Report on the NDAA Convention

"Change is in the wind"

By Burt Calcines
Executive Air Taxi Corp.

BISMARCK, North Dakota — A major reorganization took place at the recent Annual Meeting of the North Dakota Aviation Association held January 18th and 19th at the Kirkwood Motor Inn in the Capital City.

Over 60 members of the 35-year-old association arrived in a mood for change and left unanimously endorsing new directions for the future while pledging support for a unified front to represent aviation in North Dakota.

Various factions of the aviation industry who have recently voiced concern over the lack of direction of the association and inequities in representation agreed to "bury the hatchets" and hammered out a plan for reorganization which is hoped will meet the needs of all.

Two energetic days of meetings, caucuses and face to face negotiations resulted in a plan, presented to the membership by Dennis Rohls of Executive Air Taxi of Bismarck, for an umbrella agency concept which would provide equitable representation in five broadly defined categories of the aviation industry. They include: (1) Agricultural Aviation; (2) Professional Aircraft Mechanics; (3) Airport Authority/Airport Management; (4) Fixed-base Operators (FBO’s)/Air Taxi Operators; and (5) Aircraft and Parts Distributors.

The general category membership will be flexible to include individual members, pilots, students, instructors, the "fly-in," Flying Farmers, Boosters and other possible groups or individuals who wish to be affiliated or associated with the parent body whose name may or may not remain NDAA. Time consuming discussion on a possible future official name was set aside in the interest of more specific and productive exchange on new goals and objectives.

The official motion to reorganize called for the dissolution of the existing NDAA, contingent upon ratification of the new umbrella group in late March. It will be officially designated at that time.

"I came to this convention with one thing in mind...that whatever comes out of this meeting must be for the good of aviation in North Dakota."

Outgoing president Larry Linrud

Jack Daniels of Williston, who has ably served the interests of aviation in the state for many years stepped down as executive secretary while the existing board-of-directors agreed to serve during the interim organizational period in order to provide continuity through the current legislative session.

Daniels, who chaired the meeting, polled the entire group one-by-one for comment. Almost in a man, the members heartily and vocally endorsed the "Umbrella Plan" as a much needed step and pledged support for the idea. Comments generally reflected an indication of the will and spirit to follow up on outgoing president Larry Linrud's opening remarks.

Said Linrud, "I came to this convention with one thing in mind...that whatever comes out of this meeting must be for the good of aviation in North Dakota."

The individual groups caused and each elected two members to the new board-of-directors. Representing agricultural aviation is Lynn Thompson of Harwood and Bob Odegard of Kindred; Professional Aircraft mechanics: Frank Argengasso, Grand Forks and Gordon Person, Fargo (both to be ratified by the mechanic's parent body); Airport Authority/Airport Management: W.I.I (Bill) Ruhl of Parshall and Alan N. Dipple of West Fargo; FBO’s/Air Taxi Operators: Ben Meyer, Jamestown and Bill Pasco, Dickinson; and General; George Ham- mond, Grand Forks and Dewey Ostlund, Fargo. Dennis Rohls, Bismarck was unanimously selected as chairman of the new board.

A board meeting has been scheduled at the Aeronautics Commission in early February. A fine tune, the umbrella concept and make plans for future action. Major areas of work include a membership analysis and drive; an upgraded and revamped "Relative Winds" publication; plans for a joint convention with broad participation; legislative analysis and strategy; and, most importantly, the establishment of common ground with a two-way exchange of issues, information and ideas all channelled finally through a large and influential voice for the good of all aviation interests in the state.

Perhaps, the unification effort during the convention was best summed up by the gentleman who arrived just in time to hear enthusiastic vocal endorsement of the "Umbrella Plan" making the rounds of the room. When asked to comment he said, "Well I came in late and I don't know what's happened, but it seems like everybody's for it, so I am too!"

"General aviation can make a significant contribution to the economic recovery of our state and nation. It is up to us to protect and further our interests...together we can do it!"

Dennis Rohls

Notice

The first board meeting will be held on Friday, February 4, 1983 at 1:30 P.M. in the conference room of the North Dakota Aeronautics Commission at the Bismarck Country Club to begin work on the reorganization plan.
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Around the State

LANGEDON . . . is planning to do crack filling and a seal coat of the airport surfaces. They will also look into plans to expand the runway if they can finance it. The County engineer will be doing some preliminary planning.

EDGELEY . . . The airport runway surface is uneven and rolling due to fall rains and this winter’s frost heaving. They had put a new seal coat on the runway this past summer, but the runway looks good drainage in the base. The Airport Authority will be attempting to remove trees to widen the east approach area surface.

ELLENDALE . . . is in good condition. They have 8 based aircraft with flying club, an active instructor and an aerial sprayer, and numerous intertenant operations. The Airport Authority will receive aid from a newly created Dickey County mill levy to help support the airport.

OAKES . . . has completed an active year of airport improvements. A new hexagonal hangar was built. The cracks were sealed with a rubber filler. A N-S grass 200' X 230' runway was opened for public use. Presently, there are 18 aircraft and 1 helicopter based there.

GREEN ULLIN . . . The Aeronautics Commission staff met with the local Airport Authority to discuss plans to realign a new runway and possibly pave it. The existing NW-SE dirt runway has a poor approach over 30' trees and a residence at the S/E end. A highway overway job will be nearby the airport which persuaded the Authority that the time is right for getting a good asphalt bed.

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