

Flight Ops FAQs

As part of SAAC's efforts to maintain good communication between faculty, staff, and students, we have devoted space in this edition of the newsletter to clarify some questions we have heard from students. In order to accurately answer these questions, we worked in conjunction with the Director of Safety and Chief Flight Instructor.

Can I pitch more than 20° nose up during a stall entry?

The UND Archer Standardization Manual and Seminole Standardization Manual specify that during a power-on stall in a climbing turn, the maximum bank angle allowed is 20°. A common misconception is that crews should not exceed 20° nose up pitch during stalls. While crews should be careful to smoothly increase the pitch attitude to a reasonable level that will produce a full or impending stall, aircraft and environmental conditions may require a pitch greater than 20° nose up to achieve this. This is not discouraged but should be done with caution.

What specifications are there for winter boots?

SP&P 2.8.2 specifies that when the temperature is below 0°C (32°F), student and instructor clothing while conducting UND flights must include:

- A. Winter jacket
- B. Hat
- C. Gloves
- D. Boots (must be worn or brought aboard the aircraft)

UND SP&Ps do not define specifications for these items. The purpose of the policy is to protect crew members from the elements in normal operations and emergency operations – especially in the case of an off-airport landing. In this case, suitable boots should be adequately waterproof, should have some level of insulation, and should come above the ankle in case the crew member should need to walk in deep snow.

Are max wind limitations based on the METAR, ATIS, or wind checks?

SP&P 6.2.3 states that Archer and Seminole wind limits are 30 knots total wind component and 25 knots crosswind component. A note below the wind limits adds that sustained winds and wind gusts count towards this limit. It goes on to say that peak wind reported in the remarks of a METAR is not the primary reference for setting flight restrictions. Since the policy only excludes peak wind reports in METARs, sustained winds and wind gust reports should be considered as limiting whether they are broadcast via AWOS, ASOS, ATIS, a wind check from tower, or a textual METAR. If winds exceed limits when crews are in the air, crews can contact the SOF for further guidance. In accordance with SP&P 6.2.1, the SOF will talk to the Chief Flight Instructor or MOD who will perform a risk assessment and may provide a waiver for the crew to land or instruct them to divert.

New Faculty Spotlight

Over the course of this semester, SAAC is highlighting new faculty members of the aviation department. We are featuring two new professors in each issue. This issue we are covering Jered Lease and Monty Johnson. We are excited to have them as members of the UND Aerospace faculty!



Photo: University of North Dakota

Jered Lease

What made you want to get into aviation?

I've had the aviation disease since an early age. My first airplane ride was at age three and my parents like to share the story of me taking off and landing my chicken drum stick from my dinner tray in my high chair. Since my mom kept everything, I had the privilege to see some of my work from a first grade journal where I shared twice how I was going to be a pilot. The teacher's remark on the second declaration said, "I know...you told me this yesterday." Apparently she wasn't very impressed.

What is your educational background?

All my undergraduate and graduate work was conducted on our wonderful campus. I graduated with a BS in Commercial Aviation in the Fall of 2004 and with a Master of Science in Aviation in the Summer of 2007.

What is your professional experience?

My most recent job as a Chief Flight Instructor for an undergraduate aviation program in East Texas was fun and very rewarding.

When it comes to flying though, working as a fill-in contract instructor for Cirrus Factory Training was a blast. They handed you the keys to a new Cirrus and said, "this needs to be in Florida tomorrow."

Favorite aircraft you've flown?

I'm a small airplane guy and a bit of a purist so it has to be a J-3 cub on a hot summer day with the window and door open.

What classes do you teach?

For the foreseeable future, I'm slated to teach Introduction to Aviation. I love this class since it's many students first exposure to flying and helps set the tone for aviation training in the rest of their career.

When you're not flying or teaching, do you have any hobbies?

I'm into whatever my three-boys are into. Except for mine-craft, I just can't wrap my brain around that one. I also love playing racquetball, boating, and a variety of sportsman outdoor activities.

Mark "Monty" Johnson

What made you want to get into aviation?

No one else in my family is involved in aviation but as I like to tell the 324 Aircraft Systems classes: I like things that go fast and things that make lots of noise so aviation covers both of those! I grew up on a farm just outside of Moose Jaw, which is home to Canadian Forces Base Moose Jaw – 15 Wing Moose Jaw that includes 431 Squadron (better known as the Snowbirds). Growing up, I assumed everyone got to watch the Snowbirds practice for hours in the spring or hear CF-101 Voodoos and CF-104 Starfighters going supersonic in the backyard. Those memories, as well as a sense of adventure led me to a career in aviation.

What is your educational background?

Flying in the military was not an option due to a lack of 20/20 uncorrected vision and being too tall for ejection seats, so that led me to the University of North Dakota and the flight training program. I have degrees from UND of: Bachelor of Science in Aeronautical Studies with a Minor in Meteorology, Bachelor of Business Administration in Airport Administration and a Master of Science in Space Studies that I completed while flight instructing at UND.

What is your professional experience?

Dr. Kenville likes to remind me I have trouble keeping a job, but I prefer to think I like challenges and want to try new things.



Photo: University of North Dakota

I have worked for Transport Canada (Canadian FAA) in the Airports Group division, flown weather modifications projects throughout North America, flown for a FAR Part 121 airline (as Captain and First Officer), flown for FAR Part 135 on demand charter operators, managed and flown for corporate flight departments as well as previously being a faculty member at UND.

Favorite aircraft you've flown?

That's an impossible question to answer – it's like asking who's your favorite child or favorite student! My favorite would be the one I'm flying at that exact moment.

What classes do you teach?

This fall I'm teaching AVIT 324 Aircraft Systems and AVIT 325 Multi-engine Systems and Procedures. In the past I have taught AVIT 320, 323, 327, 402, 428, 429, 430 and 480.

When you're not flying or teaching, do you have any hobbies?

Way too many to list – I will not be bored in retirement! Top thing for me when I'm not teaching class or flying is spending time with family and friends.

SATCA Attends NATCA Communicating for Safety Conference

By Billy Bowers, SATCA President

This September, representatives from the Student Air Traffic Controllers Association (SATCA) attended the annual Communicating for Safety Conference in Las Vegas, Nevada. CFS is an industry leading safety conference hosted by the National Air Traffic Controllers Association (NATCA).

CFS is focused on improving the safety of the National Airspace System by discussing the trends, issues, and needs of air traffic. It began in 1999 with only 40 attendees and now is an internationally attended conference of over 1,500.

CFS showcases future developments for ATC, and SATCA members were able to see new technology in the world of air traffic simulation, remote towers, Controller-Pilot DataComm and upcoming NextGen Controller Workstation technology. SATCA Members enjoyed the opportunity to network with FAA Controllers, Air Traffic Control System Command Center employees, NTSB Investigators, NATCA Union Leadership, and Operations Center Employees from major US airlines. Notable speakers at the event included the ALPA president, the FAA Administrator, and a former SR-71 pilot. CFS 2020 is scheduled for September 21st-23rd and SATCA is looking to send its most involved dues-paying members.

For Air Traffic Management majors looking for a chance to network, and for pilots looking to learn more about what takes place on the other side of the radio, more information can be found on SATCA's Facebook, <https://www.facebook.com/groups/undsatca>



Photo: SATCA

Fall Dean's Forum

SAAC will be holding the Fall Dean's Forum on October 28th. It will be held in Clifford 210, from 12:00-1:00. We invite all aviation students to attend. This is a great opportunity to hear about significant changes taking place, as well as to have questions answered.

SAAC Application Now Open

The Student Aviation Advisory Council is now accepting applications for new members. The application can be found on the SAAC website under the *Membership Application* tab. Students interested should complete the application and email it with a copy of his or her most recent resume to saacskyward@gmail.com by 11:59PM on Friday, November 8th. Interviews will be conducted for selected individuals during the evening of Wednesday, November 20th.



Photo: UND Aerospace



Photo: SAAC

Student Survey

SAAC recently conducted a survey asking a variety of questions to see how we can better communicate with students and how we can improve the department. We appreciate everyone who responded, and look forward to using this information to better help serve the students of the John D. Odegard School of Aerospace Sciences.

Contact SAAC:

Website:

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Email:

saacskyward@gmail.com

Facebook:

[Facebook.com/saacund](https://www.facebook.com/saacund)

Instagram:

[saac.aero.und](https://www.instagram.com/saac.aero.und)

Suggestion Box:

Odegard 101

Meetings:

Sundays at 4:00PM Odegard 106

- **All are welcome to attend**