

# Aviation QUARTERLY

Vol. 27 • Issue 2

North Dakota Aviation Council

Spring 2015

## In the mere “tick of a clock,” you witness a lot!

*Rod Brekken, Chairman North Dakota Aviation Council*

I farmed for 15 years before I began my aviation career. I was injured in a farm accident in August of 1986 and decided the “life-style changing event” was a sign I should take an opportunity to pursue an aviation career that had only been a childhood dream. Many model airplanes hung from the ceiling in my bedroom when I was young, and I fondly remember lying in the middle of a grassy field watching the clouds float by and the excitement I felt when I could hear an occasional airplane. I would strain my eyes to pick it out of the skyline. I always wondered where it had come from and where it was going. Changing occupations wasn’t going to be easy, but I had to give it a try. I started A&P School in the spring of 1987, received my aircraft mechanic’s certificate in 1988, and landed my first “mechanics” job within a month with a local flight school. I achieved my pilot’s license in 1989, was hired as an Aircraft Maintenance Instructor at the A&P School in 1991, and qualified for an Inspection Authorization from the FAA in 1992. I have worked at several locations over the years, and have learned a lot from co-workers. As I write this article, I am currently the Aircraft Maintenance Training Coordinator for a large FBO in North Dakota. Aviation experiences have taken me from the fertile plains of North Dakota, to the arid south and southwest, to the beautiful mountains of the west, to the desolate Outback of Australia, and to the tree filled expanse of Siberia.

I became a member of the NDAC in the mid-1990s as a representative of the North Dakota Professional Aviation Mechanics Association. In 1998 I was elected to the position of Chairman. Up until that time, the Upper Midwest Aviation Symposium (UMAS) had been always held in Bismarck. Our attendance numbers were headed in the wrong direction and our finances

were following them. Exhibitors were becoming harder and harder to entice to our symposium. It was time to make a change. As a council, we made the decision to have the 1999 symposium in Fargo. It wasn’t an easy decision to make, but we needed to do this to hopefully attract more attendance and exhibitors. Our attendance increased dramatically, and we had over 100 exhibitors that year. As you might imagine, our finances also recovered. We formulated the first local Site Committee to work with community leaders and solicited sponsorships for our first UMAS Sponsors Program. We established Sponsorship Levels, such as Control Tower, Ground Control, Main Runway, Taxiway, and Apron. Since that time, we have added Air Traffic Control, Approach Control and Crosswind Runway Sponsorship levels to offer more diversity of monetary amounts. We sold advertising and talked to local businesses to offer door prizes. Since that time we have had the UMAS in Minot, Grand Forks and Bismarck. The change has been good for the organization and has made it attractive to the communities it’s held in, not only because more local people attend, but also that it brings in people from other communities for lodging and shopping that may not ordinarily be there. We hold the symposium in one of these four major cities annually. The limitation is that there has to be a hotel conference center large enough to accommodate the meetings and training sessions required for the eight associations that comprise the NDAC. In order for the UMAS to be held the first part of March every year, we need to sign contracts with these hotel conference centers “at least” four years in advance of the event.

During the course of this time, the North Dakota Aviation Hall of Fame was established. The Hall of Fame has inducted



*Many thanks to Rod Brekken for his many years of service to the North Dakota Aviation Council!*

many great North Dakota aviation icons, and in 2013, the first woman, Geneva Schow Oleson. As time goes by, many more deserving North Dakota aviation legends will be added.

Over the course of these years we have had many great speakers, presenters, representatives, exhibitors and exhibits at the symposium. We’ve had Exhibitor Night chili cook offs, Hawaiian luaus, western themes with a full scale stagecoach, airplanes in the exhibit hall, helicopters in the exhibit hall, gliders hung from the ceiling, aircraft floats standing up against the wall, scale models of airports and RC aircraft hanging all over the place. We have been fortunate to welcome a new century, and have also celebrated the 30th anniversary of the symposium, which began in 1983.

The success of the UMAS is tied to the dedication of the members of the North Dakota Aviation Council and to the financial educational grant from the North Dakota Aeronautics Commission.

So as the clock ticks on, more exciting aviation events will happen. Be happy you are involved. It’s so much better to be part of a success, than just to be a spectator to one.



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## AROUND the PATTERN

*Kris Magstadt, Editor*

Here we go into the peak fly-in and airshow season. Hope many of you are able to attend the wonderful events throughout the state. Check them out on the last page of the newsletter, or go to [www.ndac.aero](http://www.ndac.aero), and mark them on your calendars.

We are seeing so much growth in our state. The Tioga, Bowman, and Kindred airports are all seeing expansion, which has led us to consider a new section in our newsletter. Starting in July, we will feature one airport in North Dakota. The first airport we will be highlighting is Bowman and their new location, the airport I am proud to say my father, Vic Wokal, and his brother, Joe, officially began. The history, progress and what has led to expansion is interesting. If you have an airport you'd like us to highlight, please let me know!

I was particularly taken by Andrea Lindemann-Roach's article in this edition. She touched my heart as she wrote about her experience with family aviation. I, too, am not a pilot, but feel aviation in my blood. I did start to learn to fly, however, when the Cessna 152 stalled and the buzzer went off, I turned and grabbed my father around the neck scared as could be. He did have words of wisdom for me, "Kris that is not how you handle a stall." It was pretty quiet after that! Unfortunately, that was my last flight as a student pilot. However, I love to be a passenger and hope to get my grandchildren in the air soon! Thank you, Andrea, for that special insight into how non-pilot family members are affected by the passion our pilot family members hold.

I'd like to say thank you to our advertisers. We have seen increasing advertising in our newsletter and we continue to grow. Together with the North Dakota Aviation Council, the advertisers continue to allow our publication to exist and at no cost. Please thank them and give them an opportunity at your business.

Until next edition, enjoy the weather and time together at the events. Hopefully I will see you at a few!

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Rod Brekken, Chairman  
North Dakota Aviation Council

# CHAIRMAN'S COMMENTS

## Aviation News is Good News

Thankfully, most often the aviation news we read in our newspapers is very positive. In our state and region it has been VERY POSITIVE with increased boardings at all the airports across the state. The airport terminals have been brimming with travelers who need to travel near and far and have thankfully chosen aviation as their most reliable option. The airports are busy, and that's a good thing!! Fixed based operations across the state are also enjoying increasing aviation business, both from the private sector and business aviation. Increased activity for these businesses makes for increased maintenance operations and fuel sales across the state. The state's Ag Aviation businesses are also enjoying steady to rising business as the years go by. We're glad for that because it has kept the "aviation machine" growing and prospering, so that everyone gets where they need to be in the least amount of time and with the least amount of down-time. We just came back from a few days in Arizona and had wonderful airline service, perfect connections and great aviation people who helped us out in every way. It makes airline travel very enjoyable when things go so well. These are the kind of aviation stories we want to read about.

The 2015 Upper Midwest Aviation Symposium is another bright spot on the aviation news by-line! We had more exhibitors than we have had in years! We also heard from those exhibitors after the event that they were very pleased with the traffic at the Aviation Boom Exhibitors Night event. We increased involvement with the attendees by having an Aviation Boom Game, where the attendees earned the chance to receive great prizes by stopping by the booths and visiting with the exhibitors. It was very well received by both attendees and exhibitors. The Aviation Boom Exhibitors Night event was very well attended by memberships of all the aviation associations across the state, and we thank everyone for being involved. A successful symposium always shows how well the North Dakota Aviation Council members put forth their best efforts and coordinate a very successful event every year. As you see them out and about during the summer months, be sure to remind them how you appreciate their involvement and their representation of your association. They deserve your thanks!

The North Dakota Aviation Hall of Fame Banquet, which closed out the 2015 Upper Midwest Aviation Symposium, enjoyed record attendance as well, and a very deserving individual was inducted into the prestigious Aviation Hall of Fame. Bob Simmers has accumulated over 16,000 hours of flight time. Bob began flying as an agricultural crop sprayer, he's flown countless charter hours taking people far and wide, and has flown over 100 different makes and models of aircraft. Bob also has instructed many students over the year, all of whom praise his instruction. In 2012 he was appointed to the Northern Plains Unmanned Systems Authority to ensure General Aviation concerns are addressed in regard to the development of unmanned aircraft systems. Give him a "pat on the back" when you see him and tell him "Thanks, and good job, Bob."

As I close out this column, I say farewell to those of you who have read my chairman's corner "aviation ramblings" for these past three years. I have enjoyed writing these columns and hope you have enjoyed them as well. The new chairman of the North Dakota Aviation Council is Jon Simmers from Bismarck. Jon takes over the duties as chairman as we "head west" with the Upper Midwest Aviation Symposium. The 2016 symposium will be held in Bismarck next year at the Best Western Ramkota from March 6-8. Plan to make your reservations early because it promises to be an exciting event! For those of you who are looking even further ahead, the 2017 Symposium will be held at the Holiday Inn in Minot from March 5-7, so look forward to a great time in the "Magic City" for that one.

So, I close by saying, "keep the shiny side up and may you always have fair skies and light winds."

Rod Brekken —

North Dakota Aviation Council Past Chairman

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Statements of fact and opinion are the responsibility of authors alone and do not imply an opinion on the part of officers and members of NDAC, or NDAQ staff. If you've received more than one copy of this newsletter, please share it with a friend.



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Kyle Wanner, Director  
North Dakota Aeronautics Commission



## DIRECTOR'S Chair

# Aviation Trends and Technology Improvements

Spring has arrived, and our agency has been busy interacting with legislators and attending aviation outreach events, such as the Upper Midwest Aviation Symposium and Aviation Day at the Capital. The Governor has declared March to be Aviation month in the state of North Dakota, which makes it the perfect time for outreach and education. Our discussions with community leaders have provided great opportunities to discuss the needs and benefits of aviation, as well as what trends and technological advancements are on the horizon that will have a direct impact on our aviation community.

Discussed below are a few of the topics of interest that our agency will continue to monitor. These items, among others, have also been identified within our state's updated aviation system plan document, which is very close to finalization. The most up-to-date information on this plan can be found at [www.ndaviationplan.com](http://www.ndaviationplan.com)

- **Economic Impacts:** As continued economic and business development occurs throughout the state, our planning team will need to be able to help each affected community react to any needed changes resulting from increased utilization. This may include a complex project like a runway extension, or it may be as simple as adding additional space to park an aircraft.
- **Pilot Shortage:** The U.S. is currently experiencing a shortage in airline pilots, which is beginning to impact regional and mainline carriers. This pilot shortage is occurring for several reasons, including a long anticipated wave of retirements, recent changes in federal training requirements, and minimal compensation that is being offered to new pilots on regional carriers. Aviation mechanics have also been identified as being in large demand. The need for an aviation workforce may directly affect our communities in the future and is a prime example on why community outreach is needed to excite the next generation into pursuing a career in aviation.
- **Unmanned Aircraft:** The safe integration of Unmanned Aircraft Systems (UAS) into the national airspace system is going to continue to be a large area of focus to our state and the country. The utilization of UAS is going to continue to increase, and North Dakota is in a key position to continue to be a leader in this area. Education and outreach regarding the safe utilization of UAS for recreational purposes is also very important to our aerial applicators.
- **Airline Fleet Changes:** Airline Fleet changes are on the horizon, as the trend is to fly less flights but with larger aircraft. The 50 seat regional jet is expected to retire over the next five years and be replaced with larger 70 – 90 seat aircraft. This shift in airline fleet mix is important in our infrastructure conversations,

so that our airports are ready to accommodate this fleet mix change when it occurs. This fleet change is also a concern for communities that may not be able to accommodate the passenger demand required to attract these larger aircraft.

- **NextGen:** NextGen is the transformation of the national airspace system from a ground based system of air traffic control to a satellite based system of traffic management. Our state will continue to work with the FAA to implement and upgrade technology at our airports so that this system can become fully functional to allow a larger number of aircraft to more efficiently travel through our skies.
- **Airspace Utilization:** The commission monitors the utilization of airspace within the state and was recently notified that the FAA has approved the Powder River Military Operations expansion into southwestern North Dakota. The agency will continue to work with the FAA and Air Force to ensure that proper mitigations are in place prior to the utilization of this airspace.

Changes in aviation trends and advancement in technology have continuously occurred in our industry ever since the first flight took place at Kitty Hawk in 1903. Working in a pro-active way to identify these trends will help us to prepare and position our state to continue to be a leader in aviation.

Lastly, I want to welcome a new member to the Aeronautics Commission staff team. Mike McHugh will be joining our agency in June as our new Aviation Education Coordinator. He will be administering multiple aeronautics programs with our agency and providing aviation outreach services to our communities and school systems. We are looking forward to working with Mike and seeing the contributions that he will make towards improving aviation in the state of North Dakota.

*Enjoy the warmer weather and fly safe! Kyle*



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## SURPRISE, SURPRISE, SURPRISE

SURPRISE, SURPRISE, SURPRISE: one thing that we do not need in aviation. On a mid-winter day I was waiting for passengers to arrive when I receive a phone call from one of my four sons, "Dad you need to be home for a meeting at 5:00." Normally this is not an issue, but there seemed to be an air of urgency about the request. Being at the mercy of the passengers, there is nothing I can do to alter the departure and arrival time. They, holding true to their travel history, arrived on time for their departure to Bismarck. We touched down at 4:45 and I could make this request

for the 5:00 pm meeting. I walked into the meeting room and SURPRISE, SURPRISE, SURPRISE, there was my whole family. Now, it's neither my birthday nor my wedding anniversary, nor the birthday of any in the room. In fact there is no recognizable reason for this gathering. When I entered the room they all stood up, toasted me with MY favorite celebratory beverage, and it was then that I was informed of my nomination to and pending induction into the North Dakota Aviation Hall of Fame.

I am truly humbled by this recognition, but, this has not been a solo journey. There are many people along the way that have contributed to this recognition, both from within and outside the industry. The things that I have been able to accomplish in my life are accomplished only with teamwork and by having people around you that buy into your vision 100%. So, I need to say thank you to my families, my family of relatives, my family at work, my family at church, my brothers of Masons and Shriners, and my family of aviators. Thank you all, and for that you all own a piece of the recognition.

SURPRISE, SURPRISE, SURPRISE! So, as you approach your next flight, do a thorough preflight, make good decisions, and do all in your power to insure that you have no surprises altering your flight plan.

*Until Next time, HAPPY LANDINGS! Bob Simmers*

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## AIRPORT OF THE YEAR AWARDS

### **Fargo's Hector International Airport Is Awarded "2014 Commercial Service Airport of the Year"**

Fargo's Hector International Airport posted an incredible increase in airline passenger numbers in 2014. Almost 450,000 passengers boarded a flight at this airport which was a 13% increase above the previous record in 2013. The airport also achieved an 86% load factor on its commercial service flights.

This past year, the airport took over firefighting duties from the North Dakota Air National Guard with a highly trained fire crew of ten members. This change necessitated the airport to purchase two state-of-the-art airport rescue firefighting trucks worth a total of \$1.8 million dollars. Due to the growing needs of the airport and community, the airport began the process of updating their 2002 Master Plan which will help decision makers understand the projected needs of the airport over the next 20 years.

In 2014, the airport received a \$4.7 million dollar grant from the FAA to build a new taxiway which will provide an alternate route for aircraft to enter and exit the passenger terminal apron. This project is required so that the airport may reconstruct the main taxiway in future years without disrupting air service for the community. Additionally, many new privately-funded hangars have been constructed on the airport, including a new hangar for the Fargo Jet Center and the new Beck-Odegaard Wing hangar at the Fargo Air Museum. The airport also spent many hours preparing to host the 2015 Fargo Airshow which will take place next July.



*Matthew Remyse – AAND president,  
Shawn Anderson – Fargo Assistant Director,  
Kyle Wanner – ND Aeronautics Director*

### **The Mandan Municipal Airport Is Awarded "2014 General Aviation Airport of the Year"**

In June 2014, the Mandan Municipal Airport hosted a fly-in and airport dedication ceremony celebrating the completion of a \$6 million dollar runway reconstruction project, funded jointly by the Federal Aviation Administration, North Dakota Aeronautics Commission and the local community. On hand, were Sen. Heitkamp, Rep. Cramer, and other state and local officials commemorating the event.

Throughout 2014, Mandan Municipal Airport hosted multiple community outreach events including three movie nights during the summer months, a fly-in chili feed in the fall, and provided orientation flights to community youth, courtesy of the Experimental Aircraft Association, Civil Air Patrol and Bismarck Aero Center.

Mandan Municipal Airport experienced unprecedented growth in 2014, making Mandan one of the North Dakota's busiest general aviation airports. In 2014, Mandan Municipal Airport welcomed a surge in hangar development efforts with six new hangars constructed. Pilots can now utilize the new RNAV approaches into Mandan, allowing pilots to fly into the airport during inclement weather conditions.



*Matthew Remyse – AAND president,  
Kyle Wanner – ND Aeronautics Director,  
Jim Lawler – Mandan Airport Manager,  
Mike Wagner – Airport Board Member,  
Marc Taylor – Airport Board Member*

***Congratulations, Hector International and Mandan Municipal Airports!***



# UMAS PHOTO GALLERY



Opening Social



Rod Brekken, and Kyle Wanner, Chairman, Hall of Fame Committee, present Bob Simmers, his awards for his induction.



Rod Machado, Banquet Speaker, provided humor to the attendees



Hank Bodmer, Kenmare, and Rodney Schaaf, Bowman



Bob Simmers, Aviation Hall of Fame Inductee, and Family



NDPAMA sessions were packed house



Steve Hilstad, Mayville, Erling Rolfson, New Rockford, and John Nord, Devils Lake.



Eldon Joersz speaks on his speed record of 2,193 miles per hour in a SR-71



Thank you to all of our exhibitors!



Randy Aarstead, Hillsboro, Darrel and Marlette Pittman, Bismarck, trying to picture themselves with the new car!



Rod Machado entertains the NDPA Group



Chris Hugunin, FAA, spreads his wisdom to the AAND attendees



## 2015 AVIATION NORTH DAKOTA MAINTENANCE AWARDS



(left) Mike Aarestad, Mandan Aero Center, receives the "FAA Safety Team Diamond Award," presented by Jeff Boe with the FAA. This Diamond Award is for maintenance shops that have 100% of AMT's take at least 12 hours of training per year.



Chad Hanson, Chairman of NDPAMA, presenting Mike DeVries (right) the "North Dakota Aviation Mechanics Association Mechanic of the Year Award"



Chad Hanson, (R), NDPAMA presents awards (l to r):

- Alan Nelson – student at Lake Area Tech in Watertown, SD - \$1,000 scholarship from Minot Aero Center.
- John Chisham – student at Lake Area Tech in Watertown, SD - \$1,000 scholarship from Fargo Jet Center Inc.
- Joel Grant – student at Northland Aero Space in Thief River Falls, MN - \$1,000 Gordon W. Person Scholarship from the North Dakota Professional Aviation Mechanics Association.
- Bjorn Sogge – student at Northland Aero Space in Thief River Falls, MN - \$1,000 scholarship from Bismarck/Mandan Aero Center.

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North Dakota Aviation



HALL OF FAME

# ADS-B Equipage Program for North Dakota

By Mark Askelson, Principle Investigator, Limited Deployment-Cooperative Airspace Project

The University of North Dakota has been involved in a cooperative research program known as LD-CAP (Limited Deployment-Cooperative Airspace Project). One of the goals of LD-CAP is to expand the use of ADS-B (Automatic Dependent Surveillance-Broadcast) across North Dakota. Because of the information provided by ADS-B, which includes locations of surrounding transponding aircraft and weather, it has been found to enhance aviation safety. Through the LD-CAP effort, a limited number of ADS-B avionics were purchased for the purpose of distributing them to interested North Dakota pilots.

Specifics regarding this opportunity are:

- The (free) equipment includes
  - *An advanced ADS-B system produced by Appareo that provides ADS-B OUT data (outgoing information regarding the aircraft position, etc.) and that is 2020 rule compliant.*
  - *An Appareo Stratus receiver and an Apple iPad® to enable display of ADS-B IN data.*
- \$1500 of the install costs is covered.
- Aircraft types that are being targeted include
  - *Beech 35 (Bonanza) and 36.*
  - *Cessna 140, 150, 152, 172 through model S, 177, 180, 182, and 210.*

- *Mooney M20.*
- *Piper PA-22, PA-24, PA-28 and PA-32.*
- *Other common types of aircraft.*
- Aircraft must be registered in the state of North Dakota.
- Preference will be given to aircraft according to criteria including
  - *Annual aircraft usage.*
  - *Whether aircraft are flown into airspace that, under the 2020 rule, requires ADS-B equipage (airspace that currently requires Mode-C, including class A, B, and C airspace).*
- Installation must be performed at one of North Dakota's avionics shops.
- Recipients must be willing to take part in data collection efforts regarding ADS-B usage. This may come in the form of periodic surveys or electronic submission of data collected with the ADS-B unit.

An informational session regarding this opportunity will be webcast on 11 May 2015 at 7 p.m. CDT. Information regarding the webcast will be provided at [www.uasresearch.com/ld-cap/presentations.aspx](http://www.uasresearch.com/ld-cap/presentations.aspx).

If you should have any questions regarding this program, please contact either: Chris Theisen: [ctheisen@atmos.und.edu](mailto:ctheisen@atmos.und.edu); 701-777-6139 or Mark Askelson: [askelson@aero.und.edu](mailto:askelson@aero.und.edu); 701-777-6334.

We hope that you have interest and will either join us for our webcast or contact us directly. Thank you for your consideration!

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# Three North Dakotans fly WWII warbirds in overseas trip

By Eloise Ogden, Associated Press

Minot, N.D. (AP) – Three North Dakotans were part of one of the largest fleets of warbirds to travel overseas since World War II ended.

Five planes from the Texas Flying Legends Museum and three planes from the Lewis Air Legends made the 2,200-mile historic trip to perform at the 2015 St. Barth's Bucket Regatta on the French island of Saint-Barthelemy last month.

Pilots with the Texas Flying Legends Museum flew World War II warbirds from Ellington Field at Houston to Saint-Barthelemy, the Minot Daily News reports (<http://bit.ly/1BJsCNw>).

"It was amazing," said Minot pilot Warren Pietsch of the historic trip. Pietsch is Texas Flying Legends Museum vice president of operations and chief pilot. For the trip he flew the A6-M2 Model 21 Japanese Zero "Last Samurai," one of only a few Japanese Zeros left flying in the world.

This was the second time the Texas Flying Legends Museum has taken part in the event in Saint-Barthelemy. The first time, in 2011, four planes made the trip.

The Texas Flying Legends Museum has ties with the Dakota Territory Air Museum in Minot. Many of the Texas organization's planes are displayed at the Minot museum each year. On July 4, 2013, the Flying Legends hangar was dedicated.

Besides Pietsch, the 2015 Texas Flying Legends group going to Saint-Barthelemy was composed of:

Casey Odegaard, a pilot from Kindred, as co-pilot, and Toby McPherson, of Page, flight mechanic, with pilot Alan Miller, a flight instructor and Delta Airlines captain from Hawaii, flying a B-25J Mitchell bomber "Betty's Dream."

Sam Graves, U.S. congressman from Tarkio, Missouri, and commercial pilot, flying the TBM Avenger 3E torpedo bomber.

Doug Rozendaal, a pilot from Mason City, Iowa, flying the FG-1D Corsair "Whistling Death."

Bernie Vasquez, a pilot from Vacaville, California, and director of maintenance for the Texas Flying Legends Museum, flying the P-40K Warhawk "Aleutian Tiger."

Four warbirds from Lewis Air Legends of San Antonio joined them in Miami for the flight including:

Jim Dale, a pilot and Lewis Air Legends director of warbird maintenance, as pilot of the B-25J Mitchell Bomber "Russian To Get Ya."

Rod Lewis flying the P-38F Lightning "Glacier Girl."

Steve Dawson flying the F7F-3P Tigercat "Here Kitty, Kitty!"

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

## Exciting Times at ATC

Please note that I no longer use the title LtCol, CAP. I have retired from the CAP. I still miss it some!

The Upper Midwest Aviation Symposium (UMAS) was completed in Fargo at the Holiday-Inn on March 1-3, 2015. It appeared everyone enjoyed a good time. Next year we are in Bismarck at the Ramkota Hotel on March 6-8 2016. Plan on attending, as it will be another good one.

I will continue to give you more info on my ATC experiences. As a FAA Safety.gov representative, I will be forwarding safety measures brought forth by our FAA safety leaders.

March 21st was designated as an FAA safety down day. Our EAA Chapter 1008 had a meeting at the Mandan (Y19) airport. We talked safety and made plans for the upcoming Buggies & Blues fly-in on June 7. Like the others we've had, the Chapter is planning another good event. So come on over, have one of Dave Barth's fantastic breakfasts, and enjoy a good time.

**FAA** By now most of you know I started my ATC career with eight years in the Air Force followed by some very exciting experiences in the FAA. After the Air force, I started with the FAA

at Oakland Air Route Traffic Control Center. While at Oakland Center, I experienced the first of my two hi-jackings. It involved the famous D.B. Cooper hi-jacking. Cooper apparently bailed out. To this day it is still a mystery if Cooper lived or died.

The second happened while I was stationed in Kalamazoo, Michigan approach control. When the flight taxied in, it looked suspicious. While the flight was enroute to Chicago O'Hare, the passengers subdued the hi-jacker.

**Air Force** While in the Air Force I had some exciting times also. I viewed many different accidents. A few had fatalities, while others were fortunate to survive. I still have an occasional nightmare about them. I also had some good memories. I recall a time when the Air Force Thunderbirds performed and I was given the opportunity to work with them during the performance. At that time they were using F100s. That should tell you how long ago that was!?

Some of you are aware that I'm writing a book about my ATC experiences. In it I discuss a lot of different events. I plan to have it available at the next UMAS in BIS.

*Cleared for takeoff, Darrel*

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# FARGO AIRSHO

## Chart a course for Hector International Airport

By Gerry Gilmour



The skies of our southern Red River Valley once again this summer will with ring the sound and fury of the legendary Fargo Airsho, an event born again with the lifting of the U.S. Armed Forces sequestration, which sadly grounded the show in 2013.

Mark it on your calendar, aerial enthusiasts: July 25 and 26. Gather again on the concrete tarmac and cool summer grass to crane your necks and witness America's sky-scorching military might and the daring-do rolling, tumbling and breathtaking maneuvers of some of the nation's greatest aerial acrobats.

The world-renowned event is anchored by the appearance of Blue Angels. For a remarkable sixth time, North Dakota has landed the best of the best, the U.S. Navy and U.S. Marine Corps pilots who grunt through astonishing G-Force to sail those Navy blue and gold F-18As above and below the clouds in close formation.

If you've not seen these blue birds before, bring your binoculars. These planes are guaranteed to rattle and shiver your window panes. Prepare for a day of aerial wonder and thunder. A short and yet-incomplete list of what we'll see in 2015:

- The Blue Angels, enough said. If you live in the Valley, you know you'll get an aerial show like none other on Earth. This PR-arm of your nation's sea-based defense, featuring those precision jet jockeys and azure rockets, along with the slow-and-low C-130 "Fat Albert" Hercules that brings them here, generally close the show.
- Kyle Franklin's Flying Circus and its incomparable '30s-style biplane is a favorite of the kids. Fun to watch them and rock and roll and fill the sky with smoke.
- Grounded but jet-fueled daredevil Paul Stender and his super-fast school bus and whatever else he chooses to flame across the runway. Expect explosive action.
- Western North Dakota's own wild west show featuring the Pietsch boys from Minot.
- Lt. Col. John Klatt, honoring this nation's U.S. Air Force National Guard units, defying gravity with some unforgettable maneuvers.

- The U.S. Navy Seals elite "Leap Frog" parachute team, landing in front of you and supported by our own Skydive Fargo team. Watch them give gravity a test.
- The U.S. Marine Corps incomparable F-8 Harrier Jump Jet, an awkward bird made famous in its appearance in the film, "True Lies."

On the ground you will see multiple Armed Forces air birds, up and close to touch and tour, as well as a myriad food, beverage, souvenir and aviator-sunglass booths. Above all, these are staffed by aviation lovers who go above and beyond, including members of area service groups, scouts and other community-minded organizations, to bring the sky alive.

For further information, or to get in on the acts, check out [fargoairsho.com](http://fargoairsho.com). This is a volunteer-driven event whose net proceeds benefit charitable causes. Tickets will be (not yet) available in Fargo-Moorhead at Casey's General stores (formerly Stop-N-Gos), the Fargo Air Museum and the Fargo-Moorhead Convention and Visitors Bureau. For \$25 (adults), \$10 (youth 11-17), free for the wee-ones, you'll see the sky like never before. Fly right, and we'll see you there.

*(Gerry Gilmour is a free-lance writer and member of the Airsho Committee based in Fargo-Moorhead. He can be reached at [gilmour@yahoo.com](mailto:gilmour@yahoo.com)).*



## FLY-IN GALLERY

Don't forget to send in your fly-in photos!



Wings and Wheels Airshow, in Valley City, Sept. 26, 2014





Jared Wingo, Airport Planner  
North Dakota Aeronautics Commission



## What the Hay!

When we think about obstacles that have the potential to ruin any pilot's day, we usually imagine trees, vehicles or similar obstructions. However, as we transition over to the spring and summer we may want to give a closer look at another hazardous obstruction – hay bales.

While hay bales may not seem to be a big problem, imagine an aircraft landing in a high crosswind and striking a hay bale off the side of a runway. As some of you may be aware, we had a similar incident last summer in Beach, which caused substantial damage to the aircraft involved. After researching the NTSB database, hay bales have been listed as a contributing factor in ten accidents nationwide. We understand baling allows an airport to generate some revenue, but what are some ways we can ensure bales are removed from airport property in a timely manner?

Here are a few recommended actions airports can do to minimize hay baling hazards to the flying public.

- Create an agreement with the contracted person or volunteer that outlines the specifics of how mowing operations will take place on airport property. Things to consider include ensuring mowing equipment has been properly marked and personnel instructed how to look for safety concerns, such as aircraft operations and the importance of Foreign Object Debris (FOD) removal.
- Plan a mowing schedule and keep a line of communications open between the contracted person or volunteer to ensure that their activities are planned out and the appropriate NOTAM has been issued.
- Issue a NOTAM detailing mowing activities in the vicinity of the airport and provide a time and date that this will occur. Keep in mind any hay bales that will be left in the vicinity of a runway for any length of time. NOTAMs can be issued by calling 1-800-WX-BRIEF.
- Create a timeline for removing hay bales through the agreement process to ensure hay bales are removed from imagery surfaces, such as the Runway Safety Area (RSA), Runway Protection Zone (RPZ), and the Object Free Zone (OFZ) in a timely manner. If a hay bale must remain in one of these critical surfaces, it would be recommended that the airport extend the NOTAM for the overnight hours. In an ideal situation, we would like to see hay bales removed the same day as baling to ensure the least likelihood of an accident.
- As we have the opportunity to inspect more airports this spring and summer, we will point out any areas that may be of concern and provide visual tools to aid in identifying the aforementioned critical areas.
- As always, please contact the North Dakota Aeronautics Commission office if you have any comments or concerns as you fly around North Dakota!

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# Exciting times in North Dakota & for the North Dakota Pilots Association



Do you ever think to yourself “How awesome is North Dakota Aviation?” I find myself thinking this more often than not. Aviation in North Dakota has given us a lot of these opportunities in the past couple of months and it is because of the great aviation community in North Dakota that we can sit back and recognize the accomplishments we have had. However, these accomplishments come with their fair share of failures and defeats. It is important that we recognize the environment around us and not be discouraged by these defeats and welcome new challenges, opportunities, and see the good in all we have accomplished and will continue to accomplish.

For example, we recently celebrated “Aviation Day” at the North Dakota State Capitol where the aviation community came out in

force and conversed and educated North Dakota legislators on why Aviation Works for North Dakota and economic advantages and accomplishments that aviation brings to the great State of North Dakota.

Another accomplishment that most pilots and members of the general public participate in is the variety of Fly-Ins around the state. Have you seen the list this year? Someone much wiser than I am once told me while at EAA Arventure in Oshkosh, WI that you can tell the amount of support there is in a state for aviation by the amount of Fly-Ins there are and how well they are attended. If the sheer amount of Fly-Ins and the amount of individuals that show up to these Fly-Ins is in any way related to the amount of support there is for Aviation in North Dakota, I am proud to say that the Aviation Community and the General

Public supports Aviation in North Dakota. Why? Simple, Aviation Works for North Dakota.

North Dakota’s Aviation community just wrapped up the Upper Midwest Aviation Symposium in Fargo, ND with record attendance where pilots, mechanics, aerial applicators, manufactures, associations, and other industry representatives met to network, learn, and celebrate the awesome aviation system we have in our state. This year’s symposium was one for the record books and I certainly will not forget the amount of the support we received to make it possible. There is nothing that can compare

to the feeling of awarding scholarships at UMAS to young people that you know will make a positive impact in the world. The NDPA recently awarded two



Noah Goeddertz – NDPA Scholarship Recipient



Nick Erickson – NDPA Scholarship Recipient

flight education scholarships to Noah Goeddertz and Nick Erickson who I believe will do a great job in “carrying the torch” down the road. I am extremely grateful to Bismarck Aero Center and Keith Veil of Jamestown for making our NDPA Flight Education Scholarships possible.

I tend to think of the phrase “How awesome is Aviation in North Dakota” when seeing and feeling the amount of comradery we have in this state and

how supportive we are of our aviation system. We definitely do live in exciting times for Aviation in North Dakota and I am proud to be a part of it. The NDPA recently unveiled a new website before UMAS. I am also very happy to announce that memberships can be automatically renewed annually and individuals can sign up for a membership into the NDPA online! Many of you that attended UMAS may have also noticed that the NDPA had a pretty large presence this year. If you would like the new NDPA booth and our new NDPA tent at your fly-in or public event, head on over to the website and contact us, or contact your NDPA district director. We would love to hear your suggestions on how we can improve the pilots association!

*Until next time, Sean Davis, NDPA*



Allison Wanner – NDPA Administrative Assistant at UMAS's Exhibitors Night



# TSA names Sloulin Field “Airport of the Year”

By Renee Jean, Williston Herald

There are 428 TSA airports in the nation and, of them all, one has been selected the fairest in the land. That airport is none other than Sloulin Field International Airport, right here in Williston.

Sloulin Airport has won Airport of the Year award from the Transportation Security Administration for its exemplary customer focus and efficient operation while maintaining required security standards. Airport director Steve Kjergaard couldn't be happier about that.

“This is pretty distinct and a high honor,” Kjergaard said. “They view this as, 428 airports each year are TSA airports, and you were the best out of that 428 nationwide. We were better than every airport except the largest ones, like Denver, or Minneapolis.”

Sloulin received numerous top marks in comment cards from passengers, TSA officials said, and did so despite being staffed with temporary, rotating staff, many of whom are unused to doing such a large volume of passengers without all the automated equipment common to larger airports.

“ISN has also experienced increases in passenger traffic as high as 261 percent,” according to David Negron, who is with the North Dakota office of the U.S.

Department of Homeland Security and Transportation Security Administration.

That influx of additional passengers has prompted Delta and United to each add a flight, and the airport itself is conducting a

relocation study so they can build a larger facility.

“We had 119,000 enplanements last year for 2014,” Kjergaard said. “That’s about 25,000 more than we did in 2013, and it’s a substantial increase for over the past couple years.”

Sloulin checks somewhere between 1,000 and 1,300 bags each month, and must do so manually.

“Through all of this the NDF officers, DTSSO volunteers and the permanent ISN workforce have worked harmoniously to provide the world-class security experience we expect for our travelers,” Negron said.

Sloulin is now at No. 5 for number of enplanements in the state, Kjergaard said. “We go back and forth with Grand Forks for five and six, and that will probably continue until we relocate, after which, we will move up to four and maybe even two.”

When Kjergaard arrived here in 2010, Sloulin did only 15,000 enplanements.

“We’ve added service with United and Delta,” Kjergaard said. “When I got here, we just had Great Lakes, and they (Delta and United) keep adding more flights.”

Oil prices may be down, but Kjergaard said that’s not expected to slow down air traffic much, if any at all. “People like being able to fly to Minot, Dickinson and Bismarck,” Kjergaard said, adding that the state itself broke 1 million passengers by October 2015.

*(Continued on following page)*



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## Help us welcome...

**The Aeronautics Commission is excited to announce the hiring of Mike McHugh as the new Aviation Education Coordinator**

Mike has a degree in Aviation Management from the University of North Dakota (UND). He is an active pilot and holds an FAA Commercial Pilot's Certificate with Single and Multi-Engine privileges with an instrument rating. He is currently pursuing a Master's degree in Instructional Design and Technology from UND. He is a member of many aviation groups including AOPA, EAA, SAFE, CAP and multiple educational groups, including being a Google Certified Teacher. Prior to joining the Aeronautics Commission staff, he has been an Aviation Instructor for the Bismarck Public School System for the last 12 years. Mike currently resides in Mandan with his wife and five children and is looking forward to promoting aviation education throughout North Dakota.



*Continued from previous page...*

That figure has gotten a month earlier the past three years, Kjergaard added. The state wasn't forecast to break the 1 million mark for another 20 years.

"As of now we have four flights to Denver, one to Houston and four to Minneapolis," Kjergaard said. "The airlines have chosen to add more flights due to the load factors we see. We have very high load factors."

Once the relocation happens, the new airport will have 100,000 square feet, versus 9,000 square feet now, and the runways will

be lengthened to 7,500 square feet. The airport will be able to accommodate even more flights and larger aircraft.

Kjergaard said they could make the airport meet federal standards inside the existing field, however, they'd always be restricted to the current size of aircraft, and they'd never be able to grow. That wouldn't support the city's growth very well.

"We are continuing to move forward, continuing to grow and expand and trying to serve the community as best we can," Kjergaard said. "We are still challenged in that we're trying to shoehorn as many people into that airport as we can."



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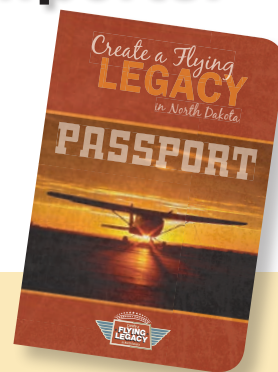
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## Valley City brothers restore a favorite of aerobatics fans

By Helmut Schmidt, Forum reporter, [hschmidt@forumcomm.com](mailto:hschmidt@forumcomm.com)



*Paul and Jarrod Lindemann, above, restored this 1941 PT-17 Boeing Stearman that was used in the Red Baron Pizza Squadron's exhibition flying group. The plane is now housed at North Valley Aircraft in Valley City.*

Brothers Paul and Jarrod Lindemann have restored a 1941 Stearman biplane that was part of the Red Baron Squadron, an aerobatic team that barnstormed air shows across the U.S. from 1979 to 2007.

The plane started as a U.S. Army Air Corps trainer in World War II, then got a second life as a crop-duster.

In its third life, the biplane twisted, turned and pleased fans of flight as it hawked Red Baron pizzas for the Schwan Food Co. of Marshall, Minn.

The distinctive red-and-white paint scheme of the Red Baron Stearman is topped with graphics similar to those it wore after it was modified into a 450-horsepower formation aerobatics showstopper.

"We were always looking for one of these airplanes. This is the

hot rod of the Stearmans," Paul Lindemann said. The brothers, who run a cropdusting operation as North Valley Aircraft, bought the Stearman at auction in fall 2008. Once they got other aircraft restorations out of the way, it took them 11 months to restore it, finishing in July. The plane, No. 5 of the Stearmans flown at air shows, had been disassembled. It was being readied for a complete restoration when the Red Baron Squadron was closed down. Most of the parts were in boxes and the wire harnesses had been cut and had to be replaced, the Lindemanns said.

"From the firewall forward, everything was missing. But you can find the stuff," Paul said.

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"A lot of guys don't know how to work on them anymore. We grew up with them," Jarrod said.

Compared to the Pitts Special aerobatics planes the brothers fly in air shows, the Stearman is slow and not nearly as agile. But it has an aura of romance, they said. They plan to fly and display it, too, at air shows.

The big, supercharged Wasp piston engine has a roar loved by air show crowds. And hearing the wind whistle through the struts and tension wires gives it the airplane feel of riding a motorcycle, the Lindemanns said.

"It's great to fly," Paul said.

"They present well, and you can't beat the old radial engine sound."

"It's got a lot of power," Jarrod added. "I definitely love the nostalgic feel of this aircraft."

The Red Baron Squadron had six planes, but usually flew four in formation, said Paul, who researched the group. The squadron flew in more than 2,000 air shows in 28 years. He said 42 pilots flew with the group, and more than 80,000 passengers got rides.

The planes were well taken care of and rebuilt often, Paul said. A mobile shop followed them from show to show.

The No. 5 plane was a workhorse. It was "along for the whole ride, 28 years," Paul said.

The biplane, built by Boeing as the Model 75, was a U.S. Army PT-17 "primary trainer" in WWII, Paul said.

It was one of more than 10,000 PT-17s used to train Army and Navy pilots (the Navy called them the N2S) during the war. They were rugged and forgiving for beginning pilots

After the war, many Stearmans survived – unlike the thousands of bombers and fighters that were scrapped. That's because they were easy to convert into crop-dusters.

The brothers are glad they rebuilt this Stearman, not only for its ties to aviation history but to their own lives.

"I remember seeing them (the Red Baron Squadron) in Fargo as a kid in the mid-'90s. To own one is something special," Paul said.

"It was the only airplane out of the squadron" not in flying condition when it was sold, Paul said. "It would be nice to get them all together again."

I remember seeing (the Red Baron Squadron) in Fargo as a kid in the mid-'90s. To own one is something special. Paul Lindemann, on owning restored 1941 PT-17 Boeing Stearman.

*Photos by Dave Samson / The Forum*



*David Samson / The Forum Cockpit view of the 1941 PT-17 Boeing Stearman at North Valley Aircraft in Valley City.*

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# FAA approves Powder River Training Complex

**Expanded special-use airspace takes effect Sept. 17**

By Dan Namowitz, AOPA

The Powder River Military Training Complex, a 28,000-square-mile block of airspace over South Dakota, Wyoming, North Dakota, and Montana, will go into effect Sept. 17.

The FAA published a notice March 31 announcing that it had adopted the Air Force's Record of Decision establishing the new airspace complex. AOPA is urging general aviation pilots to become familiar with Ellsworth Air Force Base's new airspace complex, and to plan ahead for any operational changes that it may require.

The Air Force will be required to conduct public outreach to all known aviation interested persons, organizations, and offices within 50 miles of the complex 60 days before the first planned scheduling and use of the airspace, said Melissa McCaffrey, AOPA senior government analyst for air traffic services.

The Powder River Training Complex will consist of four primary military operations areas (MOAs) designated Powder River 1, 2, 3, and 4. They will be connected by corridors, or Gap MOAs A, B, and C. There are 19 public-use airports and 20 more private-use airports that underlie the affected airspace.

Other conditions the Air Force must satisfy before the implementation date include establishing communications coverage—subject to the FAA's acceptance—in new airspace areas prior to their use. This communication coverage is

intended to ensure the ability to "recall" the airspace for civil IFR use, McCaffrey said. Also, procedures must be established and in place so controlling agencies can recall military aircraft from the low MOA airspace whenever necessary to allow IFR aircraft access to and from public-use airports underlying the MOAs.

In its final environmental impact statement, the Air Force listed actions it plans to take to mitigate conflicts with nonmilitary flight operations. To facilitate use of the airspace, it said, it would announce all training activities in the complex via the notices to airmen system, and announce training activities scheduled outside of published times of use no later than four hours in advance of use.

The list of mitigation actions also included, among other items, plans to allow air traffic control to vector IFR traffic through MOA sections by notifying ATC when altitude segments are no longer needed for training.

Based on its "independent review and evaluation," the FAA determined that the Air Force's final environmental impact statement "adequately assesses and discloses the impact of the airspace expansion."

"Accordingly, the FAA adopts the FEIS, and takes full responsibility for the scope and content that addresses the proposed expansion of airspace for PRTC," it said.

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# New Safety Course on Transitioning to Different Airplanes Offered

The Aircraft Owners and Pilots Association's (AOPA) Air Safety Institute (ASI) has released a new course to help pilots safely make the switch from flying a familiar airplane to one they've never flown before—or haven't flown for a long while.

ASI's "Transitioning to Other Airplanes" gives pilots vital factors to consider as they step from one airplane to another, no matter if the transition is from a trainer to a complex single-engine, an airliner to a tailwheel airplane, or from an airplane with traditional analog instruments to one with a modern glass panel.

While transitioning to a different airplane is a rewarding achievement, statistics show that one of the most vulnerable times for pilots is during the first 10 hours of flight in a new, unfamiliar airplane.

Like all ASI safety courses, this new transition course is available to all pilots, not just AOPA members. It was made possible with the support of private and public partners, including the Federal Aviation Administration (FAA), the General Aviation Manufacturers Association (GAMA) and AOPA.

"Transitioning to Other Airplanes" explains both the obvious

and subtle nuances that can trap pilots of any level. The course offers pilots the option of selecting any of the five tracks aimed at the type of transition they are planning, and recommends ways to find a qualified flight instructor to support a safe transition.

The course also includes illustrative accident case studies involving pilots who transitioned to different aircraft. The interactive course is also optimized for use on mobile devices.

"Whether a pilot wants to move up or down the performance scale, into an experimental, or fly a different airplane with similar performance, this course covers the areas they need to know before making that transition," said George Perry, senior vice president of the Air Safety Institute. "It's great that the GA community could cooperatively produce a comprehensive transition course that allows pilots to focus on known risks during the first five to 10 hours spent flying a 'new' airplane. Every pilot who is changing airplanes should take a few minutes to work through this course."

Find the course at [www.aopa.org/Education/Online-Courses/Transitioning-to-Other-Airplanes.aspx](http://www.aopa.org/Education/Online-Courses/Transitioning-to-Other-Airplanes.aspx)

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# New Course To Help Pilots Avoid Runway Incursions Released

The Air Safety Institute (ASI) of the Aircraft Owners and Pilots Association (AOPA) has released a new course on Runway Safety that will help all pilots avoid dangerous runway incursions.

The 45-minute 'Runway Safety' course takes participants through a series of airport trouble spots, including confusing signs, complex taxiway and runway layouts and unclear communications, all of which could lead to runway incursions or aircraft collisions on the ground.

The updated course also focuses on coping with real world cockpit distractions, such as the increased attention pilots often give to advanced avionics, GPS systems and tablet computers while taxiing.

"Many pilots feel that taxiing their aircraft is an almost benign segment of their flight," said George Perry, senior vice president of

ASI. "But experience shows that such complacency can get them into a lot of trouble very quickly, endangering themselves and others. This new course gives pilots the tools they need to stay safe at any airport."

Runway Safety is available to all pilots – not just AOPA members – and includes several actual incursion case studies that demonstrate how conflicts can occur during seemingly routine flights. This ASI course also includes instruction and tips from several air safety experts, as well as quizzes on airport situational awareness.

Since a first version debuted 14 years ago, ASI's Runway Safety course has helped thousands of pilots cope with the complexities of airport surface operations. This new course is optimized for use on mobile devices, so users can take it with them.

## Airport support volunteers needed in North Dakota

AOPA Airport Support Network (ASN) volunteers serve as AOPA's first line of defense by being our local eyes and ears. AOPA needs your help to promote the value of GA in your community by volunteering at your airport today! We are currently looking for volunteers at at Jamestown Regional (JMS), Carrington Municipal (46D), Crosby Municipal (D50), Hettinger Municipal (HEI), Gwinner - Roger Melroe Field (GWR), Cavalier Municipal (2C8), Mohall Municipal (HBC), Linton Municipal (7L2), Larimore Municipal (2L1), Kenmare Municipal (7K5), and Barnes County Municipal (BAC). To learn more and nominate yourself as a volunteer, visit ASN online.

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# Rotor Wash

## The Right Tool for the Job

By Kathy Spilman



My father believed, “the right tool for the job.” Or maybe it was the excuse he gave my mother for having such a large tool collection.

At three times the expense per operating hour for a rotary wing aircraft for an equivalent fixed wing plane, one has to leverage the unique flight qualities of a helicopter to justify the its cost to a client. But sometimes other agencies do it for us.

Federal law protects all migratory birds. Another rule protects eagles. The build out of utility infrastructure (highways, electrical power transmission lines, pipelines, etc.) has prompted aerial reconnaissance surveys to identify/inventory occupied nests and potential habitat prior to obtain the necessary pre-construction permits.

Guidance from the U.S. Fish and Wildlife Service for the studies specify a preference for surveys using rotorcraft. Their protocols include specific instructions for detection flights at slow speeds e.g. 20 knots, with between nest speeds to greater than 60 knots; hovering time at nest to be less than 30 seconds; no closer than 20 meters but no farther than 200 meters for identification. Clearly they believe rotary wing aircraft provide superior performance.

Reportedly, twice as many nests are identified with helicopters verses high wing airplanes. Using Bluetooth enabled laser rangefinders linked to handheld Global Positioning System (GPS/GIS) units, a hover maneuver will result in a very accurate nest location without disturbing the wildlife. Current software allows aerial observations routes to be automatically recorded, a significant improvement in the past 10 years. Compiling this information over extended periods will help to understand impacts of the “Bakken Boom.”

A February 2015 survey found Snowy Owls. Highlighted in the Harry Potter movies, these birds spend summers far north of the Arctic Circle hunting prey in 24-hour daylight and winter in the central Plains states. Although not designated as a threatened or endangered species, seeing these largest (by weight) North American owls made a helicopter trip extra special.

Kathy Spilman is a consulting engineer in the Bismarck-Mandan area. A fixed wing aircraft owner with an instrument rating, she dreams of joining the ranks of Whirly-Girls someday.



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**GO GLASS GO RECYCLE GO GREEN**

# It's all in the Family – Keeping Aviation Alive

by Andrea Lindemann-Roach from North Valley Aircraft, Valley City

Just recently, a man stopped by the North Valley Aircraft office. We started to visit about the shop, different airplanes and about the airshow from this past summer. Then he reminisced about our dad, “He was such an experienced pilot. He could get into any airplane and fly it as if he had been flying it his entire life,” he explained. He went on to share that he got a ride from him once and how it was something that he’d always remember. “I admired his skill.”

As a daughter, hearing these stories never gets old. I really appreciate it when people share their memories, so they can be a part of my memories. “It’s such a shame that he’s gone now,” he said. After pausing a short moment, I replied, “Yeah, we really miss him.”

Aviation lines run deep. Wherever it starts, it almost always becomes a significant part of a family, and most often continues for generations. With our family it started long ago, making Paul and Jarrod the fourth generation. Even though these two are the only remaining pilots out of these generations, they’re keeping our aviation family history very much alive. In fact, they’ve picked up right where the others left off – with crop spraying, aircraft maintenance, and of course, the little aerobatic biplane known as the Pitts.

Aerial crop spraying got its start in the family many years ago. Our grandpa first started in the mid 1950’s with a J-3 Cub, later using a PA-11. Then our dad stepped in, continued the job and acquired a career of almost 40 years’ worth of crop spraying. He started in that same J-3 Cub and as the years progressed, so did the aircraft: to a Supercub, Pawnee, Cessna 188’s, Callair, Ag Cat, 301 Air Tractor,



Paul, Andrea & Jarrod Lindemann

and a Turbine Ag Cat. When I asked my brothers what’s changed in crop spraying from then to now, I already knew the obvious answer: technology. There used to be hired men that were designated flaggers. They’d meet the pilot in the field, carry a large orange flag on a wooden stick, and step off the width of the swath so the pilot could properly line up and go down the field again. The brothers are continuing this ag flying tradition, but are in no need of flaggers, thanks to technology.

The aircraft maintenance dates back to the 1970’s, when our dad and uncle first opened their shop and business in Valley City called General Air Service. They spent many years providing clients with annual inspections, repairs, fabric recovering, and painting. They also did many restorations, PA-18 Supercubs being their specialty. Owning airplanes and frequent maintenance go hand in hand. Paul and Jarrod spend the majority of their winters

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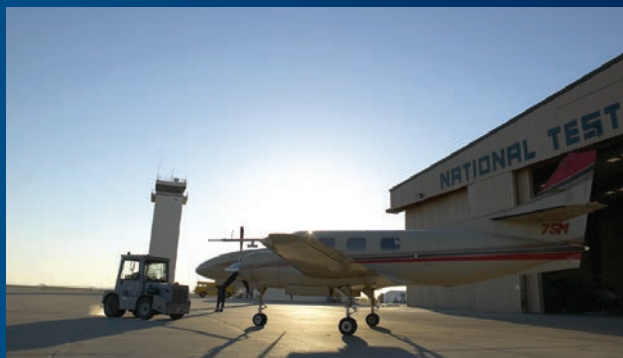
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not only inspecting and working on clients' aircraft, but their own as well.

Aerobatics is something that Paul and Jarrod have always been interested in and have grown a passion for. The brothers' aerobatic airplane of choice is a Pitts, partly because they grew up with one. Our dad and uncle built the first Pitts

S-2E from a kit in the late 1970s. Paul and Jarrod's first Pitts was an S-2B. It was originally dark blue and white until the brothers decided to fully restore, recover and paint it in a way that was significant to them. The new green, black and white paint scheme is a nod to our dad and the green Pitts he and his brother built.

I asked my brothers why they originally wanted to pursue flying as teenagers. Jarrod said, "We were introduced to it at such a young age, either you really liked it or you didn't. It catches on early." Everything they were around was aviation so they had a lot of exposure. The majority of their exposure first came from the ag operation on the farm. Paul said when he was old enough, his main job was to clean bugs off the windshield after dad landed between loads. A couple years later, Jarrod was old enough to join the ground crew. He took over Paul's bug scrubbing job while Paul got promoted to fuel boy. Jarrod also explains one of the reasons he loves to fly, "It's so much fun to be above the World and see it from a



*Dan Lindemann, in a Supercub in the 1960's*



*Dan crop dusting in the early-mid 1960's with a flagman.*

different perspective. You can't get that from a car." Paul remembers watching a lot of flying from the ground and also riding with at a very young age. "Riding in the Pitts was my favorite. I remember them lifting me up and into the cockpit. I couldn't even see out of the front windshield, but I still loved it." Paul also remembers feeling a little disappointed when they sold the Pitts because he enjoyed it so much. He was around four years old at the time. But as the brothers got older, they knew they'd obtain one of their own someday.

I may not know how to fly an airplane or how to mechanically work on one. But I do know the feeling of riding in one and the wonderful impression it leaves. Growing up with these experiences is something that I'll always cherish. Many of my childhood memories include flying with my dad. Now I'm making new memories flying with my brothers. Whenever it's offered, I never pass up an opportunity to go up into the sky. If I had to pick just one to name my favorite, it'd be the Red Baron Stearman. The open cockpit creates such a feeling of freedom and happiness that I can't help but smile the whole time. Flying through the smoke trail's rolling edges for the first time at the bottom of a loop last summer is something I'll never forget. I was very young when I first got to ride in a Stearman. I have fond memories riding with my mom and dad, usually ending the ride falling asleep with my head resting on the outer edge of the cockpit, the cool wind in my face.

And so begins the fifth generation. Jarrod's two little ones, Oakley and Cru, have already had their young start being at the airport and partaking in numerous flights. Oakley, who's the oldest (3), has already shown interest. You can see the excitement in her face when she watches her dad fly or when she gets to go for a ride. Time will tell!

Fellow pilots and aviation enthusiasts: Why do you have such a strong passion for aviation? Maybe because it brings you back to your childhood. Or because it's just part of your identity. Possibly you grew up around an airplane almost every day. Perhaps it reminds you of a special family member that taught you so much about it, or you just simply had a dream to pursue. Ask yourself so you always remember what made you love it so much in the first place. We keep aviation alive because it's alive in us.

For me, I simply admire my brothers and how they can manipulate a variety of aircraft. They not only thoroughly enjoy it themselves, but it can turn anyone's ordinary day into a fantastic day. It's fun to witness the happiness and excitement in other people that experience a ride or see a performance, especially for the first time.

I'm always excited to go up, and once I'm there I'm overcome with a feeling of contentment. I think of my dad and I know I'm right where I need to be. In that moment, I don't want to be anywhere else but in the sky.

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# Eternal FLIGHT



**Carl B. Cooper**, 78, of Golden Valley, ND, died Tuesday, March 24, 2015 at Sanford Health, Bismarck, ND.

Carl was born on October 8, 1936 at home in New Hampton, MO to Carl P. and Bera Pauline (Clark) Cooper. He lived in New Hampton through the fifth grade when the family moved to Kansas City, MO to find work. He graduated from Westport High School in 1954. He belonged to The Order of DeMolay and enlisted in the U.S. Coast Guard Reserves while in school. He went on active duty CG two weeks after graduation and served four years. The next several years he spent driving taxicab, working in marinas and cooking in Kansas City and Denver, CO.

In 1972, Carl went into law enforcement. He spent the next 25 years in water and waste management treatment profession. While in Golden Valley, Carl became a certified first responder and sat on the Mercer County Ambulance Board and Mercer County Regional Airport Board. Carl was a founding member of the Mercer County Regional Airport Authority.

Carl is survived by his daughter, Goldie Pauline and Jeff Miranda and their daughter, Dani of Portland, OR; his son, Timothy and Chrissy Cooper and their children, Riley, Angie, Jeffrey, Forrest and Rose of Sumner, WA and grandson, Nicholas Schiermeister of Vancouver, WA. Carl is preceded in death by his wife, Janice; his daughter, Lisa and his parents.



**Richard Prchal**, passed away Sunday, March 08, 2015 at St. Luke's Home, Dickinson.

Richard Prchal was born in Killdeer, ND, on September 11, 1922, to John and Mary (Dolezal) Prchal. He received his education in the Killdeer school system. Richard enlisted in the Navy in 1942 and served in Naval Aviation in the Pacific Theater of operation.

He was discharged in 1946. After the war, he furthered his aviation education in technical training schools. He worked in aviation in Dickinson from 1948 until his retirement in 1987. In 1948, Richard married Mina Liedtke in Dickinson. He is survived by one son, John (Marion) Prchal, Wichita Falls, TX; one daughter, Janet Prchal, Dickinson, ND; and grandsons Taylor and Christopher; and special lifetime friends, Ron Olijnyk, Billings, MT, and Bill Stein, Champlin, MN. He is preceded in death by 3 sisters and 1 brother.



**Bill Stramer**, 90, Hazelton, passed away Jan. 18, 2015, at Strasburg Care Center.

William was born Feb. 26, 1924, in Hazelton, the son of Clara and Mathew Stramer. Bill attended primary school at the Danbury School, in Danbury Township. During high school, he enlisted with the U.S. Navy, attended machine shop training at Wahpeton State School of Science

and formally entered the Navy in 1943, serving on the USS Independence CVL 22, the first night aircraft carrier that operated off the coast of Japan. Returning from service in 1945, he resumed farming with his father and bought his first parcel of farmland in the fall of 1955. Bill married Elaine Twomey April 6, 1953, and together, they raised five children, building their family business over the next 40 years.

He was a member of the Hazelton Airport Authority, a member of Flying Farmers of North Dakota for over 20 years, a licensed pilot over 35 years, a member of the North Dakota Aviation Council more than 15 years and a board member of the Emmons County Water Resource Board.

Bill is survived by Elaine, his wife of 61 years; his daughter, Ann; his sons, Douglas, Mathew, Todd, Steve and his wife Joy; his granddaughters, Elizabeth, Grace and Hannah; and his sisters Bertha Lunzer, Lola Karls and Lucile Hogan.



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# CALENDAR *of* EVENTS

Online calendar:  
[www.ndac.aero](http://www.ndac.aero)

## 2015

### Saturday, May 9, 2015

Aviation Poker Run  
Ends at Mandan Airport at noon  
Contact: Shae Helling 701-223-4754

### Wednesday, May 13, 2015

Annual Aviation Career Day  
Bismarck Municipal Airport  
9:00 am – 3:00 pm  
Contact: Shae Helling 701-223-4754

### Saturday, May 16, 2015

New Town Municipal Airport – New  
Runway Grand Opening  
Stop-In, Drop-In, Fly-In, All Welcome!  
8:00 am – 10:00 am  
Open House / Breakfast served  
Contact: Mylo Wolding 701-898-4918

### Thursday, May 28, 2015

Bowman Regional Airport, Bowman  
Ribbon Cutting – Dedication  
Contact: Rodney Schaaf 701-275-6352

### Saturday, May 30, 2015

Devils Lake Regional Airport  
4th Annual Fly In Breakfast  
Devils Run Car Show in Town  
8:00 am – 11:00 am  
Contact: Tanner Sotvik 701-662-4416

### May 16- June 2, 2015

Vietnam Exhibit / Fargo Air Museum  
Regular business hours  
Contact: Courtney Ficek 701-293-8043

### Saturday, June 6, 2015

Milnor Municipal Airport  
June Jamboree Fly-In Breakfast  
7:00 am – 11:00 am  
Rain or Shine – Fly in or Drive In  
Contact: Mark Gainor 701-680-1001

### Sunday, June 7, 2015

Mandan "Planes and Pancakes"  
8:00 am – 11:30 am  
Contact: Jim Lawler at 701-391-1394

### June 22-25, 2015

Air Race Classic  
[www.airraceclassic.org](http://www.airraceclassic.org)

### June 22-29, 2015

CAF B-17 and B-25 Exhibit  
Fargo Air Museum  
Regular business hours  
Contact: Courtney Ficek 701-293-8043

### Saturday, June 27, 2015

Mercer County Regional Airport Fly-In  
Breakfast 7:00 am to 11:00 am (CDT)  
Contact: Ron Muth 701-891-8920

### Saturday, July 11, 2015

Milnor Municipal Airport  
All School Reunion/Fly-in Pancake  
Breakfast. Rain or Shine – Fly-in,  
Drive-in  
7:30 am – 11:00 am  
Contact: Mark Gainor 701-680-1001

### Thursday, July 16, 2015

Hillsboro Regional Airport's Annual  
Plane Fun Fly-In  
Landing Competition, Brats & Beans  
5:00 pm  
Contact: Chad: 701-636-1113 or  
Larry: 701-430-1642

### Saturday, July 18, 2015

Mandan Municipal Airport Meal and  
Movie  
Social – 5:00 pm, Meal – 6:00 pm  
Movie to Follow, Camping Encouraged  
Contact: Jim Lawler (701) 391-1394

### July 20-26, 2015

EAA Airventure  
[www.eaa.org/en/airventure](http://www.eaa.org/en/airventure)

### July 25 and July 26, 2015

Fargo Airsho, Fargo Airport  
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[www.fargoairsho.com](http://www.fargoairsho.com)  
Contact: Dick Walstad 701-235-3895  
Darrol Schroeder 701-234-9205  
Mike Haugen 701-219-4362  
Fargo Air Museum 701-293-8043

### Sunday, July 26, 2015

Bowman Regional Airport  
1st Annual Fly-In  
See our new airport and have a burger!  
10:00 am – 3:00 pm  
Contact: Rodney Schaaf 701-275-6352

### Saturday, August 1, 2015

Kindred-Davenport Regional Airport  
Fly-In Breakfast  
7:00 am – 10:00 am  
Contact: Ron Lundquist  
701-388-2126

### 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 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  
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