

Aviation QUARTERLY

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North Dakota Aviation Council

Summer 2012

To Make a Difference

W. Scott Olsen

Dave Mohn, an avionics technician at the Fargo Jet Center, is one of those people who believes in service, in mentoring kids, in making a real difference. As a merit badge counselor for the Boy Scouts of America, he has recently seen his 275th scout earn the Aviation Merit Badge.

Like many school kids, Dave was asked in his 9th grade Social Studies class to think about his future vocation. He loved electronics. He also loved airplanes. “I used to watch them go by all the time,” he says. “I still do.” His teacher gave him an FAA pamphlet that described a career in aviation electronics, and he was hooked.

“I had my intro flight when I was 16,” he says. I don’t have a pilot’s license, but I do have about 35 hours as PIC. And because I do all the certification and recertification flights, I sit in the right seat all the time. I have more hours in the right seat than most pilots have in the left!”

One day several years ago, a friend of his son’s invited his son to a Boy Scout camp-out. Dave’s wife wanted Dave to go along. “Once I got involved, it was all over.”

“Every time I was around kids it was a lot of fun,” he says. “I was always trying to create a positive atmosphere.”

Dave remembers the first aviation merit badge he guided. It was in 2005 with Troop 244 from North Fargo. Dave helped the scouts build a wind tunnel out of Lexan glass for a Scout Show at Moorhead’s Center Mall, a gathering of dozens of Boy Scout troops

that showcased projects and activities. That air tunnel took Best-in-Show and is still on display at the Fargo Air Museum.

The Aviation merit badge is one of the original fifty-seven Boy Scout merit badges offered in 1911. To earn the badge, a scout has to complete ten activities that range from a preflight inspection to explaining how an airfoil creates lift, from creating a flight plan with destination times to building a gas powered model airplane; from visiting a tower to visiting the FAA.

Dave has acted as mentor, or counselor, for more than 275 scouts who have earned this badge. He’s acted as counselor for more than 150 merit badges in electronics. In fact, Dave has been the adult behind more than 700 merit badges including hiking, small boat sailing, personal fitness, communications, orienteering, and more. In 2010, he helped more than 300 boys earn their Centennial badges, for Signaling, the old art of communicating by semaphore flags and Morse Code. Fifty-seven of them earned the Badge in one weekend.

“You help them get there. That’s what you do,” he says. “You get to have a significant impact on kids.”

Dave recalls his most memorable badge. “I was sitting on an Eagle board, the panel of Scout leaders who review the applications of young men who want the rank of Eagle



Scout—the highest rank we have” he says, “and, as always, we asked the boy about his career aspirations. He said he wanted to be an aerospace engineer. I looked, and I could not see the aviation badge. It was way down on the sash—one of the more recent ones in this boy’s Scout history. I asked him about the badge, and he showed it to us. Then he reminded me that I was the mentor for his project. He said he had thought he was going into Civil Engineering. But, his experience with the aviation badge really lit a fire and changed his mind.”

Dave pauses. “That was exciting!” he laughs.

Another project Dave recalls happily was another Eagle project. The Scout built a display table with a laminated sectional map on top and a CDI built into the wood. You could manipulate the CDI and set up all sorts of approaches. The Scout put about 170 hours into it. Dave put about 25 hours into it himself.

“It’s just so much fun,” he says. “I was never a Boy Scout, but I wish I would have been one.”



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Rod Brekken, Chairman
ND Aviation Council

CHAIRMAN'S COMMENTS

“The North Dakota Aviation Council was founded in 1983 by six aviation organizations interested in promoting aviation in the state and presenting their concerns before government and the general public. It was founded with the notion that solutions to problems facing aviation can be best served by consolidating and working together rather than struggling as independent special interest groups. The NDAC seeks to serve aviation professionals by providing a forum for the exchange of information, ideas, and experience among their peers-pilots, agricultural operators, airport managers, Fixed Base Operations, aviation mechanics, educators and aviation museums in Fargo and Minot. Advancing the goals of the member organization is an important function of the annual Upper Midwest Aviation Symposium.”

Over the years, the Council has become an influential voice for the flying public and aviation services in North Dakota. By combining our talents and resources, we are set to explore answers to the most pressing issues of today to ready ourselves for the exciting aviation world of tomorrow.

The preceding statement is found on the NDAC website and best describes the reasoning behind the formulation of the North Dakota Aviation Council. It describes the need in 1983 for aviation special interest groups to band together to formulate a “one voice” organization. It took a lot of foresight and cooperation by those first six groups to join together. Their purpose, as explained in the statement, was to provide a forum for the exchange of information, ideas, and experiences that would best serve the flying public and general aviation. It also tells us that these groups have been very successful in combining their efforts to reach these goals. Thankfully, this Council has grown in member organizations and has become stronger as it moves forward. In my mind, that tells us that without the foresight, planning and cooperation of many unnamed individuals, these goals would not have been reached. Several of these individuals are no longer with us. Some have passed on to the “great flying club in the sky.” Some have impacted our careers and goals and have gone on to other endeavors. Thankfully, some are still with us and continue to guide us along a path to success.

I think one of the most important things we find in this statement is the fact that this endeavor began 30 years ago and that we need to stop, take time to appreciate these people from our industry, and pass along to the generations the importance of what they have helped us to accomplish. At the Upper Midwest Aviation Symposium next March in Fargo, we will take the time

to honor and thank these people who began with the concept, nurtured it, and helped it blossom into the strong organization it is today. As you go about your day, stop and think about these people. Their leadership probably in some way provided the means for your livelihood. I certainly don’t know them all, but

some of you do, or did, know them well. Please help me in the coming months to compile a list of these exceptional people and their noteworthy contributions. We need to recognize them. They are the seeds from which North Dakota aviation continues to grow and flourish.

It’s July, and the crops, for the most part, look fantastic around the state. The oil industry boom has provided a HUGE impact to our state, providing both good and less than desirable results. Commerce in our state is at an all-time high and is predicted to expand. This expansion can be exceptional for some and devastating for others. For those of you feeling the pinch, let’s strongly support and work with our North Dakota Aeronautics Commission to keep North Dakota airports equipped to handle their needs for the future. The oil industry needs them, and the

aviation generations to come need them as well.

This is my chance to congratulate Mr. Warren Pietsch on his recent appointment to the commission. We look forward to working with you, Mr. Pietsch, and appreciate your lifelong commitment to aviation.

Lastly, I need to say thanks to a good friend who has served us on the commission since 1985. He has recently retired from the commission, and we all need to extend a heartfelt thanks to Mr. Bob Miller for his devotion to aviation in North Dakota and his tireless support of the NDAC. Thanks Bob and enjoy your extended furlough!

Please help me in the coming months to compile a list of these exceptional people and their noteworthy contributions. We need to recognize them. They are the seeds from which North Dakota aviation continues to grow and flourish.



Larry Taborsky, Director
North Dakota Aeronautics Commission



DIRECTOR'S CHAIR

A story from a pancake breakfast

A stately-looking elderly lady sat at a table in the hangar, giving her a perfect view of the airstrip as aircraft landed every few minutes. I sat down with her and commented that she must have paid big bucks for such prime seating for the event. How close to the truth I was! She was the widow of one of the founders of the airport, who gave his heart and soul to make it the fine turf air strip that it is today. She should be proud of what has developed. The airplanes were parked wing to wing, and at times there was a challenge finding places for the new arrivals to shut down. The beauty of having a long breakfast period is that the crowd flows in and out at a pace that both the cooks and the parking areas can accommodate. The traffic was just as busy from the road side. The public came out in force to see what was happening at the local airport. We aviators know that the airport is a welcome place at any time. An invitation to breakfast is a great way to give the rest of the community permission to come visit their local airport. I always love the sight of small children being led around by parents or grandparents, with fingers pointing and excited voices as they see things that they've only seen in books or on television.

The next person to sit down was a pilot. You could tell just by looking at him and seeing the enthusiasm he had for what was going on around him. His story was just as encouraging...

"Ron" used to live here and now spends his time in Nevada. But he makes a point of getting back monthly to visit his mom, and he made sure that the visit this month was timed so that he could attend the annual airport breakfast and fly-in. He told me that, when he was a local pilot and aircraft owner, he hired kids to do his yard chores, and at the end of the day, he would give them the option to be paid cash for their efforts, or to get paid with flight time. They invariably would choose to go airborne. And at the end of each flight, he'd tell the kids that the flight went a bit over the time that they had earned, so they'd have to come back and work for him again to make up the difference. And

through this ritual, he introduced a number of kids to aviation. One is an air traffic controller; another is a corporate pilot.

Ron recently met one of his former yard-workers who became a military helicopter pilot, and now has taken a job as a helo flight instructor in the Arizona area. Ron was given a ride, and the two had a grand time seeing the world from the rotary-winged perspective. At the end of the flight, Ron was thrilled to have been given this gift, and asked what the trip had cost. The reply from the pilot who was once a kid working for his flight time: "Oh, maybe you can come by and wash my car for me sometime."



By Larry Taborsky

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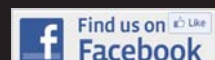
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Bob Simmers

Random Thoughts; A Poor Flight Plan

A flight plan is nothing more than a plan of action for a flight to be flown. When used properly, it helps you execute safely, and when lost, it provides a tool for you to be found. Today, I have neither a flight plan nor a plan of action. That being said, I will collect some random thoughts that are rolling around in my not-so-active brain.

In the process of preparing a student for his Private Pilot check ride, night cross country is required. I had almost forgotten how beautiful a clear crisp evening in North Dakota really is. What is not the same, is the landscape in western North Dakota. During this flight, you could see for a hundred miles in any direction. Upon leaving Bismarck, you could see Jamestown, then climbing to altitude you could see Devils Lake, then Minot. Then a new glow that was not familiar; the glow in the west. Williston to Dickinson is one solid line of lights. Although some will disagree, it was beautiful at night.

I continue to represent General Aviation on the Airspace Integration Team. Since the last article, the team has been busy gathering information in anticipation for the bidding for a National UAS test site. Our goal is the same: to make this happen without any further restriction to the current airspace, and at this point, I believe that the FAA has the same objective.

There are still issues concerning airspace that are not a part of the Integration Team. We need to keep a watch on the progress of the Powder River MOA expansion, as well as the expansion of R-5401. I am hopeful that when this test site is developed, it will provide a structure that will eliminate the need for these types of airspace. Time will tell.

Now, let's talk about what we all really like – flying. It has been another unusual and unpredictable spring. Weather patterns deserve more attention than ever. We have the threat of rain and storms almost daily. We see very severe weather pop up locally. One front after another, but not a lot of dominance by any weather system. What can you do about it? Do your diligence as a pilot. Get a good weather brief before you fly, even locally. Then, look out the window. The clouds will also tell a story. There are a lot of good flying days. Choose yours carefully.

It is the season of fly-ins and aviation socials. Check the fly-in schedule in this publication or check the North Dakota Pilots Association website at www.ndpilots.com/calendar/ to find the next event. Hope to see you at one of these events.

Feel free to contact me at bobs@bismarckaero.com with questions, concerns, or comments.

Until next time, HAPPY LANDINGS, Bob Simmers



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The project required Ulteig to address engineering, operational, and financial challenges faced by the Airport. Harry Stern Field now serves as a cornerstone of the economy for Wahpeton and the surrounding region.

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FAA Safety Team (FAASTeam)



The FAASTeam is focused on reducing the number of aviation accidents and incidents through greater educational outreach. Establishing partnerships and encouraging the continual growth of a positive safety culture is essential to maintaining a safe aviation environment. FAASTeam Representatives are voluntary supporters of the FAASTeam and play a vital role in accomplishing the FAASTeam's mission. These FAASTeam Representatives are selected for their interest in aviation safety and serve the aviation community by sharing knowledge and professional experience in order to create a positive safety culture. FAASTeam Representatives organize and participate in various FAASTeam events, initiate action to correct unsafe conditions that may be hazardous to persons or aircraft in flight or on the ground.

The FAASTeam is strongly supported by the Federal Aviation Administration's Office of the Administrator and by all levels of FAA Management. FAASTeam Program Managers (FPMs) have oversight responsibility and work closely with hundreds of FAASTeam Representatives in all eight FAA regions throughout the United States.

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For up-to-date listings of the FAASTeam Representatives in your area: <http://faasafety.gov/Resources/FAASTeamDirectory/NorthDakota/search>.



The Fly North Dakota Airports Passport Program is a fun reason for pilots to get out and fly while supporting aviation in North Dakota at the same time. Grab your passport book and start collecting your stamps. Go to www.nd.gov/ndaero or call 701-328-9650 for more information!

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Communication...

Joshua Simmers,
Aviation Projects Manager



It's at the center of our flying, it's at the center of all our relationships, it's generally the cause of our success...or failure. Communication! I'd like to think we, in aviation, are always aggressively pursuing new technology – which generally has to do with communicating weather, flight plans, location, etc. Today's communication topic is Facebook. Yep – I took the plunge.



I encourage you to think about the positives of Facebook: it's a great way to visually share portions of your life; a fun way to spontaneously share information; a great way to update the masses (if your in-laws are as numerous as mine); and reach those distant (regular pictures can keep grandparents and grandkids on each others' minds). The North Dakota Aeronautics Commission is trying to stay ahead of the times while finding more effective ways to communicate, so we encourage you to follow us on Facebook. Simply "like" us – and be reminded of the fly-in you meant to get to this weekend, see where grant money is going, or see the sunrise at the airport you haven't been to [yet].

One side-effect of taking advantage of this means of communication with you is that we hope to successfully remain engaged with potential aviation personnel. Remember that

sophomore who came in to see your shop? Remember the 7th grader who took a ride in your airplane? What about your neighbor with that classic statement, "I wish I could fly." We hope with more communication in their means, we can keep them tuned into the reasons we all love aviation...and maybe keep you reminded of those reasons, too.

Like "See" you online – Joshua



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By Lt Col Darrel Pittman

CIVIL AIR PATROL UPDATE

Buggies and Blues Fly-In

The Buggies and Blues fly-in/drive in breakfast was held on June 10, 2012 at the Mandan Municipal Airport. This event is sponsored annually by the EAA chapter 1008 that meets at the Mandan Airport.

The chapter officers and Mandan airport commission are proud to report a successful turnout this year.

The attendees got to see a P-51 Mustang airplane from Tim "Toby" McPherson of Page, a 1946 Fairchild 24R from Everett Potter of Lansford and sit in a real Frasca simulator provided by Bismarck Aero Center. They also got to fly other airplane flights with a computerized simulation by Sean Davis of Aviation Education of North Dakota. The kids got to practice spot landing with little model airplanes – they really enjoyed it. Chris Suzie was there giving rides in a C172 provided by Executive Air

Taxi of Bismarck.

We had a WWII Warbird, experimental aircraft and many other airplanes there, including the Civil Air Patrol (CAP) C182 that has a Forward Looking Infrared (FLIR) system installed for search and rescue operations needed by the North Dakota Department of Emergency Services (NDDDES).

As always, Dave Barth from A & B Pizza provided an outstanding breakfast. Thanks, Dave. We had many donations from local businesses and friends of aviation, too numerous to name. Thank you all. A special thanks to the Miles of Smiles Clowns for the face painting and balloon art.

Pittman Aviation was there again doing the traffic advisory. I never seem to get tired of doing that.

Cleared for takeoff, Darrel

Mandan Air Show Photo Gallery



Lansford's Everett Potter and his 1946 Fairchild

Photo by: Darrell Pittman



P51 War bird from FAR and the surrounding onlookers

Photo by: Darrell Pittman



Children of all ages trying our the AEND flight simulator.

Photo by: Kyle Wannier



The airport ramp was busy

Photo by: Kyle Wannier



I love to fly!

Photo by: Kyle Wannier



Close look at P51 Warbird

Photo by: Kyle Wannier



*Kyle Wanner, Aviation Planner
ND Aeronautics Commission*



Aeronautics Commission Awards Record Amount of Airport Grants

On June 7, 2012, the North Dakota Aeronautics Commission issued state grants to general aviation public airports totaling \$1,869,087 and air carrier airports of \$1,904,200 for a total of \$3,773,287 statewide. This amount exceeds the 2011 statewide grant allocation of \$2,290,781.

These state grant awards are used to help fund high priority airport projects throughout North Dakota, increasing safety and efficiency. The funding for these airport grants is derived primarily from the tax on aviation fuel and aircraft sales collected in North Dakota and are invested back into the aviation system to support the airport infrastructure in the state. Economic prosperity in North Dakota has resulted in increased income for this airport improvement fund. The tremendous growth in Western North Dakota has increased the need for improvements at our airports and provides proof that airports are vital to the state's economic development, as they provide much needed services for rapidly expanding communities. While much more airport development is needed in North Dakota, especially in the west, these state grants will help jumpstart many of the current airport infrastructure needs.

As you begin to plan your flights, remember to view the NOTAMS at the airports you plan to visit just in case there is construction taking place on or around the airfield.

Here is a listing of the airports that the state has approved funding for this grant session and one of their funded projects.

Air Carrier Grant Awards:

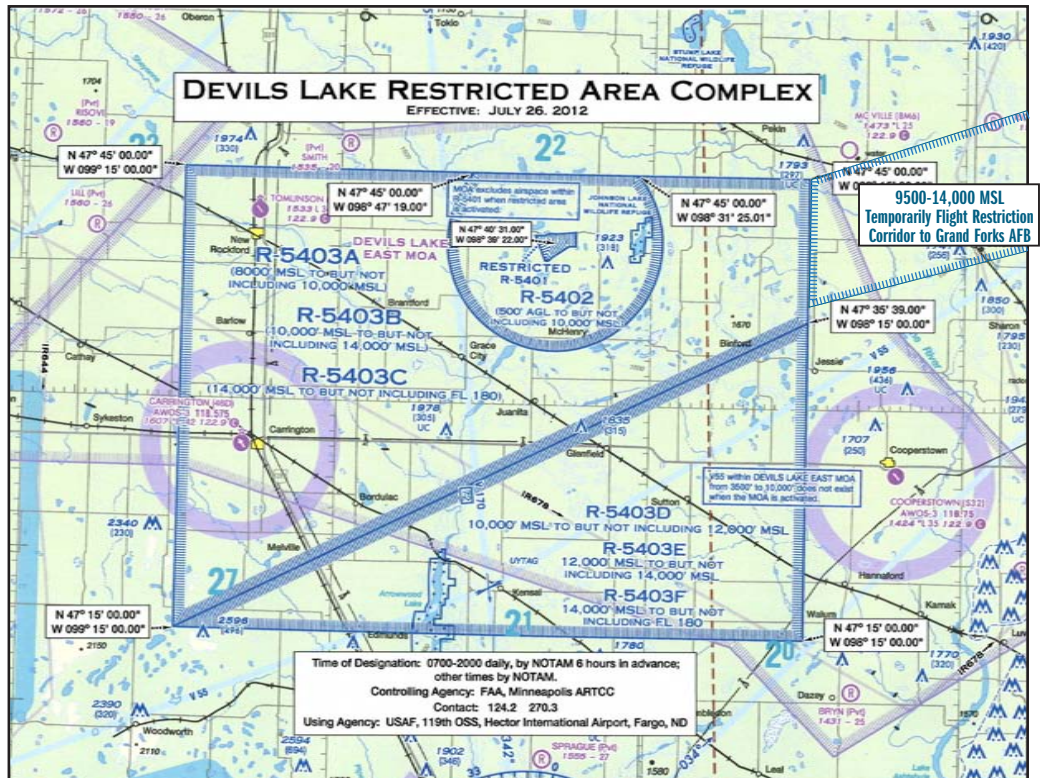
Bismarck	Rehabilitate Commercial Apron Phase 2
Devils Lake	Acquire Land, Aeronautical Survey, Wetland Mitigation
Dickinson	Parking Lot Expansion
Fargo	Reconstruct Runway 13/31 & Taxiway A
Grand Forks	Access Road Improvements
Jamestown	Wetland Mitigation
Minot	Passenger Terminal Building Design
Williston	Snow Removal Equipment

General Aviation Grant Awards:

Ashley	Reconstruct Runway 14-32 Supplement
Beach	Snow Removal Equipment Storage/Terminal Building
Beulah	Pavement Crack Seal
Bottineau	Update Airport Layout Plan
Bowman	Land Acquisition for New Airport
Cando	Pavement Crack Sealing
Carrington	Beacon Repairs
Casselton	Access Road Construction
Cavalier	Construct GA Terminal and AWOS Access Road
Crosby	Apron Reconstruction
Cooperstown	Land Acquisition
Edgeley	Hangar Construction
Elgin	Airport Light Replacements
Ellendale	Pavement Crack Sealing
Garrison	Apron Overlay
Glen Ullin	Airport Layout Plan Update
Grafton	Rehabilitate Runway 17-35
Gwinner	Runway 16/34 Reconstruction
Harvey	Hangar/Snow Removal Equipment Building
Hettinger	Terminal/Snow Removal Equipment Building
Kenmare	Rehabilitate Runway 8-26
Killdeer	Update Airport Layout Plan
Leeds	Rehabilitate Apron and Taxiway
Langdon	Reconstruct Apron
LaMoure	Pavement Crack Sealing
Linton	Construct Apron Expansion
Mandan	Reconstruct Runway 13-31
Maddock	Runway and Taxiway Access Improvements
McClusky	Tractor with Loader/Mower
Mohall	Pavement Crack Sealing
Mott	Hangar Construction
New Rockford	Pavement Seal Coat
Northwood	Snow Removal Equipment Building
Page	Update Airport Layout Plan
Rolette	Pavement Crack Sealing
Rolla	Pavement Crack Sealing
Rugby	Pavement Crack Sealing
Stanley	Rehabilitate Runway 6-27
Tioga	Master Plan/Airport Layout Plan Update
Valley City	Rehabilitate Taxiway Supplement
Wahpeton	Acquisition of Runway Protection Zone Property
Walhalla	Pavement Crack Sealing
Washburn	Construct Terminal Building Phase 3
Watford City	Rehabilitate Apron
West Fargo	Batwing Mower
Wishek	Utility Installation for Terminal Building

Restricted air space

The FAA has issued their ruling on the establishment of Restricted Areas R-5402 and 5403A,B,C,D,E, and F between Jamestown and Devils Lake. This airspace is effective July 26, but will not be included on your VFR charts until the next printing in January. The federal register details the comments which were received by the ND Aeronautics Commission, the ND Pilots Association, and other concerned citizens and groups. In each instance, the concern was addressed, and in many cases the final airspace was changed to accommodate those concerns. Specifically, the victor airway V-170 which runs north from Jamestown to Devils Lake was going to be lost, but the plan is to dog-leg the airway to the west to allow transits. The short-notice NOTAM advisory was moved to 6 hours or more. The military will develop an in-flight advisory system (similar to an ATIS broadcast) to detail which layer of the airspace is active, allowing traffic to transit above or below the restricted layer. In addition, anticipate a toll-free number to provide this information. This 30x40nm airspace, varying in height from 500-18,000 feet, is divided into seven sections, so be sure to check for the active section prior to entry. While one never considers the additional restricted airspace to be a positive event, this process recognized the needs of the military for national defense, the needs of the general aviation community, and



made a compromise which everyone can live with.

What was not published is the Temporary Flight Restriction corridor which will connect this restricted area to the existing TFR around Grand Forks Air Force Base. The corridor will be from 9500' msl to 14,000' msl, and will be effective whenever there is unmanned aircraft activity in either the restricted airspace or at the air force base. Transit through this airspace can generally be accomplished by coordinating with ATC (Minneapolis Center on 124.2) and getting a discrete transponder code assigned.

Pembina airport named Thomas Nord Field

The Pembina airport was named Thomas Nord Field on July 28, 2011. **Happy 90th Birthday, Tom!**



Fly-In/Camp-Out

Joshua Simmers

Please join the aviators for a night out flying into the Garrison Dam Recreational Airpark after work on Friday, September 21, 2012. Pack your camping gear and watch for upcoming further details via e-mail or Aeronautics Facebook page. A low key night of fun and camping sounds like it will wrap up the summer just right and if you haven't checked out North Dakota's airport with access to camping, hiking, fishing, touring, wildlife trails, and more. Here's the excuse you've been looking for.





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Skjerven Airfield hosts Operation S.A.F.E. Event allows pilots to test their spray applications

By Todd Morgan

The Walsh County Record, Grafton

Spray pilots from the region gathered in Park River to take part in Operation SAFE Spray that was hosted by Valley Sprayers at Skjerven Airfield.

According to Glen Wharam, owner of Valley Sprayers who is also the past president of North Dakota Agriculture Aviation Association (NDAAA), Operation S.A.F.E. adds to the quality of work agriculture spray pilots do and also adds to the professionalism of the industry.

Spray pilots are an integral part of the agricultural industry. They provide farmers another tool to which they can apply herbicide, fungicide and insecticide. Spray pilots are efficient. They can spray a number of acres in a short period of time. They don't spread disease through the field or to other fields and there are no wheel tracks.

Nine spray pilots from the region including local pilots Ryan Alme, who is the vice president of NDAAA and part owner of TLB Air of St. Thomas; Jayse Wharam, who is a director of NDAAA and is a partner in Valley Sprayers; and Lynn Johnson of Johnson Airspray, to name a few, took part in Operation S.A.F.E. that was held Monday and Tuesday near Park River.

Also on hand for the two-day event Jim Wilson, who is a retired professor from SDSU and holds a PHD in agronomy; and Vern Hofman, who is also a retired professor, who taught at NDSU

and holds a master's degree in agriculture engineering. Also participating in the field tests was Mike Leon, the former NDSU Extension Agent from Ramsey County.

Operation S.A.F.E.

According to Hofman, the spray pilots went through a number of exercises where they spray a fluorescent red dye over string that is put in the flight path. Also in the flight path is blotter paper.

"The pilots make three passes and we determine an average by running the string through a machine that measures the uniformity of the spray application and the overlapping.

"What you want to have is a graph representing a trapezoid where it's a square in the middle and sloping on the sides," Hofman said. "The sloping is the overlap and the middle is the coverage area, where we are testing the uniformity of the spray coverage."

Also being tested was the droplet size. The size of the droplet is important, as this helps to measure and determine drifts.

Most spray applications, according to Hofman, range between 300-500 microns.

"One hundred microns," he said, "is about the thickness of a human hair."

"What we have learned is that a drifting droplet is about 150 microns," he said. "Spray pilots will monitor the wind speed and

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the susceptibility of the crop down wind.”

In other words depending on the wind and what type of crop is downwind, spray pilots will want to be applying a droplet size in excess of 150 microns.

During the field test Hofman, Wilson and Leon also monitored the speed of the airplane, the height of the airplane as it passed the test area and the wind speed.

Hofman said the top allowable wind speed for aerial application is 11-12 mph. The pilots on Monday and Tuesday flew at speeds of about 120 mph and were tested at heights of 4 to 12 feet.

“We like to see the pilots at about 11-12 feet off the ground,” he said.

What a lot of people might not realize Wilson said is that aerial spray coverage is the same for aerial applicators as it is for ground applicators.

“Pilots of course are faster and can spray more acres in less time and can also spray a field in wet conditions, where a ground applicator may not be able to get in the field,” he said.

Pilots from Edmore, Cavalier, Walhalla, Rolla, St. Thomas, Grafton, Park River and Argyle, Minn., participated in the exercise that helps the pilot determine their swath width, accuracy, droplet size and also tests their spray pattern.

Glen Wharam said pilots can spray a field in a circular pattern like how a Zamboni would resurface a sheet of ice or where they make a sharp turn and come back again and make another pass. What pattern type a spray pilot will use is determined by a number of factors, wind speed, what he is spraying whether it’s a herbicide, pesticide or fungicide and the type of crop downwind.

Alme said spray pilots can spray any and all types of crops from potatoes to wheat, canola, soybeans to sugarbeets.

“The industry has changed a lot in the last five to seven years with the advent of Round-up Ready seed,” he said. “Over the same amount of time the accuracy of spray applications have increased dramatically and events like Operation S.A.F.E. help us ensure that we are as accurate as we can be with our spray applications.”

Reprinted with permission from The Walsh County Record.

Nine spray pilots participated in Operation S.A.F.E. at the Skjerven Airfield in Park River. The event was hosted by Valley Sprayers for an opportunity for area sprayers to improve their spraying efficiency when applying fungicides, herbicides and pesticides.

Photo by Todd Morgan

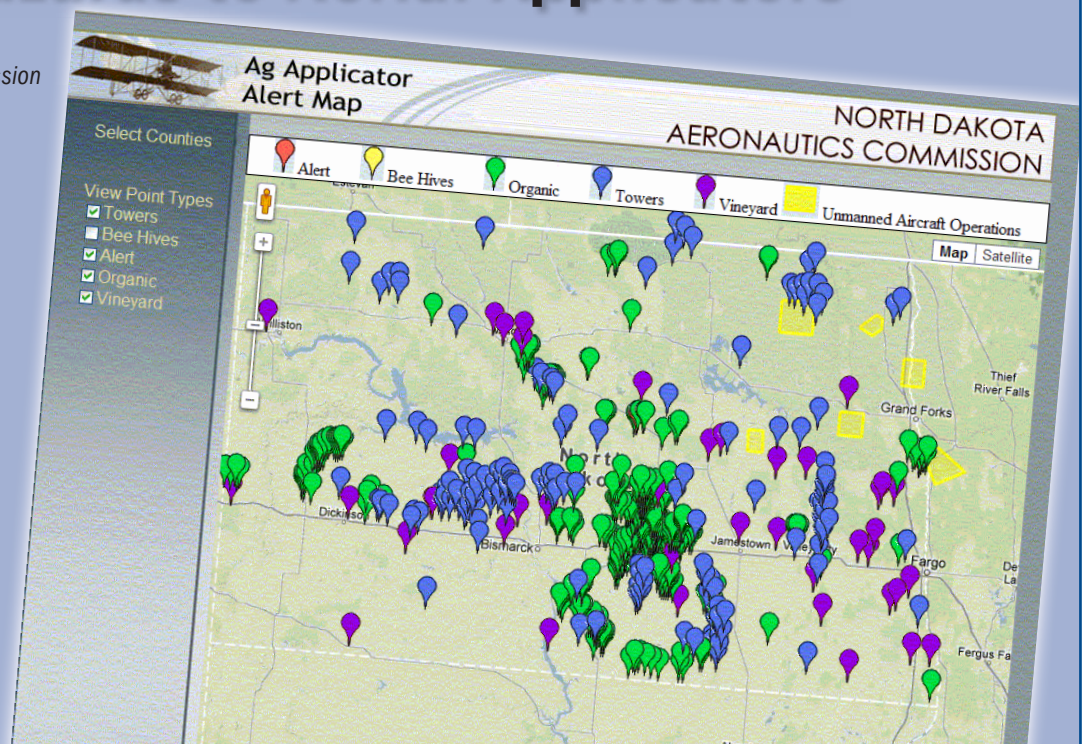


Current Hazards to Aerial Applicators

Larry Taborsky, Director
North Dakota Aeronautics Commission

Please note the Aeronautics website now has most of the hazards to aerial applicators. (If I added the bee hives, the computer would melt down...).

The most important change is that this site now shows the FAA approved areas for small unmanned aircraft. Please pass this info on to anyone who may operate at low altitudes in these areas.



Real World Design Challenge: Amazing Thing for High School Students



Joshua Simmers, Aviation Projects Manager

Get your high-school students interested, involved, and productive for aviation! The Real World Design Challenge (RWDC) is an annual competition that provides high school students, grades 9-12, the opportunity to work on real world engineering challenges in a team environment. Each year, student teams will be asked to address a challenge that confronts our nation's leading industries. Students will utilize professional engineering software to develop their solutions and will also generate presentations that convincingly demonstrate the value of their solutions. The RWDC provides students with opportunities to apply the lessons of the classroom to the technical problems that are being faced in the workplace. It engages youth in aviation, enhances their education, provides schools free software (\$1M value), and gives them an opportunity for a free trip to national competition. Best news yet? The students run this as their own endeavor.

Interested? Find them on [facebook](#) or www.realworlddesignchallenge.org. Joshua Simmers will also attempt to get answers to your questions. Get the ball rolling for fall semester!



Larry Taborsky with Minot Real World Challenge team including High School students Caleb Silvers, Dylan Morris and Trevor Hoggan in Washington D.C.



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Kyle Wanner, Aviation Planner
ND Aeronautics Commission



Airport Windssock Program

Close your eyes and imagine an airport. What does it look like? Whether it is a small grass strip for a local community or a regional airport that boasts paved runways and passenger air service, it is hard to imagine an airport without one key feature – a windssock.

Aviators know that wind direction and speed can vary over time and misinformation on those two basic factors can contribute to an accident. Not all airports have an automated weather observation system or an air traffic controller to report to pilots updated information on wind speed and direction. When a pilot is unable to rely on these sources of information at their landing destination; they must rely on the timeless windssock.

As one of the most noticeable landmarks of an airport, a deteriorated (faded and torn) windssock can have multiple negative consequences. Besides pilots not being able to utilize it effectively, it also has a negative impact on the public perception at an airport as well. When I ask non-aviators what their

perception of an airport is when they see a windssock past its useful life, I hear two common responses: the airport is not being used; and the airport is not being well maintained. It is important that the local community sees value in their airport - a nice, bright windssock is one small way to improve that perception.

To help our airports with this basic necessity, the North Dakota Aeronautics Commission has elected to provide a program to allow each public use airport in the state to be provided with one free windssock each fiscal year starting July 1st. The windssock will be provided at the request of the manager or airport authority member of a North Dakota public airport and upon the receipt of the windssock request form which can be found on our website or requested through the Aeronautics Commission staff.

We hope that this program is just another way that the Aeronautics Commission can contribute to aviation in North Dakota. So, if your airport needs a windssock – let us know, and we'll send one your way!



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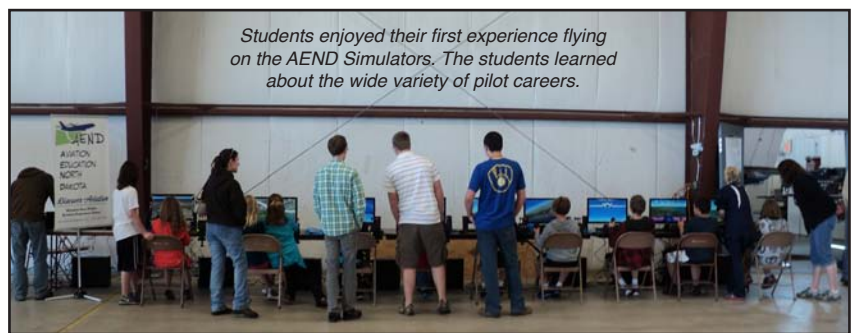
2012 Bismarck Aviation Career Day a Huge Success

Jon Simmers, Secretary
North Dakota Business Aviation Association & CEO, Bismarck Aero Center

This year's Bismarck Aviation Career Day was a huge success. The event was organized by the North Dakota Business Aviation Association and based out of the Bismarck Aero Center maintenance hangar. Over 400 5th graders from 10 areas schools participated, with over 450 total in attendance. The 5th graders received a special treat, as this year's event expanded to include three separate locations across the airport.

Students learned that the wonderful world of aviation goes far beyond pilot careers. The implied message is that aircraft are fascinating machines, and there are tons of opportunities available to have a career at the airport. Students learned about law enforcement careers highlighted by the North Dakota Game & Fish Department; and many different pilot careers that were displayed by Basin Electric Power Cooperative Pilots, Military Careers were on display by the North Dakota National Guard and their Blackhawk helicopter static display; Airtraffic Tower Control; Airport Operations; TSA; Maintenance Technicians; along with Airport Fire and Rescue.

Back by popular demand, 12 flight simulators were present to allow students the opportunity to fly aircraft! Imagine providing that experience to 400 students in one day! This year's simulators were sponsored by Aviation Education North Dakota (AEND). AEND is a new organization that is operated by volunteers. Although AEND is Bismarck based, the organization is looking to branch out by forming other chapters across the state of North Dakota. Although getting every student to the airport for exposure may be ideal, it may not be realistic. The focus of the organization



Students enjoyed their first experience flying on the AEND Simulators. The students learned about the wide variety of pilot careers.



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is to bring the airport to the classroom. This will allow our industry to provide the “gift of flight” right in the classroom without the students having to depart from the airport. For more information about AEND, check out their website at www.discoveraend.org.

New this year, we added a “Principles of Flight” session to help challenge and broaden the knowledge of each student. This proved to be a fantastic session and a great learning experience for all students. Special thanks to the guys from Executive Air Taxi on this one! “This was an amazing day for the students,” commented Mrs. Peggy Kopp, 5th Grade Teacher for Pioneer Elementary.

Two important lessons were learned by the volunteers that organized this event. First, don’t take for granted how great our Aviation industry really is. We were reminded by the enthusiasm of each student how great we have it. Several of the students had never been around an aircraft or the large buildings that we have at the airport. The closest many of these students have been to the

airport is by watching it on tv. The second lesson learned is that no matter how good your event is, it can be better if you get a great cross section of people involved. A diverse committee generates great ideas that result in a great event!

If you would like to learn more on how you can host an event like this in your community, contact Jon Simmers at jons@bismarckaero.com.



Kelby Hovey from Basin Electric Power Cooperative taught the students about the wide variety of pilot careers.



5th Grade Students from Prairie Rose Elementary getting staged for their introduction to Aviation Careers!



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Charles Taylor “Master Mechanic” Award

The Charles Taylor “Master Mechanic” Award is the most prestigious award the FAA issues to persons certificated under Title 14 of the Code of Federal Regulations (14 CFR) Part 65. This award is named after Charles Taylor, the first aircraft mechanic, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years in the aircraft maintenance profession as “master mechanics.” North Dakota’s latest recipient of this esteemed award is Frank Argenziano.

Frank Argenziano started his aviation career in Fargo in 1956, becoming a Civil Air Patrol cadet in the Fargo composite squadron. During high school he earned his private pilot certificate by working on the line and in the maintenance shop for Air Activities, Inc. at Hector Airport. Frank received his FAA Airframe and Powerplant certificate from Parks College, East St. Louis, IL in 1961, and served in the US Army in Germany as a fixed wing crew chief. In 1966, Frank returned to Fargo and worked for Skroch Aviation and their Flight Development until 1974. He was hired by John Odegard at UND Aerospace at the University of North Dakota, serving as the Director of Maintenance until 1995. He is currently the Assistant Director of Aviation Safety at UND Aerospace, and an FAA FAAS Team Lead Representative. He holds an Inspection Authorization, as well as Commercial certificate with Single and Multi Engine ratings, and has previously served as a Designated Mechanic Examiner. Frank is also one of the founding



Gary Kwasniewski, FAA, with Susanne and Frank Argenziano

members of the North Dakota Professional Aviation Mechanics Association, the North Dakota Pilots Association, and the North Dakota Aviation Council. Frank holds a Bachelor of Arts degree in Social Science from North Dakota State University.

Congratulations Frank!



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J.T. Rice–North Dakota Chapter Commissioned



The John Timothy (J.T.) Rice-North Dakota Chapter of Pilots for Christ International, was awarded chapter status and was commissioned, on July 29, 2012, at the Maddock Airport, Maddock, ND, 11:00 AM.). The J.T. Rice-North Dakota Chapter will serve the State of North Dakota, with free urgent air and ground transportation, with focused service on ambulatory patients, seeking treatment at distant medical locations, terminally ill patients, seeking to return home to family, pastors and missionaries within the scope of their duties, and additional considerations to veterans, and the general population with valid urgent transportation needs.

Air Force 2nd Lt. John Timothy Rice, the inspiration for forming this chapter, was born October 5th, 1987 at Rugby, ND to John and Barbara Rice. He attended the United States Air Force Academy in Colorado Springs from 2006-2010, graduating with honors in Geo-Political Science in May 2010. J.T. was attending Texas Tech University in Lubbock and in December of 2011 would have received his Master's Degree in Language followed by jet training

at Sheppard Air Force Base. He passed to be with his Lord Jesus, on Sunday, April 17, 2011, from injuries sustained in a single engine plane crash, near San Angelo, TX.

He lived a rich, full life. J.T. had a big smile and warm personality. Flying was a passion. He was a member of the United States Air Force Academy Flying Team. While attending Texas Tech, he received his instrument and commercial ratings and was to have taken a check ride for his instructor rating. His life verse was from Ecclesiastes 12:13 "Now all has been heard; here is the conclusion of the matter. Fear God and keep His commandments, for this is the whole duty of man."

There is an endless need to help others and provide urgent transportation. The ceremony (presided by International President Timothy Layne) began at 11:00 am, with an all faith service followed by the presentation and lunch. Please contact Pat Tracy-President, J.T. Rice-North Dakota Chapter, Pilots for Christ, Intl., for additional information.

What's new at Aeronautics?



Joshua Simmers has been hired on to the North Dakota Aeronautics Commission as the Aviation Projects Manager.

Growing up around aviation, he bought his first

airplane in grad school and has been flying the Midwest ever since. He comes to us after years of program management in federal government and most recently as an aerospace business developer working to advance the UAS industry in an *integrated* manner. With experience in general, military, and business aviation, he's thrilled to be at the Commission and will be your Aviation Council board member representing us.

Welcome, Joshua!

Eternal FLIGHT



Donald E. Jaster, 85, of Cavalier, ND passed away Saturday, June 2, 2012, in, Fargo. In his spare time, Don loved flying his J3 Piper Cub. He also served as chairman of the Cavalier Airport Authority,



Clinton R. Hay, 33, Crosby, passed away on Monday, June 4, 2012 from injuries sustained in a plane crash in rural Divide County.

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Bismarck Aero Center

Welcome from the Bismarck Airport! May was an impressive, perhaps even historic, month here on the tarmac. We saw the return of Frontier Airlines and the Williston Basin Petroleum Conference (WBPC) sparked a frenzy fueled by Jet-A. Is this a sign of things to come? Many people think so. The WBPC provided an opportunity for North Dakotans and oil aficionados, from around the world, to not only network but become educated in all things crude. The event, which drew over 4,000 people, took place right here in our hometown. The Bismarck airport proved to be an essential tool, allowing direct and efficient access to our states capital. With attendees coming from 48 states, Canada and other countries, airplanes stacked the ramp like pieces of a puzzle. On the busiest day, upwards of 70 corporate aircraft were counted. The staging and servicing of those aircraft, and their

passengers, were made possible by the cooperation and hard work of full service FBOs, airport management, airport operations and diligent aircraft traffic controllers. A strong North Dakota work ethic and friendly attitude is what made for a successful month at the Bismarck Airport. But what about the future? Bismarck Aero Center's line technician, Chris Stone, said "My fellow employees and I look forward to the opportunity to provide top-tier service as the number of people and aircraft visiting Bismarck increases." His "can do" attitude is the driving force behind the recent rise of North Dakota into the national spotlight. Undoubtedly, the Bismarck airport will continue to be an intricate part to the success of North Dakota. Will it be ready in time to meet the expectations of business travelers from across the globe as the oil boom spreads south? I'd say it already is.



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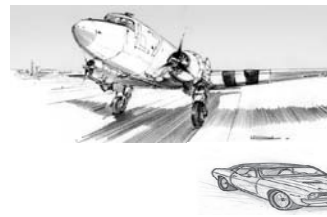
We Gladly Provide References!

Governor appoints a new commissioner to the NDAC

On May 3, Governor Jack Dalrymple appointed Warren Pietsch of Minot as a commissioner to the North Dakota Aeronautics Commission. Mr. Pietsch is part owner of Pietsch Aircraft and Minot Aero Center in Minot, is a former airline pilot, flies World War 2 aircraft, and performs at air shows around the country. He has owned and operated numerous aircraft, and has experience operating his own airport. He also serves as a member of the North Dakota Aviation Council, representing the North Dakota air museums in Fargo and Minot. Recently he was the banquet speaker at the Upper Midwest Aviation Symposium (inset), recounting his adventures of performing in the Caribbean.



Robert Miller of Casselton, who was chairman of the commission and had been serving since being appointed by Governor George Sinner in 1985, recently retired. Mr. Miller was inducted into the North Dakota Aviation Hall of Fame in 2007 for his tireless devotion to aviation in the state, and was presented with a 25-year service award and letter of appreciation by Governor Hoeven in 2010.



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Sweeney elected chair of NATA



Jim Sweeney, President of Fargo Jet Center, has been elected chairman of the National Air Transportation Association (NATA) Board of Directors.

Sweeney's involvement with NATA started in 1995 when Fargo Jet Center began operations on Hector International Airport. He joined the board of Directors in 2010. Sweeney

will serve as chairman this year and finish out his term on the board in 2014

"NATA and its programs are of high value to many aviation businesses and those who operate aircraft," says Sweeney. "Programs like the NATA Safety 1st program, the industry standard for aviation ground service staff, are a necessity for Fargo Jet Center and other aviation service companies around the state." Resources like the Safety 1st program, industry focused webinars and working committees focusing on regulatory issues from air charter to safety and security all benefit aviation businesses across America.

Sweeney's involvement on the NATA board brings a voice from North Dakota to a national level. NATA advocates for aviation in Washington DC on issues that impact the entire United States. Recent issues like the opposition of user fees, support of Federal Aviation Administration reauthorization and the large aircraft security program impact all of aviation in ND. Serving on the board, Sweeney brings a 1st hand account of how these issues are impacting our state.

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Growing the North Dakota Pilot Population

Mark Scheele, President
North Dakota Pilots Association

NDPA

Many of us within the aviation industry have heard talk about a declining and aging pilot population. Industry numbers show a downward trend in the number of private and commercial certificates that have been issued over the past number of years. It should be clear why this is a concern for our industry. Less people working towards a pilots certificate means less work for flight instructors and flight schools. It means less activity for airports and FBOs, less aircraft sales, less need for mechanics and so on.

However, we're lucky in North Dakota. We have an active and passionate pilot population. This can be clearly seen in the number of people who show up for aviation events across the state. It can also be seen in the local pilot groups who work hard to inspire the next generation of North Dakota pilots.

NDPA is also working to inspire the next generation of pilots. At the annual meeting of NDPA in March we began the process to form an annual scholarship to help an individual learn to fly. With AOPA estimating the cost of earning a pilot's certificate at \$5,000 to \$9,000 it's clear that financial assistance might be the key to getting an interested individual to finally pursue the dream. From the response we've received, it's clear that others believe in the vision of an NDPA scholarship as well.

We recently had an anonymous donor offer to match



donations, dollar for dollar, up to \$2,000 that are received by August. This will go a long way to helping establish our scholarship fund. We have made it as easy as possible for interested individuals to donate by setting up a payment option on our website, www.ndpilots.com, or by mail at PO Box 200, Bismarck, ND 58502. We believe that the passion of our members, along with the financial assistance of a scholarship, will grow our North Dakota pilot population.

To stay up to date on the scholarship and other North Dakota aviation news, visit our website, www.ndpilots.com. Once there you can sign up for our newsletter to get the latest information sent right to your inbox.

Meet **Brett** Brudvik, Attorney

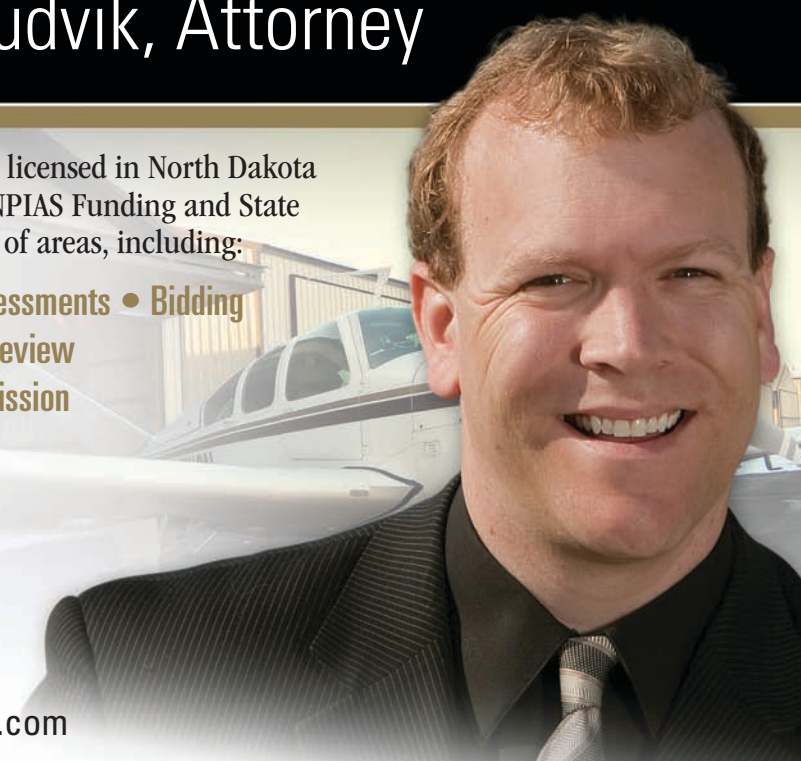
To put Brett Brudvik to work for you, call **701.788.3251** today!

Brett Brudvik specializes in aviation law and is licensed in North Dakota and Minnesota. Brett has expertise in Federal NPIAS Funding and State Airport Grants and can guide you in a number of areas, including:

- Engineering Agreements • Environmental Assessments • Bidding
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- Negotiations with FAA and Aeronautics Commission
- Knowledge in Policies and Procedures



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Growing Airports = Growing Budgets **AAND**

Tim Thorsen, President
Airport Association of North Dakota

The Airport Association of North Dakota (AAND) is an organization of North Dakota's airports. AAND has among its members 83 of 88 North Dakota airports, including all eight commercial service airports. We exist to promote aviation in North Dakota and do so by advocating for aviation and sponsoring and organizing training for airport operators at the Upper Midwest Aviation Symposium (UMAS) and other venues. In this article, I will talk about advocating for airport funding and a training venue we plan to sponsor.

Recently, I was invited to and participated in an informational briefing to the state budget committee, as they gather information about budget needs for the next two year budget. At that briefing, legislators listened as AAND member airports and staff of the North Dakota Aeronautics Commission described needs at North Dakota Airports. The focus was on the needs in Minot, Williston, Dickinson and eight western GA Airports impacted by the oil development and associated aviation growth. There is a lot to tell. Capital needs for the next two years for just these western airports equals \$171.5 million. This includes a new terminal, apron and taxiway/runway work at Minot, where there have been explosive increases in commercial passenger enplanements; preliminary work for relocating Williston's airport; and facility expansion at Dickinson. GA airports Bowman, Crosby, Parshall, Stanley, Tioga, Watford City, Kildeer and New Town, were also discussed. Bowman needs to relocate. Other airports have needs that vary from lengthening and strengthening runways for increased traffic and larger aircraft to adding aprons and adjusting taxiways to allow for orderly growth of hangars.

Aeronautics staff estimated that of the \$171.5 million needed over the next two years, the state might fund \$3.75 million and the FAA \$46 million, leaving approximately \$69.75 million to be made up locally and a current unfunded need of \$52 million. The state and local funding could be viewed as optimistic. This is just for capital needs of selected western airports in 2013-14. In 2015-17 the needs for these western airports grow to \$175

million. The state might fund 5.5 million and the FAA \$62 million, leaving approximately \$71.5 million to be made up locally and an unfunded need of \$36 million.

My point is that other airports in the state also have continuing needs, and as more time passes, urgent needs for funding in the western part of the state will likely reduce funds available for central and eastern airports. The capital needs at those airports will grow over time. We all know what happens if projects are delayed. A project that was a crack and joint seal becomes a mill and overlay, the mill and overlay becomes rehabilitation or rebuild at ever increasing costs. All airports have a vested interest in joining together to request additional funding now for airport capital needs.

Your AAND officers and regional representatives have been given information and a letter template that may be helpful in making contact with legislators to advocate for increased airport funding. You can also contact me at thorsen@bis.midco.net for a template. I also recommend contacting Kyle Wanner, Aviation Planner at the North Dakota Aeronautics Commission (701) 328-9651 or kcwanner@nd.gov for facts about capital needs of North Dakota Airports. Please contact your state Senators and Representatives about the important topic of airport capital funding. Please do so soon, because they are making plans now. Their contact information is located at: www.legis.nd.gov/information/general/contact.html

AAND will host a fall airports conference in October in Bismarck for North and South Dakota Airports and their consulting engineers. We will be inviting the Bismarck Airports District Office of the FAA to speak on a variety of topics as the main event of the conference. As we coordinate details, we will get more information out about this important professional development event.

Lastly, I want to remind airports to use the summer as a maintenance opportunity. Now is a good time to complete those crack sealing, painting and other improvements for your airport. Fall is just around the corner.

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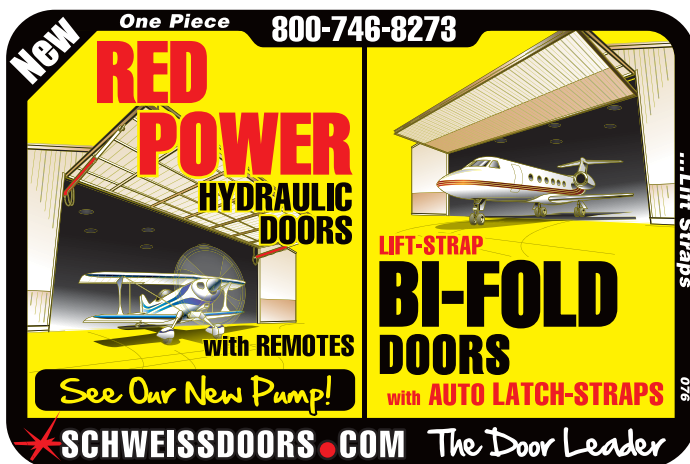
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CALENDAR *of* EVENTS

2012

August 11, 2012

Kindred – Davenport Regional Airport
Fly-In Breakfast
7:00 am–10:00 am
Contact: Ron Lundquist / 701-388-2126
Email: lundq@anyconnect.com

August 12, 2012

Lake Elmo Aviation Day at Valter's Aviation
7:00 am–Noon
Lake Elmo Airport
12402 N. 30th St. Lake, Elmo, MN

August 26, 2012

Milnor Harris Lunneborg Field
Fly-In or Drive-In Barbeque Supper
4:00 pm to Sunset (Rain or Shine)
Dance performance by
Vic's Dance Studio
Contact: Mark Gainor / 701-680-1001
www.milnorairport.com

September 2, 2012

USA – Canada International Fly-In
11:00 am Pilot Association Presentations at the
Peace Garden Conservatory
11:30 am Luncheon at the Peace Garden Cafe
Dunseith International Peace Garden Airport
Contact: Larry Taborsky
701-328-9650

September 8, 2012

Valley City Air Show
Wings and Wheels
Contact: Lori Jury
701-845-1558 or 701-490-1034

September 9, 2012

Barnes County Airport, Valley City
Fly-In Breakfast
8am–Noon
Contact: Lori Jury
701-845-1558 or 701-490-1034

September 9, 2012

Bismarck Municipal Airport
2nd Annual Fly-In Breakfast
7:30 am–1:00 pm
Sponsored by Bismarck Aero Center &
Bismarck Masonic Lodge
Contact: Jon Simmers / 701-223-4754

September 16, 2012

Garrison Municipal Airport
Camp of the Cross Ministries Fly-In Breakfast
8:00 am–Noon
Contact: Brian Klabunde
701-337-2294

September 21, 2012

Garrison Dam Recreational Airport Campout
Camp of the Cross Ministries Fly-In Breakfast
Contact: Jon Simmers
701-328-9653

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

2012 at the Fargo Air Museum Calendar of Events

August 9–11 • American Barnstormer Tour
Plane Camp: **June** and **July** Sessions
Simulate, Aviate and Educate: **August 15**
September 3 • Beck Gathering of Mustangs at Battle Lake

October 31 • Plane 'Ole Pumpkins
December 1, 8, 15 and 22 • Santa Fly-In
December 15 • Chairman's Christmas Party