Innovation at UND Aerospace!

UND Aerospace is home to over 150 aircraft and flight training devices between our Grand Forks and satellite locations. In an effort to ensure we are always operating at the highest standard in the aerospace industry, the administration works hard to innovate our fleet and provide us with the best tools for our flight training.

Sitting down with Don Dubuque, Director of Extension Programs, he explained the innovation begins with our Avidyne Seminole fleet. Between October & November we will acquire 3 new G1000 Seminoles (687, 688 & 689). These new aircraft are state of the art and feature the GFC 700 autopilot system. With these new additions, Ryan Hall will also acquire 1 new G1000 Seminole FTD in early November. Dubuque says the current plan is to integrate 3-5 new G1000 Seminoles a year which should allow us to operate efficiently without increasing student flight costs!

The innovation does not end there! UND Aerospace has also purchased a new Frasca Level 5 CRJ-200 FTD. It is scheduled to ship in October and installed by Dec. 12th for training. We will also be upgrading our C172 FTD fleet to Level 5 status. This is a standard required by the FAA to be in place by January 2015 at all Part 141 schools allowing FTD hours to count for certification minimums. The level 5 upgrade consists of a certification test which will insure our FTD’s are as close to actual aircraft performance and accuracy as possible.

Lastly, we look at the helicopter operations. In search of the best training helicopter for our fleet, UND Aerospace has a team of administrators traveling to Enstrom Helicopter Corporation in Michigan. There they will view the latest training helicopter TH180, which could possibly replace the current Schweizer-300 fleet.

Mr. Dubuque was very excited for the upcoming changes and says our next milestone will be in 2016 with a possible re-evaluation of our C172 fleet.

FAA Knowledge Test Practice

Private:
Most midair collision accidents occur during which of the following?
A) hazy days
B) clear days
C) cloudy nights

Instrument:
When departing from an airport located outside controlled airspace during IMC, you must file an IFR flight plan and receive clearance before:
A) takeoff
B) entering IFR conditions
C) entering Class E airspace

Commercial:
To increase the rate of turn while decreasing the radius, a pilot should
A) maintain the bank and decrease airspeed
B) increase the bank and increase airspeed
C) increase the bank and decrease the airspeed
RAMP SAFETY!

Description: “Student observed using cell phone for texting in the middle of active Bravo ramp directly next to me as I was fueling the aircraft.”

Suggested Action: Remind students of UND’s policy on electronic devices. It was concerning to me that the student was so careless to have her phone out directly in front of line staff fueling in the middle of the ramp.

Description: “Observed flight student using iPad to take photographs on CHARLIE ramp. The student was positioned directly over yellow taxi centerline, squatting down with iPad at ground level taking photographs looking eastbound. I did not observe a CFI and did not see that he had come from an aircraft. After a minute or so of photography the student exited the ramp thru the 5 story ramp door.”

Suggested Action: Review Safety Policy & Procedure 3.2.1 with all students and flight instructors.

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Misc. Fee’s Explained

Every student has the ability to view their invoice records within AIMS. This is a record of all aviation charges billed to your AIMS account and at the end of the table, includes a little known section titled miscellaneous. Many students, as well as myself, began to ask what exactly was included in the miscellaneous fees column. I spoke to Peggy Dohn, UND Aerospace Fiscal Affairs and Leo Saucedo, Dispatch Manager, to get the full story on what exactly was included...

- Aviator’s Corner Charges (airport bookstore)
  - FAA written exams
  - Offsite hangar rentals
  - Ramp / Callout fees
  - Fuel surcharge

On most flight invoices, you will notice the fee is around $2-$8. This fee changes daily, is dependent on flight time billed and usually is quite higher over the summer months.

As the current fuel market fluctuates, so will your fuel surcharge fee. Over the summer months, fuel cost is often higher with less active flight students to share the cost. Last, we look at ramp fees. Preflight research on airport fees could save you a lot of money. Usually the student can escape this charge by simply purchasing fuel. Keep safe and Fly Smart! For any other questions, stop by dispatch or email Leo Saucedo saucedo@aero.und.edu.

By: Michael Turner

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Answers to Test Questions:
1) B  2) C  3) C
July / August Winners

Flight Instructor of the Month
Jacob Alvey & Ben Lunstrum

“I nominate Jacob Alvey, he was always patient, and corrected me calmly, even when a crosswind hit us unexpectedly during takeoff. He's helpful when I have a question about the material I'm studying at home, whether related to class or ground school, he is always willing to assist.”

“I'm nominating Ben Lunstrum. Since the first day of classes, he has consistently met with me to keep me on track, as well as scheduling a substitute for a day that he was out of town. He is professional, timely, and very knowledgeable.”

Student of the Month
George Steensma & Paul Smith

“I would like to nominate George Steensma student of the Month. George was well motivated throughout 415 and was enjoyable to work with. He showed up prepared to his lessons and showed a lot of creativity in his teaching outlines. He will make an excellent CFII.

“I would like to nominate Paul Smith. His dedication and overall flying ability this semester is amazing. He comes to lessons prepared, asks questions, and has the motivation to get done before anyone else. His overall ability to stay focused and to be able to be so far ahead in his flight course really should be viewed as something great.”

Lessons from the King

Need to check your TAS and the TAS indicator has gone Kaput?

Using the standby airspeed indicator

1) Note the outside OAT.

2) Determine the pressure altitude by setting 29.92 in the Kollsman window or apply your noted altimeter error (during taxi) to your indicated altitude.

3) On the standby airspeed indicator, set the pressure altitude over the OAT, then under the airspeed needle on the outside ring, read the TAS.

By: Jim King
My name is Anthony Ward. I graduated from UND with an Aviation Technology Management degree in 2012 and I’m currently employed under Endeavor Air as a Dispatch Sector Supervisor overseeing our dispatchers and the airlines daily operation.

Now when it comes to my family, friends or even passengers sitting next to me on a flight, a question that is raised whenever explaining that I dispatch for a living is, “So… what exactly is it that you do?” Or another question which really makes me laugh is, “So you’re an air traffic controller?” Don’t feel bad if you’re reading this right now pondering the same question; quite frankly, I myself didn’t realize what a “dispatcher” was until a few years ago. It wasn’t until my freshman year as an undergrad at UND that I became aware of this.

You’ll find most of today’s dispatchers located at an airline’s Operations Control Center (OCC), sometimes called Systems Operations Control (SOC) centers, located at the airlines headquarters. When compared to the human body, the OCC is the brain of an airline and simply stated without an OCC the airline would cease to exist. If there was a complete power loss, flood or fire in the building, to avoid a complete halt of the airline’s operation, there is usually a remote backup OCC- at the ready- that personnel can evacuate to, minimizing interruption in the operation.

Dispatchers are considered a member of the flight crew; we are not so much air traffic controllers, but sometimes referenced as a pilot on the ground. While an aircraft is in flight, dispatchers are responsible to warn the crew of any unforeseen meteorological developments, unexpected losses of navigational aids or sudden changes in traffic or field conditions which might adversely affect the successful completion of a flight. In the event unsafe conditions threaten the safety of the passengers, crew or the aircraft, dispatchers will either delay the flight until conditions will deem it safe to operate or cancel the flight entirely and work to re-direct the passengers & crew accordingly. Additionally, a dispatcher must be quick to offer an alternative plan of action to the crew when the original plan cannot be followed while in flight, such as an emergency, relaying information such as suitable airports for landing to aid a stricken flight.

As a dispatcher you can expect every day to be different, making things challenging at times. I’m often asked by crews, “How long are your shifts, and how many flights do you work in that time period?” Normally in a 10 hour shift a dispatcher will have about 50 flights. Now the dispatcher will have ATC reroutes, maintenance deferrals, gate returns, air returns, you name it, they get it all in a matter of a 15 minute span on top of the flight plans being worked on. Thus dispatchers can get inundated with requests simultaneously and this is where the work can become stressful and challenging. Luckily, in my OCC, we’ve kind of forged a family type connection so during those periods of high intensity, we utilize our situational awareness by helping each other out.

Interested in getting your Dispatch License? Being a dispatcher requires you to obtain an airman aircraft dispatcher license from the FAA. Several ATC students these days are passing time dispatching while awaiting open positions in the air traffic control system. Though a dispatch program is not currently offered at UND, there are several third party schools which have excellent 5-week courses such as Sheffield, Jeppesen, and Academy College; I found one of the only FAA approved online courses offered in the United States, Flamingo Air (Airline Ground Schools) which allowed me to take this online course while still attending UND full time.

You do need to be at least 23 years old to receive your Dispatch License, however the FAA allows you to complete the required training, written exam (equivalent to taking the ATP) and take the actual check-ride at the age of 21. At that point you’ll receive a certificate of completion and will automatically receive your plastic license in the mail on your 23rd birthday.

Have questions? Email Anthony directly at Anthony.Ward@endeavorair.com
I have always been interested in corporate aviation. The idea of staying more involved within a company is something that has always been intriguing. In hopes of learning more, I applied for the United Technologies Flight Department Internship.

A good friend of mine had done the internship previously, and only had good things to say about it. He told me that they were a very highly regarded, very organized flight department that had a lot of history in the business. This only excited me further as I waited to hear back on whether or not I had received the internship.

When I got the call that I had been accepted, I was ecstatic. I knew that this would be a great opportunity for me to for me to get a glimpse of what corporate aviation was like. With that in mind, I headed to East Granby, CT to the home of United Technologies.

As soon as I arrived at the department, I was speechless. I had never seen a place so well organized and clean. I soon discovered that they took their job very seriously, and in regards to the quality of their services, no expense was spared.

Over the course of the week that I spent there, I was fortunate enough to shadow just about everyone within the department. I met with their various directors, head maintenance technicians, pilots, dispatchers, and many more. While all had very different jobs, each had a common theme. They performed their jobs with the highest degree of professionalism to provide the highest quality product for their consumers.

All too soon the internship was over. However, my time at United Technologies was exactly what I had hoped it would be. Even though it was only a week, it provided me the insight I needed as I move forward with seeking new potential career paths. Sometimes it is easy to become narrow minded when thinking about a career choice. As I discovered at United Technologies, there is a whole other world out there. I highly encourage anyone interested in corporate aviation to explore not only this internship, but others like it with the goal in mind to expose young people to the world of corporate aviation. I promise, at the very least, you will come out with a new prospective on what types of aviation jobs await you after graduation.

Find internships available at studentservices.aero.und.edu
The purpose of the Student Aviation Advisory Council (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.

From the Editor

Hello!

I would like to begin by welcoming those returning from summer break as well as new students beginning their aviation journey here at the John D Odegard School of Aerospace Science! As the warm weather sadly comes to a close, we here at SAAC are working hard to promote YOUR voice, act as a liaison between the student population and administration, as well as inform students of news and information at UND Aerospace. The SAAC Skyward newsletter aims to help accomplish these goals, but to do so we need your input! As we continue to publish the Skyward, I would like to invite everyone to contribute articles for publication as well as voicing any ideas, concerns or questions to SAAC and SAAC Skyward. Visit our website saac.aero.und.edu for a direct form linking your concerns to the Aviation Advisory Council, or stop by our office in Odegard anytime.

I wish you all the best of luck this semester, safe skies, and happy flying!

Michael Turner
mturner@aero.und.edu

Items for SAAC Skyward may be emailed to SAACSkyward@gmail.com