

# Aviation QUARTERLY

Vol. 28 • Issue 3

North Dakota Aviation Council

Summer 2016



## Up, up and away

By Matt Eidson, UND University  
& Public Affairs student writer

**Student pilots at UND place high in  
international air race – set positive  
example for future women aviators.**

**Air Class Team 2016:** Jenna Annable (home-based ground support coordinator), Emma Kishel (navigator), Dana Atkins (pilot), Christina Druskins (co-pilot). Photo by Jackie Lorentz.

The phrase “just another day at the office” becomes a bit more intriguing when your office is 5,000 feet above the ground. Four women from the University of North Dakota recently competed in the 2016 Air Race Classic between June 21-24. Their 4,900-nautical-mile route (including the flight from UND to the starting point) took them from Prescott, Ariz., to Daytona Beach, Fla., where they placed third out of 17 collegiate teams and fourth out of the 55 total teams competing in the race.

The team comprised **Dana Atkins, from Sycamore, Ill.,** pilot and aviation management major; **Tina Druskins, from Midland, Mich.,** co-pilot and aviation management major; **Emma Kishel, from Virginia, Minn.,** navigator and commercial aviation major; **Jenna Annable, from**

**Winchester, Va.,** ground coordinator and commercial aviation major.

“We were just hoping for a top-10 finish,” Atkins said. “A lot of women race for multiple years and never see a top-10 finish. So it’s really quite an accomplishment for women who get to place that high.”

Led by Erin Schoenrock, an Unmanned Aircraft Systems (UAS) Lead Flight Instructor at UND, the women competed against teams from across the globe; the vast majority of their competitors were professional pilots who have been flying for several more years. Much of the competition also consisted of pilots that were returning this year after racing in years prior, while only one UND aviator returned from last year’s race.

### Air and ground

Supported by their coach back at UND, as well as a team of meteorologists, led by Fred Remer, the women exude both humility and pride in their accomplishment by laughing about the good times while also giving credit where its due.

The women openly credit the meteorology team for a large portion of their success; the meteorology team would be awake before dawn to observe the weather patterns for the current location of the race to ensure the best launch time – and to ensure safety. Ultimately though, the final call of when to launch was the women’s choice.

“We definitely respect their opinion, because they’re the experts,” Druskins says.

*Continued on page 6*

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## AROUND the PATTERN

Kris Magstadt, Editor

I had to laugh when I read Mark Burke's article, *Just Push*. It was a flight lesson on stalls, with my father, that took me out of the pilot's seat. That darned buzzer was way too loud, I was quite afraid, and I grabbed my father around the neck to save me! After he corrected the stall, he turned to me with disappointment and said "No Kris, that's not how you handle a stall." I have to believe, for my sake, that he was laughing inside. We never discussed it again.

Although I never soloed or got my pilot's license, I have always felt a passion for the aviation industry. While not the same passion that consumes those of you that pilot, it is one for I've never been able to ignore. Talking about AvGas prices, the cost of learning to fly, development of an airport, runway lights, leather aviation jackets, fly-ins, and all of the things that make up the aviation world, have all been important in my life and have been a part of many conversations. I buy everything airplane for my grandchildren and our home. I am proud of my heritage, and proud to be part of the North Dakota Aviation Council and this publication.

The progress that is happening in North Dakota aviation, thanks to the North Dakota Aviation Council and the North Dakota Aeronautics Commission, is exciting. With the summer weather, I couldn't help but remember sweeping hangars in preparation for fly-ins and airshows, and realized it is time for me to share that excitement with my grandchildren. We've put fly-ins on our bucket list for the summer, and hope to see you there!

### North Dakota Aviation Quarterly (NDAQ)

Official Publication of the North Dakota Aviation Council

*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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North Dakota Aviation Quarterly • P.O. Box 5020 • Bismarck, ND 58502-5020

ND Aviation Quarterly is published four times a year (winter, spring, summer and fall).

Advertising deadline is the 1st of the preceding month.

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Jon Simmers, Chairman  
North Dakota Aviation Council

## CHAIRMAN'S COMMENTS

# Is it the Chicken or the Egg?

***What is the Purpose of an Executive Director, and Why Should the North Dakota Aviation Council Consider Hiring One?***

There has been much discussion within the North Dakota Aviation Council (NDAC) over the past several months about the idea of hiring an Executive Director (ED).

This discussion was sparked in part by a joint meeting between the North Dakota Aviation Council (NDAC) and the North Dakota Aeronautics Commission at the September 2015 meeting held in Jamestown. The issue was provoked when one of the Commissioners asked the Council about their strategic plan and the future direction of the Council.

This meeting with the Commission provoked the question, “what is our direction and strategic plan?” During the fall of 2010, the NDAC developed and approved a Strategic Plan. Many of you may recall that one of the foundational efforts that came out of this plan was to develop a unified education and awareness plan that evolved into our *Aviation Works for North Dakota* brand.

After further review, members of the NDAC felt strongly that the strategic plan still has relevance in 2016 and should remain intact as our guiding document as we look into the future. The plan outlined several initiatives and ambitions that will help strengthen the health and unity of aviation across the great state of North Dakota!

However, two key items are missing to carry our initiatives forward, and as a result, the plan has been ignored as of recent because the manpower to carry it forward has been lacking. The Strategic Plan calls for strong alignment between the North Dakota Aeronautics Commission and the NDAC. Now, alignment doesn't mean we do what the Aeronautics Commission tells us, as the purpose of the two organizations are different. That being said, both organizations can complement each other in several areas if concerted alignment efforts are in place.

The second item that is missing to sustain our efforts is to have a “go to” person that can carry our initiatives forward. As a result of these two primary items missing from the Council's current status, the Council determined that exploring the feasibility of hiring an ED was worth reviewing.

After reviewing the feasibility, it has become apparent, that hiring an ED would certainly provide the necessary resources for the Council to alleviate these two glaring issues prohibiting the NDAC from carrying the strategic plan forward.



### ***So, why does an ED make sense for the NDAC?***

First, the NDAC has been driven by volunteers with strong behind the scenes support from the North Dakota Aeronautics Commission. Hiring an ED won't change this. The role of the NDAC will not change as the ED will report to the NDAC and will be required to follow the direction of the Council initiatives. The ED will be responsible for carrying most initiatives forward and ensuring that the balls don't get dropped. Consistency with our initiatives has been lacking.

For example, we have lost some momentum with our shared branding of the *Aviation Works for North Dakota* initiative. We have several organizations

from across the state that helped raise over \$30,000 for this initiative. *Aviation Works for North Dakota* has a ton of upside for increasing aviation education and awareness across the state of North Dakota, however, we don't have a person that can consistently carry this initiative forward. One of the key functions of an ED is to carry initiatives forward through the highs and lows of volunteer enthusiasm, member turnover, and burnout, all normal cycles of volunteer boards.

Second, commitment to Aviation in North Dakota has been on the decline. Member organizations are struggling to stay viable, and membership levels are also declining. One primary reason membership is suffering, is that we do not have enough volunteers to sustain healthy membership drives. For example, there more than 3,600 pilots in the state of North Dakota, yet there are less than 100 members in the North Dakota Pilots Association. The North Dakota Business Aviation Association has the same issue. There are hundreds of businesses that use aviation in North Dakota, yet only 40 of them are members. My experience with NDBAA is that membership increases significantly if you “just make the ask.” A strong ED can help us grow membership, and ultimately grow our funding base.

Third, it is possible that our membership groups are on the decline because they feel that value is not being delivered by the membership groups? Is it possible that the NDAC could help showcase the value tour umbrella has to the state and deliver more value through an ED?

Fourth, why survive when we could thrive? Most recently, I was on a committee in the BisMan community where volunteers

were burned out, the organization's energy was stagnant, yet there was growing demand for the program that was being offered. Upon further review, the organization explored, and is now, in the process of hiring a ¾ time ED. The ED will be tasked with increasing sponsorship, increasing fundraising opportunities, and growing the outreach of the program. All win/win initiatives that will strengthen the long term health of that organization through consistent delivery of services and product, focus by having one person that has their eye on the ball at all times, and solid fiscal responsibility that balances the growing demand for the organization and the growing financial needs at the same time.

This proposed ED model isn't a new model. In fact, it has proven to work with hundreds of non-profits, cooperatives and other community minded organizations. If we look specifically at our industry, a few examples where struggling organizations successfully moved to the ED model include the Southern California Aviation Association (SCAA) and the Florida Aviation Business Association (FABA). Several years ago, the SCAA had 140 members, and the organization was on the decline. The organization recognized the decline and decided to hire a part-time ED. With the hiring of the ED, membership grew to over 700 members. The ED's focus for that organization was to drive funding through membership drives and sponsorship partners and to add value back to the members. The current ED for the SCAA brought excellent facilitation skills to the organization that provided consistency and a structure where volunteers were

empowered to contribute in new ways, without getting bogged down in the administrative tasks.

**So the final question is:** How do we pay for this? It's no secret that the ED won't work for free. Frankly, a free ED would be a mistake for the NDAC. Paying an ED will allow the Council to hold that person accountable and will enable that person to make a huge vested interest in carrying out NDAC initiatives, because any good North Dakotan wants to "earn their pay." The primary funding for this position will be made possible through increased sponsorships, increased membership drives, alphabet group funding, potential funding from additional events beyond UMAS, and other potential restructuring initiatives. At the end of the day, the ED will be ultimately fiscally responsible for balancing the budget for the NDAC. At current, the Council has a solid balance sheet and cash reserves to support getting this initiative off the ground.

So ask yourself, is it the chicken or the egg that comes first, and are we fine with the status quo? I'm challenging the Aviation Community in North Dakota to weigh in with your thoughts on this. Do we want to "just survive" for another 10 years, or can we grow the value that NDAC can provide to Aviation in North Dakota?

To review the current job description for the ED position, go to [www.ndac.aero](http://www.ndac.aero).

*To share your comments about this article anonymously, complete the survey at <http://tinyurl.com/ndacsurvey>.  
You can also contact Jon Simmers at 701-223-4754 for further discussion.*

## What's new at Aeronautics?



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# Up, up and away

Continued from front cover

"Unless they're concerned about our safety, they don't typically state whether or not we should go or not for the day."

The team soared over Arizona, Texas, Missouri, Illinois, Tennessee, Georgia and Florida.

"I enjoyed every stop," Kishel said. "Everyone was so welcoming, and when you'd shut down your plane they'd run out to you with water and welcome you to their airport."

## Final decision

When the night of the awards banquet finally came, the women had a slightly different experience than teams prior.

In years past, the judges would contact the top-10 teams so that their aircraft could be inspected one last time, to ensure no alterations were made. The benefit of receiving a call the night before meant you knew before you walked through the banquet doors whether you had placed high or not, removing a lot of the anticipation.

This year, however, no one received a call beforehand.

"This year there was a lot more secrecy on who was in the final ten," Druskins said. "We honestly had no idea if we were even in the running at that point."

"It was really exciting," Atkins said. "I was really glad that they didn't announce the top-10 teams. For those who aren't in the top 10, it kind of takes away from the excitement. It was really nice to go in on equal footing."

## 'Giant family'

According to *The Airman Database*, fewer than six percent of commercial pilots in America are women. With such a small number of female pilots, the community is both accepting of new members and supportive of each other.

"The woman-pilot community is just a giant family," Druskins said. "It's just so inviting. We would be so excited to see more women come into it."

Considering the closeness of the female-pilot community, the competitors in the race were both driven to win but also more than willing to help out one of their own. During the downtime between flights, the pilots would leave the competition in the cockpit and speak candidly to one another as friends.

"When we're racing it's all focused and very competitive," Atkins said. "But at the stops it's a lot more camaraderie than competition. It's time where we could relax, grab something to eat and talk to everyone. You could definitely feel a sort of change in the environment; it was a good break from the race."

"Every stop you're hanging around women who are telling you all kinds of stories and giving you advice," Druskins says. "Getting fourth (place) was awesome, but the team that got first were such nice people; we were honestly so excited for them."

## Inspiring futures

With so few women in aviation, every female pilot has the opportunity to act as an advocate for their field, inspiring young women across America to follow their dreams and take to the sky.

The women of the Air Race Classic UND team are both passionate about what they do and hope to see more women enter the aviation field in the future. After years of perfecting their craft and dedicating long hours to studying and practicing, the women still get excited about what they do.

"While we were sitting in the plane we would say to each other, 'Guys, this is so cool!'" Druskins said. "I mean honestly, how many 22-year olds get to fly across the entire country by themselves for two weeks?"

Along with enjoying what they do, the team wants young women everywhere to understand that if you want to be a pilot, you need only dedicate yourself to your dream.

"If it's something you really want to do I'd say 'go for it,'" Kishel says. "I came here on a golf scholarship as an accounting major. Getting into aviation, I didn't know if it was for me; it turned out to be a really good decision and I ended up loving it."

Challenging the notion that certain jobs are meant for men, these women serve as positive role models for any young woman who might have her eye on the sky. As a pilot and a UAS Lead Flight Instructor, Schoenrock believes there's no difference between what a man can do to what a woman can do.

"You grow up and kind of think pink is for girls and blue is for boys," Schoenrock says. "You think there's boy jobs and girl jobs, but my dad is a nurse and I'm a pilot. There aren't boy jobs; there aren't girl jobs; there's just jobs, hobbies and interests. So if you want to do this, do it. Because it's for you; it's here for you."

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Kyle Wanner, Director  
North Dakota Aeronautics Commission



## DIRECTOR'S Chair

# \$3.4 Million Awarded for Airport Infrastructure Grants

On June 9, 2016, the North Dakota Aeronautics Commission awarded approximately \$3.4 million in infrastructure grants to multiple public airports throughout the state. The revenue source for these airport grants is derived primarily from taxes on aviation fuel and aircraft sales. A majority of the state grant allocations will also match federal grants that are anticipated to be received for 2016 airport projects. These grants are critical in maintaining the needed infrastructure to support the state's aviation industry.

The directive that the state legislature gave to the North Dakota Aeronautics Commission when they created the agency 70 years ago, was to encourage, foster, and assist in the development

of aviation in the state. One of the primary ways that our organization accomplishes that mission is by working to direct federal and state funds to North Dakota communities for the development of their airports. Airports are vital to the state's economic development and provide much needed services for our communities. The commission is excited to provide these grants and be a part of the infrastructure solutions that our communities require.

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

### **Air Carrier Grant Awards:**

|                       |                                                     |
|-----------------------|-----------------------------------------------------|
| Bismarck . . . . .    | Runway 13/31 Reconstruction – Phase 1               |
| Dickinson . . . . .   | Runway 14/32 & 7/25 Pavement Repairs and Re-Marking |
| Fargo . . . . .       | Taxiway A Reconstruction – Phase 2                  |
| Grand Forks . . . . . | East GA Airfield taxilane expansion                 |
| Jamestown . . . . .   | Wetland Reduction – Phase 2                         |
| Minot . . . . .       | Replace Airfield Signs with LED models              |

### **General Aviation Grant Awards:**

|                       |                                              |
|-----------------------|----------------------------------------------|
| Arthur . . . . .      | Grade and Sod Turf Runway                    |
| Ashley . . . . .      | Design for Runway and Taxiway Rehabilitation |
| Beulah . . . . .      | Pavement Maintenance                         |
| Bottineau . . . . .   | Pavement Maintenance/Taxilane Widening       |
| Cando . . . . .       | Replace Runway Light Lenses                  |
| Carrington . . . . .  | Pavement Seal Coat/Maintenance               |
| Casselton . . . . .   | Airport Layout Plan Update                   |
| Cooperstown . . . . . | Repair AWOS Dew Sensor                       |
| Edgeley . . . . .     | Runway, Taxiway, and Apron Rehabilitation    |
| Elgin . . . . .       | Install Lighted Windcone                     |
| Ellendale . . . . .   | Turf Runway Cone Edge Markers                |
| Enderlin . . . . .    | Purchase Mower                               |
| Fessenden . . . . .   | Purchase Mower                               |
| Fort Yates . . . . .  | Pavement Maintenance                         |
| Gackle . . . . .      | Reseed Turf Runway                           |
| Garrison . . . . .    | Purchase Lighted Windcone and Beacon         |
| Glen Ullin . . . . .  | Survey for Instrument Approach               |
| Grafton . . . . .     | Runway Light Repairs                         |
| Gwinner . . . . .     | Purchase Mower                               |
| Harvey . . . . .      | Rehabilitate Airport Lighting                |
| Hazen . . . . .       | Install Airport Security System              |
| Hettinger . . . . .   | Pavement Maintenance                         |
| Kenmare . . . . .     | Pavement Maintenance                         |

|                        |                                        |
|------------------------|----------------------------------------|
| Killdeer . . . . .     | Instrument Approach Development        |
| Kulm . . . . .         | Roll and Smoothen Turf Runway          |
| Lakota . . . . .       | Purchase Mower                         |
| LaMoure . . . . .      | Runway 16/34 Rehabilitation            |
| Langdon . . . . .      | Runway 14/32 Rehabilitation            |
| Leeds . . . . .        | Pavement Seal Coat/Maintenance         |
| Lisbon . . . . .       | Pavement Seal Coat/Maintenance         |
| Mandan . . . . .       | Purchase Snow Removal Equipment        |
| McVie . . . . .        | Replace Roof on Main Airport Building  |
| Milnor . . . . .       | Purchase Snow Removal Equipment        |
| Minto . . . . .        | Tree Obstruction Removal on Approaches |
| Mohall . . . . .       | Extend Taxilane                        |
| Mott . . . . .         | Install Beacon and Windcone            |
| Napoleon . . . . .     | Pavement Maintenance                   |
| New Rockford . . . . . | Pavement Maintenance                   |
| New Town . . . . .     | Instrument Approach Development        |
| Northwood . . . . .    | Design for Runway Rehabilitation       |
| Oakes . . . . .        | Design for Terminal Building           |
| Page . . . . .         | Pavement Maintenance                   |
| Park River . . . . .   | Construct Public Hangar                |
| Pembina . . . . .      | Pavement Seal Coat/Maintenance         |
| Rolla . . . . .        | Pavement Maintenance                   |
| Rugby . . . . .        | Pavement Maintenance                   |
| Stanley . . . . .      | Construct Taxiway/Apron Expansion      |
| St. Thomas . . . . .   | Repair Airport Tractor                 |
| Tioga . . . . .        | Construct Water Well                   |
| Turtle Lake . . . . .  | Tree Removal for Approaches            |
| Valley City . . . . .  | Pavement Maintenance                   |
| Wahpeton . . . . .     | Upgrade Fuel System                    |
| Walhalla . . . . .     | Pavement Maintenance                   |
| Washburn . . . . .     | Airport Layout Plan Update             |
| Watford City . . . . . | Pavement Maintenance                   |
| West Fargo . . . . .   | Pavement Maintenance                   |
| Wishek . . . . .       | Pavement Maintenance                   |

# Historical Time for Unmanned Aircraft and Aviation Industry

By Kyle Wanner, Director  
North Dakota Aeronautics Commission

The FAA has released their final proposal on the small UAS rule. The new rule, which takes effect this August, offers safety regulations for unmanned aircraft weighing less than 55 lbs that are conducting commercial operations. The UAS industry has been waiting years for this historical moment in aviation to occur, and I encourage you to read the following pages, which lay out the complete summary of this rule. I would also like to respond to two common questions that have recently surfaced in regards to this rule:

## What does this new rule mean for the aviation industry?

- The fact that commercial UAS operators will no longer be required to hold a Part 91 aircraft pilot's license, and can instead take a knowledge test to obtain a "Remote Pilot in Command" operator's certificate, is a significant step for the industry. This new certification eliminates a previous barrier to entry and will open up the skies to more trained operators. The new framework of this rule will also allow increased efficiency in UAS commercial operations to take place since operations will no longer require an airspace waiver from the FAA. Essentially, individuals will be trained to utilize their UAS safely, and they will be allowed to operate their UAS business more efficiently.

## How does this new rule affect the operations of manned flight?

- It shouldn't have any negative effects on the regular operations of our commercial or general aviation

communities. It is important to realize that this rule is for unmanned aircraft under 55 lbs that:

- Must still be within visual line of sight of the operator
- Must operate daylight hours only
- Must yield to all other aircraft in the vicinity
- Must operate below a maximum altitude of 400 feet AGL, and
- Operations in Class B, C, D and E airspace are only allowed with ATC permission

Now that certification training is also going to be available for these operators, we can ensure that they receive the training needed to understand how the national airspace system works. We will also need to continue to educate these UAS operators regarding aerial applicator operations, to ensure that they do not operate in the same vicinity and would de-conflict immediately if that were to occur.

The North Dakota Aeronautics Commission's mission is "to serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost effective advancement of aviation." We will continue to monitor and work with the FAA and aviation industry to ensure that safety is not compromised and that aviation will continue to grow in both manned and remote piloted flights.



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We will still need to wait for the FAA to determine how UAS aircraft that weigh over 55lbs can safely utilize and integrate into the National Airspace System. To learn if it is possible for large UAS operations to coexist safely with manned operations, we can look within our very own state to see what the future holds. I recently had the opportunity to observe a UAS research project that is taking place this summer at the Hillsboro airport. Elbit Systems is a company that is working to gather data utilizing precision agriculture for research purposes. This project is very exciting for our state, as it will help to open the door for new UAS flights and research, particularly in the agriculture industry.

The flight operations are conducted in coordination with the North Dakota UAS test site and utilize the Hermes 450 aircraft. This aircraft has a 35-foot wingspan, has the ability to stay aloft for over 12 hours, and requires a runway to land, so it must be based at an airport. It also weighs approximately 1,200 lbs, which makes an aircraft of this size not able to operate under the new small UAS rule. The aircraft can, however, operate under the parameters of our UAS test site. It also flies at cruising altitudes above 3,000 feet in close coordination with air traffic control, as the aircraft has a transponder for easy radar identification.

Anytime that a new research project is proposed within our UAS test site, I am always amazed at the amount of coordination that occurs between multiple organizations to ensure that a safe operation exists. There truly is nothing unmanned about any of these operations, which is the reason that the FAA is calling their new certificate "Remote Pilot in Command." In this particular research project, the Hermes 450 requires approximately eight

people to operate it from the ground, and it is followed with a chase plane that is flown by the Civil Air Patrol. The project involves coordinating and communicating with all based and transient operators of the airport to ensure NOTAMs are continually updated and safe operations take place. Multiple FAA offices have been involved with the project in addition to two of our state universities. The North Dakota Department of Commerce has also awarded a grant to help provide financial backing for this research project. Essentially, all of the partnering organizations are working hard to ensure that safe operations take place and valuable research is gained from each flight.

Data from this research project and others like it will help our UAS test site, the aviation industry, and the FAA to find solutions to integrate UAS into the national airspace system. Should this technology prove successful, its precision agriculture business model may eventually spread throughout the state and even the nation.

When one takes a look at all of the partnerships and steps that need to occur for each research flight to safely and legally take place, it becomes a monumental and ground breaking moment when the data starts streaming in. It's certainly a fun and exciting time to be working in the aviation industry where we currently have the opportunity to break new ground each and every time that a new flight takes place.

The FAA releasing the small UAS rule truly is a historical moment for the aviation industry, and I look forward to our continued collaboration to ensure that safe operations will continue to exist and our communities are able to benefit from this enhanced aviation technology.



## Are you talking to me?

If not, you should be.

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# Summary of Small Unmanned Aircraft Rule (Part 107)

## Operational Limitations

- Unmanned aircraft must weigh less than 55 lbs. (25 kg).
- Visual line-of-sight (VLOS) only; the unmanned aircraft must remain within VLOS of the remote pilot in command and the person manipulating the flight controls of the small UAS. Alternatively, the unmanned aircraft must remain within VLOS of the visual observer.
- At all times the small unmanned aircraft must remain close enough to the remote pilot in command and the person manipulating the flight controls of the small UAS for those people to be capable of seeing the aircraft with vision unaided by any device other than corrective lenses.
- Small unmanned aircraft may not operate over any persons not directly participating in the operation, not under a covered structure, and not inside a covered stationary vehicle.
- Daylight-only operations, or civil twilight (30 minutes before official sunrise to 30 minutes after official sunset, local time) with appropriate anti-collision lighting.
- Must yield right of way to other aircraft.
- May use visual observer (VO) but not required.
- First-person view camera cannot satisfy “see-and-avoid” requirement but can be used as long as requirement is satisfied in other ways.
- Maximum groundspeed of 100 mph (87 knots).
- Maximum altitude of 400 feet above ground level (AGL) or, if higher than 400 feet AGL, remain within 400 feet of a structure.
- Minimum weather visibility of 3 miles from control station.
- Operations in Class B, C, D and E airspace are allowed with the required ATC permission.
- Operations in Class G airspace are allowed without ATC permission.
- No person may act as a remote pilot in command or VO for more than one unmanned aircraft operation at one time.
- No operations from a moving aircraft.
- No operations from a moving vehicle unless the operation is over a sparsely populated area.
- No careless or reckless operations.
- No carriage of hazardous materials.
- Requires preflight inspection by the remote pilot in command.
- A person may not operate a small unmanned aircraft if he or she knows or has reason to know of any physical or mental condition that would interfere with the safe operation of a small UAS.
- Foreign-registered small unmanned aircraft are allowed to operate under part 107 if they satisfy the requirements of part 375.
- External load operations are allowed if the object being carried by the unmanned aircraft is securely attached and does not adversely affect the flight characteristics or controllability of the aircraft.
- Transportation of property for compensation or hire allowed provided that -
  - The aircraft, including its attached systems, payload and cargo weigh less than 55 pounds total;
  - The flight is conducted within visual line of sight and not from a moving vehicle or aircraft; and
  - The flight occurs wholly within the bounds of a State and does not involve transport between (1) Hawaii and another place in Hawaii through airspace outside Hawaii; (2) the District of Columbia and another place in the District of Columbia; or (3) a territory or possession of the United States and another place in the same territory or possession.
- Most of the restrictions discussed above are waivable if the applicant demonstrates that his or her operation can safely be conducted under the terms of a certificate of waiver.

<http://xwaproject.com/>

The City of Williston has officially unveiled a newly designed website for its airport relocation project. The website will be a comprehensive guide for anyone interested in the project. It will be the primary source of information for the entire airport relocation project. We will provide photos, videos, news releases, answers to frequently asked questions and a past and future timeline.

## Remote Pilot in Command Certification and Responsibilities

- Establishes a remote pilot in command position.
  - A person operating a small UAS must either hold a remote pilot airman certificate with a small UAS rating or be under the direct supervision of a person who does hold a remote pilot certificate (remote pilot in command).
  - To qualify for a remote pilot certificate, a person must:
    - Demonstrate aeronautical knowledge by either:
    - Passing an initial aeronautical knowledge test at an FAA-approved knowledge testing center; or
    - Hold a part 61 pilot certificate other than student pilot, complete a flight review within the previous 24 months, and complete a small UAS online training course provided by the FAA.
    - Be vetted by the Transportation Security Administration.
    - Be at least 16 years old.
  - Part 61 pilot certificate holders may obtain a temporary remote pilot certificate immediately upon submission of their application for a permanent certificate. Other applicants will obtain a temporary remote pilot certificate upon successful completion of TSA security vetting. The FAA anticipates that it will be able to issue a temporary remote pilot certificate within 10 business days after receiving a completed remote pilot certificate application.
  - Until international standards are developed, foreign-certificated UAS pilots will be required to obtain an FAA-issued remote pilot certificate with a small UAS rating.
- A remote pilot in command must:
    - Make available to the FAA, upon request, the small UAS for inspection or testing, and any associated documents/records required to be kept under the rule.
    - Report to the FAA within 10 days of any operation that results in at least serious injury, loss of consciousness, or property damage of at least \$500.
    - Conduct a preflight inspection, to include specific aircraft and control station systems checks, to ensure the small UAS is in a condition for safe operation.
    - Ensure that the small unmanned aircraft complies with the existing registration requirements specified in § 91.203(a)(2).
  - A remote pilot in command may deviate from the requirements of this rule in response to an in-flight emergency.

## Aircraft Requirements

- FAA airworthiness certification is not required. However, the remote pilot in command must conduct a preflight check of the small UAS to ensure that it is in a condition for safe operation.

## Model Aircraft

- Part 107 does not apply to model aircraft that satisfy all of the criteria specified in section 336 of Public Law 112-95.
- The rule codifies the FAA's enforcement authority in part 101 by prohibiting model aircraft operators from endangering the safety of the NAS.



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Ben West, Airport Planner  
North Dakota Aeronautics Commission



## To Hangar, or not to Hangar? That is the Question!

So, is this article a Shakespearean drama, or an update on the FAA's view of the aeronautical use of hangars? I would say that it is both of those. As we in the aviation community well know, the FAA has a tendency to be dramatic when it comes to their interpretation of their own regulations. Of course, this drama comes from the FAA's regard for the wellbeing and safety of all those in the aviation industry, and we, the flying public, appreciate their concern and tenacity toward those issues. With that said, what is the newest and greatest on this issue: to hangar or not to hangar?

First, a little background on what the previous FAA thoughts were on this issue. As of the initial policy implementation in July 2014, only aircraft and incidental items necessary for maintenance or operation of the aircraft could be stored in hangars. The FAA took a hard lined stance on this, and during their airport compliance inspections, many airports received write-ups for minimal infractions. Examples included: amateur built aircraft could not be constructed in hangars, vehicles could not be stored in hangars for any reason, or non-aeronautical uses of hangars were not allowed at all. Thanks to the many voices of those airport users who took issue with the FAA's hard lined stance, the FAA's upper echelon decided to re-evaluate their position, and on June 15, 2016, a new updated policy was released.

This new policy (Policy on the Non-Aeronautical Use of Airport Hangars found in Federal Register Volume 81, Number 115, Page 38906) is a divergence from the previous regulation. It has opened up the door to give the airport sponsor more control over what can and can't be stored in a hangar. There are also opportunities for non-aeronautical uses to be allowed if they do not impede aeronautical uses. With that said, what hangars are under this regulation?

This policy applies to all federally obligated airports designated for aeronautical use on an FAA-approved Airport Layout Plan (ALP). Federally obligated airports are those that have accepted federal airport grants and have agreed to the conditions and assurances in those grant agreements (one of the assurances is to use hangars for aeronautical purposes). It does not apply to property designated for non-aeronautical use on an approved ALP, or property approved by the FAA for non-aeronautical use. Hangars on a private airport would not be under this policy, but private hangars built on land leased from an airport that is federally obligated will have to comply with this order. What are the dos and don'ts with this new policy?

The new policy makes airport sponsor's responsible for hangar usage. One of the responsibilities is to require a written lease agreement or permit for hangar usage. If vehicles or other items are stored in a hangar, they must not impede the movement of aircraft in and out of the hangar. Hangars may be used as an aeronautical business office, if it does not restrict the movement of aircraft. Airport sponsors must also keep a look out for unapproved non-

aeronautical use.

Under no circumstances may a hangar at a federally obligated airport be used as a residence. Also, there should not be long-term storage of derelict aircraft and parts. Additionally, storage of items and activities prohibited by local and state law are not permitted, to include storage of fuel and other dangerous materials. These are just a few examples, and the above list is not all-inclusive.

The new policy is meant to give airport sponsors more discretion at managing hangar usage with their local situation guiding the decision to use hangars for aeronautical or non-aeronautical purposes. The primary purpose should always be aeronautical usage, but in certain circumstances, where there is not a current aeronautical demand, the airport sponsor can get FAA approval for interim non-aeronautical use. Additionally, if non-aeronautical use is authorized by the FAA, the users should be paying fair market rental rates, and the hangar should be returned to aeronautical use as soon as there is a need.

One of the biggest changes, was the ability to construct amateur-built aircraft within hangars at a federally obligated airport. Under the new policy, amateur-built aircraft construction is considered an aeronautical activity. Airport sponsors should still monitor the progress, and these projects should be completed in a reasonable time. As you can see, thanks to the efforts of airport hangar users, the FAA has come about 180 degrees.

This article was not meant to be all-inclusive. Airport users and sponsors are encouraged to read and understand the full FAA policy on non-aeronautical use of airport hangars. Please go to this link for the full policy: [www.gpo.gov/fdsys/pkg/FR-2016-06-15/pdf/2016-14133.pdf](http://www.gpo.gov/fdsys/pkg/FR-2016-06-15/pdf/2016-14133.pdf).

If you have additional questions, please feel free to call the local FAA ADO office in Bismarck, or the North Dakota Aeronautics Commission at 701-328-9650.

*Be Safe out there in the air, Benjamin*

## Eternal FLIGHT



**James "Jim" Aldrich**, 87, Wahpeton, ND passed away on Friday, July 1, 2016 at CHI St. Francis Health, Breckenridge, MN. A proud member of the Wahpeton and Dwight Fire Departments for fifty years, Jim served as Wahpeton's fire chief from 1986 to 1988. He was known statewide as an instructor on firefighting and hazardous materials. He served on the board of the Wahpeton Airport Authority.



Mike McHugh, Education Coordinator  
North Dakota Aeronautics Commission

701-328-9650  
mmchugh@nd.gov



## Creating Aviation's Future

As I talk to individuals in the aviation industry, I generally hear that those in the industry love aviation, enjoy flying, and are happy with their choice to be in the industry. Then, I read in multiple publications, about the huge pilot shortage. According to the Regional Air Service Alliance (<http://aci-na.org/sites/default/files/swelbar-final.pdf>), this pilot shortage will be the cause of the regional airline industry to become 40% smaller by 2022. This labor shortage is not just impacting the airlines, and it is not a pilot only problem. Across the industry, there is a growing demand for mechanics, air traffic controllers, aerial applicators, airport managers, UAS operators, and more. I continually wonder, "If we all love the industry, why do we have an issue finding young people interested in pursuing a career in aviation?"

Numerous sources cite various causes for the labor shortage. Is it the wages? The 1500 hour rule? The high cost to get training? The numerous retirements? I think that all of these factors are important to consider, but one key factor to having a successful future workforce, is getting young people excited about the industry.

There are many ways to get students interested in aviation, and there are lots of great events happening around the state to help. In addition to fly-in/community events, there are many activities that can help generate interest:

- Be a guest speaker for a group – School groups are always looking for guest speakers, but also the Cub/Boy Scouts and Brownies/Girls Scouts, 4H clubs, and daycares are typically great audiences. Groups, such as the scouts, may even be looking for someone to help with a merit badge or achievement.
- Even better than going to a group's meeting, is having them meet at the airport. Being in the airport environment is sure to engage their minds and allows the opportunity to actually see and touch airplanes, ARFF trucks, and other behind the scenes equipment.
- Encourage students to visit an air museum. Both the Fargo Air Museum and the Dakota Territory Air Museum offer

youth educational programming free of charge.

- If you are a pilot, take a child flying with you. The EAA chapters also offer young eagle flights for youth periodically throughout the year.
- Help keep the airport clean and well maintained. Having a well maintained airport environment helps to make the airport a friendly place.
- There are many other "out of the box" ideas, such as having a playground near the airport to encourage kids to feel welcomed in the airport environment.

As you can see, there are MANY ways to help encourage our youth into pursuing a path into aviation. Helping our kids see the many opportunities in aviation and the industry beyond the cockpit can, and will, make a difference. Our office can help in many ways. We can provide resources, such as educational brochures and balsa gliders for your event. Or, if financial assistance is needed, we may be able to help with an educational grant. I would be happy to help you plan for a youth visit by providing ideas for activities or



coordinating a visit. Please don't hesitate to call or email. While you are planning, consider existing resources from groups such as EAA, AOPA, CAP, and our office.

There are resources available to provide financial assistance with educational efforts. The North Dakota Aeronautics Commission may be able to help your group through an educational grant. Other local and national groups, such as EAA, Civil Air Patrol, AOPA, Women in Aviation, and more, provide resources as well. There are even flight training scholarships available from many of these groups. Feel free to contact our office for assistance finding these resources.

If each of us does our part to help show youth how exciting our industry is, I believe that we will see this issue improve. In many cases it takes very little effort to get kids excited. A little time and a smile can go a long way. Please contact me if you would like any assistance helping with an outreach effort.



Rod Brekken

## TAILFeathers

### Make Sure You're Getting a Good Inspection!

When I talk airplanes to "non-aviation" people, whether it is with friends in an impromptu conversation, acquaintances at an event, or especially when I'm talking to potential aviation students at a career fair, questions about "airplanes being safe" always seem to come up. I try my best to assure them that airplanes go through an in-depth annual inspection. When you have your airplane in for an annual inspection, be sure that the inspection provides compliance with the best airworthiness standards.

Bring along a list of problems or concerns you are having. Be sure you bring along your log books.....the first time. Review with the mechanic doing your maintenance the history of any STCs that have been accomplished on your aircraft, the total times of all the components, and the engine time since major overhaul (TSMOH) hours. Ask to see the ADs being complied with, and also, the new ones that apply since the time of your last annual. Be sure the aircraft weight and balance is up to date

and lists the current accessories in your aircraft. Don't put off a recommended procedure or repair that needs to be done. Putting it off until next time is NEVER a good idea when it comes to the safety of your family, friends or customers. Delaying maintenance is not a good idea. It will only add to down-time in the future when you have an important trip to take, or could delay or cancel a family vacation planned.

If possible, have the mechanic provide an estimate of the costs for your annual inspection and a best guess of the time it's going to take. You want to be sure any and all problems are resolved or averted and you get your aircraft back in a reasonable amount of time. Be sure to allow plenty of time between trips, so the mechanic has the time to do the best annual inspection for you. Find a great shop with a great reputation for excellent service and you'll be fine.

*Have a great flying season!!*

*Aviation joke: Three old pilots were walking across the ramp to their airplanes.*

*First one says, "Windy, isn't it?" Second one says, "No, it's Thursday." Third one says, "Yeah, so am I. Let's go get a beer instead."*



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# Set to Take Flights

**Federal, state and local officials dedicate the new terminal in Minot**

By Jill Schramm - Staff Writer (jschramm@minotdailynews.com), Minot Daily News

The \$43 million investment in a new Minot airport terminal was money well spent, according to federal, state and local officials who spoke at a dedication ceremony Friday.

Gov. Jack Dalrymple said the \$24 million contribution by the state represented a belief in the region during its time of rapid economic growth.

"It was truly a partnership effort state, local and federal governments working together in a very unique way to pull this off. And it is impressive," he said.

The new terminal has six boarding gates, four rental car companies, a restaurant and gift shop.

Although air passenger traffic has slowed, Dalrymple noted the airport remains busy. The airport recorded 14,928 boardings during March, the most recent month of available statistics, and 39,728 for the first three months of this year.

Sen. Heidi Heitkamp, D-ND, compared the 125,000-square foot, state-of-the-art terminal to the 34,000-square-foot, 25-year-old former terminal. The old terminal "looked like a place that wasn't prepared for who we thought we could be," she said.

"It says volumes about whether we are ready for the next chapter in North Dakota and northwest North Dakota," she said of the new terminal. "This is the gateway. This is what people's first impressions are of your community. I don't know how you could possibly make a better first impression than this building. It's incredible."

The federal government contributed \$32 million toward \$76 million in airport improvements, said Sen. John Hoeven, R-ND.

"This is important for Minot, but this is important for northwest North Dakota," Hoeven said. "This is a culmination of a lot of people's efforts."

Congressman Kevin Cramer, R-ND, said he loves to tell people in Washington about the cooperation that occurs at every level in North Dakota.

"It's what allows us to do big things, sometimes bigger than what people think we deserve," he said. But he added the federal funding is in response to North Dakota's contribution to the national economy in the past several years.

"We don't have to apologize at all for that \$32 million in Airport

Improvement Projects. It's a good investment," he said.

"This really showcases the accomplishments of what a community can do when it sets its mind to it," said Sue Mowery-Schalk, division manager with the Federal Aviation Administration. She also cited the FAA's partnership with the community.

"We continue to want to be there and be part of that success story with you," she said.

John Caldwell, president of MLT Vacations, a subsidiary of Delta Airlines, said the airline is pleased with the facility, which he listed as one of the finest airports he has visited in 31 years in the industry.

Coover-Clark & Associates designed the facility. KLJ was project engineer and Graham Construction was head contractor.

Following a ceremony in the terminal, two Canadian Snowbirds and three World War II aircraft flew over the facility.



Gov. Jack Dalrymple, left, presented a photo from the airport terminal groundbreaking in September 2013 to Mayor Chuck Barney, center, and former mayor Curt Zimbelman, at the dedication of the new terminal Friday. Photo by Jill Schramm/MDN



# Minot Airport History

Minot's first airstrip was developed in the late 1920's on a 20 acre tract in the southern portion of present airport property. The dedication of the "Port of Minot" was held on July 23, 1928 to coincide with the "Ford National Reliability Tour", an event typical of the "barnstorming" days.

Mr. Baldwin, President of the Minot Park Board, gave the dedication. Mayor A.J.H Bratsberg accepted the airport on behalf of the City of Minot and praised the park board for taking the steps in securing an airport for the city, even in the face of criticism. The ceremony was ended with several park board members and their families receiving a ride in a Ford Tri-Motor plane.

The original runway had an east-west orientation. Improvements (i.e., grading, apron area, and lighting) were provided by the Works Progress Administration prior to World War II. Additional improvements were provided in 1942 through the Defense Landing Area Program and the Civil Aeronautic Board when Minot Airport was designated a refueling base for the Military Air transport Command on its Minneapolis-Alaska flights. These improvements included the acquisition of certain lands and the construction and paving of three runways.

Aside from short-lived attempts to establish scheduled air service in the late 1920's and again in the early 1940's scheduled air carrier service began immediately after World War II and became international with service to Canada during the 1970's. Airline Deregulation in 1978 precipitated rapid change that continued through the remainder of the century.

The airport was administered by the City Park Board until June 13, 1947 and is now under the direction of a full-time Airport Director, a seven member Airport Committee, and the Minot City Council.







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# Just Push!

By Mark Burke, Chief Pilot, Basin Electric Power Cooperative

Recent “Upset” recovery training in an Extra 300 has given me a whole new appreciation for pushing forward on the stick when the airplane is stalled or upset. Upset is described as exceeding 45 degrees of bank, 25 degrees pitch up, or 10 degrees pitch down; my stomach had a different definition. I only threw up once.....a day. (Not so easy when you are strapped to a parachute with a seven-point harness).

Why would the airplane be in an “upset” condition? Upset can be caused by wake turbulence, wind shear, or disorientation. The first step to upset recovery is pushing forward on the stick until you are “light in the seat”; this unloads the wings, decreases the amount of lift required, and makes the ailerons more effective. Pushing forward feels unnatural when you are upside down. The next step is to roll the airplane upright, either by reference to the horizon or the attitude indicator.

The crew of Air France Flight 447 and their 226 passengers would still be experiencing the joys of life if only the flight crew had pushed forward on the stick a little longer. The airplane was in a deep stall, so deep, that the “fly-by-wire” computer shut off the stall warning because the parameters were too far out. They were somewhere around 36 degrees past the critical angle. They pushed forward for a short amount of time, but did not recover; it was

not enough time because of the mass of the airplane. The airplane didn’t feel as though it was in a stall; it remained stable because the computer-driven yaw damper did such a good job. The aircraft crashed into the ocean from cruise flight ... in a stall.

I always say, “Let’s give the engineers some credit,” as they have designed our aircraft to be dynamically stable. Meaning, if left alone, oscillations will decrease. For example, the airplane will settle in on a speed for a given trim setting after a few pitch up and down oscillations. The nature of the tail design gets credit for this. Another example is positive roll damping. In normal flight, as an airplane rolls, the combination of forward motion and rolling motion results in the net relative wind meeting the down-going wing at a slightly higher angle of attack with the opposite true for the upward rolling wing; this tends to resist or stop the roll. This is called positive roll damping. When the airplane stalls, these tendencies are reversed (negative roll damping); this makes the airplane very unstable in the roll axis. Again the magic answer is push! In the Extra 300, a push forward on the stick during an uncoordinated stall stopped the roll so abruptly, that it felt like we hit something. Pushing reduces the lift required (if you are light in the seat, so is the airplane), it decreases angle of attack, re-establishes airflow, induces positive roll damping, and enables aileron effectiveness.



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Coordinated flight is paramount; yaw-control (rudder use) is something the designers require of us. The safety and stability that is built into the design requires coordination from proper rudder inputs. If we are in coordinated flight, our non-swept back winged airplanes stall at the wing root first. The beauty of this is we initially retain positive aileron control. We also get the benefit of a pre-stall buffet felt in the controls from turbulence coming off of the wing root as it passes over the tail. The buffet warns us of an impending stall. When you are in a skid, the inside wing becomes a swept-back wing, it no longer stalls at the root; it stalls further down the wing with little or no resulting turbulent airflow over the tail to warn you. We stalled the 300 in a pronounced skid; without any warning, we were immediately inverted. It is this classic stall-spin scenario that kills people. It typically happens during an attempt to get realigned with the runway after overshooting the centerline (probably as a result of a tailwind on the base-leg). Desiring to salvage the landing, the pilot banks the airplane hard, cheats with the rudder (which only appears to help); the resulting g-load from the bank is responded to by pulling back on the stick. The stage is now set; the airplane slows up from the increased pitch, it is skidding, and it requires more than one g of lift. Because the relative wind is no longer perpendicular to the wing, the swept back wing stalls at a considerably higher airspeed than the other wing resulting in a major rolling moment. The stall-spin that follows is unrecoverable at that altitude and it happens with no warning.

On a side note a slipping stall is very stable with ample warning. I guess that is the reason that the FAA requires teaching slips to private pilot students as a way to lose altitude. For landing, I teach students to go-around and try it again if they have the option. On the other hand, slipping from altitude as in the case of a fire is a quick way to get on the ground. And of course, slipping is required to make a cross-wind landing. There really is no logical reason to be in a skid.

The moral of the story is to think about your angle of attack all of the time. In every phase of flight; think about where the relative wind is coming at you from. Consider the g-load you are putting on the airplane, then practice, practice, practice, being in coordinated flight at all times. A common mistake I often see during flight reviews is a skid during climbing left turns while doing pattern work. There is a tendency to use right aileron to stop the overbanking induced by the left turning tendencies. Using right aileron puts the airplane in a skid with the ball begging for right rudder. Try practicing the use of right rudder instead of right aileron to stop the left turning tendencies of the aircraft. P-factor, torque, and spiraling slipstream, are all accentuated when the airplane is under high power at slow speeds, especially while the airplane is in a climbing attitude. The reason the rudder is on the airplane is to counter act these forces along with adverse yaw, gyroscopic effect and of course, enable us to do cross wind landings. Let's be pro's and do it right.

*We'll see you out there, Mark Burke*



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*Congratulations to the Dakota Territory Air Museum on the ribbon cutting, celebrating the 5th fighter squadron exhibit.*



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# A Man of Firsts – ND First Pilot, 1911

By Tessa Sandstrom

Tom McGoeys was a man of firsts. He was the first North Dakota aviator, built the first North Dakota airplane, and would later be the first aviator in several cities, including Duluth. Today in 1938, the state was celebrating the life of the accomplished aviator at his funeral held in Grand Forks. Tom McGoeys had died at the age of 61 on November 17, 1938, but his legacy continued in the minds of North Dakotans who had witnessed his aerial feats.

McGoey's aviation career began on July 12, 1911, when, for the first time, the aviator flew the first ever airplane built in North Dakota. The plane was built by McGoeys and his partner F.G. Kenworthy, and the plane was ready to go for the first time. One hundred spectators gathered to watch the event once word spread through town that McGoeys was going to fly his machine at the fairgrounds. Before taking to the air, McGoeys drove the length of the field to get a feel for the machine. On his second run, McGoeys rose 40 feet into the air, making him the first North Dakota pilot. He flew to the end of the field to get a feel for the plane before landing. McGoeys then turned his plane around on the ground, and made another flight—then flew for a third, fourth, fifth, sixth and seventh time.

The Grand Forks Herald reported on this North Dakota first. "The Kenworthy-McGoey machine now seems an assured success—at least last night's flights demonstrated beyond a doubt

that the experimental stage was no more. It is only a question of a week or ten days of practice until Aviator McGoeys will be able to successfully turn around in mid-air-dip and make practically all the turnings and writhing necessary to cover a swallow-like flight...." McGoeys's flight was not only a success in Grand Forks, however. Kenworthy had already contacted several other cities about the prospect of a performance by McGoeys. With the success of these first flights, McGoeys was soon to be a well-known pilot.

Following those first flights, McGoeys went on to perform at the North Dakota State Fair, Thief River Falls, Sauk Center, Hillsboro, Langdon, Hibbing, Rochester, Superior, Duluth, and several other cities. In Duluth, McGoeys added another first to his career as the first aviator to fly in that city. If weather permitted, he also promised to take a passenger up in his small plane—and by doing so, most likely chalking another "first" to his career and for the city of Duluth.

Although a majority of his flights had been successful, McGoeys's career as an aviator only lasted about four months. He crashed twice in his career, once at the fair grounds in Grand Forks, and once in Calumet, Michigan in the fall of 1911. This last crash must have proven too much, because McGoeys ended his career then, and returned to Grand Forks where he lived until his death.

*Sources: "Tom M'Goey Rites to be held Monday," Grand Forks Herald. Nov. 18, 1938: 5. "McGoey may take up passenger," Grand Forks Herald. Oct. 12, 1911: 10. "Grand Forks aviators are successful," Grand Forks Herald. July 13, 1911: 8.*

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# COL. Thomas Kenville Honored

By Trudy Lowry

Colonel Thomas Kenville was presented with the Masters Pilot Award. H. Matt Simpson, the Federal Aviation Association (FAA) Safety Team Lead Representative, presented Kenville with a distinctive certificate and a lapel pin at the Second Annual Naples Disabled Veterans Banquet on February 6, 2016.

In presenting this award, Simpson said, "Ladies and Gentlemen, tonight two regional Flight Standards offices of the Federal Aviation Administration take pride in honoring Colonel (USAF-RET) Thomas Edward Kenville with the coveted Wright Brothers Master Pilot Award. This award was initiated in honor of Wilber and Orville Wright, American aviation pioneers who designed, built and piloted the first powered airplane. It honors those individuals who have demonstrated professionalism, skill and aviation expertise for 50 years or more. This award acknowledges exemplary service, professionalism, devotion to aviation safety, and recognition by your peers. On behalf of the Great Lakes and Southern FAA Offices, with thanks to you, Tom, we extend our best wishes in your future endeavor."

Simpson continued to say, "I wish I had time to share some of the many comments from his military colleagues, commanders, and students. All mentioning his willingness to go the extra mile in pursuit of excellence, acknowledging his leadership and generosity".

The Master Pilot Award is the most prestigious award granted by the FAA. Kenville's name will be included in the "Roll of Honor" located at [FAASafety.gov](http://FAASafety.gov).

Amid enthusiastic applause from a grateful audience, Tom shared his moment of glory by asking others in the room who had received this award to please stand. Three pilots rose to their feet: Major Jessica Stearns, Captain Cecil Schmidt, and LT. Col. David Noones. The applause grew louder as each person in the audience rose to their feet. This standing ovation honored each these brave American aviators who, together, represent 200 years of aviation excellence. These pilots have brought the aviation industry forward for the enjoyment and benefit of future generations.

Simpson presented a distinguished pin, similar in design, to Tom's wife, Carol, in recognition of her support of her husband's aviation career.

Kenville is an active member of the Naples Civil Air Patrol. He generously gives his time and talent to support the squadron. The Naples squadron Commander 1<sup>st</sup>. LT. Thomas Di Benardo

said, "The Naples Senior Squadron congratulates Col. Thomas Kenville on his accomplishments in the aviation world. We are honored to have him as a member of our squadron, where he has shared his accomplishments and expertise with our members. Our members benefit from his experience and training, in and out of the aircraft."

He served 32 years in the United States Air Force and in the North Dakota Air National Guard (NDANG). He retired in 2005. Kenville has accumulated over 5,000 military flight hours. The Air National Guard bestowed the "Legion of Merit" to him.

He has accumulated 15,000 total flight hours in various military and civilian aircraft, from single engine pistons, through a full range of high performance jets, including large military transportation. He holds both FAA Certified Flight Instructor and Air Transport Pilots Ratings.

Following his retirement from the NDANG, he continues his career in aviation as the President and CEO of Mid-America Aviation, a company specializing in supplying aerospace support for USAF, NASA and 16

foreign governments. Tom sold Mid-America Aviation to Moog Aerospace in 2010.

Throughout his career he received several meritorious awards, both military and civilian, recognizing his exceptional leadership and commitment to quality and safety.

Kenville is a member in good standing of the Caterpillar Club. This is an association of people who have successfully used a parachute to bail out of a disabled aircraft to save their life. The parachute maker authenticates applicants. When this requirement is met, the applicant is welcomed into the club. They are given a certificate and a distinctive lapel pin.

Kenville is a successful businessman. In 2003, he was named the "North Dakota Business Innovator of the Year." He has owned and operated automobile dealerships, Mid-American Aviation, Flock Buster, Skeet-R-Gone, and Roll-a-Ramp corporations.

He and his wife, Carol, spend winters in Naples, Florida and summers in Fargo. They have four grown children. Kenville says, "We have many grandchildren. They are all "great," but one actually has a title "great grandchild."

Those of us that live in Naples, Florida truly appreciate the fact that the Kenvilles chose to spend some time here with us, as I am sure that those folks in Fargo are happy to see them return to North Dakota. Thank you Tom and Carol.



## AOPA Statement on the President Signing the FAA Extension & Third Class Medical Reform

FREDERICK, MD – The Aircraft Owners and Pilots Association (AOPA) released the following statement after the president signed into law an FAA authorization extension including third class medical reform.

“We did it together! Medical reforms are now the law, and that’s a big win for general aviation,” said AOPA President Mark Baker. “It has taken years of commitment and hard work to make these reforms a reality. AOPA and EAA started the current reform effort back in 2012 when we petitioned the FAA for a medical exemption but the terms of that petition were much more limited than what pilots will get under the new reform law. This is something our entire community can get excited about.”

Although the extension only keeps the FAA running through September 2017, the medical reforms are permanent, and the FAA now has one year to develop and enact rules that align with the reforms. Pilots will not be allowed to fly under the reforms until the FAA has completed its rulemaking or the one-year time limit has elapsed, whichever comes first. The FAA has not yet said when it will begin the rulemaking process or what form that process will take.

“The reforms are now law and that means we’re in the home stretch when it comes to getting more pilots flying without compelling them to repeatedly go through the expensive and burdensome medical certification process,” said Baker. “But there’s more work to do to ensure that the law is translated into regulations that make sense and work in the real world.”

Under the reforms, pilots who have held a valid medical certificate any time in the decade prior to July 15, 2016 may

not need to take another FAA medical exam. The 10-year lookback period applies to both regular and special issuance medicals. Pilots whose most recent medical certificate was revoked, suspended, withdrawn, or denied will need to obtain a new medical certificate before they can operate under the reforms. Pilots who have never held an FAA medical certificate, including student pilots, will need to go through the process one time only.

After meeting the initial requirements to fly under the reforms, pilots will need to visit a state-licensed physician at least once every four years and take a free online course on aeromedical factors every two years.

“This is a moment to celebrate what we’ve achieved together,” said Baker. “But we know our work isn’t done. The legislation lays out a clear path forward, but many additional details will be worked out during the regulatory process over the coming months. AOPA will be watching closely and working with the FAA to ensure that the regulations reflect the intent of the legislation and the real-world needs of pilots.”

“We have fought long and hard for medical reforms and thanks to the support of GA supporters in both the House and Senate, those reforms are now the law. We are very pleased that pilots will soon reap the benefits, but the devil is always in the details, and some of those details will be worked out in the rulemaking process,” said Jim Coon, AOPA senior vice president of government affairs. “That’s why our team will be closely monitoring the FAA’s next steps and providing input and the pilots’ perspective at every opportunity.”



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## **New Instrument Meteorological Conditions Club (IMC) in Bismarck-Mandan**

This new group holds monthly meetings with the regular EAA meeting the third Saturday of each month. Topics vary, but always include safety.

**IMC Club • 9:30 a.m.**

**EAA • 11:00 a.m.**

**Dave Barth's Hangar, Mandan Airport Y19**

Meeting notices are emailed monthly. If you have any questions or would like to be added to this list, please contact Darrell Pittman at [atcpn@bis.midco.net](mailto:atcpn@bis.midco.net) or 701-391-7760.

This program is supported by Jay Flowers of our Aviation Safety program at [www.faasafety.gov](http://www.faasafety.gov)

The advertisement features a large photograph of the Minot Aero Center hangar at night. The hangar has a red roof and white walls. Several vintage aircraft are displayed inside, including a black biplane with '9X' on its side and a yellow biplane. The text 'MINOT AERO CENTER' is prominently displayed above the hangar entrance. In the bottom left corner, there is a logo for KMOT featuring a globe with a red star and the text 'KMOT'. In the bottom right corner, the website 'WWW.MINOTAEROCENTER.COM' is listed. The overall design is professional and highlights the center's offerings.

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# Teaching our Next Generation

By Jason J. Wondra, NDPAMA President

# NDPAMA

First, let's start with a question "What makes a good A&P?". Is it how fast you can finish a job safely, how much knowledge you know, or is it how old you are? These things are the bench marks for what we think is an elite A&P Technician should be, and we strive every day to be the best and to meet those goals.

Secondly, have you looked at a 10-year-olds face after you try explaining something on the aircraft, sometimes you get an enthusiastic response or an off the wall question about my favorite sports team. The mark of a good A&P is that 10-year-old child walking away with a smile and a little knowledge. The most important impression we can instill in our youth is the love of aviation as a whole. Every person learns differently, whether by listening, doing, or watching. The key is find what works when training each individual. Positive reinforcement is crucial to the development of young and old A&Ps. A stress free environment is important to help foster growth. When mistakes are made, it's important to learn from them and talk about the steps that lead to the mistake. "There is more than one way to skin a cat," that quote is very evident in aircraft maintenance. Find what works, each person does things differently, but the end result is still the same. Just because I teach something a certain way doesn't mean

that there isn't a better, maybe more efficient way to do it. I learn just as much when I am the trainer as when I'm the apprentice, I learn something new every day, nobody knows everything and it's important to humble yourself, as well as your apprentice, co-workers, or that 10-year-old.

I was an instructor in the USAF; taught basic trainees to be F-16 Crew Chiefs. It was a one year course (six months teaching on a cold aircraft, three months teaching on a hot aircraft, and three months OJT at your first duty station). I've learned through my experience how to teach people to be good technicians. Also being able to teach other seasoned veterans on how to teach other mechanics.

My challenge to all A&P's out there is to mentor a new guy in your shop, build his self-confidence. Make maintaining aircraft fun, not just a job. You never know what influence you might have on any 10-year-old just wanting to know a little bit about aircraft. When someone learns and applies it, it's the most rewarding thing from a trainer's perspective.

In conclusion, the mark of a great mechanic is the impressions you leave behind, the passion of aviation and the relationships you foster and grow.

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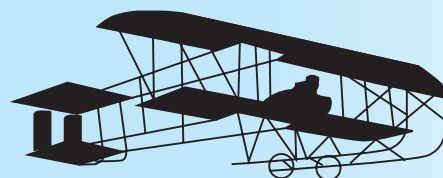
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# CALENDAR of EVENTS

Check out the online calendar  
for details on these events:  
[www.NDAC.aero](http://www.NDAC.aero)

### August 2016

Northern Neighbors Day — Aug 13  
MAFBMAFB - Open House and Fly-In

Fargo Air Museum's Camp — Aug 13  
Fargo Air Museum - Photography

Kulm Windfest — Aug 20  
KulmD03 - Kulm

EAA Chapter 1008 Movie Night — Aug 27  
Y19 - Mandan

Milnor Fly-In Barbecue Supper —  
Aug 28  
4R6

### September 2016

International Peace Gardens Fly-In —  
Sep 05  
S28 - Dunseith

Fargo Air Museum's Camp — Sep 10  
Fargo Air Museum Fargo Air  
Museum - Engineering

Barnes County Municipal Airport Fly-In —  
Sep 10K  
BAC Valley City

Bismarck Fly-In — Sep 11  
KBIS Bismarck

### October 2016

Fargo Air Museum's Camp — Oct 08  
Fargo Air Museum

Fargo Air Museum - October Sky/  
Rocket Propulsion

EAA Chapter 1008 Chili Feed & Contest —  
Oct 15  
Mandan Y19

### November 2016

Fargo Air Museum's Camp — Nov 12  
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