SAAC NOTAM

-Notice To Aviation Majors-

THE OFFICIAL STUDENT NEWSLETTER OF THE
JOHN D. ODEGARD SCHOOL OF AEROSPACE SCIENCES

Photo: Steven Lemke (@slem7_photo)

Differential Tuition Impacts

By Elizabeth Bjerke, Associate Dean

As we wrap up a successful Fall 2019 semester, we would like to provide an update on how the John D. Odegard School of Aerospace Sciences is investing the revenue generated through differential tuition to make a positive impact on you, our students. Differential tuition is not a new concept in higher education, however, it is new to the aviation program this academic year. When seeking approval from the North Dakota State Board of Higher Education to implement differential tuition three important areas for investment were cited: 1) People 2) Technology and 3) Infrastructure.

People

Our most important resource in delivering a high quality aviation program is the amazing faculty and staff that deliver the educational experiences to our students. We have a large cadre of very experienced, talented, and dedicated aviation professionals teaching our courses and advising students towards their success. We are also seeing unprecedented growth and opportunities in the aviation industry, which is great for our students but makes it difficult to retain our talented faculty and staff.

Due to the implementation of differential tuition, we were able to provide highly deserved salary increases for our faculty and staff to bring them up to a comparable salary within the industry.

The revenue from differential tuition has also enabled us to put together a plan to hire additional faculty and staff to support the growing numbers in the aviation program. For example, the Department of Aviation is currently seeking five new faculty members which we hope to have in place for the Fall 2020 term.

Technology

Innovative technology has always been at the forefront of the Aerospace college, however, due to recent budget cuts at the university we have been forced to make cuts in this area.

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Differential Tuition Impacts (Cont.)

We are using the revenue from differential tuition to invest in future technologies that we believe will add to the educational experience of our students.

For example, if you have walked through Odegard Hall you should have noticed the newly established Aerospace Virtual Reality Lab. Our intent is to have this exciting new lab available and free for our students to use. We also invested in new computers and UAS simulation software in Odegard Hall 102 which is being used in all the newly revamped Avit. 126 courses.

Also, over the winter break we will be installing our newly purchased spatial disorientation trainer, this is a vital training tool to simulate illusions that can occur flying in low visibility. Lastly, we have invested in putting the Avit. 102 workbook online with no added cost to the course. We hope to expand this concept to more courses in the future. These are just a few examples on how we have been able to invest in technology, many more are also in the works.

Photo: UND Aerospace

Photo: UND Aerospace

Infrastructure

Although we take great pride in the buildings in the Aerospace complex, many were built nearly 30 years ago and their age and functionality is starting to show. One of our big initiatives currently is to update our classroom teaching spaces. We hope to have a plan in place and start making some much needed classroom upgrades as early as next semester. We are also in the process of creating a much more functional interactive classroom space at the airport. Lastly, we are working to update our conference room with interactive technology to better interact with students and industry partners that may be from a distance.

By investing strategically in the program, we are excited to see what the future holds for our students.

Updated Stage Check Expectations Guide

This semester, SAAC worked with UND Flight Operations to create an updated resource that introduces students to the concept of stage checks, what to expect, and notes on etiquette. This can be found on the EZ site under Flight Training Labs > Course Information > Stage Check Resources. This guide is a great resource for both students and instructors.

Flight Ops FAQs

How many flight hours should I have at the end of 323?

From the beginning of 221 to the end of 325 a student must have a combined total of 155 hours of airplane and ATD hours. Students should aim to have around 100 airplane flight training hours before 325. This is ensures the student will have the time required at the end of 325 without experiencing delays due to needing to build time. To achieve this, students should focus on doing more than one solo flight in 221 and repeating the solo flight in 323 several times. Both 221 and 323 should be relatively short courses; this leaves the student with time in the semester to do XC flights to build hours. These flights are some of the best opportunities in all of a student's flight training at UND. They give students freedom to fly when they desire and where they want.

What is the purpose of the "winter approved airport" lists & why are there different lists for different temperatures?

The winter approved airport list exists for the safety of all flight crews. Winters in North Dakota can provide challenging and life threatening conditions if people are not prepared for them. Airports on the winter approved airports list found in UND SP&P 8.6.5 are attended at least Monday-Friday and have snow removal equipment available. This means there is someone on the field that inspects runway conditions and should issue a NOTAM if the runway is not clear. The winter approved airports when the temperature is below 0°F is an even smaller list. It can be found in UND SP&P 8.6.6. At these airports, shelter is available 24/7 should a crew need to take refuge inside because of an unexpected

Photo: Paul Wesp

event such as a flat tire or weather. UND SP&P 6.1.2 lists Crookston and Thief River Falls as the only local airports that may be used after sunset when the temperature is below 0°F because of the same requirement for shelter.

Why does the AIMS flight course reservation system require students to be on template in order to reserve a seat in a ground school class?

College and airport faculty work each semester to make sure flight course registration is fair and efficient. The goal of the AIMS flight course reservation system is to accommodate all students that will be in a new flight course next semester. To do this, the reservation system only allows students to reserve a seat if they are on or ahead of template. If the system were not tied to flight course progress, some students could reserve seats in a class and not finish their previous course in time. This could cause a class to become full, not allowing students that have finished their previous course to reserve a seat for the next flight course. Such a system would not maximize fairness for students nor efficiency for the whole organization.

FAQs Continued

The current reservation system focuses on making sure students that are on track to finish or have already finished their flight courses are not penalized and are allowed to continue their training.This may cause anxiety for students behind template, however, classes do not typically fill up instantly and every effort will be made to add more sections to classes or more seats in ground schools to accommodate anyone that finishes their previous flight course before the next semester begins.

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 Leisha Lunnie and Robert Lunnie. We are excited to have them as members of the UND Aerospace faculty!

Leisha Lunnie

Photo: University of North Dakota

What made you want to get into aviation?
My dad is a pilot. We have always had a family plane and made a habit of going to fly-ins on the weekends. I was usually the only one who wanted to get up early and go to the airport with him. He started logging formal lessons when I was 14.

What is your educational background?
I earned a BA in Music Performance from Minot State University and I hold multiple graduate degrees and graduate certificates from Embry-Riddle Aeronautical University. I specialized in Aviation/Aerospace Management, Safety, and Instructional System Design.

What is your professional experience?
General aviation, part 61 and part 141 flight instruction, part 91 pilot service operations, and flight training management.I operated my own business out of Minot, ND flight instructing and pilot service operations. After moving to VA, I managed the Langley AFB Aero Club (Part 141 flight school and aircraft rental) and acted as the Asst. Chief Flight Instructor.

Favorite aircraft you've flown?
P-51 Mustang for the thrill factor. Cessna Citation 501 or Cirrus SR22 are probably the most comfortable, but I also LOVED flying the Piper Navajo Chieftain.

What classes do you teach?
AVIT 102
AVIT 222
AVIT 342
AVIT 100

When you're not flying or teaching, do you have any hobbies?
I enjoy activities with my husband and 4 kids, reading, and horses.

Robert Lunnie

What made you want to get into aviation?
As far back as I can remember, aviation and aerospace have been my passion. I wanted to be an astronaut or a commercial pilot as a child and then decided at a young age that I wanted to join the U.S. Air Force. Also, my Grandfather had an ERCO Ercoupe when I was very young and I remember that being the coolest thing in the world. It is still one of my favorite airplanes!

What is your educational background?
My educational background focuses mainly on aerospace and nuclear weapons. I have an undergraduate degree from the United States Air Force in Nuclear Systems Technology and a degree in Professional Aeronautics from Embry-Riddle Aeronautical University. My Graduate degrees are from Embry-Riddle and focus on Aeronautical Science and Space Studies. I am done with all but my Dissertation in my Ph.D. with my research focusing on High Reliability Theory in Nuclear Weapons Organizations.

What is your professional experience?
The majority of my professional experience lies in the management and leadership of military nuclear weapons organizations, primarily Cruise Missile and ICBM platforms. I also have experience in civilian small UAS operations.

Favorite aircraft you've flown?
Easy…the American Champion "Scout." I love low and slow, stick and rudder, taildraggers!


Photo: University of North Dakota

What classes do you teach?
Currently I teach AVIT485 Aviation Senior Capstone and AVIT126 Introduction to UAS Operations.

When you're not flying or teaching, do you have any hobbies?
I love spending time with my family outdoors hiking, hunting, mountain biking and more recently skiing and snowshoeing! When the weather is too cold (thank you North Dakota) I enjoy working out and watching movies with my wife and kids.

Aviation Scholarships

UND Scholarship Central is open for students to apply. The application will close March 1, 2020. Students should complete UND's General Scholarship Application and then complete the Aviation Department's Supplemental Scholarship Application. To be considered for aviation department scholarships this supplemental application must be completed and submitted. The link to access both applications is below: https://und.academicworks.com/

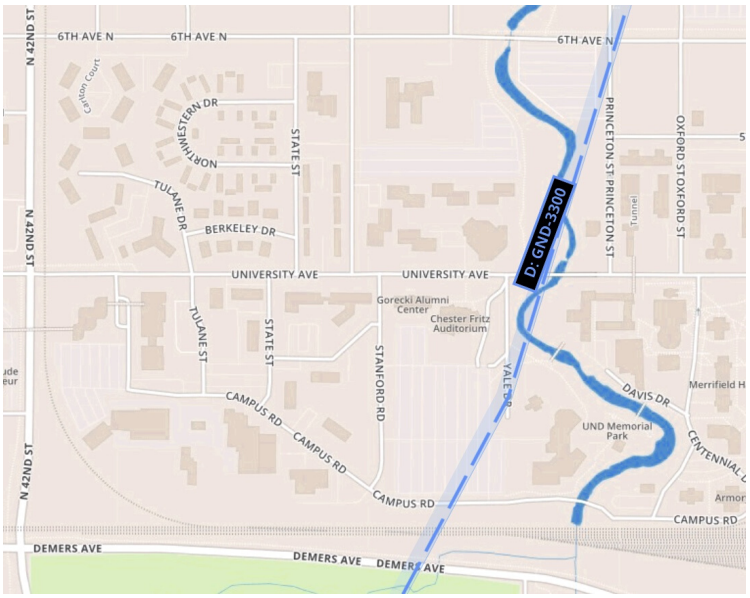
Flight Ops Holiday Hours

UND Flight Operations will remain open most days during winter break. There will be adequate staffing until December 23rd, after which flight ops will not be fully staffed. Flight training will still occur on select days during December 24th through January 5th, but students are encouraged to spend this time with friends or family if they wish. UND Flight Operations will be closed or no fly Dec. 24, 25, 29 and Jan. 1 and 2.

Where to Fly UAS on Campus?

Because our airspace is busy with both manned and unmanned traffic, it is important to ensure that UAS operations on campus are conducted in accordance with applicable FAA regulations and UND Policies.

UND has an official policy on how to fly UAS on campus and on what is considered acceptable use. It can be found at https://und.policystat.com/policy/4757552/latest/. If students are flying their UAS on campus outside, they must fly in accordance with the Airspace Management Tool, through the office of Public Safety at UND. Indoors, UAS flight is up to the discretion of the building safety representative. This is how we are able to fly in the Robin Hall Hangar. Housing has additional policies about flying UAS in their buildings.



The boundaries of the GFK Class D airspace, seen in blue, cover much of campus.

Students should also be aware much of campus falls under the GFK Class Delta Airspace, requiring additional FAA permission to fly. A general rule of thumb is that anything west of the English Coulee is under the Delta, but this is not a replacement for ADM, and students should follow all revelant rules and regulations.

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