure more aviation funding.

We all need to strive to do the best we can in managing our local airports. There are many principals to effective and prudent airport management and administration. Although the main responsibility of those entrusted to the care of the local airport is to provide an attractive, safe and serviceable place for the use of those traveling by air, other responsibilities are equally as important. The local authorities have a responsibility to the taxpayers to wisely manage the federal, state and local funds, which allow the airport to operate. Every airport is responsible to insure every tax dollar given to airports is being put to good use.

It would appear the smaller general aviation airports in North Dakota, with limited funding, also at times have limited interest and involvement from local authorities, pilots and

community members. Although it easy to get discouraged with lack of funding sources, it is important for the airport team to work extra hard to come together and do all they can for the good of the airport and the community. Every community has volunteers who would be willing to assist with the airport. Don't be afraid to ask local service clubs and other organizations to help out with either volunteer hours or by sponsoring fundraisers for the airport. Instead of allowing the local airport to be a just a "home for pilots," take steps to make the airport a community gathering place to educate youth and the front door for air travelers.

There are numerous opportunities and ways to get the community involved and invested in the local airport. Be creative! With the oil boom now a part of our daily lives in North Dakota, none of us know who may fly into our airport or when. The next pilot who lands could be the newest resident of your community, and he or she could be bringing another small successful business with them. Be prepared by striving to keep the airport mowed and attractive, buildings freshly painted and free of clutter and, most importantly, investing in attractive signage both for air travelers and others who visit the airport.

Thank you to everyone who attended the Upper Midwest Aviation Symposium in Grand Forks this past March. Each year something new and educational is added making the event effective for those who have a vested interest and a passion for promoting aviation across the state. Please be reminded our North Dakota Aviation Council does a great job in putting this event together and to support their efforts as much as you can!

Thank you also to all of the airports, both commercial and general aviation, who have brought their dues current. As a newer officer of AAND, I have enjoyed the opportunity to meet and visit with many folks across the state at the various airports. Individual airports are unique, each in it's own special way, but a common interest in aviation keeps us all connected as one! *See you at the fall seminar.*

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William Morris Cowden, 47, died unexpectedly June 1, 2014, in an accident during his air show performance in Stevens Point, Wisconsin.

Bill enlisted in the United States Air Force where he was trained as an aircraft mechanic. Bill transferred to the North Dakota Air National Guard in 1988, attended college and started flight lessons in a Cessna 150. In 1992, after graduating from North Dakota State University, Bill was selected to attend USAF pilot training at Reese AFB, Lubbock, Texas. He completed Undergraduate Pilot Training at Reese AFB, Lubbock, Texas, followed by Fighter Lead-In at Klamath Falls, Oregon. After earning his USAF wings, Bill was assigned as an F-16 Fighting Falcon (Viper) pilot in the North Dakota Air Guard where he accumulated 1,500 F-16 hours. He retired with the rank of Major in 2006. During his NDANG service, Bill was also hired as a pilot for Northwest Airlines, flying until he was furloughed for a time following the events of September 11, 2001. At that time, he was briefly called to Active Duty. Bill kept busy during the furlough years functioning as Assistant Director of the Fargo Air Museum. Northwest Airlines later merged with Delta Airlines, where Bill continued to fly as a first officer on the Boeing 757/767 until his death.

Bill had been flying for over 25 years. He had accumulated over 7,500 hours in over 85 different models of aircraft, including gliders and seaplanes. Bill loved to give rides to and mentor aspiring young pilots. He served for many years on airport boards and was once Chairman of the West Fargo Airport Authority.



R. Ray Herr, 69, Turtle Lake, passed away June 24, 2014. Ray was instrumental in developing the Turtle Lake Airport. He was an instrument rated pilot, and shared his enthusiasm for flying by hosting 20 years of fly-in Breakfasts benefiting Camp of the Cross.

He was also a member of the North Dakota Military Vehicle Collectors Association and proudly joined the local American Legion for parades with his 1969 Army Wrecker and 1980 Army Field shop.



Flip Miller, age 87, of Valley City, died Saturday, June 28 at his residence in Valley City.

Flipped joined the Navy at the age of 17, and was stationed in the Philippines in World War II. After completing his duty with the Navy, he discovered his passion and began his career in aviation. This included time spent as a crop sprayer, flight instructor and A&P mechanic. Flip worked in Fargo at Air Activities, Kundert Aviation and later, as a civilian employee of the North Dakota Air National Guard's Happy Hoologans. In 1966, he moved Valley City and started General Air Service. In 1971, he sold his business to Dan and Larry Lindemann and opened Flip's

Avionics, which specialized in aircraft radio sales, service and installation for over 35 years! Flip received numerous honors in the field of aviation over the years including three FAA Safety Awards, the prestigious Charles Taylor Master Mechanic Award in Aviation in 1999 and was inducted into the North Dakota Aviation Hall of Fame in 2005.



Morris Thingstad, passed away on Wednesday, July 9, 2014. During his high school years, Morrie formed the Teddy Page Dance Band, traveling the area performing until he entered the service. He opened for the Glen Miller Band while still in high school.

After high school graduation he proudly served his country in the United States Navy during WWII on the USS Enterprise. Following his discharge he returned to North Dakota and attended North Dakota State University. He had a love of flying and served as president of the North Dakota Pilots Association. Morrie will be remembered by his many past students for the impact that he made on their lives by his teaching and by his time spent at Moorhead State University in the counseling center with Project Test.



William "Bill" H. Fisher, 82, of Bowman, died on June 7, 2014. In addition to being a farmer and rancher, Bill was an aerial agricultural applicator. He began spraying crops as a young adult and continued to do so until his later years. Bill and another Bowman County farmer

and pilot made a decision to research the science of weather modification for the purpose of hail suppression. Subsequently, these two flying farmers became the pioneers of North Dakota's first cloud seeding program in 1961, which is still in operation today. Although flying had become a part of his livelihood, it had always been his first love as a young teenager, and to Bill flying was much more than just a hobby. Bill's love of flying granted him the opportunity to give back to his community by providing charity flights to those in need of medical care or for personal family matters. His life consisted of many long hours of work each day, but he always found the time to exchange airplane stories with his fellow pilots including his son and grandsons, as they leaned against the hangar wall. Bill was a member of the Bowman Airport Authority Board, serving as president for many years.



Larry Lee Ketterling, 64, Lisbon, ND, was enjoying his favorite hobby of flying when he unexpectedly passed away on Thursday, July 31. Larry had many hobbies including playing guitar, visiting with everyone, enjoying coffee with neighbors, singing, flying, helping neighbors with harvest and spending time with his family. Larry took no greater pleasure than to lend a hand or "visit" with someone - whether an old friend, relative or a stranger he just met.

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• Approved for Class 1 Aircraft (typically piston singles under 6,000 lbs.)	Yes	Yes
• 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

North Dakota Aviation Quarterly

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CALENDAR *of* EVENTS

2014

Saturday, August 16, 2014

Kulm Municipal Airport
Fly-In Breakfast in conjunction with Windfest
7:00 am – 9:30 am
Airplane rides available
Contact: Lorence Holmgren at 701-830-2205

Saturday, August 16, 2014

Mandan Municipal Airport
Camping, Picnic and Flix
Movie: 'High Road to China'
6:00-7:00 p.m. – Burgers-salad, 8:00 p.m. – Movie,
10:00 p.m. – Plane-side tent camping
You don't need a plane!
Contact: Jim Lawler (701) 391-1394

Monday, August 18, 2014

Grand Forks International Airport
50th Anniversary Celebration
Large static display including Duggy – DC3
Bounce houses for the kids / Refreshments
1:00 – 4:00 p.m.
Contact: Coleen Peterson, 701-795-6981

Sunday, August 24, 2014

Milnor Municipal Airport BBQ Fly-In
4:00 pm – sunset, rain or shine
Contact: Mark Gainor at 701-680-1001

Saturday, September 6, 2014

Fly-In Breakfast/Open House/See the New Hangar
100LL Available – Self-Serve Card Reader System
Edgeley, ND Municipal Airport
8:00 – 11:00
Contact: Rick Gutschmidt, 701-269-2732

Saturday, September 6, 2014

Barnes County Airport, Valley City
Wings and Wheels Air Show
(Rain Day – Sunday – 7th)
Contact: Shawn Anderson at 701-840-2029
Dennis Helland at 701-840-0105

Saturday, September 13, 2014

Hangar Dance – benefits Civil Air Patrol
Bismarck Aero Center
8:00 pm – 11:00 pm
Contact: Shae Helling at 701-770-4725

Saturday, September 13, 2014

Lisbon Municipal Airport Fly-In Breakfast
8:00 am – noon
Contact Larry Ketterling at 701-680-2115

Sunday, September 14, 2014

Bismarck Masonic Fly-In
Pancake Breakfast, cool cars, sweet airplanes
Bismarck Aero Center
7:30 am – 1:00 pm
Contact Shae Helling at 701-770-4725

Saturday, September 20, 2014

Beulah Municipal Airport, Beulah
Fly-In Breakfast
8:00 am – 11:00 am – Free Breakfast
Contact: Kevin Lee at 701-870-2311

Sunday, September 21, 2014

Enderlin Airport
Sun-Fest Fly-In
8:00 am – noon
Contact: Bobby Geske at 701-799-6082

September 22-23, 2014

2014 AAND/SDAMA Fall Airports Seminar
Radisson Hotel Bismarck, ND
Registration will take place at a later date via this
link: [http://www.faa.gov/airports/great_lakes/about_](http://www.faa.gov/airports/great_lakes/about_airports/bis_ado/bis_ado_web/)
[airports/bis_ado/bis_ado_web/](http://www.faa.gov/airports/great_lakes/about_airports/bis_ado/bis_ado_web/)
Contact: Tim Thorsen at 701-355-1808

Saturday, October 25, 2014

Fargo Air Museum Raffle Drawing
Contact: Helen O'Connor at 701-293-8043

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

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