

Aviation QUARTERLY

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North Dakota Aviation Council

Fall 2015

Grateful to Live in the Age of Airplanes

Kyle Wanner, Director
North Dakota Aeronautics Commission

The opportunity to work in the aviation industry has provided me with the ability to work with some extraordinary people. At the North Dakota Aeronautics Commission, I am fortunate to be able to surround myself with an exceptional staff that is hard at work on a daily basis to ensure that aviation continues to grow and benefit our communities throughout the state. All of the members of our state aeronautics team have exceptional talents, and I am specifically excited that two of our current and one of our past staff members has recently been recognized with national awards.

MALINDA WENINGER, our Administrative Officer, was the recipient of the Distinguished Service Award through the National Association of State Aviation Officials (NASAO). This award was created to honor State Aviation personnel who have excelled in their service and dedication to aviation progress and development in their state. Malinda has worked for the Aeronautics Commission for 31 years and has been a very large part of the vitality and effectiveness of the state aviation agency over that time period.

Carol Comer - NASAO chairperson, Malinda Weninger - ND Aeronautics Administrative Assistant, Kyle Wanner - ND Aeronautics Executive Director



Photo by NASAO

MIKE McHUGH, our Aviation Education Coordinator, was the recipient of the Scott Crossfield Aerospace Educator of the Year Award through the National Aviation Hall of Fame committee. This award is a juried annual competition that recognizes one K-12 teacher for his or her exemplary use of aerospace in their classroom curricula. Before joining the Aeronautics Commission staff, Mike was an Aviation Instructor at the Bismarck Career Academy, where he worked with his students to encourage the pursuit of aviation careers and personal development.



Apollo 13 astronaut, Jim Lovell, Mike & Mary McHugh

GARY NESS, our Aeronautics Director from 1986-2008, was recently presented with two prestigious awards: The Kenneth A. Rowe Ambassador of Aviation Award from the National Association of State Aviation Officials and the Chairman's Award from the Upper Great Plains Transportation Institute. These awards were provided to thank Gary for his lifetime of achievements to the field of aviation.

(Continued on page 4)



Photo by NASAO

Carol Comer - NASAO chairperson, Gary Ness - Past ND Aeronautics Executive Director, John Eagerton - Alabama Aeronautics Director, Greg Principato - NASAO President & CEO



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Jon Simmers, Chairman
North Dakota Aviation Council

CHAIRMAN'S COMMENTS

The Need to Promote Aviation is Real

I recently had the opportunity to provide a tour of the Bismarck Airport, specifically a Cessna Skyhawk tour, to a group of students from the North Dakota School for the Blind. I had never provided a tour to a group of students that have vision disabilities, so I didn't really know what to expect. The students in my group ranged from significant sight disability to others that had nearly 100% vision loss.

I believe I learned more from these students than what they learned from me! During the tour, I realized how important it is to use very descriptive words to illustrate portions of the tour. Although it was obvious to the students, teachers, and me that a potential career as a pilot was not likely, the engagement of this group of students was higher than most tours that I have provided in the past. I recognized quickly how this group of students que in to their other four senses. In the case of the airport tour, I was in awe at how they used their sense of touch and sound to learn about our environment.

Throughout the course of the summer, I attended a few Pancake Fly-Ins. Similar to my experience with the School for the Blind, I continue to underestimate the excitement the local community shows for aviation. Growing up we had airplanes on the farm, so I guess I've been around them most of my life and have recently noticed that I still take the privilege of aviation for granted.

During the September 12 weekend, I attended a Fly-In that served over 800 plates of pancakes to members of the community and fellow aviators. I was amazed at the excitement shown by all in attendance, young and old! The smiles, the stories and the sheer excitement at breakfast was something that was rarely matched at other community events.

These two experiences led me to ask, why do people get so excited about aviation? Most of us that are reading this publication have the everyday privilege to experience aviation, while many of our fellow community members do not.

Is the childhood fascination still alive amongst our youth? I believe it is. Is aviation that inaccessible where it is a true novelty to the vast majority of folks in the community? I believe that is a misconception. If aviation is so fascinating to so many in our community, why don't we host an event like this more often? Why don't we help the local folks make the connection between aviation as a novelty and aviation as a lifestyle, or even a career! Although there is still lots of excitement for aviation, some experts project that there will be a need for 500,000 pilots and 600,000 aircraft maintenance technicians over the next 20 years (According to *Aviation International News*). The need to promote aviation is real.

What are some of the things that we should be doing to help bridge this gap?

We are very fortunate to have two class act aviation museums in our state that focus a majority of their purpose toward preserving our heritage and inspiring our future aviators. I was recently involved in a discussion with Warren Pietsch and Don Larson of the Dakota Territory Air Museum in Minot. In addition to a fantastic indoor static display, they have developed a children's museum and static display aircraft that are parked outside for the purpose of year-round enjoyment and education. The Museum purposely developed their facility outside of the airport fence to increase accessibility by the Minot and surrounding communities. The museums have developed an awesome tool for us to spark the interest of our youth into the community.

We also have the Aviation Education in North Dakota flight simulators that are available for "check out" to help promote aviation education in the communities of North Dakota. These assets were funded through Aeronautics Commission grants and generous sponsors of the program. This program allows us to inspire our youth by bringing the airport in to the community.

My challenge to each of us is to utilize your privilege and access of aviation to take the neighbor kid for a flight, or bring a classroom out for a tour of the airport. It's important that we allow members the ability to experience the airport on "the other side of the fence" and to infect young people with the same bug for aviation that most of us have. We need to make sure that people understand that aviation is not restricted to the elite, and there are ways to get to "the other side of the fence," whether it is a hobby or career opportunity.

As stewards of the aviation industry, we must find a way to pass the passion on to the next generation of folks. This year's theme for UMAS is "Honoring our Heritage, Preparing for the Future." Our banquet and general session speakers for UMAS will do just that as these two speakers will commemorate previous generations, while at the same time inspire the next generation of aviators. In fact, these two speakers are 57 years apart in age and offer different perspectives on the history and future of the aviation industry. Mark your calendars for March 6-8, 2016.

We are excited to announce that our banquet speaker will be Mr. Dick Rutan, and our general session speaker will be Mr. Matt Guthmiller. Dick is an accomplished Adventurer, Entrepreneur, and Pilot. Most notably, he is known as the inventor and pilot of the Voyager. The Voyager is well known for making the world's first non-stop around the world flight. The flight took nine days. Matt is from Aberdeen, South Dakota, and at age 19, was the world's youngest pilot to fly around the globe.

I would be very pleased to hear your personal story on what is done in your local community to "inspire the interest" with your neighbors or our youth. Please submit your story or your comments to jons@bismarckero.com. Leave the airport better than you found it by inspiring others to get involved in the great privilege that we call aviation.

(Continued from page 1.)

Grateful to Live in the Age of Airplanes

Our state wants to continue the tradition of being a leader in the aerospace industry, and it brings me great joy to see fellow North Dakotans receive national recognition for their efforts.

Appreciating those that have worked hard to improve the aviation industry reminds me of an exceptional film that I saw during my last visit to the Smithsonian Air and Space Museum in Washington, D.C. The title of the documentary was *Living in the Age of Airplanes*. The premise of this 45 minute film is that people living in our modern age no longer marvel at the wonder of flight. This film helps to tell the story of how airplanes have significantly changed the world over the last 100 years and was an absolute joy to watch.

We have all been guilty of taking things in life for granted, and I believe one of the greatest challenges that we face working in the aviation industry is that we live in a time period where it has become normal for people to take aviation for granted. Sometimes we need to start the conversation and ask people the question: how would your life be different if the airplane wasn't invented? Whether it's

the ability to travel quickly for pleasure, business, or the benefit of purchasing merchandise from all over the world... airplanes have re-shaped our ability to send people or packages anywhere in the world in the matter of hours.

One of my favorite quotes from the film is that "the airplane is the closest we have ever come to inventing a time machine." This struck home with me, as I was able to personally experience "time travel" on a trip I previously took to Europe. I left Amsterdam, Netherlands at 9:30 a.m. (Central European Time Zone) and after a 9 hour flight, I safely landed at the Minneapolis airport at 11:30 a.m. (Central Time). Traveling a ground speed of 550 mph over mountains, rivers, cities, and oceans... I was able to effectively travel across the world in two hours when accounting for time zone changes. This is modern day "time travel," and I want to continue to work, so that people appreciate and marvel at the benefits that air travel offers to us.

I hope that you join me in working to help others appreciate and be grateful that we live in the age of airplanes.

Wishing you smooth flying, Kyle Wanner



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Jared Wingo, Airport Planner
North Dakota Aeronautics Commission



Enhancing Air Medical Access to Rural North Dakota

Air ambulance and flying medical professionals play a vital role in enhancing the quality of life for North Dakotans. At the North Dakota Aeronautics Commission (NDAC) office, we see these medical professionals utilize our state's airport system on a daily basis as they visit clinics and transport patients to medical facilities throughout North Dakota.

Recognizing this importance, we took a look at a few performance measures relating to communities' access to air medical services in our recent update to the North Dakota State Aviation System Plan (NDSASP).

The first performance measure we assessed was reviewing the relationship between our state's airports with surrounding hospitals and clinics. Based on modeling and a reasonable service area drive time (30 minute drive for GA airports and 60 minute drive for commercial service airports), we determined that 94% of North Dakota's communities with a medical facility are located within the service area of a public-use airport. Figure 1 depicts this coverage area.

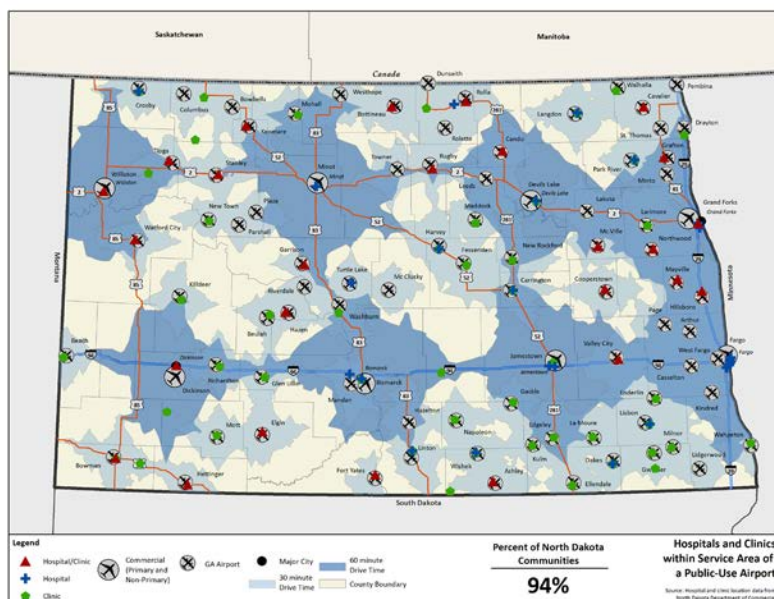
Next, we looked at some operational factors that determine whether fixed-wing emergency aircraft can operate at an airport. By looking at airports with runway lengths that exceed 3,500 feet, offer at least a non-precision instrument approach and a reasonable service area drive time (30 minutes of a public-use airport), we determined that 81% of North Dakotans and 29% of land area are within 30 minutes of an airport capable of supporting fixed-wing emergency aircraft.

Finally, another aspect of looking at air medical service into an airport is the availability of weather reporting sources. This performance measure looked at land area and the population percentage that reside within 30 nautical miles of an airport with an on-site ASOS or AWOS. Based on this criteria, we determined 97% of North Dakotans and 87% of land area are located within 30 nautical miles of an airport with on-site weather reporting.

While these seem like figures for some, the personal stories we have heard visiting with folks around the state show the importance of our state's airport system. Our office's staff has heard first-hand accounts about the importance of having a public airport located near a medical facility and tragic situations where air medical services were unavailable. As we try to communicate to local government bodies and educate the general public about North Dakota's airports, please remember the vital role airports play in providing a vital service to North Dakotans.

For anyone interested in learning more about our updated North Dakota State Aviation System plan, please visit our NDSASP website at www.ndaviationplan.com.

As always, please contact the NDAC office if you have any comments or concerns as you fly around North Dakota! ~Jared



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Bob Simmers
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Swallow That Macho Attitude

I woke up this morning to another beautiful flying day in North Dakota. Although summer is over, it seems that we have had more than our share of great flying days. I am not flying as much as I used to, but I am enjoying the flying that I get to do even more.

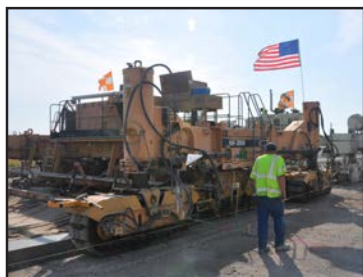
A majority of my flying these days is mentoring young aviators who are learning to fly or wishing to make a career in this industry. We all know how badly we will need pilots in the future. Every publication is talking about it. I enjoy the enthusiasm that comes with youth and savor the experience that comes with age. The problem is that the lack of experience often interferes with the ability to gain it.

A while back, in an attempt to encourage more mentoring, the FAA changed its testing requirements to encourage young pilots to seek out their flight instructor to help in flight planning. Years ago, when seeking a Private License, the Examiner was instructed

to issue the applicant a cross country trip and give the student a specified amount of time to put his flight plan together and make a go/no go decision at the end of that time period. Today, when the applicant schedules his check ride, the examiner gives the cross country trip and asks the student to come prepared to initiate his plan, thus encouraging him to seek out his flight instructor for advice.

For years we have been told, if you're going to fly in the mountains, get some training from someone local. So, what excludes us flatlanders from the same advice? Maybe it's that macho attitude that we flight instructors learned about during training. So, maybe it's time to swallow that macho attitude and ask for another opinion when setting out on a flight. That might just be the place to display that macho attitude and help you to enjoy another great day of flying.

Until Next time, HAPPY LANDINGS, Bob Simmers



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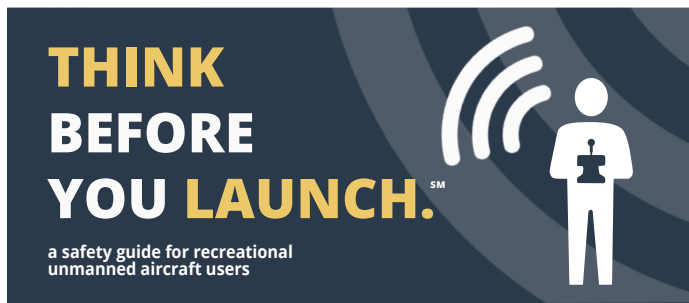


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“Think Before You Launch” campaign encourages drone safety

By Bart Ludlow, AVIAN LLC UAS Division Director, Northern Plains UAS Test Site



Think Before You Launch (TBYL) is a safety awareness campaign recently kicked off by a coalition of organizations dedicated to the promotion of aviation safety while educating both manned and unmanned aircraft system (UAS) operators.

The rapid advancement of UAS, or “drones,” has resulted in significant opportunities to exploit their unique capabilities to benefit society. These capabilities include: high-resolution aerial mapping; aerial photography; crop health analysis; search and rescue; firefighting; power line, pipeline, and railway inspections; and precision aerial application.

In performing these operations; however, UAS and manned aircraft will find themselves sharing the same airspace, particularly in the low-altitude regime from 0-400 feet above ground level

(AGL). The UAS industry projects that 80 percent of commercial UAS flights will support precision agriculture. This presents a likely scenario in which both manned and unmanned aircraft are operating together in close proximity, in the low-altitude environment.

“With the increasing number of near misses between unmanned and manned aircraft, we felt it was time to help educate the operators about the environment in which they are flying,” said Jessica Freeman, executive director for Colorado Agriculture Aviation Association, whose colleagues conduct agricultural flight operations (crop dusting) while flying at very low altitudes.

The Federal Aviation Association (FAA) has already established some guidelines for flying UAS. TBYL is working to build on these, raising safety awareness while providing users with real-world examples and scenarios to enhance knowledge of the potential hazards present in the skies. TBYL addresses the industries nationwide that conduct manned flight operations in the low altitude airspace, the same airspace that is now being utilized for recreational drone flights.

“Operators need to know more than just the regulations for where to fly their UAV,” said Bart Ludlow, AVIAN LLC’s director for UAS Division, located in Lexington Park, Maryland whose team is partnered with the FAA’s North Dakota UAS test site.

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"They need to think about what hazards exist and how best to mitigate them."

Deconfliction between aircraft is paramount to ensure the safety of all participants. The long-term vision for safe operations of both manned and unmanned aircraft includes regulations to mandate visible lighting and Automatic Dependent Surveillance-Broadcast (ADS-B) or similar interrogation and tracking systems integrated into every UAS. In the meantime, near-term mitigations should include operational standards, UAS operator training and certifications, and visible markings for UAS and ground crews.

TBYL will be conducting a evaluation in early October. The purpose of this test is to assess UAS visibility and the ability of manned aircraft operators to see UAS during combined manned-unmanned aerial application operations. TBYL will also demonstrate the effectiveness of various markings for UAS ground crews. Results will be used to support recommendations to manned and unmanned aircraft operators on safety improvements.

The TBYL campaign will continue to work alongside the FAA, state and local officials nationwide and UAS manufacturers to educate the growing market of UAS operators and enthusiasts about the safe and responsible operation and integration of UAS into the national airspace, particularly in the low-altitude environment.

For more information, check out TBYL's website www.thinkbeforeyoulaunch.org or follow them on Facebook (ThinkBeforeYouLaunch) and Twitter (@thinkb4ulaunch).

CHECK YOURSELF.

RC operators and hobbyists operating unmanned aircraft should always:

- ✓ Remain below **400 ft** above ground level, and outside of **5 miles** from any airport / airfield
- ✓ Keep your aircraft **in sight at all times**
- ✓ Stay clear of temporary flight restrictions and any media interest areas (including fires, crime scenes, and sporting events)



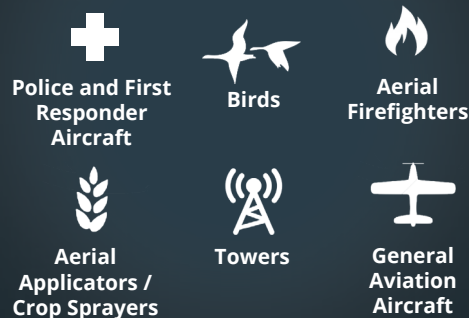
Small unmanned aircraft are essentially invisible to manned aircraft operating in the same airspace

BEST PRACTICE

Avoid these low-altitude hazards, and other areas such as farmers' fields without prior permission

MANY HAZARDS EXIST IN THE LOW-ALTITUDE ENVIRONMENT

(0-400 feet), including:



FOR EXAMPLE

aerial applicators or crop sprayers routinely operate at:

>> **100+** MILES PER HOUR at **20** FEET ABOVE GROUND LEVEL <<



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EXTREME DAMAGE

TO A MANNED AIRCRAFT &
put lives in danger

THINK BEFORE YOU LAUNCH

IT'S YOUR RESPONSIBILITY

to **SEE** and **AVOID**
HAZARDS
while operating your
unmanned aircraft

PEOPLE'S LIVES DEPEND ON IT



For more information and safety tips,
please visit

thinkbeforeyoulaunch.com

Dalrymple Names the Theodore Roosevelt Rough Rider Award



Governor to Present Award Posthumously to Odegard Family October 15

Gov. Jack Dalrymple today announced he has named aviation pioneer and leader John D. Odegard the 42nd recipient of the North Dakota Theodore Roosevelt Rough Rider Award, the state's highest commendation for its citizens.

Odegard is founder and former dean of the John D. Odegard School of Aerospace Sciences at the University of North Dakota (UND) in Grand Forks. Dalrymple will officially present Odegard's family with the award during an event in Grand Forks on October 15. Odegard passed away in 1998 and will be receiving the award posthumously.

"John D. Odegard was an extraordinary leader, entrepreneur, pilot and educational administrator who took two donated aircraft and a small office in UND's Business College and built an aviation program that has grown into the largest and the best in the world," said Dalrymple. "His vision and determination to see his dreams come true paved the way for North Dakota to become a worldwide leader in aerospace sciences, including aviation, space studies, atmospheric science and unmanned aircraft systems. His impressive achievements have brought global prestige and recognition to UND and our state, and his pioneering spirit will continue to impact generations of North Dakotans."

In 1968, Odegard pioneered UND's aviation program with one other faculty member and a pair of donated aircraft. Today, true to his legacy, the college has grown to become one of UND's largest degree-granting colleges, one of the nation's most widely-respected aerospace education programs, and a leader in atmospheric research.

The program that began with only 12 students now enrolls nearly 2,000 students who come from every state in the nation and several foreign countries. The program and its nearly 500 faculty and staff members are housed in a one-of-a-kind aerospace

education complex. The school's flight training facility is one of the largest of its kind in North America. Students fly more than 116,000 flight training hours annually in a fleet of 120 aircraft.

Throughout his 32-year career as an aerospace educator, Odegard's reputation for leadership earned him industry acclaim and numerous recognitions. In 1982, he chaired the University Aviation Association's Airway Science committee and directed the development of the Federal Aviation Administration's (FAA) four-year degree designed to prepare technical managers for an increasingly complex National Airspace System. UND Aerospace was the first to implement the curriculum and has served as a model for academic institutions nationwide.

His visionary approach helped initiate the Airway Science

Network, a joint effort between UND Aerospace and the FAA to broadcast aviation classes via satellite to college campuses across the country. In 1986, he captured worldwide industry attention for leading the development of the SPECTRUM® ab initio airline pilot training program, a program that emerged as an industry standard for commercial pilot training around the globe.

Under Odegard's leadership, UND Aerospace moved to the forefront of research aimed at modernizing the nation's aging weather radar surveillance system. The program's accomplishments in severe weather analysis have generated millions of dollars in federal research

contracts supporting studies on wind shear, aircraft icing and digital Doppler radar.

The nation's first multi-disciplinary space studies program was established by UND Aerospace in 1987 to provide a comprehensive understanding of the impact of humankind's move into space. Because of this program, the National Aeronautics and Space Administration designated UND a Space Grant College.

Odegard was honored with the FAA's Excellence in Aviation Award and Distinguished Service Award for his many achievements in aerospace education and aviation safety. He was

*"His legacy as
a leader and a
consummate
pilot continues
to make
a lasting
impression
on all of us."*

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North Dakota Aviation



HALL OF FAME

honored by the National Air Transportation Association with its Excellence in Pilot Training Award and received the prestigious Frank G. Brewer Trophy from the National Aeronautics Association for his distinguished and inspiring leadership in creating new educational opportunities. He was named North Dakota Business Innovator of the Year and was inducted into the North Dakota Entrepreneur Hall of Fame, the North Dakota Aviation Hall of Fame and the Norsk Høstfest Scandinavian-American Hall of Fame.

He served as a consultant and guest speaker for many national governments, multi-national corporations, airlines and educational institutions. In North Dakota, he was a prominent figure on numerous boards and committees, and served for 20 years on the North Dakota Aeronautics Commission. He is widely published on subjects of aviation education and flight training, and co-authored a leading textbook, *Airport Planning and Management*.

Odegard is a Minot native and graduate of UND. He was appointed to UND's faculty in 1966 in the Business College. His proposal to merge a business degree with a flight program gave birth to UND's aviation program and Odegard was named assistant professor and chairman of the new Department of Aviation in 1968. In 1982, the department was re-organized to become the Center for Aerospace Sciences, with Odegard as director, and in 1984, the center was granted full status as a college and he was named dean.

Throughout his career, Odegard logged more than 14,000 flight hours and held an airline transport pilot certificate, with type ratings for the Learjet, Beechjet 400 and Cessna Citation I/II aircraft. He was a certified flight instructor for airplanes, instrument, multi-engine and gliders. He was also an FAA pilot examiner for private, commercial, instrument, multi-engine, flight instructor, ATP, glider, and seaplane certificates and ratings.

"We are deeply honored and thank Governor Dalrymple for recognizing John's vision and his North Dakota spirit with this prestigious award," said Diane Odegard and family.

Dalrymple will officially present Odegard's family with the award during a luncheon in Grand Forks on October 15. He will unveil a portrait of Odegard that will hang in the state Capitol in Bismarck, along with the portraits of other notable North Dakotans.

"John's memory is still very much alive here at UND," said Bruce Smith, dean of the John D. Odegard School of Aerospace Sciences. "His legacy as a leader and a consummate pilot continues to make a lasting impression on all of us."

An honorary rank of Colonel in the Theodore Roosevelt Rough Riders was established during the 1961 Dakota Territory Centennial. The award recognizes present and former North Dakotans who have been influenced by the state in achieving national recognition in their fields of endeavor, thereby reflecting credit and honor upon North Dakota and its citizens.



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Rod Brekken

A Dynamic Device That Requires Balance...

That's the definition of an aircraft as defined in the General Section Textbook for a student attending Aircraft Maintenance Technicians School to obtain an A&P certificate. That "Dynamic Device," namely "your airplane," needs to be operated within its design limits, which include its maximum weight and CG limits. It must be operated so the calculated center of this weight falls within the Center of Gravity limits established by the manufacturer. The Center of Gravity limits are included with the operations manual of the aircraft. Now, if no equipment is removed, replaced, or added, the original Weight and Balance (W&B) document that came with the aircraft would be correct. We know that's very unlikely in some of the older aircraft we fly. The pilot is responsible for ensuring that the current weight and balance document in the aircraft is correct. It shows the distance in inches from where the center of the equipment is installed to the aircraft datum, which gives you the "arm" of the equipment. The "arm" is multiplied by the "weight" of the component resulting in the "moment" for the equipment. The same procedure applies when removing equipment, only the "moment" becomes a negative number so it is subtracted from the total. Using all of those factors,

the specific balance point must fall within the Center of Gravity limits established by the manufacturer. Remember, also, that if you change the configuration of the aircraft, such as remove the wheel pants, install floats, install skis, or change any other equipment that may be permanently or temporarily installed or removed, you need to have a weight and balance document on board your aircraft that reflects that change.

Now all this information may seem like a lot of "gobble-de-gook," but it's really important that your aircraft is flown with a correct weight and balance document that truly reflects the specific balance point, which needs to fall within the CG Limit specified by the aircraft manufacturer. The CG Limits information is available on its Type Certificate Data Sheet, which is available both from the original manufacturer and from the FAA.

So, check out your weight and balance document. Check "the date" on the W&B document. Make sure the equipment list truly reflects the current equipment in your airplane, its correct weight, and its correct location. Smooth and level flight will be the result and peace of mind as well.

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GO GLASS GO RECYCLE GO GREEN



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

Aviation Safety and WWII

Autumn, many call it fall, arrived on September 23, and we must start thinking about the colder weather (WX). As the WX turns, many of us begin to think about the colder temperatures. How many times have you figured you have plenty of time to do what's needed? It is never too late! Fly safely!

Today as I'm writing this, it is the anniversary of 9/11, which actually happened on 11 September 2001. I cannot resist thinking of that terrible day and the heartbreak of those folks who lost loved ones. Our nation lost airliners and passengers that day as well. Regardless of what war you are a veteran of, let us not forget that day!

I tend to remember dates very well. Some dates are 7 December 1941, 3 August 1981 and 11 September 2001. All those dates have meant a lot to me throughout my life.

WWII

In my book I have written about those dates and what affect they have had on me. My Uncle Phillip (Phil) Leavitt was a B17 pilot in WWII. He flew 34 missions. He was shot down twice and still returned back to fly with his crew and returned home. He would

not talk about it. In my mind, he was a hero. He became a doctor and opened an office in Idaho Falls, Idaho. He passed away a couple of years ago.

It is important that we as a nation remember the WWII veterans. Some folks do not realize that Germany and Japan were preparing for war long before the actual war began.

I've been reading a book written by a German ace, Adolf Galland who indicates that Germany (Hitler) was preparing for war since WWI was over. Germany's technology was far better than that of the United States then. Galland was the commander of fighter forces with 70 downed airplanes. I think they must include bombers as well. Americas leading ace, Richard Bong, had 40 downed airplanes that all occurred during air to air combat with other fighters in the pacific.

Japan had been in the Pacific from about 1930 preparing for the attack on Pearl Harbor.

The veterans of WWII must be honored for the sacrifice they made during that time. Again, let us not forget them.

It's possible without them we could be speaking a German or Japanese language!

Cleared for takeoff, Darrel



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FAA Recognizes Local Mechanic/Pilot and Pilot for 50 Years of Safe Operations

Jay M. Flowers, FAA Safety Team Program Manager / ND Operations, 701-492-5809, jay.m.flowers@faa.gov

Placed into effect on August 11, 2003, the FAA enacted programs to recognize those pilots and mechanics who have 50 or more consecutive years of safe operations, the Wright Brothers Master Pilot Award and the Charles Taylor Master Mechanic Award. To be eligible for either award the recipient must have more than 50 years of experience in the area of piloting or maintenance, be a U.S. Citizen for 50 consecutive years, and his/her certificate(s) must not have ever been revoked or suspended.

This quarter we have two such Airman that have achieved these prestigious awards.

Mr. Lavern Wolf, Master Mechanic and Commercial Pilot, supported by his wife Darlene Wolf, Ashley, North Dakota

Lavern Arvid Wolf / Born August 4th, 1934.

Certificates: Mechanic Airframe and Powerplant (February 16, 1965) / Flight Engineer (Reciprocating Engine Powered) (1967) Commercial Pilot – Single Engine Land Airplanes / Rotorcraft - Helicopter) (1968).

Lavern is a Navy Veteran. He was a Naval Gunfire Ground Spotter.

As a mechanic he has maintained aircraft such as the Sikorsky S-61 Helicopter and Flight Engineer on a DC-6 aircraft.

Lavern currently owns and operates Wolf Aviation which he started in 1970. Lavern has since retired from Aerial Application but still works in the maintenance shop.



Mr. Richard Gunter, Master Pilot, supported by his wife Alice Gunter, Towner, North Dakota

- Richard Irvan Gunter / Born August 21, 1933.
- Certificates: Commercial Pilot for both Single Engine and Multi Engine Land Airplanes.
- Richard is an Army Veteran - Paratrooper
- Student Pilot Certificate – Sept 24, 1962
- First solo flight March 31, 1957
- Private Pilot Certificate – April 20, 1963
- Commercial Pilot Certificate – June 2, 1970
- Airport Manager and President of the Towner Airport from the Early 1960's to 2013 when he retired from the Board.
- Brothers, sisters, daughters, sons, and grandkids all either fly for a living, fun or just because.
- Airman Gunter has 50 years of Accident Free flying.



The Federal Aviation Administration presented Airman Lavern Wolf and Airman Richard Gunter these beautifully designed plaques commemorating their dedication to aviation safety on August 16, 2016, at a Fly-In Breakfast sponsored by the Dakota Air Museum on the Minot Airport.

The Wright Brothers had a simple fascination with flight, as did their mechanic, Charles Taylor.

It is their passion for aviation that has inspired these awards. It is not common to find someone who makes their living being a pilot and aviation mechanic who still enjoys the simple joy of aviation and flying.



Four Updated GA North Dakota Airports

By Jared Wingo and Ben West, Airport Planners
North Dakota Aeronautics Commission



Bowman Regional Airport (BWW)

On May 28, Bowman County and the City of Bowman formally opened the newly constructed Bowman Regional Airport (BWW). This airport is located approximately 4 miles east of Bowman and replaces Bowman Municipal Airport (BPP).

With a concrete runway length of 5,700 feet, this airport allows larger GA aircraft to operate in the surrounding region and is one of thirteen airports in North Dakota with a runway 5,000 feet or greater. The need for this project was largely influenced by the increase of air traffic associated with the economic development in Western North Dakota. In addition, the previous airport's location restricted further development at the site.

BWW offers many amenities, such as FBO services, courtesy car, and a very impressive pilot's lounge to welcome visitors. The airport is scheduled to offer instrument approaches starting in December.



Dunn County Airport – Killdeer (9Y1)

The Dunn County Airport Authority would like to announce the reopening of the Dunn County Airport – Weydahl Field (9Y1) in Killdeer. The airport hosted a ribbon cutting ceremony on June 19, after nearly a decade of planning efforts to revitalize Killdeer's airport.

Led by the vision of the late Clarence Schollmeyer, the airport now serves Dunn County with a runway length of 4,200 feet and a newly installed 100LL fuel system. The airport was redeveloped due to the increased demand for an adequate airport in one of the Bakken's core counties. In addition, the previous runway was riddled with pavement issues and also suffered storm damage in 2013, causing many pilots to avoid the airport.

The reopening of the Dunn County Airport promises to encourage the growth of aviation in Dunn County, while meeting the unique challenges the Bakken brings to North Dakota.



New Town Municipal Airport (05D)

The city of New Town welcomed visitors to their reconstructed airport at a ribbon cutting ceremony on May 16. While New Town Municipal Airport (05D) technically reopened last fall, the airport chose to delay their official ribbon cutting ceremony in favor of warmer weather.

Prior to the reconstruction project, the airport faced many problems, including pavement deterioration, land constraints that hindered future development, and runway visibility issues. However, the reopened airport now features a runway length of 3,420 feet, a revamped apron and hangar development area. In addition to this development, the airport authority has recently secured a new GA terminal building by partnering with their local high school's woodshop class.

With the airport reopened, the New Town Airport is now ready to meet the demands for general aviation in Western North Dakota.



Mayville Municipal Airport (D56)

The Mayville Municipal Airport (D56) was reopened November 25, 2014 after a complete reconstruction of their airside pavements.

This project was greatly needed, due to the deterioration of the previous runway, which was originally built in 1977. The new 3,300 foot long runway was also shifted south 365 feet to allow a clear approach on the north end due to the close proximity to a road. The airport also has a new lighting system and general aviation apron. The airport has already seen increased air traffic, and Airport Authority Chairman, Richard Fugleberg, notes that there are plenty of hangar lots available for future growth. This is an exciting time for aviation in North Dakota, and the Mayville Municipal Airport is ready to meet the challenge of the aviation demand in the Eastern part of the State.





How it began **Kindred Airport**

By Rod Lundquist

The decision of the Northern Pacific Railroad where to cross the Sheyenne River with their railroad tracks in the 1870s affected a town's location, name and airport.

Almost 20 years before North Dakota became a state, the Northern Pacific Railroad was looking for routes through Dakota Territory in which to lay tracks. Southwest of Fargo, the surveyors initially planned crossing the Sheyenne three miles east of what is now the city of Kindred. A store, flour mill and other buildings were erected in anticipation for the railroad. The village was called Norman, and a Lutheran Church that bears the same name still stands there.

The railroad ended up changing the river crossing location and moved it to where it is now, one mile south of Kindred. The flour mill that was in Norman was moved, along with the post office. A new general store was built, and a town was planned. Unable to come to terms on purchasing the land at the crossing for a town site, it was moved one mile north to where it is today. Enter: William Kindred.

The town of Kindred was named in 1880 after William A. Kindred, an employee in the engineer corps of the North Pacific Railroad. Doing some of the original railroad surveys in the Red River Valley, Kindred settled in Fargo and was the Vice President (VP) of the Red River Valley National Bank. He also was VP for the Fargo Southern Railroad, set up hospitals during the smallpox outbreak in 1883 and owned a lot of land in North Dakota, including the present day location of Kindred, which he purchased from the railroad, but sold back.

Incorporated in 1920, it became a North Dakota city in 1949. At one time the city had three department stores, three restaurants, three car dealerships and three implement dealers. Also having a meat market, drug store and a theatre, it had all a complete town could ever hope for. Rich, fertile soil surrounded the area, and agricultural was big. The advent of chemicals used for weed control and insects was on the horizon, and airplanes were about to become a big part of applying those chemicals.

The year was 1944, and while things were good in Kindred,

the world was in the throes of World War II. Allied forces were fighting the Japanese across the Pacific, and the atomic bombs that would drop on the cities of Hiroshima and Nagasaki to end that war, were a year away. War raged in Europe, but the tide was slowly turning. An important factor in doing that was the North American P51 Mustang. Escorting Allied bombers deep inside Germany helped with destruction of the Third Reich.

Interestingly, some of those P51s would make their way to Kindred some 50 years later to be rebuilt, reborn and made to fly again. But back to 1944.

Local pilots, Nate Thompson and Floyd Plath, wanted somewhere close to home to fly their airplanes. Floyd, who operated a farm implement business and farmed, was flying his airplane from a strip at his home. He was president of the North Dakota Flying Farmers and active in various civic organizations. Nate and Floyd were going to go into business selling airplanes together, but Floyd ended up perishing in an airplane crash before they started.

Nate purchased a 65 HP Aeronca, and flying from the Fargo airport was going to be inconvenient. In the next few years, he would start spraying, and he would need an airport closer to Kindred. In addition to venturing into the flying business, Nate worked in the Gamble Store, ran the Duck Inn Restaurant, and eventually built Thompson's Café.

Nate and Floyd ended up leasing a strip of land from Gilbert Overboe a mile and a half from Kindred, until something permanent could be constructed. C.C. Clemmons, editor of the Kindred Tribune and a very forward thinking individual, became interested in establishing an airport as well, so with help from the Kindred and Commerce Association, a permanent airstrip was constructed just east of the school. Land purchased from Elder and Sophus Ottis was the site of the original grass runway running north and south and was 1800 X 270.

Many volunteers were utilized in the construction of the runway, among them were Plath and Thompson, Albert Berkley, Harold Graff, Ivan Rustad, Kindred Farmers Elevator and many more

who drove trucks, operated earth moving equipment and, even hand labor.

Originally, proceeds from the municipal liquor store were to support the airport, but funds fell short, so Nate took over managing the airport in return for being able to operate his business there.

Eventually, lights were put up at the school's football field and next to the runway, so it was designated "restricted" or "land at your own risk." Around 1980, the runway was moved east, reoriented to 33/15, and the restriction was removed. It was also blacktopped.

Through the 1950s, 60s and 70s, available services included crop spraying, flight instruction, aircraft maintenance, fuel sales, charter flights, tie downs, and telephone service. Not really much different than today's offerings, still even have telephone service! Some differences from then and today, however, was the price to rent a one plane hangar was \$5, \$7.50 for a two plane and \$10 for a three plane hangar, no internet, and no GPS approaches. Avgas was around \$.30 to \$.40 in the early 60s.

The original airfield was dedicated in 1955 at the Kindred 75th Anniversary Jubilee in honor of local veteran Gerald N. Hamry, a Master Sergeant in the Army Air Force. He was born in Montana, but moved to the Kindred area with his parents at an early age. Mr. Hamry joined the National Guard at age 17 and ended up serving with the 63rd Bombing Squadron during World War II. He was serving as a top turret gunner on a B-50 Bomber when it crashed near Fairbanks, Alaska while on maneuvers, killing all ten crewmembers, Dec, 23, 1948.

An interesting side note is that the night before the Jubilee, July 2, an F5 tornado hit the neighboring town of Walcott. Eleven farms were damaged or destroyed, and two people lost their lives.

The 1970s saw the change from being a municipal airport to an Airport Authority. It would serve and be funded by the cities of Kindred, Davenport, and Oxbow, along with the townships of Addison, Davenport, Pleasant, Warren, and Normanna and be called the Kindred Davenport Regional Airport Authority, which can be a mouthful, so it's often referred to as just Kindred.

Airport activity was increasing with more airplanes, more hangars, and even a skydiving club. For a time, Kindred was known as the skydiving capital of North Dakota. Fox hunting with airplanes was another popular pastime.

Robert Odegaard had taken over from Nate Thompson as the resident crop sprayer, mechanic, instructor, charter pilot, and wearing any other hat that needed wearing. Bob sprayed for 31 years without an accident. He built one of the first taxi through indoor loading facilities and was instrumental in the building of the residential airpark at the airport.

A gifted mechanic, Bob started rebuilding his first P51 Mustang in 1989. This started the Mustang wing business, which is still operating at Kindred today. Several more hangars have been built or remodeled to accommodate business growth. Bob eventually sold his spraying operation to Randy Lahren to concentrate more on his wing business. Randy passed away in 2001 and Curt Kracke took over the spraying off Kindred and still is today.

2001 saw another big change at the airport with a \$2 million 3300 X 60 concrete runway construction project. The orientation went from 33/15 to 30/12. New hangars were built, and Bob sold

his wing business to Brent Meester, a longtime employee. Bob started restoring Race 57, one of only three Goodyear F2G Super Corsairs in existence, which he would later race at the Reno Air Races. With his sons Brady and Casey in business with him, and having built a couple more hangars, Bob would take another Super Corsair (Race 74) from museum static status to being airworthy. Kindred was becoming very well known in the warbird restoration world. Bob played a large role in bringing Duggy, the DC-3 to life. Owning part of it, maintaining it, and flying it, Bob and Duggy were well known around the country and Kindred for their enthusiasm and encouragement to young people to get into aviation.

Over the next decade, in addition to existing hangars, a municipal hangar was built, T hangars went up, a 24-hour credit card fueling system was installed, more taxiways and plans for more expansion were underway. Several private hangars were constructed, and after a slight magnetic shift, the runway was changed to 29/11. GPS/RNAV approaches with two light PAPI's (Precision Approach Path Indicators) to both runways were also certified.

In 2012, the unthinkable happened. While Bob was practicing for the Valley City Airshow, he was killed in Race 74. After being so instrumental in so many things, especially at the airport, the loss was great, but the results from his guidance and expertise can be seen around the airport today.

In 2014, the name was changed from Hamry Field to Robert Odegaard Field. On June 21 of that year, a Fly-In Breakfast was held with well over 500 people turning out and over 50 airplanes there. A United States flag that was flown over the Capitol in Washington D.C. was presented to Bob's family, and a new airport sign was unveiled.

The future for the Kindred Davenport Regional Airport is an exciting one, despite losing one of its mentors. Bob's son, Casey, has taken over as airport manager, continues to run Odegaard Aviation, while engineering several warbird projects. Brent Meester, now doing business as Odegaard Wings, has a sizeable workforce, and while still manufacturing Mustang wings, has branched into Corsair parts, among other warbird components. Curt Kracke and his Air Tractor are a common sight during spraying season around the area. All the services that have been there for decades remain plus more.

Drainage work, new hangars, an arrival/departure building, a parallel taxiway and runway extension are all on the horizon for Kindred. Planning for future growth is sometimes a daunting task, but looking back through the history of the airport, it appears the early developers and operators at Kindred all did a fine job in building not only what was needed at the time, but also insuring that growth was an important aspect of those plans.

It's gratifying to see that so many people, while maybe not sharing a passion for aviation, understood that airports were an important component in any city. People just showed up and got the job done, knowing it was for the betterment of the town. Building airports years ago was certainly different than we build them today!

And who knows, if the Northern Pacific Railroad would've crossed the Sheyenne River where they initially intended, we might be talking about the Norman Regional Airport!



The Burden an Airman Must Carry



Jay M. Flowers, FAA Safety Team Program Manager / ND Operations, 701-492-5809, jay.m.flowers@faa.gov

Every quarter, the safety dedicated folks of the airports and the control towers around the nation get together to talk about runway and airport safety issues that truly concern all of us. The exciting part of all this safety concern is that we have seen more and more local pilots, as well as the airline folks, joining in to do their part in the process.

To put a point on our mission to make airports safer, nationwide, we see over 1000 Runway Incursions every year. "Complacency is the number one contributing factor." To give you a better idea of what we are facing, I've included a look at the National Pilot Deviation Trend. (This does not include Vehicle/ People Deviations):

Surface Pilot Deviations for North Dakota (Three Year Look Back)

FY12 Q1	FY12 Q2	FY12 Q3	FY12 Q4	FY13 Q1	FY13 Q2	FY13 Q3	FY13 Q4	FY14 Q1	FY14 Q2	FY14 Q3	FY14 Q4	FY15 Q1	FY15 Q2	FY15 Q3	FY15 Q4	Grand Total
0	0	3	0	0	0	1	1	0	0	2	0	1	1	0	1	11

National Surface Pilot Deviations by Type (Three Year Look Back)

AGL Investigation Surface Dev Type	FY12- Q1	FY12- Q2	FY12- Q3	FY12- Q4	FY13- Q1	FY13- Q2	FY13- Q3	FY13- Q4	FY14- Q1	FY14- Q2	FY14- Q3	FY14- Q4	FY15- Q1	FY15- Q2	FY15- Q3	Grand Total
Enter Runway or Taxiway W/O Clearance;	13	10	16	17	10	15	21	16	16	9	28	20	22	10	7	230
Takeoff W/O Clearance;	1	3	4	2	1	1	3	2	2	2	1	2	1	1	1	27
Takeoff Wrong Runway;		1	6	1	2		3	2	1		2				1	19
Other;	1	4	4	1		1	2		1	1		1				16
Land wrong runway-taxiway-airport;	1	1	1		1	2	2	3	3	1	1					16
Not Close Fit Plan;					1	1	2	1			2					7
Enter Runway or Taxiway W/O Clearance; Other;		1					1	3							1	6
Takeoff W/O Clearance; Enter Runway or Taxiway W/O Clearance;					1			2				1			1	5
Land wrong runway-taxiway-airport; Other;								1								1
Takeoff Wrong Runway; Enter Runway or Taxiway W/O Clearance;					1											1
Careless Reckless AC Operation;		1														1
Grand Total	16	21	31	21	17	20	34	30	23	13	34	24	23	11	11	329

Some time back, the FAA and Runway Safety Division set out to lower the Runway Incursion Rate, as well as Runway Excursion incidents, at airports across the country. Air traffic facilities and Airports across the nation are now required to get together every quarter of the year just to stay ahead of the Incident rate.

Local Air Traffic Control Towers, Airport Management, and Local Users have all come together to discuss issues of concern, and judging by the low number of incidents in North Dakota, they have done an excellent job of keeping us all safer, but our attention span continues to contradict the "0" goal effort.

Common issues that seem to be part of every meeting and every Incident reported are:

1. Breakdown in communication/Lack of Communication
2. Lack of Airport Familiarity
3. Loss of situational awareness
4. Complacency

As recent as the last week of July, the Bismarck and Minot airports have identified what I see as, and should be considered as, a major concern for all airman.

1. NOTAMS – It seems we have overlooked the responsibility to check "all" NOTAMS for a given airport before and while enroute to our destination. Keep in mind that most NOTAMs are removed and printed if left in the system for more than 30 days. In order to get these forgotten NOTAMs, we must ask Flight Service or our Pilot Briefing Provider for the data.

One of our findings at the Minot meeting was a communications black out issue found at several points on the airport. This issue is limited to after hours when the tower is inoperative and the Air Force Base is relaying critical IFR Departure data to pilots on the surface of the airport. According to the information we collected at the meeting, these dead communications spots have been an issue for years on the airport, mainly due to the location of the Air Base and the terrain between them and the aircraft taxiing for departure at Minot. The reason for concern lately is an early morning airliner departed without clearance, which to the surprise of the Minot Air

Force Base Controllers, suddenly showed up on radar. "I guess just because we are talking on the radio does not mean someone heard it." Airport Management and ATC are working on publishing a NOTICE, or at least publishing the known blackout areas to prevent further issues from developing.

2. Common Traffic Advisory Frequency (CTAF) – is a frequency designated for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower.

According to some of our findings, some airman are using UNICOM or MULTICOM frequencies other than the published CTAF (which may be the same as UNICOM or MULTICOM) when they need to be on CTAF while in the pattern.

I hope we now understand what a CTAF is and when to use it, but airman have time and again miscommunicated their intentions on the frequency "they thought" was right. *"EXCUSE BUSTED!"* Publications like the Airport Facility Directory and all the new electronic databases were developed as a reference guide to aid the failing memory feature of our brains to confirm the data we need to remain safe as Airmen. You're paying for the services, so let's use them.

Before I leave you with this grain of "safety for thought," here is a "person" type Runway Incursion that some of you may have come across, or been part of:

Date: July 2015 ... At some U.S. Airport:

A flight instructor got out of the aircraft on the runway and stood in the grass beside the runway edge without ATC authorization. The flight instructor advised the tower that his student pilot was going to go around the pattern a few times before exiting the aircraft. While the student solo was doing stop and go's, another aircraft, VFR inbound from the east, requested the same runway, and was advised of the helicopter in right closed traffic. The local controller scanned the runway and saw a man standing in the grass near the runway edge, south of taxiway Alpha. The controller issued landing clearance to the inbound aircraft and advised *"use caution, there is someone standing by the runway at taxiway Alpha."* The student pilot flying the helicopter informed the controller the individual was his instructor.

*Safety is a motivated action which requires attention, skill, and refreshment throughout time.
Fly Safe! Jay M. Flowers*

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Powder River Complex Activated

By Elizabeth Tennyson, Director of Government Affairs and Executive Communications, AOPA

A 28,000-square-mile area of special-use airspace known as the Powder River Training Complex is now active. The airspace, which covers large areas of Montana, Wyoming, North Dakota, and South Dakota was activated Sept. 17, the same date the new Billings Sectional Aeronautical chart, which covers the entire complex, was issued.

"The Powder River Training Complex covers an enormous area and AOPA is continuing to work with military and FAA officials to mitigate the impact it will have on GA airports and operations," said Rune Duke, AOPA director of air traffic and airspace. "And now that the airspace is available for military use, we urge pilots to be aware of the Powder River Training Complex boundaries and operating times so they can continue to traverse the area safely."

The Powder River Training Complex consists of four primary military operations areas (MOAs) connected by Gap MOAs, and affects 39 airports. In places, it covers altitudes from 500 feet agl up to the flight levels. Military officials estimate the Powder River Training Complex will be used for an estimated 2,882 training hours each year, or three-to-six hours per day, about 240 days per year. The primary purpose of the special-use airspace will be to train B-1 and B-52 bomber crews.

AOPA has been working since 2004 to minimize the impact of the expanded MOAs. Several of AOPA's recommendations were taken into account in the final design, including requests to modify the MOAs to better accommodate IFR procedures, subdividing

some MOAs to limit the affected area, raising the floor of some MOAs to allow aircraft to fly underneath, and adjusting some MOA boundaries to accommodate commonly used VFR routes.

Although the airspace is now active, AOPA is continuing to work with the FAA to reduce charted times of use to more accurately reflect actual usage of the airspace. The association is also working with the Air Force and FAA to implement a Special-Use Airspace Information System that would provide real-time information regarding military flight operations to general aviation pilots 24 hours a day via telephone or radio. A similar system has been in use in Alaska since 1990.



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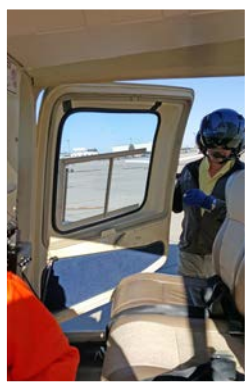
FLY-IN GALLERY

Have you been to a fly-in recently? Send your pics to ndaviation@yahoo.com

Record Attendance for the Bismarck Fly-In

Sunday, September 13 marked the fifth year of the Bismarck Fly-in Pancake Breakfast. The weather could not have been more perfect for all those attending, which to our surprise, was over 800 people! This was by far the best year this event has ever had. Along with the record attendance, the pancake breakfast raised over \$8,300 for the Scottish Rite Speech Therapy for Children.

This year's Bismarck Fly-in was headlined by a number of different helicopters that came out. Sanford brought over there Bismarck based medical helicopter, the North Dakota National Guard had their Blackhawk on display, and Double M Helicopters were giving sight-seeing tours with their 206 Bell. There was even a pair Military Bell UH-1 "Hueys" that came out Sunday. The event also had the Duster's Classical Car Collection on display, sight-seeing airplane rides, and "Silly Goose" the clown making balloon animals for the kids. And, we



can't forget the delicious pancake, egg, and sausage breakfast prepared by the Bismarck Masonic Temple.

The amazing success of the Bismarck Fly-in already has the planning committee thinking about ideas for next year. Make sure to save the date and tell your friends, September 11, 2016, we will work to have an even bigger event at the Bismarck Airport!



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Medical Reform Closer Than Ever Before, Says AOPA

FREDERICK, MD – As support for the Pilots Bill of Rights 2 (PBR2) continues to grow, Sen. James Inhofe (R-Oklahoma) has taken to the Senate floor to explain key provisions of the measure.

As of Sept. 25, 67 senators and 140 members of the House from both parties had signed on to cosponsor PBR2. Since July, when the Aircraft Owners and Pilots Association (AOPA) sent a call to action asking members to contact their elected officials, the number of PBR2 cosponsors has grown by some 60 names.

“We’re pleased to see the number of cosponsors continue to rise,” said Jim Coon, AOPA senior vice president of government affairs. “Tens of thousands of AOPA members have contacted their elected officials and asked them to cosponsor PBR2, and our staff has left no stone unturned when it comes to building support for this legislation. There’s still a lot of work left to do before third-class medical reform becomes a reality, either as part of PBR2 or as an amendment to other legislation, but we are closer than we’ve ever been before to getting this done.”

In his remarks on the Senate floor, Inhofe noted that a decade of experience with the Sport Pilot rule has proven that pilots can fly safely without going through the third-class medical process.

PBR2 was first introduced in the House and Senate in February and has since undergone some revisions to address concerns raised by members of Congress and others. Inhofe addressed those changes in his floor speech, emphasizing that under PBR2 pilots would be spared the hassle of repeatedly going through the third-class medical process.

Under the legislation, thousands of pilots flying a wide range of aircraft would not be required to obtain a third-class medical certificate.

While new pilots would need to obtain FAA medical certification one time in order to establish a benchmark for their health, they would not need to make repeat visits to an FAA aviation medical examiner (AME). Any pilot who has held a valid third-class medical, either regular or special issuance, within the past 10 years, would be considered as having met the initial certification requirement. Private pilots who have had a heart

condition involving surgery, mental, or neurological issues would be required to go through the special issuance process one time only.

In addition, pilots would be required to take an online medical education course every two years. The course would cover a range of aviation medical issues, including the effects of over the counter medications on pilots.

“Requiring pilots to take this course boosts aviation safety for the general aviation community,” Inhofe said.

Pilots also would be required to see their personal physician at least once every four years, make a note of the visit in their logbooks, and certify that they are receiving proper care for any condition requiring medical treatment. As proof that they’ve met the requirement, pilots would need to provide the doctor’s name and address and the date of the exam when they take the online medical course. They would also have to note the information in their logbooks, but would not have to file any paperwork with the FAA. This approach would help foster honest dialogues between pilots and their doctors and ensure that pilots receive the medical care they need, Inhofe said.

The medical exemption created by PBR2 would not change the requirement that pilots self-certify their fitness before every flight. But it would give pilots relief from what Inhofe described as the “constant churn of submitting paperwork over and over,” even when the pilot’s medical status is unchanged.

The modifications to PBR2 outlined by Inhofe in his floor speech closely match the terms of the so-called Manchin Amendment, which was submitted, but did not become part of, the Senate highway bill passed in July. That amendment came under fire from the Air Line Pilots Association (ALPA), which said it would not support the measure, although numerous other pilot groups and unions have endorsed it. Since that time AOPA has met with ALPA to seek common ground.

“We’ve worked with the leaders of ALPA and addressed their safety concerns,” said Coon. “We’ve been told they now believe that third class medical reform does not pose a safety risk.”

AOPA has been mobilizing members, working with senators and members of the House, and exploring every possible option for obtaining third-class medical reform.

“We’re 100 percent committed to getting the very best possible deal for our members, and getting it done as fast as possible,” said Coon. “There are many factors beyond our control, including a limited number of legislative days before the end of the year and major political issues like funding for Planned Parenthood, but we are 100 percent committed to getting third-class medical reform. We’ll keep working to build momentum for PBR2 and we’ll continue to look for opportunities to have medical reform language included in other types of legislation that are moving through Congress.”



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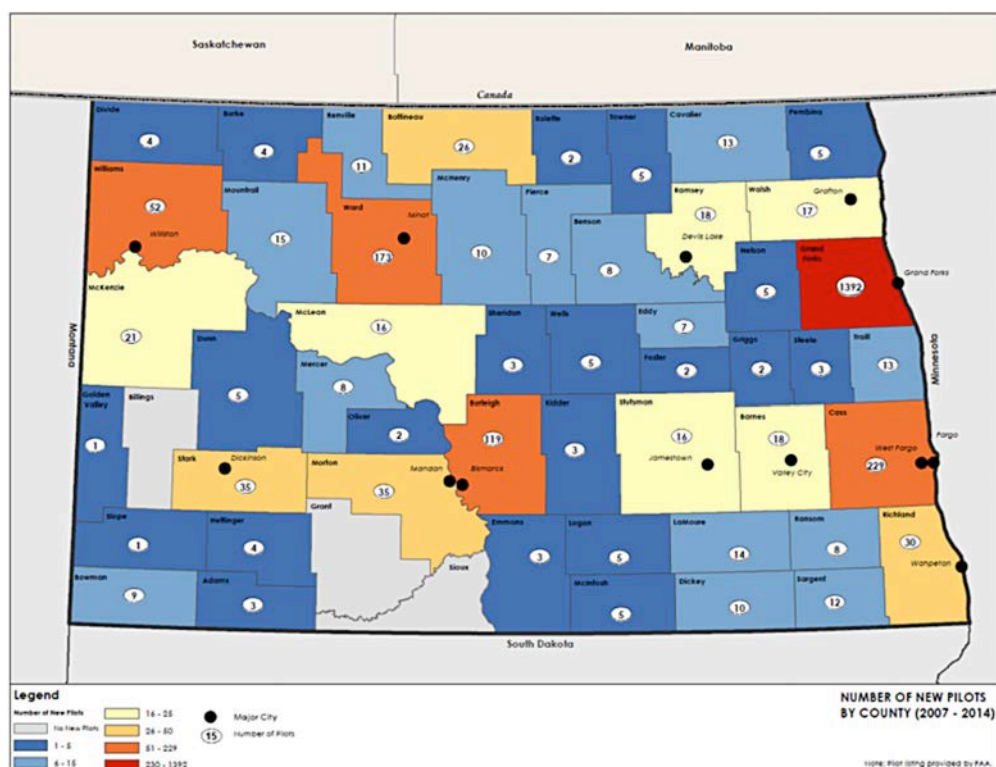


Pilot numbers in North Dakota are rising! The total number of licensed pilots in North Dakota has grown to approximately 3,600. This is an increase of 1,200, or a 48% growth since 2007. A recent cross reference between our official pilot listing in 2007 and 2014 has identified that the true number of new pilots in North Dakota is more than 2,400. This indicates that between 2007 and 2014, about 2,400 new pilots were registered in the state, while 1,200 pilots left or stopped flying. Though this growth trend is very promising, we still have many areas of the state that have experienced little or no growth in the pilot population. (Detailed information can be found in the North Dakota Aviation Systems plan: www.ndaviationplan.com)

Many groups, including the North Dakota Aeronautics Commission, are providing efforts to help communities understand the value of aviation and help students see the exciting world of aviation as a possible career path. In some locations, we have seen an increase in interest for flight instruction, only for students to find that there is no available flight instructor or aircraft for flight instruction at their local airport.

The North Dakota Aeronautics Commission can work with your airport authority to offset the costs of bringing a flight instructor to your airport. The airport authority must agree to pay for 25% of the costs associated with transporting the flight instructor to/from their current location to the student's local airport. The Aeronautics Commission will assist by providing the other 75% of the costs. Costs include mileage (by car or aircraft), meals, and lodging, if needed. State reimbursement rates apply to all costs. The Aeronautics Commission will provide reimbursement to the airport authority who is then responsible to pay the instructor for their costs.

To date, there have been more than 40 students who have benefited from this program at eight different airports. If you are a student desiring flight instruction, but cannot find a CFI at your local airport, contact your airport authority to request participation in the FTAP program. If you are a CFI, and would like to provide flight instruction at an airport in need, contact our office, and we can help you make the connection. The North Dakota Aeronautics Commission is excited to continue our efforts to help grow the pilot population within our rural communities through this program. *For more information about this program, contact Mike McHugh at 701-328-9653 or mmchugh@nd.gov.*



Source: FAA Pilot Listing, mapped by Mead & Hunt, Inc.

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Father and son share passion for flying

By Ann Reich, Guest Writer

One of the memorable days for a commercial airline pilot is putting on the crisp-looking official uniform and taking to the skies for the first time. For Mark Gravesen, Captain of a Delta Airbus 320, that day was in 1986 when he was hired by Republic Airlines. For Mark's son, Chad, that day was in January 2015 when he became a First Officer of an Embraer 175 for Compass Airlines.

Father and son both discovered a love of flying at a young age while growing up on a family farm in northern North Dakota near Kenmare. The sky overlooking beautiful prairie farmlands and potholes was their training ground. Mark makes Kenmare his home and commutes to Minneapolis for his flights. For now, Chad is based out of Los Angeles, CA.

Although nearly 30 years separates the beginning of Mark's and Chad's commercial airline careers, their paths had many similarities. Both knew they wanted aviation careers as teenagers, both received their private pilot's licenses in high school, both graduated from the University of North Dakota School of Aviation, both were flight instructors and both flew weather modification several summers to gain flight hours. One difference – Mark was a charter pilot in both Jamestown and Williston in the early 1980s and Chad became an aerial applicator for three years.



Mark and Chad in uniform in the Delta Airbus 320.

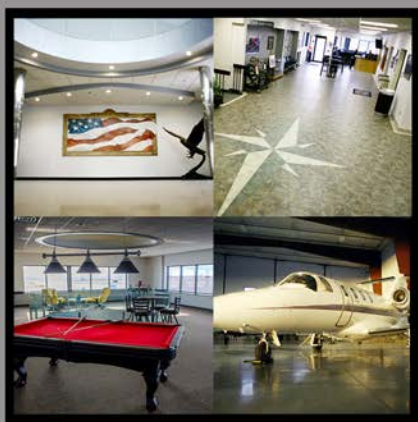


Chad's latest flying passion is wingsuiting. He is on the left in the green suit. Wingsuit flying is the sport of flying through the air using a wingsuit, which adds surface area to the human body to enable a significant increase in lift.

And, there is another difference in the way these two pilots take to the sky. For a hobby, Mark enjoys flying his Cessna single-engine aircraft around the Kenmare area. Chad has taken to the air in different ways: aerobatics, skydiving and wingsuit flying. While Chad likes to fly planes, he really likes jumping out of them. Mark admits, with a smile on his face, he has not attempted that yet.

While there is nearly three decades of difference in the time of their flying careers, both agree that meeting many people and seeing different parts of the country is a highlight. But, Chad, noted a specific moment meaningful to him. It was the opportunity to fly in the jumpseat of the Delta Airbus 320 with his dad, the Captain.

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Howard E. Howe, 89, Bismarck, passed away on September 25, 2015, at Missouri Slope Lutheran Care Center, Bismarck, where he had been a resident since March of 2015.

Howard followed his dream to become a pilot obtaining his private license and owning his own plane(s) that allowed him to travel for business, as well as to keep up with the sports activities of his children, who were active in baseball, basketball, football and track. It also made it a lot easier to get to Minneapolis to take in Twins baseball games. Howard served as the head of the Mandan Airport Authority, and under his guidance, the Mandan Airport went through major changes and improvements, making it a top facility in the state. He and his entire family were very proud of the work that he accomplished at the airport while representing the city of Mandan.



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