Are you looking to get involved in Aerospace?
Are you driven to help others succeed?

SAAC is looking for upperclassmen to serve as mentors for its Peer Mentor program. The Peer Mentor Program is designed to help guide new Aerospace students through their initial time here, and to serve as a networking tool post-graduation.

*Requirements are to be at least junior status by credit, and be in good standing with the department.

There will be an informational presentation held on **Wednesday, October 10th, at 5:00 P.M.** in the Atmospherium.

All majors within the college are welcome to attend.

If you have questions, or will not be able to make the meeting but would like to participate, please email Chris Brauckman at christopher.brauckman@gmail.com

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**Resource Center**

**Fall 2012 Schedule**

**Normal Operating Hours**
(check below for changes to this schedule)

- **Monday, Tuesday, Wednesday:** 7:30am - 8:30pm
- **Thursday, Friday:** 7:30am - 4:00pm
- **Saturday:** Closed
- **Sunday:** 1pm – 5pm

**Tentative Holiday and Vacation Hours:**
- The center is closed Sunday, November 11 and Monday, November 12 for the Veteran’s Day Holiday.
- Thanksgiving Holiday-The center will close at 4 p.m. on Wednesday, November 21 and remain closed until 7:30 a.m. on Monday, November 26.
- Reading and Review Day is December 7. The center is open 7:30 a.m. until 12 noon and 1-4 p.m. It is closed from 12-1 for lunch.
- Last Sunday open this semester is December 9.
- Semester Exam Period is December 10-14. All this week the center is open 7:30 a.m. until 12 noon and 1-4 p.m. It is closed from 12-1 for lunch. There are no evening hours.
- The complete winter break schedule will be posted in early December.

*Any changes to this schedule will be posted in the front window!*

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**Upcoming Events**

- **October 3**
  - Fall Career Fair
  - ExpressJet Presentation
- **October 17**
  - Dean’s Forum/State of the Industry
- **October 25**
  - Fall Safety Seminar
- **November 9**
  - Last day to drop a class
- **November 12**
  - Veteran’s Day – no class
- **Nov 22-Nov 23**
  - Thanksgiving Break
- **December 7**
  - Reading & Review Day
- **Dec 10-Dec 14**
  - Finals Week

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**Skyward Distribution Schedule**

<table>
<thead>
<tr>
<th>Due Date (noon)</th>
<th>Distribution Date</th>
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<tbody>
<tr>
<td>Wed. October 31</td>
<td>Mon. November 5</td>
</tr>
<tr>
<td>Wed. November 28</td>
<td>Mon. December 3</td>
</tr>
<tr>
<td>Wed. January 2</td>
<td>Mon. January 7</td>
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<tr>
<td>Wed. January 30</td>
<td>Mon. February 4</td>
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</table>

**SAAC Skyward** will be distributed to campus and airport facilities according to the above schedule.

Items for SAAC Skyward may be e-mailed to Amanda Pearson at SAACSkyward@gmail.com
Safety Topic

One thing US civil aviation can be proud of is its aviation safety record. One thing US civil aviation needs to improve upon is its aviation safety record. While this may sound contradictory, it is true. The Part 121 air carrier record, especially for 2011, is excellent. Last year they flew 17,756,000 hours and 7,685,600,000 miles. They experienced 31 accidents, and no fatalities. That’s pretty amazing. On the other hand General Aviation—that’s us—flew 22,514,000 hours, experienced 1,466 accidents, and 444 fatalities. That’s also pretty amazing, but not in a good way! The question we have to ask ourselves is “why is the GA accident/fatality rate so high?” There are a number of reasons—lack of pilot professionalism and proficiency, poor attitude, fatigue, frequent takeoffs and landings (where most accidents occur), weather, exceeding aircraft and personal limitations, failure to learn from the mistakes of others—to name a few. At UND Aerospace we hope the education we provide helps you to address these risks and makes you a better, safer pilot.

We can only provide the education and tools, however. You have to apply what you learn on every flight if it is going to make a difference in reducing accidents and fatalities. As I mentioned in the previous issue of Hot Topic, communication using the online safety reporting system is an excellent method of informing everyone about safety hazards and associated risks. When you come out to Flight Operations, take a look at the safety display just under the staircase. It includes a large poster board with ten selected safety reports for the month. Take a few minutes to absorb and understand each of the reports, and then decide how you can best apply this information in your training. In addition here are a few learning experiences concerning pre and post flight inspections.

- C172. Crew had engine started and attempted to taxi with chock still in front of nosewheel (two occurrences).
- SEMI. During preflight found magneto switch in ‘on’ position.
- C172. During preflight found fuel selector in ‘both’ position.
- C172. During preflight found main gear tire worn down to cord (two occurrences).

Slow down, use your checklist, take the time to do a thorough pre and post flight inspection. Don’t be in a hurry to get to an accident.

Frank Argenziano
Assistant Director Aviation Safety

Lessons from the King

Markings for standard 150’ wide runways such as Grand Forks (35L/17R) are:

- Centerline stripes are 120 feet in length; the gap between stripes is 80 feet. Adjustments for runway length are made at the midpoint of the runway.
- The threshold stripes are 150 feet long and begin 20 feet from the threshold.
- The runway aiming point begins at 1020 feet from the threshold and the strips are 150 feet in length.
- Touchdown zone markings consist of groups of three, two and one rectangular bars symmetrically arranged in pairs about the runway centerline. The strips are 75 feet in length.
- For additional information on runway and airport markings consult AC No: 150/5340-1J.
August Winners

Flight Instructor of the Month
Brian Smith

I am so grateful to have had Brian there to help me towards my success. The very first day we worked together, he looked at me and told me "I WILL help you finish, and YOU WILL be a Private Pilot. He has gone well above the call of the UND Flight Instructor to see that I succeed. This instructor has been one of my biggest role models here at the University, and even in the development of my future, has become someone I can count on. His professionalism, and respect for the students is something we all can learn from. He is one not in it necessarily for the money, but to watch his students succeed and make their dreams of being a pilot come true.

Student of the Month
Jonathan Ternes

Jon consistently showed me that he was ready to work and was motivated to finish the course from day one. In areas we determined needed improvement, he would always show up to our next lesson with revisions made and ready for the next challenge. In areas that he was proficient in, he would still ask for advice. Jon showed expertise beyond his level of experience in instructing and it was clear that he put in all the hard work at home to make it look easy when he came to each lesson. Jon will make a great instructor someday soon and I will be proud to work with him.

Get Involved!

The Student Air Traffic Controllers Association (SATCA) is an exciting student organization that offers networking with air traffic controllers along with many other things. SATCA has the opportunity to go on one trip each semester. Last year went to Chicago in the fall and to the NATCA Convention in Denver during the spring semester. This semester we are going to Washington D.C. to visit a few facilities along with seeing what Washington D.C. has to offer.

In order to keep costs down on these trips and to provide two SATCA scholarships, we work at a concession stand in the Ralph for the men’s hockey games. This provides another opportunity to know fellow students better. I have met many of my friends at UND through SATCA. It is a great organization to join as these friendships develop and are kept throughout your career. We also go bowling as a group and do many other events, as many as we can pack into the busy semester.

SATCA is not limited only to Air Traffic Control majors; all majors are welcome! We meet every Monday at 8:30 PM in Ryan Hall Room 124 and sometimes in 128. If you are interested, come to a meeting or contact me. Have a great semester and hope to see you soon!

Nathan Noeldner
SATCA President
nathan.noeldner@my.und.edu
In nearly every aviation class I’ve taken since my freshman year, I’ve been told, “In this industry, it’s all about who you know”. I assumed, like most incoming students, that this statement wouldn’t apply to me until much later in my career. Who knew that your friends are just as important as your professional business contacts? What I didn’t realize at the time is that every day is a chance to network; to make a new friend, strengthen a relationship, or reach out to your professors. Back in April 2011, I landed a flight operations internship with SkyWest Airlines all because a friend wrote me a great letter of recommendation.

After hearing so much about the opportunities internships provided, I made the decision that I would apply for one during the spring of my junior year. After interviewing with American, Delta, and SkyWest, I made the decision to accept SkyWest’s offer. In May of 2011, I packed up my car and moved to Chicago, Illinois for the summer. Given the cost of apartments in the windy city, I decided to live at Northwestern University in Evanston. Albeit a 45 minute drive from O’Hare (without traffic), living at another college for a summer made my internship experience that much more enjoyable.

After two days of training in Denver, I was finally given the opportunity to meet the Chief Pilot for the ORD and IAH bases, Roy Glassey. What made interning for SkyWest such an adventure is that Mr. Glassey didn’t overload me or the other intern with work. He told us on the first day that he would have us work on a few projects for him, mostly on delay analysis and APU usage, but that the rest of the time, he wanted us to explore the airline; get a feel for what working at SkyWest would be like. Each day consisted of a few administrative tasks, but the rest was up to us. Usually, we would just chat with pilots in the crew room or explore as many of the restricted areas that our SIDA badges gave us access to. Standing under a 777 as it was being fueled or talking with controllers in one of the busiest towers in the world was indescribable.

However, my favorite thing about the internship was following a flight crew around. On any given day, I would spend most of it away from O’Hare. After sitting in on the pre-brief with the Captain, First Officer, and Flight Attendant, I would help conduct a pre-flight on the CRJ, then jump in my seat and away we went. “Out and backs” as they were called, consisted of flying to an outstation, dropping passengers off, reloading, and coming right back to ORD. On the ground in the many different cities I visited, most Captains would let me sit in the left seat while they explained to me the various systems of the CRJ or would tell me about the ins and outs of flying at SkyWest. Note: pilots love to talk about themselves.

Of course, the internship wouldn’t have been the same without the travel benefits. Grabbing dinner in Winnipeg, exploring the origins of flight in Dayton, driving to the top of Pike’s Peak in Colorado Springs, or catching a Twins game in Minneapolis made every weekend a new adventure. It was as simple as looking at the route map, picking a city, and going. My internship with SkyWest culminated in a visit to company headquarters in St. George, Utah. There, I explored maintenance, dispatch, and got to sit in on a CRJ ground school for a day.

The experiences I had and people I met while working for SkyWest were beyond anything I was expecting, but what I valued the most were the connections I made. Remember, you can’t just pay for someone’s business card; you have to earn it. Over the years I’ve learned that a UND diploma and knowing the right people really opens up new doors in life. In whatever endeavor you choose, always remember there is no substitute for hard work, kindness towards others, and a great attitude. We’ll see ya up there!

-Will Young, Senior

Find internships available at studentservices.aero.und.edu
BRINGING IT BACK TO UND - *Flying Cessna's fastest aircraft, and how it's knot different!*

**WHAT:** Fall Safety Presentation  
**WHEN:** Thursday, October 25th at 7:00 PM  
**WHERE:** Chester Fritz Auditorium - University of North Dakota Campus

This fall UND Aerospace welcomes back two alumni, Neil Brackin ('93) and Patrick Morrison ('96), as presenters for the Fall Safety Presentation. Captain Brackin is the Director of Air Transportation for General Mills, Inc. Captain Morrison is a Senior Captain and Training Manager for General Mills, Inc. Based at MSP in Minneapolis, MN, General Mills, Inc. operates three Citation X aircraft domestically as well as throughout Europe and South America.

While one might initially assume operating Cessna's fastest production aircraft is entirely different than what most midwestern GA pilots experience, there are actually many similarities. Operating a fleet of aircraft equipped almost exclusively with glass cockpits, pilots at the University of North Dakota are able to find similarities almost immediately. While the use of technology (automation management) will be part of the presentation, it will not dominate the message. Training, professionalism, standardization/SOP, SMS, and CRM are additional topics shared between the audience and the presenters.

Appareo Systems has donated a Stratus to be given away to one lucky attendee from the University of North Dakota. Additionally, Dual Electronics is donating four XGPS150A units - one which will be given away to a student and another to an instructor from the University of North Dakota. The remaining prizes, including TONS of apparel from the Aerostop, will be given away to attendees who register for a FAAST event credit. Door prize registration locations for UND students and instructors will be clearly marked, but registration ends at 6:55 PM. FAAST event registration cards need to be filled out and submitted at designated locations. In exchange for your FAAST event registration card you will receive a door prize ticket.

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**From the Editor**

The Student Aviation Advisory Council is off to a great start this fall semester. Currently, we are working on the issue students are having with finding their tail number on Charlie ramp. To alleviate this problem, we are adding the tail number to the rudder of each of the C172s. We are also launching our new website. Is there an issue you would like us to address? Stop by our office, Odegard Room 101, and chat with us. We’d love to hear your ideas as well!

Want to get involved in SAAC? We conduct meetings every Sunday at 4pm in the Striebel Hall conference room. All students are welcome to take part in our discussions and voice their opinions on various issues. We hope to see you at some of our events!

Amanda Pearson  
*Public Relations*

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The purpose of SAAC is twofold:  
1. To act as a line of communication between the student body and the administration at the aerospace college  
2. To inform students about issues at UND Aerospace
Bringing it Back to UND
Flying Cessna’s fastest aircraft, and it’s knot different!

Presenters:
CAPTAIN NEIL BRACKIN
- Director of Air Transportation, General Mills, Inc.
- Captain, Citation X
- University of North Dakota Alumnus

CAPTAIN PATRICK MORRISON
- Training Manager, General Mills, Inc.
- Captain, Citation X
- University of North Dakota Alumnus

Fall Safety Presentation
Thursday, October 25th - 7:00PM
Chester Fritz Auditorium