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The Aviation Department: 1968-2008

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UNIVERSITY OF NORTH DAKOTA :: QUASQUICENTENNIAL :: DEPARTMENT HISTORY



UNIVERSITY OF NORTH DAKOTA
1883-2008
CELEBRATING 125 YEARS

THE AVIATION DEPARTMENT
1968 – 2008

Richard P. Graziano



The Odegard School and the worldwide cargo carrier Federal Express had similar beginnings in that both were conceived as a thesis topic for a graduate degree. In the case of Fed Ex, it was Fred Smith. The game plan for the Odegard School was authored by the school's namesake, John D. Odegard in 1967. With the support of then Dean of the Business School Thomas Clifford, Odegard breathed new life into the school's flying club; the program began with 12 students, two faculty members, and three Cessna 150 aircraft. The fledging aviation department was off and flying. 1969 was a watershed year. Odegard is named Chairman of the Aviation Department, and became a department, which at the time was part of the School of Business Administration. UND is the first school in the nation to offer a business degree in aviation administration, and the first full-time flight instructor is hired. Always on the lookout for new aviation opportunities, UND started collaborating with the FAA on a curriculum to train air traffic personnel. The air traffic control (ATC) program continued to gel when the city of Grand Forks made plans to purchase a portable air traffic control tower. The tower was to be manned by experienced FAA tower personnel, but would concurrently be used by UND's aviation administration to train air traffic control students. In 1970 the city purchased the tower, and UND, upon receiving FAA approval, started training ATC students that summer. In 1971 GFK tower officially opened to control airport traffic and the UND training fleet grew to 11 aircraft. Odegard was officially recognized for his efforts in 1972 when he was promoted to Associate Professor. The mid 1970's saw continued expansion when weather modification became part of UND Aviation and the Geography Departments curriculum. In 1977 Odegard was promoted to Full Professor. By the end of the 70's enrollment had grown to 600 students and three areas of study were being offered; Aviation Administration, Airport Administration, and Aeronautical Studies. The 1980's saw continued expansion in several key areas. A meteorology program was

added to the curriculum and concurrent with this addition, UND student pilots began flying weather modifications operations. This was the beginning of a collaborative between UND, the North Dakota State Weather Modification Board and the National Oceanic & Atmospheric Administration and by 1982 UND was offering a bachelor degree program in meteorological studies. With the increase in curriculum came an increase in enrollment. By the summer of 1982, 700 students were majoring in aviation and 60 aircraft were being used for training, air transportation, or atmospheric research. Included in the fleet were a specially equipped Cessna Citation and Piper Cheyenne II that were used for the weather research. Complementing the fixed aircraft were two helicopters, as helicopter flight training began in 1981. Adding the helicopters was a fortuitous decision because in June of 1983 CAS began training Army ROTC cadets to become helicopter pilots through the Air Battle Captain program. Since its inception in 1981, the helicopter program has grown from five to 26 students by 1984.

The Aviation Department, along with the Department of Meteorology became apart of the Center for Aerospace Sciences (CAS), was overcrowding Gamble Hall. CAS needed a home of its own and in June 1982, with the help of a \$4 million grant from the FAA, broke ground on CAS I. . In April of 1984 the new Center for Aerospace Studies building was dedicated and the aviation, computer science and meteorology departments moved from Gamble Hall to CAS I. Odegard and CAS continued their meteoric rise when in 1985 Odegard was named Dean and CAS earned college status. Bill Shea, an Assistant Deputy Administrator from the FAA, was hired as Chair of the department. 1985 was also a significant year with the UND Flying Team winning its first National Intercollegiate Flying Association (NIFA) National Championship. These national championships would continue uninterrupted through 1991. No other college flying team has had more than three consecutive championships since NIFA's inception in the 1920s. Shortly after

this, in 1986, the department earned the Fellows of the University Award for Outstanding Public Service. This was the first university departmental award earned by the department with more to come in the future.

The department continued its expansion throughout the 1980's by leveraging the airline pilot shortage to CAS's advantage. In 1986 UND agreed to provide training and conduct research for Northwest Airlines and in 1987 the FAA and Northwest announced a joint venture to provide \$6 million to build a pilot training center at UND. Plans called for NWA to match the FAA's \$3 million grant and half of the building to be used by the FAA for research and development of airway science, and half to be used by Northwest to house flight simulators, including a DC-9 and a 727. The groundbreaking ceremony took place in August 1987, and CAS III, the UND/Northwest Airlines Flight Training Center, was dedicated in October 1988. The NWA-UND arrangement however, was short lived. In May 1990, Northwest, the target of a leveraged buyout by Alfred Checchi and Gary Wilson in 1989, decided to pull the Northwest simulators out of UND and transfer them back to Minneapolis, Northwest's headquarters. UND didn't think Northwest had the legal right to take the simulators from CAS III and used the local police force, along with a court injunction, to block Northwest's attempt to move the simulators. Ultimately, Northwest prevailed and the simulators were eventually removed and although this ended the formal connection between UND and Northwest Airlines, the two would sign a letter of intent in October of 1992 that would give UND preferential treatment for pilot positions later in the 90's. UND ultimately settled with Northwest over the pilot training center in February of 2001. Concurrent with the campus expansion in the 1980's was the buildup taking place at the airport. The airport needed to grow, and grow quickly. By 1987 1,200 students were enrolled in aviation, and the fleet had grown to 70 aircraft. In 1989, the department was awarded the UND

Foundation McDermott Award for Outstanding Undergraduate Teaching. Also in 1989, a banner year for enrollment with 1854 aviation majors, the Airport authority proposed a five-year, \$15 million improvement plan that included nearly \$6 million for an administrative complex (current five story building), a maintenance hangar, and a new maintenance facility. Also included in the expansion was \$2.4 million for a ramp expansion. The expansion was needed because by 1989 the fleet now grown to 80 aircraft, and Grand Forks International Airport was ranked the 38th busiest airport in the US with 292,000 flights, nearly all of which were attributed to UND Aviation. The airport expansion was completed in 1989. The second half of the 1980's saw CAS reach beyond the US borders. In 1985 and 1986, CAS/Aviation began a long standing relationship with Taiwan and China Airlines and what would eventually be known as SPECTRUM a joint, ab initio (from the beginning) flight training program developed by UND Aviation and Northwest Airlines. In the fall of 1988, SPECTRUM included pilots when 24 China Airlines students arrived from Taiwan to begin 18 months of SPRECTRUM pilot training. This was a program that was to extend to 1996. In 1989, CAS directed its focus from the Far East to the Middle East when it signed a contract with Gulf Air of Bahrain to train eight airline pilots. The training period was to last for 15 months and included a provision to train additional students as required. UND also contracted with the Kingdom of Saudi Arabia and ARAMCO Oil Corporation to begin training pilots at UND as well. This training was to include both fixed and rotor wing and is still in existence today. The building boom of the 1980's continued when UND and the US Agriculture Department signed a contract for \$8 million for the Earth Systems Science Institute (CAS IV) with construction to begin in October of 1989. The occupants of the building would be atmospheric science, geography, space studies, and computer service. The campus and airport expansions were well-timed as aviation enrollment by the fall of 1989 had

increased significantly to 1854 majors, and the department now required a minimum grade point average of 2.3 for admission into the aviation degree programs. 1989 saw the departure of Bill Shea as Department Chair. George Hammond, recently retired Director of UND Flight Operations was appointed chair of the department. He would serve in this capacity until 1994. Construction grants proved vital to CAS's expansion; in the 15 years between 1974 and 1989, CAS received \$14.5 million in construction grants. In addition to the construction grants, CAS would receive funding from Arthur Anderson that made the Atmospherium possible, the altitude chamber from the U.S. Air Force, a computer system from AT&T, and even a Cray supercomputer from Shell Oil.

In February 1992, UND made preliminary agreements with CAE-Link of Binghamton, NY to produce and market an air traffic control simulator dubbed the ATC-2000, developed at UND CAS, (which was renamed UND Aerospace in 1992). The ATC-2000 used advanced computer technology with a voice communications network to create displays of aircraft, airspace and operations data on color monitors. UND continued its relationship with CAE-Link when in 1994 it received three FAA certified level 3 flight training devices. On campus, CAS III expanded as the result of a \$13.5 million, five-year distance learning initiative. Construction began on state-of-the-art production studio to prepare video courses and learning materials to be used by other colleges and FAA training centers across the U.S. In the spring, CAS IV, the Earth System Sciences Building, was renamed the Clifford Hall, in honor of UND President Tom Clifford. The SPECTRUM program also continued to break new ground with Taiwan in 1990 when it began to offer Advanced Spectrum training to foreign students. The result of this effort was Great Lakes Aviation Ltd, (a regional airline) a collaborative between UND, Taiwan and China Airlines. UND was to provide CAS- trained Taiwanese co-pilots while China Airlines

was to provide two new 19 passenger Beech 1900's. UND became the first US institute of higher education to actually establish its own airline, when on August 1 1991, badly needed air service was provided between Grand Forks and Denver. The benefit of this program was realized as early as February 1992 when the first graduates of the Advanced Spectrum began their transition to first officer training in China Airlines aircraft in Taiwan. UND furthered its relationship with China in September 1992 when 25 air traffic control students from the People's Republic of China began a ten-week training program to improve their ATC skills. SPECTRUM broadened/expanded its reach/horizons to Europe in 1992 when CAS agreed to provide pilot, ATC, and meteorology training to French aviation students. France also planned to send flight instructors and faculty to study the ab-initio training program as well as the atmospheric research program/curriculum. In October of 1992 construction began on the \$3.5 million Rural Technology Building, a collaborative funding effort of a \$2 million federal grant and an additional \$1.5 million grant from the Department of Housing and Urban Development. This facility would be intended to assist fledging technology companies, and its first tenant would be the National Weather Service when it relocated to the Technology Park in 1995. When completed, there would be five buildings that make up the UND Aerospace complex; CAS I (Odegard), CAS II, (Streibel), CAS III (Ryan), CAS IV (Clifford), and, Rural Technology Center, part of what would become the Ina Mae Rude Entrepreneur Center in 2005. 1992 was also significant for the department in that its degree programs were recognized by the Council on Aviation Accreditation (CAA), a professional accreditation association. The department was one of four programs across the nation that was granted the accreditation for the first time by that organization.

Training continued to expand in 1993 when UND Aerospace landed a five-year, \$5 million contract to train U.S. Customs Service pilots on fixed-wing and rotor-wing aircraft. UND's fleet of five helicopters (three piston-powered Schweitzers and two turbine-powered Bell 206s) were being put to good use as they were now being used to train Army ROTC Battle Captain cadets, ARAMCO pilots from Saudi Arabia, in addition to pilots from U.S. Custom Service. UND leveraged its use of the Schweizer helicopter into becoming a training center for Schweizer Aircraft Corporation. UND designed and developed and a program for all phases of training in the Schweizer model 269C and 300C helicopters. In June of 1993 (The Iron Curtain "fell" in 1989) 25 Russian students arrived at UND to train at CAS in air traffic control. The controllers learned English (the international language for aviation) and upgrade their ATC skills in preparation of increased U.S. flights over Eastern Russia, and in anticipation of airlines such as Northwest flying Polar routes. This first class of Russian air traffic controllers graduated from UND in September of 1993 and another class would begin training in November of 1993. The UND-Russia connection continued to grow and by May 1996 UND Aerospace formed a partnership with Krasnojarsk Aviation College in Russia. More than 128 Russian Students have upgraded their air traffic control skills and their English language skills by participating in UND's Aerospace program. The program was eventually put on hold in November 1997 because money intended to be used to pay for the training was diverted to other programs in Russia. There were to be multiple classes of 24 Russian students. Coinciding with its 25th anniversary, CAS/Aviation received a federal grant to establish a joint aviation operating and training "satellite" program with Honolulu Community College (HCC) to provide ab initio aviation training for Pacific carriers. HCC will grant an associate degree in flight technology and the University of Hawaii will provide the liberal arts and general education requirements and

grant a bachelor's degree. This arrangement with HCC was to become the first of several such satellite arrangements between UND/Aviation and other universities/colleges. The faculty of the department also made valuable contributions to aviation in 1993. Dr. Warren Jensen, UND's resident flight surgeon, in conjunction with the Wright State University School of Medicine in Dayton, Ohio, conducted a test and released a study designed to detect pilot impairment. This study led to Dr. Jensen being awarded the 1995 Julian E. Ward Memorial Award for aerospace medicine research.

UND established its second satellite in January of 1994 at Williams Gateway Airport in Mesa, AZ, (formerly Williams Air Force Base). CAS established a branch campus and began teaching aviation classes. In March of 1995 Chandler-Gilbert Community College and UND signed an agreement establishing a joint flight training program at Williams Gateway in Mesa, AZ. The SPECTRUM program also continued in March 1994 when Aviation developed a pilot residency program with Corporate Air, a cargo airline in Billings, MT. UND's SPECTRUM ab initio pilots will work as first officers for Corporate Air. By mid-1994 CAS is now training first officer for Great Lakes Aviation under contract with United Express, as well as Corporate Air flying Cessna Caravans under contract with FedEx. CAS/Aviation has also received FAA Part 141 approval for its SPECTRUM Airline Pre-Qualification (APQ) course that transitions pilots into advanced technology aircraft, and was endorsed by Airbus Industries in May 1994. This 52 hour academic transition course was taught twice in Toulouse France to pilots who were to be type rated in the Airbus A310-300. It was also used in the China Airlines and Saudia Airlines contract training programs at UND. One class of four pilots from South East European Airlines in Athens Greece also received the Spectrum APQ course in Grand Forks, ND. Two UND Aerospace academic instructors also taught this transition course to four TransAsia Airlines ATR

72 crews who were slated to be typed rated in the Airbus A320. This training was on-site at TransAsia Airlines headquarters in Taipei, Taiwan. This unique program is offered nowhere else in the world. The fall of 1994 saw UND make another technological leap when the department began issuing laptop computers to its students. Laptops would eventually be required for all students in the Aerospace Department. 1994 also saw the UND Flying Team win its 8th NIFA National Championship. This would continue in 1995 and again in 1996. George Hammond retired in 1994 and Kent Lovelace was appointed department chair.

SPECTRUM added another dimension of training in 1995 when two Beechjets valued at \$6 million each were added to the UND fleet of aircraft. UND would lease the jets, which were owned by China Airlines and CAL Dynasty International. Since its beginning in 1988, 121 China Airlines pilots have completed SPECTRUM and Advanced SPECTRUM training, and 62 pilots are currently enrolled in these training programs. In addition to the normal complement of classes being offered on campus and its satellites, in April of 1995, UND is now offering a two-day physiology course for corporate pilots in the altitude chamber. UND's physiology course is offered at its main campus in Grand Forks and at Williams Gateway in Mesa, AZ. What made this type of program possible was the purchase of a surplus altitude chamber from the Air Force in 1988 which would be eventually be located in CAS I (Odegard Hall). There was also an altitude chamber located at Williams Gateway because it was previously Williams Air Force Base, which was an undergraduate pilot training base, and had a resident altitude chamber. In addition to being lauded as an accident-free year, 1995 brought with it bad news as well when UND Aerospace Dean John Odegard was diagnosed with cancer and underwent surgery to remove a cancerous kidney. Well wishers and supporters pray for a speedy recovery.

1996 began as a year of recognition for UND. The FAA honored John Odegard with its Lifetime Achievement Award, and UND Aerospace and China Airlines were honored as finalists as the 1996 Flight International Aerospace Industry Awards for the development of the Jet Spectrum Airline Pilot Training Program. In addition to receiving the Lifetime Achievement Award, Odegard would receive the Greater the North Dakotan Award for outstanding service to North Dakota and the state's business community the following November. 1996 was also a year of continued satellite expansion as well. CAS formed a training partnership with McDonnell Douglas Helicopter Systems which is to be located at Williams Gateway Airport in Mesa, AZ near an existing McDonnell Douglas facility. The UND presence at William Gateway continued to grow; the partnership with McDonnell Douglas is in addition to the joint flight training program with Chandler-Gilbert Community College and the two-day physiology course for corporate pilots in the altitude chamber. The sale of McDonnell-Douglas to Boeing for \$13.3 billion in December would eventually put an end to UND operated helicopter training at Williams-Gateway. Closer to home, UND's Aviation department faculty and staff formed a partnership in September to teach aerial crop spraying. Aviation and University of Minnesota-Crookston begin working together on an aviation aerial application program. On campus, a walkway connecting Clifford Hall (formerly CAS IV) with CAS's training and research center came one step closer to reality when Tom and Joan Ryan (Ryan Potato) donated \$1 million to UND for the construction of the skyway (euphemistically referred to as the gerbil tube). In appreciation for the Ryans' generous donation, the Aerospace Training & Research Center (formerly CAS III) is to be renamed Ryan Hall.

Unlike previous years, 1997 was a year of contraction. Aviation majors had declined steadily since 1989 to 1000 aviation students. This would mark the lowest number of Aviation majors

since 1986. It's training needs met, SPECTRUM is no longer training pilots for China Airlines. Great Lakes will continue service but not out of Grand Forks. Weather also played a major role in the decline in operations. The winter of 1996-97 was one of the worst on record, and was responsible for the flood/evacuation in the spring of 1997. Blizzard "Betty" was typical of one of the eight storms to rock North Dakota. It brought strong winds, heavy snows and wind chills into the minus 50 range, and shut down flying operations for several days. Betty, Hannah, along with other winter storms dropped almost 100 inches of snow, severely hamstringing flying. Adding injury to insult was the ice storm that knocked out power to the Grand Forks area for several days, and the knockout blow was the flood/evacuation in April of 1997, causing UND to end the semester on April 20. CAS lost an estimated \$1,036,000 in revenue due to the eight blizzards and flood, and by July was facing a \$2.6 million deficit. The winter weather was responsible for a third of scheduled flights being cancelled, UND being \$6 million in the red by the end of the fiscal year, and an overall drop in UND's enrollment of eight percent. Two bright spots during the year was UND signing a contract with Bombardier Aerospace to train a minimum of 300 pilots over the next five years in high altitude physiology and the department's degree programs were reaffirmed by the CAA.

1998 was a year of continued and well deserved recognition for John Odegard and the program he created. In January he received the Alumni Achievement Award, the Center for Aerospace Studies was renamed the John D. Odegard for Aerospace Sciences and CAS I was renamed Odegard Hall. In addition, CAS II was renamed Streibel Hall in February. In February of 1998 the department was again awarded the UND Foundation McDermott Award for Outstanding Undergraduate Teaching. In May Spokane Falls Community College was added to the UND network of satellites, bringing the number off sight satellite locations to four; Chandler-Gilbert

AZ, Honolulu HI, Crookston MN, and Spokane WA. Sadly, John Odegard died of cancer in September of 1998 but was able to celebrate UND Aerospace's 30 year anniversary which took place in June 1998. Fittingly, John was inducted into the North Dakota Aviation Hall of Fame in February of the next year. Richard Nelson was named interim dean after Odegard's passing. At year's end (1998) the UND fleet had topped 100 aircraft, and for the first time airlines are visiting campus to recruit pilots. Enrollments started to increase again and would top out at 1754 majors in 2003. The end of 1998 also marked the beginning of a relationship with UND Aerospace's most prolific benefactors and advocates, James Ray, when the Ray Foundation established the John D. Odegard Aviation Scholarship with a \$1.5 million endowment scholarship fund for aviation students. In 1999 UND Aerospace continued to establish pilot hiring relationships with several airlines. In March, Horizon Air established a direct pilot hire program, and in September it established a unique pilot hiring program with Mesaba. This type of program began paying a dividend as early as January of 2000 when Horizon hired a block of 15 students as first officers and again in May when it offered 17 additional first officers to UND alumni (approximately 25% of Horizon pilots are UND graduates). This type of synergistic relationship continued into 2000 when the Odegard School of Aerospace established a training program with Delta. This program would begin preparing pilots who will be on the fast track to jobs with Delta Airlines. The slow down in the airline industry after the events of September 11, 2001 put an end to these types of programs. On the international scene, UND Aerospace signed a training agreement with China Xinhua Airlines in May, with an initial class of 12 to begin training in June with projections to train of 50 pilots. The first Xinhua students were to graduate in January 2001. There were several leadership changes that also occurred in 1999. Dr. Paul Lindseth was named Interim Assistant Dean at the Odegard School in August, and in November

Dr. Bruce Smith was selected to be the next Dean of the John D. Odegard School at UND. Bruce is slated to assume his duties as Dean in January of 2000. Elsewhere on campus Dr. Charles Kupchella was selected to be the next president of UND. Dr. Kupchella is to succeed Dr. Kendall Baker. What began as a training program for Russian air traffic controllers expanded in January of 2000 when the UND Aerospace Foundation was awarded a \$3.3 million contract from Luftfartsverket Norwegian Air Traffic and Airport Management (NATAM) to train Norwegian students to become air traffic controllers for Norway. Six classes of 18 to 20 students were expected to complete the three-year training program, with the first group arriving in May 2001. Four more classes would start in years four and five if NATAM exercises its option to extend the contract. UND will train 120 Norwegian air traffic controllers over the next three years, and in February 2003, a \$1.1 million contract extension was signed calling for the training of an additional 40 students. The fall of 2000 was a banner enrollment year not only for the Odegard School, but for the entire university. UND posted its largest first day enrollment since 1993, and within the different colleges, the Odegard School of Aerospace Sciences shows the greatest growth with 209 new students (the majority of which were aviation students), an increase of 18.3 percent. This surge in enrollment resulted in changing key positions at the airport as well as on campus. Alan W. Palmer will assume the position of director of Flight Operations, and Dick Schultz was named Chief Flight Instructor for the Odegard School. On campus, Paul Lindseth became Assistant Dean for Academics and Aerospace. Also, Professor Thomas Zeidlik was named a master certified flight instructor by the National Association of Flight Instructors. Tom is only one of two instructors on the faculty to receive this award. Professor Al Skramstad was the first. The helicopter flight training program continued to show its importance to the military and to UND when in July 2000 the U.S. Senate Appropriations

Committee approved \$2.25 million to support the Army ROTC Air Battle Captain Helicopter Training Program, and on campus, Daimler/Chrysler Corporation, realizing the importance of high altitude physiological training, sent its corporate flight department through UNDs' high altitude chamber.

Air traffic control began 2001 with a valuable equipment addition. The first-of-its-kind tower and radar simulator is the attention of air traffic control professionals and students throughout the world. The simulator is the first ever to combine tower, terminal and en route radar training into one integrated system and the first class air traffic control training program is now world class. The aviation side of the house also received an addition to its simulator fleet in June of 2001 with the addition of two new Frasca Piper Seminole Flight Training Devices. In addition to the Piper Seminole FTDs, the Odegard School also acquired a Level 6 flight training device for training and preparing pilots to fly the Bombardier Canadair Regional Jet. A Level 6 FTD is made to the exact specifications of the aircraft it is intended to simulate; in this case the CRJ. Every knob and switch operates as it would in the actual aircraft and it "flies" exactly like its real-world counterpart. The CRJ FTD is a tremendous addition to the aviation curriculum and plays a key role in UND's pilots enjoying such excellent hiring rates. Academics broke new ground in March when the Department began offering a Master's of Science degree in aviation to complement its undergraduate degrees in Commercial Aviation, Air Traffic Control, Airport Management, Aviation Management, and Aviation Systems Management. Research was the buzz word in April of 2001 when the FAA presented the Odegard School with the "Mark of Excellence" award, giving "Center of Excellence for General Aviation" (CGAR) credentials. The benefits of this cooperative agreement with the FAA, industry partners and academia are serving as resource to the FAA and industry to help solve industry problems through applicable

research. CGAR allowed aviation faculty to quickly get more involved in aviation research. This resulted in over \$300,000 of research funding for four different projects coming into the department for the 2001-2002 academic year. **September 11 – All aircraft are grounded following the terrorist attack on the Twin Towers and the Pentagon.** Flying will resume in about one week, but only within a 30-miled radius of GFK. Nation wide flying resumes by 22 September. UND also began testing aviation ethanol in September. The Odegard School, in conjunction with The Energy and Environmental Research Center (EERC) will develop the fuel and work to have it approved by the American Society for Testing and Materials. UND Aerospace will conduct test flights using the new fuel. Enrollment continues to explode; enrollment is 1580 students, up 15.6% from last year, and up 36.7 percent from 1999.

The UND – U.S. Army connection strengthened in 2002 when the U.S. Army selected UND to provide primary helicopter training for its helicopter student pilots. The 2003 Defense Appropriations Bill earmarks \$1.4 million for UND's Army Helicopter Flight Training Program with training to begin in June 2003. Starting in the summer of 2002, helicopter pilot training candidates from West Point and selected Army ROTC detachments will come to UND and train in the summer. Training will be conducted in two, six-week sessions and will take students up to their solo flights. In April, Williston partnered with UND to become the fifth satellite; the satellite locations now include Chandler-Gilbert Community College (Mesa AZ), Honolulu Community College (Honolulu HI), Central Washington Community College (Spokane WA), Crookston MN, and Williston ND. The grand opening for the Williston/UND facility takes place in September 2002. Although not a traditional satellite arrangement, in October 2002 Cirrus Design selected the UND Aerospace Foundation to provide flight training for purchasers of the company's SR20 and SR22 aircraft. UND flight instructors will conduct flight training at Cirrus

company headquarters in Duluth, MN but will be employed by the UND Aerospace foundation. In addition to teaming up with Cirrus Design, the UND Aerospace Foundation and the Airline Pilots Association joined together in September 2002 to provide an advance accident investigation course. Concurrent with the increase in enrollment is the increase in flying activity. In May 2002, for the first time in its history, The Odegard School surpassed the 100,000 mark for flying hours in one fiscal cycle and in October set a UND record of 15,775 hours flown in one month. The Grand Forks airport ranked 50th in the nation for traffic operations largely because of UND flight training. 2002 was also a year of national recognition for the Odegard School. In March, Dick Schultz, chief flight instructor, was named "Flight Instructor of the Year" for the district by the Fargo Flight Standards District Office (FSDO). In May, The National Association of Flight Instructors announced that Allan Skramstad has earned Master Instructor designation, and in August, Frank Argenziano received a Certificate of Appreciation from the American Coalition for Ethanol for his contributions to the aviation ethanol project in 2002. July of 2002 the department's degree programs were once again reaffirmed by the CAA. Earlier in 2002 the department was awarded the Fellows of the University Award for Outstanding Public Service (2nd time). UND Aerospace's flight training program in Hawaii was also recognized when it took first place in the Performance Division in the Great Hawaiian Air Race. 2002 also saw an addition to the Aerospace Skyline when the Hilton Garden Inn opened its doors for the first time on November 24.

The new year, 2003, began with the UND Aerospace Foundation making two valuable additions to an already world class list of trainers and simulators. The air traffic control curriculum upgraded the caliber of its training with the addition of a 360-degree Air Traffic Control Tower Radar as did the aviation program with the installation of the Ascent Full Flight Trainer for its

Canadair Regional Jet Training program. The air traffic control simulators were officially welcomed at an Open House in October. Aircraft safety and accident prevention were also key themes in 2003. In January UND hosted the Airline Pilots Association (ALPA) for a two-day safety investigation course and again in September when an accident investigation course was held at Grand Forks. These courses would be offered again every year during the months of June and October.

UND's Flying Team took center stage in 2004, winning the Regional Flying Team Competition in (location) and the National Flying Competition. The Flying Team has a rich tradition. In May 2006, it won its 14th national championship in the past 22 years. The Flying Team is a member of the National Intercollegiate Flying Association (NIFA), and the Safety and Flight Evaluation Conference (SAFECON). The Flying Team consists of approximately 30 members of the UND student body. Members are volunteers who have made a significant commitment of time and effort to be a part of the team. The team participates in two competitions annually, a regional qualifying competition in the fall, and a national competition in the spring, to determine the national championship. The 2004-2005 school year also saw the increase in funded research through six projects that brought in over \$440,000 of grant monies.

The UND Aerospace Foundation made two significant additions to the Odegard School in 2005. In May The Foundation's Flight Training Program partnered with Robeson Community College in Lumberton North Carolina, to add a sixth satellite location; Honolulu, Mesa (AZ), Spokane (WA), Williston, Crookston, and North Carolina. The Far East presence was felt again in Grand Forks when Tokai University in Tokyo, Japan selected UND to train more than 160 of its students in June 2005. The airport administrative staff also saw a few key changes in 2006 when Dick Schultz was named Associate Director of Flight Operations and Dan Kasowski was named

Assistant Director of Flight Operations. In February of 2006, Professor Beth Bjerke was awarded the outstanding Advisor Award at the Founder's Day ceremony.

UND entered into a new realm of aviation in October with the awarding of a grant to begin preliminary research on unmanned aircraft systems (UAS). Under the guidance of Professors Doug Marshall and Ben Trapnell, the UAS program quickly gained nation-wide and world-wide recognition and was designated a Center of Excellence for UAS research, education, and training at the state, FAA, and DOD levels. Efforts in this area began to manifest themselves in December 2007 when two UND faculty members went to Canada to learn to fly the CropCam unmanned aircraft. In just over two years time, UND has garnered over \$8 million in research, education and training grants from a variety of sources. In January 2008, UND took delivery of its first two unmanned aircraft and introduced its first class in unmanned aircraft systems.

UND Aerospace entered into the publishing world in 2007 when it published a book on the Odegard School titled "The Flight of the Odegard." During the summer of 2007 the department's programs were reaffirmed by Aviation Accreditation Board International (AABI) the renamed CAA. In the fall of 2007 UND placed an order for a Cessna Citation Mustang, hoping to take delivery in the spring of 2008. With the delivery of the Mustang, a very light jet (VLJ) to the UND fleet there will again be a jet aircraft on UND's ramp.

The history of the Odegard School, like all histories, is a work in progress. It is, and will continue to be as unique and dynamic as its founder, John Douglas Odegard.