

# Aviation QUARTERLY

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North Dakota Aviation Council

Summer 2015

## Airports on Solid Ground

By Jessica Holdman, Bismarck Tribune

Passengers can find a place to park at the Dickinson Airport but, for many, it's going to be on gravel. And despite lower oil prices, air traffic to Tioga is growing along with airport amenities.

Many North Dakota airports have been underfunded for a long time, according to the state Aeronautics Commission. So while airline boarding numbers are leveling off, investments are still needed to meet demand and provide permanent solutions.

"A lot of airports are so behind the curve," said Kyle Wanner, director of the North Dakota Aeronautics Commission.

The reason for this is, once towns start realizing air travel needs, improvement projects take three to four years to plan, fund and build. For example, plans for a new terminal at Minot's airport started in 2011. It will be open late this year or early next year and that project was moved through the process more quickly than many others.

"I don't see a situation where we've overbuilt an airport," Wanner said.

About \$70.6 million in state and federal grants and funding was spent for airport infrastructure in 2014. So far in 2015, almost \$22 million in state grants and funding has been awarded. This includes Federal Aviation Administration funds, Aeronautics Commission grants funded

by jet fuel and aircraft sales taxes as well as state oil impact funding from oil revenue. This does not include money raised by local governments.

Growing communities are striving to make improvements to schools, roads, water and sewage.

"One of the needs is also airport infrastructure," Wanner said. "We're trying to bring airports up to certain standards, take care of safety issues and build to current utilization."

A large number of the projects involve rehabbing existing infrastructure, but a lot of communities are growing and they are starting to see the economic benefit of investing in their airports, according to Wanner.

"Economic development groups will tell us one of the first questions companies ask is do you have an airport and where is it," Wanner said.

### Plenty of upgrades

In the western half of the state, Parshall has a new hangar project; Ft. Yates has a terminal project; Stanley and Tioga had runway expansions; Crosby, Washburn, Watford City, Garrison, Mohall and Westhope had apron or taxiway expansions; and Killdeer, Beach, Glen Ullin and New Town had fuel projects.

Not all airports have fuel systems, but many airports were not as active as they are now.

From 2001 to 2013, Mohall went from three aircraft based at the airport to 30, which justified a fuel system. Wanner said the city also met pent up demand for hangar space by subsidizing the building of private hangars. Bowman's new airport took the town's runway length from 4,800 to 5,700. Prior to that, many pilots wouldn't stop there for fuel because it would weigh their plane down and the runway was not long enough for them to take off at their heavier weight.

Towns, such as Tioga, are hoping, by adding amenities, including fuel, pilots will be more likely to stop rather than pass them by for a larger one.

Kathy Neset opened Tioga Aero Center in late November, offering fuel, battery charging, detailing, rental cars and other services pilots would expect at larger airports, such as Minot and Williston, said manager Chris DeCrescente.

"Her big thing is bettering the town and making it a place people want to fly into," he said.

(Continued on page 3)



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## AROUND the PATTERN

*Kris Magstadt, Editor*

First, let me apologize, as I promised a cover story on the NEW Bowman airport this issue. Since Bowman is so close to my heart, I am writing the story from the history I have gathered throughout the years. Unfortunately, I am still waiting for some information in order to give you the best and most accurate story possible. So, the plan is for the Fall issue to include a story on the new airports that were completed this year in North Dakota and their histories. What an exciting time!

Since I am talking about new, I'd like to introduce you to my newest grandchild — Cali Kay Fliginger. This little ray of sunshine was born on May 24 and has us sky high with joy. And to think that our daughter, Nicole, and her husband, Adam, told us we'd have to settle for grand dogs!! She's not been up in a plane quite yet, but hopefully Grandma will get her there soon.



*Six Eleven Photography*

Aviation seems to have hit a new high in our great state. There is more media about the industry than I've seen in years, and the building and improvements just continue. I was particularly taken with the cover story of this edition, a reprint from the Bismarck Tribune. I hope you enjoy it and take pride in it as well.

Those before us laid the foundation, and those of you dedicated to the industry today continue to build it to new heights. I am looking forward to reading and sharing the histories of the airports throughout the state. If you have one to share, please share it with me so we can remember those that helped bring us to where we are today and share the future dreams of today's aviation generation.

*Enjoy the rest of the summer!*



## Airports on Solid Ground (Continued from cover)

more frequently," said Wanner, adding that a fixed-based operator encourages that growth even further.

Next on the agenda is a ramp project.

The airport has a large runway for a town of its size, 5,100 feet long, DeCrescente said. The problem is the ramp is weighted for half of what the runway can hold and larger planes and jets risk sinking in if they leave the runway.

The airport is waiting on \$6 million in FAA funding to make a fix.

"It's going to be a huge project and benefit for the city of Tioga," DeCrescente said.

The center aims to maintain its increase in business through the winter. Even if there are unknowns related to future demand and the oil industry, Wanner said airports are improving for the level of demand they already have.

For example, even though Minot Airport boardings are down 7 percent from last year, the airport is still seeing 200,000 passengers for the year compared to 80,000 or 90,000 several years ago. Demand from industries other than oil is enough to support and justify terminal investments.

"We're flat on the year, but much higher than we have been in the past," Wanner said.

In 2009, airports generated \$1 billion in economic output.

"And communities see that," Wanner said.

The Aeronautics Commission is updating that figure this fall and expects it to be much higher.

The center also is building another hangar, which will house 30 to 50 percent of its planes long term. The rest will be reserved for transient aircraft.

Currently, there are two hangars owned by the airport authority and several private hangars housing a total of 20 planes, which is a problem as more pilots want to base at the airport, leaving no room to store planes stopping in during storms.

### Braving the risks

Previously, no one wanted to risk the investment.

"Before us, there was no one there," DeCrescente said. "It was like flying into a ghost town."

From private planes to corporate developers, Tioga sees all kinds of air traffic. One client, a construction firm, regularly flies its crew in on Mondays and out on Fridays.

"The aircraft coming in are larger, and aircraft are coming in



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Kyle Wanner, Director  
North Dakota Aeronautics Commission



## DIRECTOR'S Chair

# Legislative Session Highlights

The 64th state legislative session has come to a close with some remarkable accomplishments once again in store for North Dakota aviation. The largest challenge of this session was working with a state budget forecast that was dramatically affected by the drop in oil prices. The infrastructure challenges that communities have been facing continued to be very real and state leaders worked hard to try to address those challenges with a smaller budget to work with. Seeing the unexpected budget challenges that our decision leaders were faced with, it was ever more important to ensure that aviation was still included in the conversations.

The Aeronautics Commission, along with aviation leaders from around the state, worked with the Governor and State Legislature to approve multiple bills that will have a great financial impact on our airports over the next two years. The accomplishments approved by the state legislature for the 2015-2017 Biennium include:

- \$54 million has been authorized for state airport grants, with \$48 million being authorized specifically for airports existing in oil producing counties.
- \$6 million has been allocated for Phase 1 of the University of North Dakota's apron rehabilitation project
- The Aeronautics Commission was approved to keep the interest earnings on its special fund balance instead of

having to transfer it to the state's general fund.

- The state's general fund contribution to the Aeronautics Commission increased from \$550,000 to \$1,000,000.

I want to personally thank all of the volunteers that made an effort to reach out to your elected representatives to discuss the needs and concerns of the aviation community. I especially want to thank Tim Thorsen, the past president of the Airport Association of North Dakota, for all of his past efforts and I look forward to working with the new president, Matthew Remynse.

It has been an exciting spring as we have been seeing multiple large scale projects come to a close. To name a few... the Bowman airport authority held a dedication event for their new airport that was ten years in the making. Three other general aviation airports of Killdeer, New Town, and Mayville have completed their reconstruction projects and are waiting for you to visit them. I also had the privilege of attending the open house event for the Tioga Aero Center, which is a new fixed based operator at the Tioga Airport.

There are many positive things happening in North Dakota aviation, and I hope that as you fly around the state, you have been able to see first-hand the progress that has been occurring.

*Wishing you smooth flying, Kyle*

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Kyle Wanner, Director  
North Dakota Aeronautics Commission



## 2015 State Airport Grants Released

I am sure that you have heard the saying that North Dakota really only has two seasons... winter and a construction season. I am excited to announce that we have moved into construction season and selected airports will once again be abuzz with construction activity. Our state truly does have a limited window to design/bid projects, award funds, and work to complete projects before we are stopped by the cold weather which makes it ever more important to work diligently during the spring and summer months to progress our airport infrastructure forward.

This spring, the North Dakota Aeronautics Commission issued infrastructure grants to public airports throughout the state totaling \$2.7 million dollars. The Board of University and School Lands has also allocated an additional \$20.6 million 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 \$23.3 million in state aid being allocated for airport projects in 2015 and a large majority of these funds will go to match additional federal grant dollars that are expected to arrive later this year.

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 that you need to be aware of.

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

### Air Carrier Grant Awards:

Bismarck . . . . .	Update Airport Master Plan
Devils Lake . . . . .	Runway Safety Area Grading
Dickinson . . . . .	General Aviation Apron Light and Security Upgrades
Fargo . . . . .	North General Aviation Apron Expansion
Grand Forks . . . . .	Update Airport Master Plan
Jamestown . . . . .	West Taxilane Rehabilitation
Minot . . . . .	Runway 13/31 Pavement Maintenance
Williston . . . . .	Land Acquisition for Airport Relocation

### General Aviation Grant Awards:

Ashley . . . . .	Airport Layout Plan Update
Beach . . . . .	Pave Access Road and Hangar Taxilane
Beulah . . . . .	Pavement Maintenance
Bottineau . . . . .	Purchase Snow Removal Equipment
Cando . . . . .	Construct Hangar Taxilane
Carrington . . . . .	Pavement Maintenance
Casselton . . . . .	Survey for Obstructions
Cooperstown . . . . .	Pavement Maintenance
Edgeley . . . . .	Design for Runway Rehabilitation
Ellendale . . . . .	Runway Light Rehabilitation
Enderlin . . . . .	Pavement Maintenance
Fessenden . . . . .	Repair Runway and Taxiway Lights
Fort Yates . . . . .	Construct GA Terminal Building
Gackle . . . . .	Dirtwork to Rebuild Runway
Garrison . . . . .	Runway 13-31 Rehabilitation
Glen Ullin . . . . .	Pavement Maintenance
Harvey . . . . .	Pavement Maintenance
Hazen . . . . .	Pavement Maintenance
Hettinger . . . . .	Runway 12-30 Rehabilitation

Hillsboro . . . . .	Land Acquisition
Kenmare . . . . .	Runway Light Rehabilitation
Killdeer . . . . .	Construct Fuel Facility
Kindred . . . . .	Pavement Maintenance
Kulm . . . . .	Reseed Turf Areas
Lakota . . . . .	Replace GA Terminal Septic System
LaMoure . . . . .	Design for Airfield Rehabilitation
Langdon . . . . .	Design Runway Rehabilitation
Leeds . . . . .	Design for Seal Coat
Linton . . . . .	Runway Rehabilitation
Lisbon . . . . .	Construct Public Hangar
Maddock . . . . .	Runway Construction Supplemental
Mandan . . . . .	Construct Hangar Taxilanes
Mayville . . . . .	Airport Reconstruction Supplemental
Milnor . . . . .	Construct GA Terminal Supplemental
New Rockford . . . . .	Pavement Maintenance
New Town . . . . .	Airport Reconstruction Supplemental
Northwood . . . . .	Airport Layout Plan Update
Page . . . . .	Pavement Maintenance
Parshall . . . . .	Design for Public Hangar
Rolla . . . . .	Obstacle Removal
Stanley . . . . .	Design for Taxiway and Apron Expansion
St. Thomas . . . . .	Pavement Maintenance
Towner . . . . .	Purchase Mower
Valley City . . . . .	Pavement Maintenance
Wahpeton . . . . .	Snow Removal Equipment Repairs
Washburn . . . . .	Construct Apron Expansion
Westhope . . . . .	Pavement Maintenance
West Fargo . . . . .	Construct Apron Expansion
Wishek . . . . .	Pavement Maintenance





*Jon Simmers, Chairman  
North Dakota Aviation Council*

## CHAIRMAN'S COMMENTS

### **“Dad, wake up, it’s a gorgeous day outside...”**

Happy Father’s Day! It was Father’s Day, June 21, and the first day of summer. As I have children of my own, I find Father’s Day can be a great day of reflection. I often think back to the influence that my own grandpa and dad have made on my life and self-reflect on what type of influence I want to have on my own children. What type of lessons do I want them to learn? Was I too harsh on them for a trivial matter? Was I listening to their story like it was the most important thing going on in my life? Was I a good Dad today? Ultimately, I want my children to grow up with the tools they need to be successful and to sustain their own independent lives!

As I head into my role as Chairman of the North Dakota Aviation Council, I see some parallels with this self-reflection that I experienced on Father’s Day. Although I have served on the Council over seven previous sessions, this will be my first year on the Council serving as Chairman. The parallel here is that I am toiling with what influence I want to have with the Council.

I could write a 10 page business plan on where the Council should go and what steps are required to make this happen. I doubt anyone would read it.

Simply put, my vision for the Council is to continue to grow our aviation education efforts to those that are not directly involved in aviation. I want to compel our fellow aviators to get out in their neighborhoods and spread the good word about aviation! Our industry provides so many positive economic and social benefits to our communities that are often taken for granted by the general public.

Ultimately, my role as Chairman of the North Dakota Aviation Council is to serve the best interests of General Aviation in North Dakota. In order to do a good job, I need to hear from you with any comments or suggestions that you may have. I can be reached at 701-223-4754 or [jons@bismarckaero.com](mailto:jons@bismarckaero.com).

By the way, the highlight of my Father’s Day this year was waking up to the sound of my three-year-old daughter Julia’s voice, “Dad, wake up, it’s a gorgeous day outside!”

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Ben West, Airport Planner  
North Dakota Aeronautics Commission



## Birds, Birds, Birds!!!

North Dakota is known for its wide open spaces. With 44 million acres of land and two million acres of wetland (around 4.6% of North Dakota consist of wetland areas), North Dakota is a haven for birds, especially waterfowl. You can take a drive any day of the week and see geese, ducks, and pheasants enjoying the grassy areas and wetlands. No wonder hunters come from far and wide to hunt these beautiful two-legged avian critters. While these birds are a value to the natural esthetics, they can be a nuisance for the aviation community and even take lives if airports are not diligent in managing the risks that come from wildlife hazards at their facilities.



Thinkstock

In mid-April, it was a beautiful crisp North Dakota morning. As I was pulling into a general aviation airport to meet the manager and perform an airport inspection, low and behold on the turf crosswind

runway, there was a gaggle of geese. It was very picturesque, and I was enjoying the view, until I came back to reality and realized that this was an active runway. I jumped out of the vehicle and shooed the geese off the runway; they immediately took to the air. My good deed for the day was done, I had cleared the runway of a major wildlife hazard.

After I met with the airport manager, Sean Davis (my assistant for the day) and I drove the crosswind runway to check for smoothness and holes. To our amazement, there was that gaggle of geese; some were resting on the runway while others were strutting around enjoying the freshly cut turf. We sped up the vehicle to a good ole' velocity and headed toward that gaggle which immediately took to flight. We finished up our inspection, and headed away from the airport; as I looked back toward the turf runway, right dab in the middle, there was that gaggle of geese resting and enjoying the morning sun.

The moral of the story is that there really is no easy fix to keeping wildlife and birds away from the airport environment; especially when a lot of our airports are surrounded by wetlands. Let's face it, airports are really appealing to wildlife. There is all that grass and all those open areas, why would deer and birds not want to hang out and enjoy the setting. It's easy, if your airport can afford it, to put up a wildlife and security fence to keep deer and other four legged creatures away, but birds just fly right over that. Here are a few statistics to show how much of a threat wildlife can be.

The FAA Wildlife Strike Database is a great tool to research wildlife strike incidents. From 1990-2014, the database had 154,985 total strikes in the US. 97% of those are bird related incidents. For that time period, North Dakota had around 659 wildlife incidents. Here is the breakout for the eight commercial service airports in North Dakota:

- Bismarck - 121
- Devils Lake - 4
- Dickinson - 17
- Fargo - 198
- Grand Forks - 207
- Jamestown - 7
- Minot - 56
- Sloulin Field (Williston) - 38

For a 14 year period, 659 wildlife incidents might seem low, but there is only a 39% report rate for incidents being reported. That means the actual number of wildlife incidents is probably closer to 1,690 in North Dakota for the years 1990-2014.

North Dakota accounts for .43% of the total incidents in the US, but for the 1991-2008 timeframe, North Dakota along with Colorado were ranked as the States with the highest increase of reported bird strikes. It is also important to know that 71% (commercial) to 74% (general aviation) of all strikes occur at or below 500 feet Above Ground Level (AGL). 92% (commercial) to 97% (general aviation) of all strikes occur at or below 3500 feet AGL. 61% of the strikes occur during landing (descent, approach, and landing roll), and 35% of the strikes occur during takeoff and climb. These numbers are a clear indication that controlling wildlife within the airport environment would make the biggest dent in decreasing wildlife hazards.

Of the incidents, 52% occur between the months of July and October with 62% of the incidents occurring during the day. As this is the time of year with the highest probability of incidents, it is imperative for airport managers and pilots to do their best to mitigate the risk of an incident occurring. There are several publications that can help. The first is Wildlife Hazard Management at Airports, and this publication can be found for free by searching the title online. The second is ACRP Report 32, Guidebook for addressing Aircraft/Wildlife Hazards at General Aviation Airports which can be found at online: [http://onlinepubs.trb.org/onlinepubs/acrp/acrp\\_rpt\\_032.pdf](http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rpt_032.pdf).

The commercial service (part 139) airports have Wildlife Hazard Management Plans (WHMP). It is not a requirement for general aviation airports to have these plans, but having some sort of document will help in the effort to mitigate the risks from wildlife hazards. GA airports can use the commercial service WHMP as templates, and a lot of these documents are available online. The North Dakota Aeronautics Commission is always available for questions, so please call us anytime.





Darrel Pittman, Lt Col, Civil Air Patrol (Retired)

## Aviation Safety & Amelia Earhart

As spring turns into summer, the warm air is very pleasant. But now we have other things to be concerned about. That being thunder storm season! Except for those pilots who make a living flying into the WX, we need to be diligent and stay far away from the thunder storms. They are dangerous and could ruin your whole day. Remember, if you see lightning, be sure to give it a lot of distance, at least 20 miles or more!

Starting in July, Jay Flowers and our safety team will be presenting more safety seminars, and some will be about the WX. We will be using the SPANS system on the FAA safety website to inform all members that have signed up. So, be sure you go into [www.FAASafety.gov](http://www.FAASafety.gov) and register your name and email address so you can be notified of the seminars.

Amelia Earhart

For many years I have been interested in the disappearance of Amelia Earhart and Frederick (Fred) Noonan. I have a book Mr. Fred Goerner (deceased) published in 1966, titled The Search for Amelia Earhart. The book goes into a lot of details about his many personal trips to the South Pacific Islands to get the details of the disappearances of both Amelia and Fred.

When I was discharged from the Air Force in 1963, I moved to Santa Clara California to live with my Father. Mr. Goerner was employed as a newscaster on KCBS radio station in San Francisco, and I listened to him most of the time for local news. Many times, he would talk of his trips to the Pacific. Because of my interest in aviation, I became very interested in his endeavors concerning Amelia Earhart.

According to his book he made at least four trips there and interviewed many local folks who possibly had information about the two aviators. The book indicates that Amelia and Fred possibly were being used as spies by our Government to get information concerning what the Japanese were doing in the Pacific. The government is still very hush about it.

The Japanese had controlled the Pacific for around ten years prior to the attack on Pearl Harbor, and I'm pretty sure President Roosevelt was aware of some things that we know today.

I highly recommend the book for all who are aviators and interested in that disappearance, as I am!

*Until next time, Cleared for Takeoff, Darrel*



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# UND's Air Race Classic team flies to second place among 56 competing

Amy Halvorson, University & Public Affairs writer

Returning Air Race Classic student team, Frozen Force: left to right, Carely Namhira, Christina Druskin, Jennifer Pinkowski. Not pictured Lydia Wiff. Photo by Jackie Lorentz.

A team of University of North Dakota aviators placed second overall among 56 international teams competing this year in the all-women Air Race Classic.

The UND team, Frozen Force, also won second place in a field of 17 collegiate division teams. This was UND's third year in a race that's been going annually since before World War II. The team returned safely to Grand Forks this week.

Three UND aviators – all students in the John D. Odegard School of Aerospace Sciences (UND Aerospace) – were in the cockpit on this year's team: Jennifer Pinkowski, Ashburn, Va., pilot (she was the navigator on last year's team); Carly Namihira, Honolulu, co-pilot (she was the pilot last year); and Christina Druskins, Midland, Mich., navigator. The team's ground crew was headed by Lydia Wiff, Cologne, Minn.

Like the other competitors, these women followed Amelia Earhart's lead she was among the first contenders in this competition when it was inaugurated in 1929.

"Placing in the top 10 really promotes women in aviation at UND," Namihira said.

This year's competition started in Fredericksburg, Va., and



zigzagged over a 2,561-mile course to the finish line in Fairhope, Ala.

"Hitting the first stop was when everything seemed real," Druskins said.

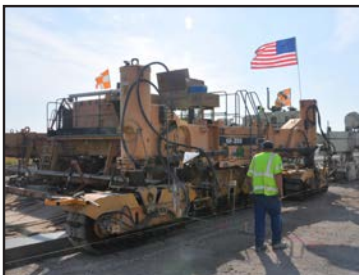
"We ran into a lot of UND alumni along the way so that was really cool," Pinkowski said.

The team also received an award for completing the last leg of the race the fastest.

"It shows that we're now a team to watch out for," Wiff said.

The competitors had four days to complete the daylight-only race. Frozen Force completed it in two and a half days.

"It really promotes crew resource management—how you interact with others in the plane and communicating with teammates for three weeks in a row, flying from 6 a.m., to sundown and then in the hotel afterward," Namihira said.



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UND sent the team to the competition in a brand new Cessna 172—provided by Cessna as part of a special promotion—flying with number 39.

Several UND Aerospace departments collaborated for the race, including Atmospheric Sciences faculty member Fred Remer and his Weather Team, comprising six other Atmospheric Sciences faculty, alumni and graduate students.

“Weather is the only real variable in the race,” said Elizabeth Bjerke, professor and chair of Aviation.

“Getting second place was definitely due to our weather team,” Pinkowski said. “When they said go, we went, even if it involved missing out on free manicures, pedicures and massages.”

The UND Aerospace Line and Maintenance Departments also assisted by preparing a “race kit” with various items the team might need, such as tie downs, rags, spare oil, etc. The

Maintenance Department was on call in case the team had questions concerning the aircraft during the race. UND Aerospace Dispatch and SOF (Supervisor of Flight) oversaw the flight, tracking it daily.

While Pinkowski, Namihira and Druskins were in the sky, Wiff and Erin Schoenrock, a UND senior flight instructor and the team’s coach, kept in contact with the team and tracked its journey via social media.

“The UND Aerospace Foundation was a huge supporter again this year, providing a one-to-one match for contributions up to \$10,000 designated toward the Air Race Classic Team,” Schoenrock said.

“I think the experience we’ve received through this race is very unique to UND and makes UND very special,” Wiff said. “You can’t put a price on that.”

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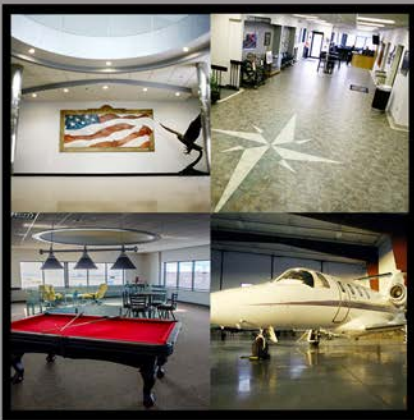
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*Photos by Mark Staples*



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# Aviation in the community!



The 4th Annual Poker Run was held at the Mandan Airport and saw over 70 participants from all over ND

Aviation Career Day was held at the Bismarck Airport. The event is in its 12<sup>th</sup> year and had over 600 5<sup>th</sup> graders learn about different aviation careers.

The Bismarck Aero Center celebrated its 25<sup>th</sup> Anniversary in April at the Bismarck Events Center. Over 500 were in attendance to commemorate the milestone.

The Mandan Airport Planes and Pancakes Fly-in was another success with over 800 served, with numerous helicopter and airplane rides given.

## Coming soon!

Throughout the summer, the Mandan EAA Chapter is giving students, ages 8-18, free Young Eagle flights at the Mandan Airport.

The 5<sup>th</sup> Annual Bismarck Airport Fly-in Pancake Breakfast. September 13<sup>th</sup> from 7:30am to 1pm. Hosted by Bismarck Aero Center and the Bismarck Masonic Temple featuring Helicopter displays of the National Guard Blackhawk, Sanford Medical Helicopter and more! Other displays include Dusters Classical Car Collection, Civil Air Patrol, AEND Flight Simulators and don't forget about Airplane and Helicopter rides.



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# Tailfeathers

By Rod Brekken

## The Freedoms in your Life

We just came back from a very short vacation. A person should never take a short vacation but we needed to see the grandkids, so we took off for Arizona to spend a couple days with them. Things went great, there were no hassles and everyone was fine. Yes, being as aviation is my passion, we flew down, but commercially cuz that's the easiest, especially when we had limited time and you just never know what "mother nature" is going to throw at you for weather. One of the limitations with flying commercial is that you have to fit into "their" schedule. You have to leave when they say so and you have to come back the day it says on your ticket, unless you want to pay an exorbitant fee to change your departure date. Well, we left when they said "you can leave now", and came back when the ticket said "come back". It's okay, we had a good time and all but one of the greatest things about flying is the freedom I feel when I'm up in that plane. It would just feel better if I could turn the yoke when we see something interesting on the ground and say, "let's go look at that!," or, "hey let's just fly around here

for a day or two cuz the scenery is fantastic!" We are fortunate in our country to be able to enjoy other freedoms as well. The part I don't understand is we are criticized for having such freedoms, but those who criticize them also covet them. If we are so wrong to have them, why is it okay for them to want them? We are so fortunate because I've experienced the complete opposite when I've been in other foreign countries. I had an armed (AK47 actually!) uniformed policeman tell me one time, to get back on the sidewalk because I wasn't crossing the street in the right place, and there were no cars!! Well, I got back on the sidewalk for sure, but he watched me until I was out of site! Things like that really scare me so I'm pretty cautious now, and yup, I was told by my interpreter, the gun was loaded!

Have a great summer, and remember to cross at the crosswalk, every time, in any country, always! Oh, and, be sure your Tailfeathers are in good shape for a straight and true flight!

### *Not a funny airline joke ...*

*An American passenger flight from New York had about 50 miles to go until landing at Atlanta so the Captain called up with "Hello, Atlanta. We'll be with you at about 12:10 approaching from the north and looking for clearance for approach and landing."*

*Atlanta ATC replied, "OK American- you'll be with us at 12:10 and you're clear to land from the north."*

*This was followed immediately by a call from an Air Mexico flight saying, "Hello Atlanta, this is Air Mexico. We will be arriving from the south at 12:10. We OK for approach and landing from the south?" To which Atlanta ATC affirmed their approval.*

*After a few seconds silence, the American pilot called again, saying, "Atlanta, did you just clear Air Mexico to land from the south at 12:10 after clearing us to land from the north also at 12:10?"*

*Atlanta ATC replied, "Y'all take care now, ya hear?"*

The cold weather is coming! Do you have your leather jacket yet?



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Go to [www.nd.gov/ndaero](http://www.nd.gov/ndaero) or call 701-328-9650 for more information!

## North Dakota State Aviation System Plan

The North Dakota Aeronautics Commission is excited to announce that they have completed its most recent update to the North Dakota State Aviation System Plan.

You may view and print copies of the individual reports as well as chapters and graphics from the full technical report from the project website located at: [www.ndaviationplan.com/documents/](http://www.ndaviationplan.com/documents/)

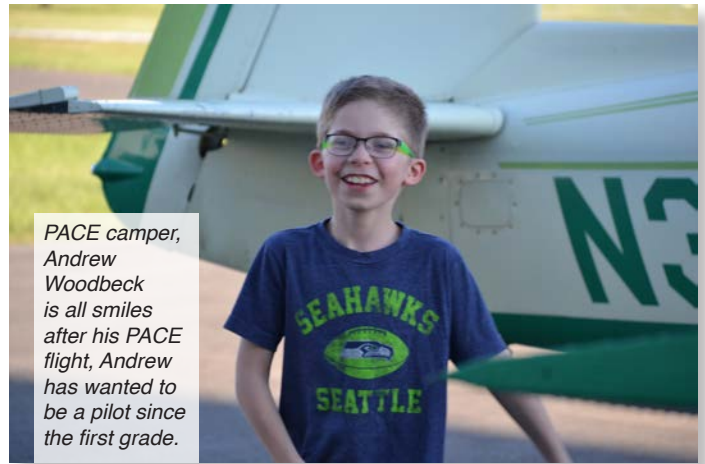
# Smiles, smiles, and more smiles

## Youth Aviation Education



Smiles, smiles, and more smiles! Our second season of Passport Aviation Camp Experience (PACE) was a week full of great fun, and new experiences for Minot area campers. Our five days of PACE included scavenger hunts at the museum, career relay races, hot air balloon and airplane making, and a magic school bus ride on the airport runways with Pilots Jay Blessum, Michelle Saari and Miss Frizzle! Campers were able to see the airport fire station, U.S. Customs, Pietsch Aircraft mechanics at work, an up-close and personal tour of the commercial airport, and a chance to see many aircraft including an air tractor and a medical helicopter.

Campers were also treated to a weather chat by local news weather anchor Emily Medalen and a hot air balloon



*PACE camper, Andrew Woodbeck is all smiles after his PACE flight, Andrew has wanted to be a pilot since the first grade.*



*Mentor, Karen Hannegrefs loading PACE campers in the Cessna 172*



*Pre-flight briefing from Warren Pietsch on PACE Fly Date.*

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



demonstration by Brian and Johnet Christianson of Flights of Amber. All 26 nine to twelve year olds were involved in a variety of hands on science experiments which helped them learn the forces of flight, and a bit of down time consisting of listening to stories, watching aviators from history come to life, and sharing information about many successful aviators who have become a part of our own history as we learn more about flight!

The highlight to PACE was the grand finale where campers climbed aboard one of three airplanes to see a view of our city that many have never had the opportunity to experience. Their excitement, smiles, and genuine gratitude for this moment in their lives was very special for all who attended that beautiful Sunday

evening. These great kids left the week with fond memories and quite possibly new dreams for their futures! A huge thank you to the pilots and mentors who are vital to making camp a success, Joleen and Warren Pietsch, Denise Johnson, Samantha Blessum, Glenn Blackaby, Joe Buch, NaTeal Bosch, Caitlyn Burkardt, Blythe Nakasone, Mikayla McDonald, Katy Larcombe, Karen Hannegrefs, Galen Marsh, Derek Peterson, Jay Blessum and Ed Burkardt. Also, thank you to the North Dakota Aeronautics Commission and Minot State University's Summer College For Kids Program for their support and sponsorship of our ACE and PACE Aviation programs for kids.

*Melessa Bosch, DTAM Education Coordinator*



*PACE camper, Alexandra*



*2015 PACE Class*



*PACE campers Brett, Logan and Randy*



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# Tioga airport adds aero center for aviation services

By Jill Schramm, For the Associated Press

A welcome mat has been laid at the Tioga Airport. A gradual startup led to Tioga Aero Center becoming established in January as a fixed-base operator providing aviation services at the airport.

The middle of winter might not seem an ideal time to launch an aero center, but owner Kathy Neset said it couldn't wait.

"Right now is when we needed this," she said. "I was just really anxious to get it up and going. I am hoping we will continue to grow and have more air travel and be able to help and service the industry."

"It's about improving what was here and making it more friendly for the aviation community," said Chris DeCrescente, general manager for the aero center. "An airport is a gateway to the community, and Tioga is the oil capital of North Dakota. We need to make it more inviting, more welcoming."

In the past, crews and guests flew into an unattended airport, refueled their own planes, and if they needed a rental vehicle, they took a chance on the airport vehicles available for that purpose. The airport's older general aviation building has offered only a place for pilots and their passengers to get out of the elements and have a cup of coffee. There is Wi-Fi but no computer equipment. Many flights were landing in Williston or Minot and people were driving to Tioga, DeCrescente said.

"The aviation industry, I didn't feel, was being served the way it should be," said Neset, who as president of Neset Consulting in Tioga has a plane for business travel. She noticed services at other airports were missing in Tioga. With the assistance of the Tioga

Airport Authority and others knowledgeable about aviation, the plan for the aero center came together.

Now a crew greets incoming flights, assists with plane tie-downs or hangar storage, refuels with a mobile unit and de-ices in winter. Visitors to the new aero center are welcomed in a reception area featuring a large screen connected to the Internet for information such as flight tracking.

A crew/guest lounge includes five recliners with cup holders, an electric fireplace and a 50-inch television. The kitchen area is stocked with snacks for purchase and the coffee is hot. A separate space is equipped with a computer and printer for flight planning or to check weather forecasts. There is a charging station, Wi-Fi and a full bathroom off a bedroom, where pilots can rest.

Another improved accommodation is access to rental vehicles. The aero center is working with Sensible Car Rental of Minot to supply vehicles and has a courtesy car for pilots who want to check out Tioga while waiting for their flight out.

"We can guarantee our rental cars are going to be running. It's a little more reassuring coming into Tioga now," DeCrescente said. "It's about bringing the services that are needed here, and that's what we do."

The center has an 80-foot by 100-foot hangar and will be constructing a second hangar with greater clearance to accommodate taller plane tail heights. Construction is to start this spring.

The Tioga Aero Center plans to show off its operation to the public at a grand opening tentatively set for May 1.

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# Pancakes and Planes

By Sierra Moeykens,  
Hazen Star

Goodwill Pancake Breakfast served pancakes on a warm, windy Saturday morning June 27 at the Mercer County Regional Airport just a mile east of Hazen, where pilots from all around came to fly. The visiting period began at 7 a.m. and ended at noon.

About 10 air vehicles were brought in, including helicopters and small airplanes, and visitors could sit nearby to watch the pilots show off while enjoying breakfast supplied by Goodwill Pancake Breakfast.

A local pilot, Jordan Dyke, said that, although the wind was acting up a little, the weather was perfect for flying. Wes Berg and Max Amdston gave rides, and other visitors who remained on the ground could watch as their friends and family were brought up into the sky and returned to the runway.

Ron Muth, a member of the board for 15 years, said that the planes had been brought in from all over Mercer County, as well as from Bismarck and Dickinson. While Muth does not fly, he enjoys the show and was happy with the large turnout. With a budget of \$3,000, the board was limited in how many planes they could bring in, but Muth said everything worked out just fine.

A few helicopters and planes remained on the ground most of the morning for visitors who wished to get a closer look at the air vehicles. The interiors are small and tight, but all the controls are in reach. The acronym CIGARS is printed next to the controls, reminding pilots to check the controls, instruments, gas, altitude, radios, and seatbelts.

The Mercer County Regional Airport has been holding this event for five or six years now, and it is always on the first Saturday after Father's Day. A similar event is held the week of the holiday in Garrison. Muth said the fire department will get all the proceeds from the event.



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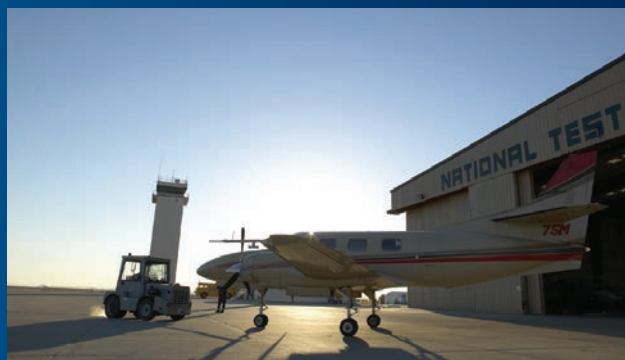
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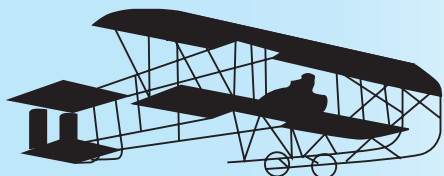


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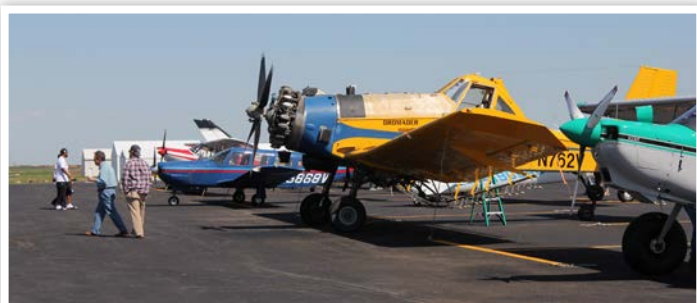
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# Eternal FLIGHT



**Paul E. Ingwalson**, 92, Crosby, passed away Sunday, May 10, 2015, at St. Luke's Hospital in Crosby with his wife by his side.

Men were being drafted for World War II but he and several others were offered Cadet School to become weather men. After basic training, he was sent to Reed College in Portland, Ore., for a year. Colleges were happy to work with the military as their attendance dropped because of the war. At Reed, the troops still had to keep doing military training each day along with schooling. Every math class known (maybe seven, eight or more) was learned in that one year. Many failed or just dropped out because it was so hard, but not Paul.

From there he attended Harvard University for a short time to learn to build their own radio for their weatherman duties on an island.

Paul took up flying after his discharge from the service, under the GI Bill with training from Larry Rutherford. He flew for 55 years with 12,000 hours. For a private pilot that is a lot of flying time.

He became a friend of the Fortuna Radar Base which led

to associations with the Minot Air Force Base for 20 years. A commander usually arranged the civilian and Paul's flight first was in a jet T-33. This led to a physical exam, altitude chamber every three years. Also at Minot Air Force Base was an F106B going «Mach 2.» Next in an F101 at Glasgow, Mont. At Luke Air Force Base, Ariz., the F15B. His second flight in the F106B at Malmstrom Air Force Base, Mont. At the N.D. National Guard in Fargo, he flew in the F40 piloted by Dan Redlin of Crosby.

The F111 at Mountain Home Air Force Base, Idaho, where Ardel got a "Taxi Flight." His flight in the F16 was at Hill Air Force Base, Utah. His four flights in the B-52H were in 1969, 1976, 1980 and 1988. Even a "Red Flag" mission is when they practice a war game. There was a refueling mission in a KC 135 at Minot Air Force Base, a T-38 in 1980. He has never forgotten the Fortuna AC and W.

In his travels, he met General Doolittle, General Powell and General LeMay plus the generals at each of the above bases. He was a lucky man and enjoyed every minute of the flights.



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### Sunday, July 26, 2015

Bowman Regional Airport  
1st Annual Fly-In  
See our new airport and have a burger!  
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Contact: Rodney Schaaf 701-275-6352

### Sunday, July 26th, 2015

Maddock Municipal Airport  
JT Rice Pilots for Christ - 3rd Annual Golf  
Ball Drop  
Contact: Pat Tracy 701.739.9024

### Saturday, August 1, 2015

Kindred-Davenport Regional Airport  
Fly-In Breakfast  
7:00 am – 10:00 am  
Contact: Ron Lundquist  
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### Saturday, August 15, 2015

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Fly-In / Drive-In Breakfast 7am - Noon  
Airplane & Glider Rides if weather permits  
Enjoy a full day of Activities in town  
Contact: Lorence Holmgren (701) 830-2205

### Saturday, August 15, 2015

Mandan Municipal Airport Meal and Movie  
Social – 5:00 pm – Meal – 6:00 pm  
Movie to Follow, Camping Encouraged  
Contact: Jim Lawler – 391-1394

### Saturday, August 22, 2015

AOPA Regional Fly-In Minneapolis,  
Anoka-County Blaine Airport

### Sunday, August 23, 2015

Milnor Municipal Airport  
Fly-In Barbecue Supper  
4:00 pm – Sunset  
Rain or Shine - Fly-in or Drive-in  
Contact: Mark Gainor 701-680-1001

### Sunday, September 6, 2015

Bottineau Municipal Airport  
Fly-In Breakfast  
8:00 am – 1:00 pm  
Contact: Curt Aalund 701.228.5265

### Monday, September 7, 2015

Fly-In Peace Gardens – Dunseith Gathering  
Canadian & USA Pilots Lunch – 11:30 am  
Contact: Everett Potter (701) 347-2585

### Sunday, September 13, 2015

Bismarck Fly-in/  
Drive-in Pancake Breakfast  
Bismarck Aero Center, 7:30 am-1:00 pm  
Contact: Shae Helling 701-223-4754

### Saturday, September 19, 2015

Mandan Municipal Airport Meal & Movie  
Social – 5:00 pm – Meal – 6:00 pm  
Movie to Follow, Camping Encouraged  
Contact: Jim Lawler – 391-1394

### Sunday, September 20, 2015

Enderlin Municipal Airport Fly-In Breakfast  
8:00 am – 11:00 am  
Contact: Bobby Geske 701-799-6082

### Saturday, October 17, 2015

Mandan Municipal Airport  
EAA Chapter 1008 Chili Feed & Contest  
Fly-In – 11:00 am to 2:00 pm  
Contact: Jim Lawler 701-391-1394  
[manager@mandanairport.com](mailto:manager@mandanairport.com)

### October 26 & 27, 2015

2015 AAND Fall Airports Seminar  
Bismarck, ND

### March 6-8, 2016

Upper Midwest Aviation Symposium  
Best Western Ramkota - Bismarck

**Please send your upcoming  
dates to [ndaero@nd.gov](mailto:ndaero@nd.gov)**

