



# UPPER MIDWEST AVIATION SYMPOSIUM

## A CELEBRATION OF AVIATION

March 1, 2, 3, 4, 1998

All Events Will Be Held At the Radisson Inn • Bismarck, ND • 701/258-7700



*Victor Belenko*

Monday General Session  
*Against All Odds - Risk!*

*America is Worth It*

Tuesday Night Banquet  
*"Topgunsky" In America*

### Featuring

- Awards and Hall of Fame Banquet
- "Topguns Versus MiG's" Face-Off
- Airspace Forum
- Ag Pilot Recertification
- Airport Managers Update
- Promoting Fixed Base Operations
- FAA Updates

### General Session Luncheons

#### Monday:

Victor Belenko

MiG-25 Pilot, "No Notice Immigrant"

#### Tuesday:

Phil Boyer,

President AOPA



*Phil Boyer*

President, AOPA

Tuesday General Session  
*Pinnacles and Challenges Ahead for Aviation*



### Registration Fees

Preregistration .....	\$50.00
Registration (after Feb. 21) .....	\$60.00
Spouse .....	\$15.00
Awards/Hall of Fame Banquet .....	\$20.00
One Day Pass .....	\$30.00

For registration information call 701/663-0669





## Chairman's Corner

Dan Vigesaa, Chairman NDAC

Long, long ago, when Gate 8 was the general aviation gate and Dupont Aviation was the FBO, I flew to Minneapolis to bring some executives back to Fergus Falls. The night was crystal clear. The stars stood out like stadium lights. Every reporting point said CAVU. (Pilots used some funny words back then). Every forecast said that the entire area should be a solid thunderstorm, but the flight was perfect.

I picked up my passengers and started back. We were on the ground less than thirty minutes but the world had changed dramatically during that time. The flight back was like a virtual image of a tiny shuttle craft wending its way through the synapses of Godzilla's brain during his life and death struggle with King Kong. Minutes after take off every pin point of light disappeared to be replaced with huge jagged shafts of lightning that seemed to come from everywhere at once. We could feel our tiny craft trembling from deep within its soul. We could hear the thunder above the roar of the engines. The forecast was perfect.

Part 135 was brand new back then and radar was very young. Very few GA airplanes had airborne radar and we were in the majority. Minneapolis Center had radar. So did Minneapolis Approach. We flew back on a wing that we could not see except in the light of the lightning and on a prayer that was directed towards ATC. We put all of our faith in several young men who were basking in the indigo light of radar screens that had not evolved much since World War II. In spite of the inky blackness, the blinding lightning, the thunder and the extra one hundred miles, the flight was smooth. We landed safely. The air traffic controllers were also perfect that night.

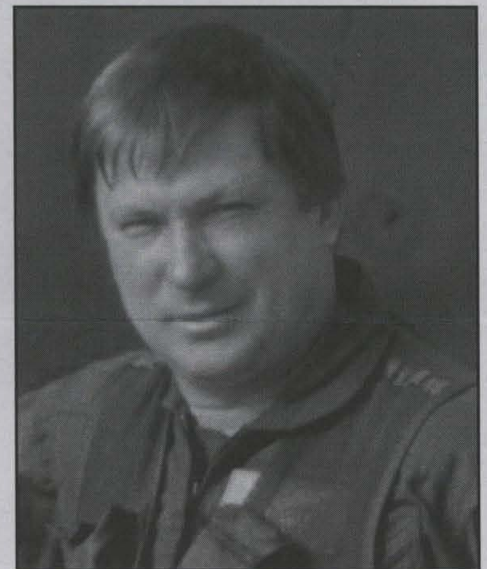
This bizarre little memory was triggered oddly enough by my participation in the November 12, 1997, video conference on Fixed Base Operators (FBOs). This satellite-based interactive video conference was created by the collective synapses of the brains behind the North Dakota Aeronau-

(Continued on page 9)

## MiG Pilots, "Topgun" & Airspace Forum Highlight Pilots' Sessions Celebrated MiG Pilot and Commentator Belenko, AOPA's Boyer To Highlight "Celebration of Aviation" General Sessions

Well-known former Soviet fighter pilot Victor Belenko and the President of the Aircraft Owner's and Pilots Association (AOPA), Phil Boyer will highlight this year's Upper Midwest Aviation Symposium March 1 through 4, 1998 at the Radisson Inn in Bismarck. Belenko made world-wide headlines in 1976 when he defected from the Soviet Far East in a then top secret MiG-25 "Foxbat" jet fighter, landing in northern Japan with literally seconds of fuel remaining. He will tell his inspirational story of escape and personal odyssey at Monday's General Session, from 11:45 a.m. to 12:30 p.m. in the Radisson Inn's Courtyard. Victor will also be the keynote speaker at Tuesday nights' Annual Awards and North Dakota Aviation Hall of Fame Banquet, scheduled to begin at 6:00 p.m. for cocktails and 7:00 p.m. for dinner.

Phil Boyer, President of AOPA and a significant spokesman for general aviation in the United States, will address Tuesday's lunchtime Session, also scheduled for 11:45 a.m. to 12:30 p.m. in the Courtyard. Boyer will take the op-



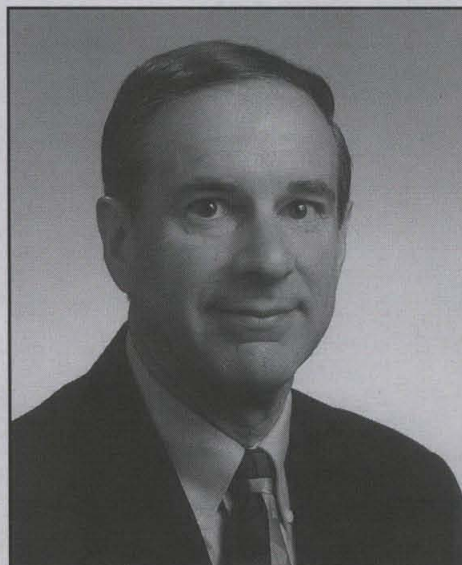
Victor Belenko

portunity to address all members of the Symposium about the major issues facing the aviation community in the years ahead. He will present an outline of significant issues affecting the economic well-being of the entire aviation population both locally and nationally. He will later take the time to speak with attendees of the NDPA sessions about several special topics of interest to all pilots and others at this year's Symposium.

The issue of alterations in North Dakota's airspace designations and the potential changes in both flying rules and aircraft equipment will be the topic of debate on Wednesday morning's Open Forum. The 2 hour session will kick-off at 8:30 a.m. All UMAS '98 attendees are urged to attend and participate in what promises to be a very "hot topic" for 1998.

As has become tradition, the NDPA will start their Symposium program on Sunday, March 1 at 2:00 p.m. Open to all, Sunday topics of interest will include "Cross Country Pitfalls", Hans Ahlness's experiences in being paid to fly into thunderstorms and a thorough look at propos-

(Continued on page 10)



Phil Boyer



## From The Editor:

A quick scan of this issue will show you what an exciting program is in store for this year's Upper Midwest Aviation Symposium. MiG pilots, Topguns, the head of one of General Aviation's leading advocacy groups, airspace issues and the future of our FBO's are all on the list of events for March 1-4, 1998 at the Radisson Inn in Bismarck. This year's UMAS meeting will keep attendees busy from early in the morning until well into each evening.

The Council has worked very hard this past year and the *Quarterly* thinks that this is one of the best schedules in years. If you are trying to make up your mind about attending, stop wavering and plan to come, even if for just a few of the events; for this year will be one of importance not only for pilots and mechanics, but for each and every member of the region's aviation communities. The topics to be addressed will affect us for years to come and this year's Symposium will provide you the opportunity to find out how each and every one of these issues can and will affect your flying and your business.

We want to make particular note of the open forum set for Wednesday morning, March 4. Air space changes are always a matter of great importance and never fail to generate vigorous debate. The forum on Wednesday morning will be your chance to be heard and to listen to both sides of this vital issue. We encourage every attendee to plan on making the forum a "Must attend" on their lists of things to do this year.

On a more personal note, the symposium is one of the few chances many of us have to renew old acquaintances and to make new friends. It offers an opportunity to sit and talk to your Council representatives, state and federal officials and to make your thoughts and ideas heard above the din of lobbyists and press releases. Attendee's keep coming back for a very good reason: The Symposium is one of the very few meetings in the United States where your voice can heard, you can talk personally to your suppliers, peers and decision makers and learn the very latest in your area of interest and still have one terrific good time in the process. Top all of the events off with the Banquet and Aviation Hall of Fame induction and we guarantee every one will come away from UMAS '98 with their speed up and roaring into spring.

Please take the time to read the enclosed schedule carefully, mark the events you want to attend, then fill out the registration form and get it in the mail right away. Besides saving yourself some money, it'll help our dedicated and hard-working registration staff time and effort and will help make your check-in as quick as possible. We look forward to seeing you at the Radisson Inn, Bismarck, starting Sunday afternoon, March 1!

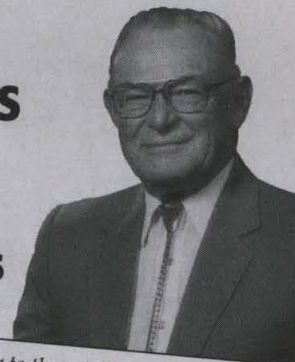
-Andrew S. Niemyer, Editor-in-Chief

## HOW COLD IS IT?

An annotated thermometer for North Dakota fliers (in degrees F)

- +50
  - \* New York pilots turn on the heat
  - \* North Dakota pilots plant gardens
- +40
  - \* California pilots shiver uncontrollably
  - \* North Dakota pilots sunbathe
- +30
  - \* You can see your breath
  - \* Minnesota pilots plan a flight to South Dakota
  - \* North Dakota pilots eat ice cream
- +25
  - \* Californians weep pitifully
  - \* Cat insists on sleeping on your bed with you
- +20
  - \* San Franciscans start thinking favorably of LA
  - \* North Dakota pilots put on T-shirts
- +15
  - \* Montana pilots plan a flight to Arizona.
  - \* North Dakota pilots go swimming
- 5
  - \* You can hear your breath
  - \* You plan a flight to the Florida Keys
- 15
  - \* You can cut your breath and use it to build an igloo
  - \* Miami's cease to exist
  - \* Minnesota pilots lick windssock poles
- 20
  - \* Cat insists on sleeping in your pajamas with you
  - \* People in Rugby think about taking down screens
- 25
  - \* Too cold to kiss
  - \* Minnesota Twins head for spring training
- 30
  - \* You plan a two-week hot bath
  - \* Bock beer production begins
  - \* North Dakota pilots shovel snow off wings
- 38
  - \* Mercury freezes
  - \* Too cold to think
  - \* North Dakota pilots button top button
- 40
  - \* Californians disappear
  - \* Car insists on sleeping in your bed with you
  - \* North Dakota pilots put on sweaters
- 50
  - \* Congressional hot air freezes
  - \* Alaska pilots close the bathroom window
  - \* Green Bay Packers practice indoors
- 60
  - \* Walrus abandon Aleutians
  - \* North Dakota pilots put gloves away, take out mittens
- 70
  - \* Fargo residents replace diving boards with hockey nets.
  - \* Snowmobilers organize trans-river race to Montana
- 90
  - \* Lawyers chase ambulances for no more than 10 miles
  - \* Winnipeg pilots migrate to North Dakota thinking it **MUST** be warmer
- 100
  - \* Santa Claus abandons North Pole
  - \* North Dakota pilots pull down earflap
- 445
  - \* Colder than internal temperature of a FSDO Inspector's heart
- 458
  - \* Incumbent politician renounces a campaign contribution
- 460 (Absolute Zero)
  - \* All atomic motion ceases
  - \* North Dakota pilots allow as to how it's getting a mite nippy
  - \* The Grand Forks Automated Flight Service Station de-automates

## WITH THANKS From Jack Daniels



An open letter to the aviation community:  
 Since the middle of July 1997, I have been racking my brain for the right words to express my sincere appreciation for the recognition and honors that have been bestowed upon me this past year! It has been a very difficult task. It has been the highlight of my life. It was a very special and humbling experience and will remain in my thoughts forever. Many of you could and probably have said, "It was about time." With that, I must agree. Special recognition must go to the members of the North Dakota Aeronautics Commission, the Commission staff, and the leadership of the North Dakota Aviation Council. With my limited vocabulary, what can I say after I have said "Thank You" one and all.

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### COPY DEADLINES

Mar. 16, Jun. 15, Sept. 15, Dec. 15





## FROM THE DIRECTOR'S CHAIR

Good news is always welcome in the North Dakota aviation industry and we did receive some recently. Congress approved a \$9.07 billion FAA budget, an increase of \$785 million from last year's budget. The biggest impact to the general aviation community is the Airport Improvement Program (AIP) which received a major chunk of change to help maintain the infrastructure.

The best news was that Congress did nothing under the "user fee" category. But you know that issue is just one bad idea away from fact at all times.

I have not had the opportunity to meet the new FAA Administrator, Jane Garvey. However, I have been given very good reports from all my fellow state directors who have had the opportunity to discuss issues with her. Ms. Garvey is the first administrator who received a five year appointment. This will change the upper management of FAA. From this point on, the Administrator has the opportunity to have a half life that is longer than a nano second. Thus, some positive changes can be accomplished that will benefit aviation. In my estimation, some organizations started too fast in criticizing Ms. Garvey because of a lack of aviation background. There is no need for that background, she has an industry full of willing advisors. What the FAA needs is a good boss to lead them into the 21st Century; Jane Garvey has the talent to accomplish that feat.

Some issues that the Commission will be dealing with this coming year are controlled airspace, better defined as Class E airspace, aerial applicators regulations dealing with "reasonable supervision of apprentice pilots" and more far-reaching the committee on drift liability insurance which will encompass all the grower groups and the applicator association.

This year's upcoming Upper Midwest Aviation Symposium will be my 12th. This group of North Dakota Aviation Council members are putting together one of the best programs in recent times. The Council always has a challenge in making the symposium better each year and they seem to make it work. Please come and enjoy the "Celebration of Aviation" in Bismarck on March 1-4, 1998!

# NDSAA GUEST OPINION PROPOSED ELIMINATION OF UNCONTROLLED AIRSPACE IN NORTH DAKOTA

by Stuart Harner, EAA

At the November meeting of the North Dakota Aviation Council, a pilot who flies under Part 135 rules came before the Council to request its support in getting the FAA to remove all Class G airspace and replace it with Class E airspace. The reasoning for his request was that Part 135 operations must be in controlled airspace to fly IFR. When in Class G airspace, the only controlled area for IFR flight is approved airways, thus direct IFR flights are not allowed. However, if this airspace were to be changed from G to E the controlled airspace would then cover all of the state with a floor of 1200 feet AGL. Currently the floor is at 14,000 MSL except in approved airways and 'let down' areas around airports with IFR approaches.

The argument presented supporting this change was that air ambulance flights could not get to all fields on direct flights without going to 14,000 feet and therefore had to fly dog leg routes. No other Part 135 operators were present at the Council meeting to present their views, so it is unknown if this position is representative of one operation or all.

The rationale opposing this change is that it lowers the visibility and clear of cloud minimums for VFR flight in the airspace above 1200 feet AGL. This will take away the ability to fly VFR legally over vast amounts of North Dakota on those summer days when convection clouds are building. Where VFR pilots are now able to fly clear of clouds and maintain 1 mile visibility and cloud separation distances in Class E airspace. Many VFR flights that take place in Class G airspace would be prevented if this were to be changed to Class E.

During the Council meeting, a compromise of having Class E airspace with a 5000 feet AGL floor was discussed. The Part 135 pilot did not seem interested in any floor above 3000 feet AGL. In the interest of fairness, the Council decided to have a committee look into this further and make a recommendation. An open forum meeting has been scheduled at the Upper Midwest Aviation Symposium this March so that more pilots could get involved and come to a better consensus on where to go with this issue. This forum will be on Wednesday morning, March 4, in conjunction with a formal meeting of the North Dakota Aeronautics Commission, open to all.

Meanwhile, the Part 135 pilot went to the North Dakota Aeronautics Commission to request their support for Class E airspace with a 3000 feet AGL floor. The Commission instructed the Director to write a letter to the controlling FAA office to see if this were even possible. No

other action was taken.

Since then, this Council member (not being an IFR pilot) contacted a private pilot who is IFR rated and another who is ATP rated and flies under Part 135. This is what they told me:

*IFR flights that are not Part 135 do not have to follow the airways or even be in contact with a controller while in Class G airspace. These restrictions are placed only on the Part 135 operators and they have no luck in getting the FAA to allow direct navigation in Class G, so they figured it would be easier to get the airspace designation changed.*

This subject was raised at an EAA Chapter meeting I attended and developed a great deal of discussion. The idea of giving up more airspace was not well received by VFR or IFR pilots. Every member in attendance was opposed to supporting any more incremental loss of "free" airspace. The arguments for the change were presented, as was the proposed compromise to have a floor set somewhere between 3000 and 5000 feet AGL. The Part 135 pilot appearing before the Council was not at this meeting, as he is not a member and had not requested to speak, although this was a regular meeting and open to all. The results of the discussion among this group of pilots was that if the Part 135 pilots are not able to do what they want within the scope of existing rules, they should work to have those rules changed, not encroach on the freedoms of pilots operating legally under different rules. This group of pilots would support the Part 135 operators who fly IFR, but would fight to save Class G airspace for the majority of North Dakota pilots who do not fly Part 135 IFR.

Pilots of all types belong to the four EAA chapters in this state and therefore are represented on the Council by the North Dakota Sport Aviation Association. Many other pilots belong to the North Dakota Pilots Association and are equally represented on the Council. It is up to each and every one of us to discuss this issue at our get-togethers and be sure to let your respective Council representatives know how you feel.

One of the best ways to do this is to attend the Upper Midwest Aviation Symposium held in Bismarck March 1-4, 1998 and get to the meetings of these groups to let them know your views. Your influence on Council members and members of the North Dakota Aeronautics Commission will directly affect the outcome of this issue. If you are not able to attend the UMAS, make sure you contact one of the NDAC members listed in the masthead of the Quarterly and tell them what you think.



# UPPER MIDWEST AVIATION SYMPOSIUM

March 1-4, 1998  
*Schedule of Events*

## SUNDAY, MARCH 1, 1998

	NDAAA	NDPAMA	NDPA	NDAA	AAND
2:00 P.M. to 3:00 P.M.			Cross Country Pitfalls <i>(Dan Vigesaa)</i>		
3:00 P.M. to 4:00 P.M.			Flying Thunderstorms <i>(Hans Ahlness)</i>		
4:00 P.M. to 5:00 P.M.			New Regulation <i>(Les Ellingson)</i>		

**Ice Breaker-5:00 P.M. til 9:00 P.M. in the Courtyard**

**FREE Beer, Pizza, and Sub Sandwiches *plus* Harry Schneider at the Piano**



# MONDAY, MARCH 2, 1998

	NDAAA	NDPAMA	NDPA	NDA	AAND
8:30 A.M. to 9:30 A.M.	NDAAA Business Meeting	TBA	Topgun School <i>Captain Matt Feringa,</i> Topgun Instructor Pilot		
	ND Pesticide Law <i>(Barry Coleman)</i>				
9:30 A.M. to 10:30 A.M.	Protecting Wildlife <i>(Kevin Johnson)</i>	TBA	Russian and US Fighter Jet Comparisons <i>Vadim Kulikov/Captain Feringa</i>		Bismarck Airport Facility Tour
	Protecting Water Quality <i>(Bruce Selig)</i>				
10:30 A.M. to 11:30 A.M.	Pesticide Safety <i>(George Maher)</i>	TBA	Life Cycle of a Thunderstorm <i>(Leon Osborne)</i>		AAND Board Meeting
	Pesticide Issues <i>(TBA)</i>				
11:45 A.M. to 12:30 P.M.	<p><i>North Dakota Aeronautics Commission Art Contest Winners</i></p> <p><i>Plus</i></p> <p><i>General Session In the Courtyard Featuring MIG 25 "Foxbat" Pilot, Viktor Belenko</i></p>				
2:00 P.M. to 3:00 P.M.	NDAAA Business Meeting	TBA	Cold Weather Flying <i>(Fred Adams)</i>	FBO Stimulation Study Present by <i>Riaz Aziz</i>	Surplus Property <i>Linda Engman</i>
					Flight Service Station <i>Joe Morgan</i>
3:00 P.M. to 4:00 P.M.	Fine Tuning Pesticide Accuracy and Reducing Spray Drift <i>(Vern Hoffman)</i>	TBA	Understanding AWOS/ASOS <i>Bob Strong, FAA</i> Great Lakes Region	FBO Stimulation Study <i>Continued</i>	Crack Repairs Design <i>Niles Huska</i>
					Pavement Condition <i>Eckrose/Green</i>
4:00 P.M. to 5:00 P.M.	PAASS Program	TBA	Hangar Flying with <i>Viktor Belenko,</i> <i>Vadim Kulikov &amp;</i> <i>Fingers Feringa</i>	FBO Stimulation Study <i>Continued</i>	Environmental Planning <i>Brant Malsam</i>

**FREE Chili Cook-off - 5:00 P.M. til 9:00 P.M. in the Exhibit Hall**



# TUESDAY, MARCH 3, 1998

	NDAAA	NDPAMA	NDPA	NDAA	AAND
8:30 A.M. to 9:30 A.M.	Ag and Right of Way Weed Management <i>Richard Zollinger</i>	TBA	Military Airspace <i>Fred Karnak</i>		Airport Management <i>Steve Johnson</i>  User Fees <i>Bill Hamilton - AOPA</i>
9:30 A.M. to 10:30 A.M.	Insect Pest Management <i>(Phil Glogoza)</i>	TBA	Preflight Briefings Grand Forks FSS	Aviation "Wannabee" Program Update "Its impact on FBOs statewide" <i>Dan Vigesaa</i>	FAA Programs <i>Grants</i> <i>ALP use</i> <i>Auto Racing</i>
10:30 A.M. to 11:30 A.M.	Integrated Pest Management <i>(Marcia McMullen)</i>  Plant Disease Management <i>(Art Lamey)</i>	TBA	Landing Tricks <i>Ray Heyde</i>		AAND <i>Business Meeting</i>  State Programs <i>Operations</i>
11:45 A.M. to 12:30 P.M.	<i>General Session in the Courtyard featuring AOPA President Phil Boyer</i>				
2:00 P.M. to 3:00 P.M.	Examinations +FAA	TBA	AOPA Special Topics <i>Phil Boyer</i> <i>AOPA President</i>	FBO Part 135 Operations Inspections presented by <i>FAA Personnel</i>	FBO Study <i>Riaz Aziz</i>  Airport Markings <i>Heidi Ward</i>
3:00 P.M. to 4:00 P.M.	Examinations +FAA	TBA	Aerobatic Maneuvers <i>Warren Peitsch</i>  Annual Meeting	Operations Inspections <i>(Continued)</i>	Lawsuit Response <i>Tom Melsch</i>  Airport Accidents <i>Les Ellingson-FSDO</i>
4:00 P.M. to 5:00 P.M.	Examinations	TBA	Annual Meeting	Annual Meeting	AWOS/ASOS Discussion <i>Bob Strong</i> <i>Great Lakes Region</i>

**7:00 P.M. Annual Awards and Aviation Hall of Fame Banquet  
featuring Viktor Belenko and inducting Daniel L. Wakefield and Wilbur E. Brewer into the Hall of Fame  
Social Hour 6:00 P.M.**



## WEDNESDAY, MARCH 4, 1998

	NDAAA	NDPAMA	NDPA	NDAA	AAND
8:30 A.M. to 9:30 A.M.	<b>OPEN FORUM DISCUSSION CONTROLLED AIRSPACE AND SPECIAL TOPICS</b>				
9:30 A.M. to 10:30 A.M.					
10:30 A.M. to 11:30 A.M.			New Regulation <i>(Les Ellingson)</i>		

**Special programming will be offered for spouses. Schedule TBA.**

***Pull This Out and Take With You!***

***Pull This Out and Take With You!***



(Chairman's Corner continued from page 1)

tics Commission and the Upper Great Plains Transportation Institute, Riaz Aziz, one of the researchers employed by the Transportation Institute, served as the coordinator and conference facilitator. Participants were seated in nine different interactive television studios that were located in five different states plus the District of Columbia. (Participants from Minnesota flew to a site in Fargo to participate. They did not have the technology needed to participate from St. Paul.)

The discussion for the entire conference focused on the following five questions:

1. Is the forecasted decline of FBOs a cause for concern, and if so, why?
2. Beyond 2000. What are the potential impacts to the nation's transportation system?
3. Why are some FBOs more successful than others?
4. What can communities do to support their local FBO?
5. Is there a role for government to help ensure the survival of FBOs?

The program packet listed thirty-three participants. Ten participants were located in Washington, DC. Nine were in Fargo. The rest were in Helena, Montana; Pierre, South Dakota; Cheyenne, Wyoming; and Denver, Colorado; the Minnesota contingent sat in a separate studio in Fargo. I attended at the Department of Transportation building in Bismarck.

Most of the studios had more participants than those listed. We must have had fifteen in Bismarck although our program listed only three. The participants were state DOT people, state Aeronautics people, airport managers, airport design firms, economic development people, FBO owners and managers, etc. AOPA was represented. NATA was present. MATA (Minnesota Aviation Trades Association) was there. GAMA; SAMA (Small Aircraft Manufacturers Association); USDA (Yes, the Department of Agriculture); FAA. A huge cauldron of alphabet soup and there I sat in the middle of it.

The whole mix came with two puzzles to work on. Where was the press? The conference was composed of high powered people from across the northern tier of the United States discussing some of the most important issues facing general aviation today. Ed Schafer, the Governor of North Dakota, introduced the conference. The press had been invited. Why didn't they come?

FBO representation was the other puzzle. Hundreds of FBOs were also invited. I counted only six people who own or manage an FBO at the conference. That's all. Maybe it was so overloaded with bureaucrats and politicians that the FBOs just knew it was a waste of time. Maybe they got virtual images of tiny shuttle craft inside Godzilla's brain just from thinking about this conference.

The conference facilitator should have been called "Riaz the Magnificent". He handled that huge unwieldy collection of egos and opinions with the grace and finesse of an orchestra conductor. He led us through the maze of agendas

and constraints like a superb air traffic controller leading us through a five state thunderstorm at night.

The participants wrestled with each of the questions like terriers worrying towels. Each discussion seemed to be complete and each issue seemed to move seamlessly into the next on the exact time schedule that was published. The input moved from site to site in a seemingly random pattern and yet every site was given ample time to provide input. It was truly magnificent.

**Question Number One: "Is the forecasted decline of FBOs a cause for concern, and if so, why?" The discussion flew from site to site around the nation.**

*Colorado:* "FBO numbers have dropped in the last ten years, but the cycle shows an increase."

*Montana:* "FBO numbers have declined in small communities but grown in large ones. Regulation has increased but FAA services have decreased. Wealthy hobbyists in FBO business hurt operators that depend on their FBO for a living."

*Wyoming:* "FBO numbers have dropped but have stabilized. FBOs at smaller airports depend on local airport activity but those airports depend on the aggressiveness of the FBO as well. FBOs in large communities have begun to specialize but have dropped ATCO (Air Taxi/Commercial Operator) certificates."

*South Dakota:* "FBO numbers have stayed consistent. Sioux Falls and Deadwood have shown growth. The age of a typical FBO owner is a concern."

*Minnesota:* "FBO numbers have decreased slightly. Airplane registrations have begun to grow. Most airports will have only one FBO because of limited demand."

*Virginia:* "FBO numbers have increased and quality of service has increased. Competition between FBOs and with local government sponsored services have hurt. Self service will increase at small airports and only large airports will provide full service."

**Question Number Two: "What about the future? What will happen beyond the year 2000?"**

"High tech industries will come into small rural communities. Good airports are crucial to these industries. Airports will not be successful without a strong FBO. Communities that sustain good airports will be able to attract new high tech industries."

"Declining airline service and rising airline prices in rural areas will spur the need for ATCO (i.e. Part 135) and general aviation transportation. Communities that discourage local aviation activity will limit the ability of their community to attract high tech business. The FBO must support the community and the community must support the FBO.

*Like the blinding flashes of lightning during a black night nearly thirty years ago, the insight kept coming.*

**Question Number Three and Four: "Why are some FBOs successful?" "What can communities do?"**

"A healthy local economy provides support to the local FBO. Small FBOs need a niche in

order to be successful. Community support can come in the form of low interest loans, joint FBO and community marketing efforts, etc. Communities can tie economic development to airport development."

*"Each community needs to decide what they want from their airport. Does the community want to be linked to the world? Communities that want strong airports can track the economic impact of their airport, show airport growth, employment growth, pursue grants to build airport infrastructure, bring media attention to the airport, highlight positive activities that occur at the local airport, etc. The airport is vital to the economic health of the local community."*

"Success requires management. The FBO needs to be managed properly and the airport needs to be managed properly. The business needs to be promoted properly. A successful FBO must take the leadership role in developing community support, attracting student pilots, soliciting government funding for the airport and lobbying legislators. Most FBO managers need adult education courses in management, feasibility studies, fractional use studies, etc."

*"A modern FBO must learn that their employees are the key to their success. A mechanic will not stay in a small community unless he is properly paid. A flight instructor will often stay just long enough to accumulate enough flight time to hold an ATCO certificate then he will look for a job somewhere else. The employees must be paid and their families must like the local community or the FBO will struggle."*

**Question Number Five: "Is there a role for government to help ensure the survival of FBOs?"** The Washington, D.C. site provided most of the input to the last question. I had taken notes furiously for two hours and twenty-five minutes. When Washington spoke my pages were strangely blank. The Washington site was manned mostly by alphabet groups. These groups are supposed to be focused on the needs of General Aviation. Each of them spoke a lot but said almost nothing. "Duh, the cost of regulation is killing FBOs?" "The government is streamlining?" What is this?

The entire video conference will be available on video tape soon. We will put a blurb in the *Aviation Quarterly* when this happens.

This conference was different from most. I came away with two clear choices. I heard many positive comments that could give rise to an almost biblical inspiration. We can work feverishly for a strong dynamic future and probably set fruit from our labor. Or we can attend another conference.

*The North Dakota  
Aviation Council  
Welcomes:  
THE DAKOTA  
TERRITORY  
AIR MUSEUM, MINOT TO  
COUNCIL MEMBERSHIP!*



# AAND NEWS

by Tim Thorsen

Just a few notes about news and upcoming events. A scholarship in the amount of \$500.00 was awarded by Steve Johnson representing AAND to Maji (Myah) Hartvikson of Thompson, ND, at the University of North Dakota Annual Aviation Scholarship Banquet, Saturday, November 8, 1997. Ms. Hartvikson is a dual major in Airport Management and ATC.

AAND annual dues of \$25.00 are due. Please send your dues check to Dean Iverson, Manager, Dickinson Municipal Airport, 11168 42 RS SW, Dickinson, ND 58601.

A meeting of the North Dakota Aviation Council was held on December 12, 1997. Several interesting items were brought up. The first item was a proposal to move the floor of controlled airspace to 3000 feet in North Dakota. This subject will be a forum discussion topic at the symposium. A second interesting item was a unanimous positive vote to invite into council membership, the Dakota Territory Air Museum of Minot, ND. Another subject discussed was establishing a web site for the Aviation Council. A proposal was made for constructing a web page but no decision was made. The web page will be a future subject to discussion by council members.

The last topic I will cover is the symposium schedule. The schedule has several interesting speakers in the general session. The schedule is printed elsewhere in this issue of the quarterly. On Monday, Bismarck Municipal Airport will host a morning airport tour for AAND members. The tour will also include a demonstration of a manual passenger lift designed to provide access to regional aircraft. Adaptive Engineering of Calgary, Canada will conduct the demonstration.

I encourage everyone to plan to attend the symposium March 1, 1998. I look forward to seeing you.

## NDFF News Update:

In September we enjoyed a joint fly-in with MN-SD at Watertown, SD. Some drove, others flew in to meet at the Stones Granary. After enjoying a nice meal and camaraderie, we toured the Terry Redlin Art Museum. This is newly constructed and recently had 100,000 visitors in one month. His art reflects native scenes and wildlife.

In November, Marilyn/Jerome Arneson sponsored a tour of Cooperstown, ND. The weather did not cooperate, but some members managed to drive. They enjoyed a fun day of tours and good food. Some of the tours were the Sheyenne Tooling, Reiten Inc., Bearing Puller Co. and the PosiLock Gear Company. Maurice Preciou of PosiLock, gave an interesting presen-

tation on the new fuel efficient 600 HP liquid-cooled, turbo-charged and intercooled Orenda engine manufactured for the Aero Commander. Members were impressed to find all that Cooperstown offered.

December 6, Eleanor/Arlyn Kraft entertained at a Christmas Party, for MN-SD-ND Flying Farmers at their home in Mapleton, ND. The weather was marginal, but one plane flew in and over thirty people enjoyed a holiday noon meal and good visiting.

## North Dakota Pilots Association

by Harvey J. Hirning

Should North Dakota have more Class E airspace? If you only fly VFR as a part 91 operator, you might say absolutely not. If you fly IFR as a part 135 operator you would say very much so. To learn more about this conflict, attend the Upper Midwest Aviation Symposium. Stuart Harner and Ray Hyde will review the reasons for each position and try to come to an agreement that is acceptable to both groups.

As you study the program for this year's symposium you will find some very interesting speakers. Would you try to sneak your family past armed guards? Visit with Vadim Kulikov and learn more about his life as a Soviet Air Force squadron commander and his decision to bring his family to Grand Forks.

Some other speakers will discuss the weather we fly in every day and hopefully help us make better weather flying decisions. What are the benefits and limitations of ASOS/AWOS? What can you learn about evaluating thunderstorms?

In addition to the formal program, don't miss the exhibits, the opportunity to visit your fellow pilots, mechanics, the airport operators and aerial applicators. All sessions are open to you if you register. This year your registration will include two noon luncheons and two continental breakfasts, as well as the ice breaker social and chili cookoff. This means that you will actually get six meals as part of your registration fees. That makes this year's registration the best bargain ever.

Don't forget this when new officers are elected. The only restriction on being an officer is that you must have been a member for one year before being elected. If you would like to have your name placed in nomination just tell one of this year's officers or have someone nominate you at the meeting. Your officers for the past year are Harvey Hirning, chair; Fred Adams, Vice Chair; and Dan Vigesaa as Secretary/Treasurer. The Chair and Vice Chair serve as the Association's representatives to the North Dakota Aviation Council.

Help keep aviation in North Dakota alive and well. Attend this year's symposium and help chart the course for the future.

*Remember: Many of the NDPA sessions are "Wings" program eligible. Completion of these plus an in-flight session will be good for a BFR!*

(Continued from page 2)

als for changes in navigation aids and Global Positioning Satellite (GPS) systems for national airspace use.

This year's theme of "A Celebration of Aviation" will be highlighted by such special events as in-depth coverage of the recent national teleconference on Fixed Base Operator Stimulation. A major part of the ND Aviation Association's Monday and Tuesday program, it will feature highlights from the session attended by North Dakota Aviation Council (NDAC) President Dan Vigesaa and others from North Dakota business, professional and government organizations.

The Airports Association of North Dakota sessions will feature several presentations from the FAA, AOPA and others, covering such issues as grant funding, user fees, lawsuit response, airport accidents and AWOS/ASOS discussions. The ND Agricultural Aviation Association has once again lined up an in-depth series of lecturers covering all aspects of their profession, leading to their annual Tuesday afternoon examination series for certification.

After Monday's General Session, Belenko will be on hand starting at 4:00 p.m. at a special "Fighter pilots' hangar flying" session with the North Dakota Pilots Association, featuring UND Aerospace instructor and former MiG-29 "Fulcrum" fighter squadron commanding officer Vadim Kulikov and Captain Matthew "Fingers" Feringa, USMC. "Fingers" is an instructor pilot at the United States Navy Fighter Weapons School, known around the world as "Topgun." Besides flying the Boeing-McDonnell Douglas FA-18 Hornet, Captain Feringa has flown the MiG-29 as well as other foreign aircraft. In the special and highly technical world of modern air combat, Belenko, Kulikov and Feringa will discuss in an open forum how each side would "shoot each other's lips off." Feringa will be present for several Monday NDPA sessions, kicking off Monday morning's NDPA program with an in-depth look at "Topgun: Yesterday, today and tomorrow."

Kulikov, recently featured in AOPA PILOT magazine, is a Latvian émigré from the former Soviet Union. Like Belenko, he too defected, doing so with his family after leaving a Soviet Frontal Aviation base in then-East Germany where he had served as commanding officer of a MiG-29 jet fighter squadron. He now resides in Grand Forks, where he is a flight instructor with UND Aerospace. He will discuss the Soviet "point of view" in comparing fighter jets immediately following the "Topgun" brief.

Other NDPA programs this year will include a favorite North Dakota aviation topic: Cold Weather Flying, as well as a look at AWOS/ASOS, military airspace, landing techniques and a very special presentation from well-known aerobatics pilot Warren Pietsch.

A special \$10.00 fee discount will be offered again this year for those who register prior to February 21, 1998. Forms are printed on the inside back cover, page 11, of this issue of the *Quarterly*.



# A Celebration of Aviation

UPPER MIDWEST AVIATION SYMPOSIUM MARCH 1, 2, 3, 4, 1998

Radisson Inn, Bismarck, ND • 701/258-7700

## REGISTRATION FORM

(Please Print or Type)

Name of Participant \_\_\_\_\_ Spouse Name \_\_\_\_\_  
(to be printed on name tag and enclose your business card)

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip: \_\_\_\_\_  
(you must be a member of one organization to register for the symposium)

Company or Airport Name \_\_\_\_\_ Phone \_\_\_\_\_

Email Address \_\_\_\_\_

### \*Pre-Registration Fee:

Member ..... \$50.00+ \_\_\_\_\_  
Spouse ..... \$15.00 \_\_\_\_\_  
Awards Banquet Steak or Broiled Shrimp (circle one) ..... \$20.00 \_\_\_\_\_  
One Day Pass Mon.-Tues. (circle one) ..... \$30.00 \_\_\_\_\_

### Organizational Dues:

(you must be a member of one organization to register for the symposium)

Airport Association of North Dakota ..... \$25.00 \_\_\_\_\_  
    Associate Membership ..... \$25.00 \_\_\_\_\_  
North Dakota Agricultural Aviation Association ..... \$50.00 \_\_\_\_\_  
    Associate Membership ..... \$10.00 \_\_\_\_\_  
North Dakota Aviation Association ..... \$25.00 \_\_\_\_\_  
    Associate Membership ..... \$10.00 \_\_\_\_\_  
North Dakota Flying Farmers ..... \$55.00 \_\_\_\_\_  
North Dakota Pilots Association ..... \$12.00 \_\_\_\_\_  
    Associate Membership (Non-Voting) ..... \$10.00 \_\_\_\_\_  
North Dakota Professional Aviation Mechanics Association ..... \$15.00 \_\_\_\_\_  
    Associate Membership (Non-Voting) ..... \$10.00 \_\_\_\_\_  
North Dakota Sport Aviation Association & Experimental Aviation Association ..... \$50.00 \_\_\_\_\_  
Dakota Territory Air Museum ..... \$35.00 \_\_\_\_\_

(Includes National & Local Dues)

**GRAND TOTAL \$** \_\_\_\_\_

\*Registration fee includes: Admission to Symposium, Exhibit Area, Six Meals, and Speakers  
+Registration after February 21 is \$60.00

Mail To: Jim Lawler • 4490 Hwy. 6 • Mandan, North Dakota • 701/663-0669

**DO NOT MAIL REGISTRATION FORM AFTER FEBRUARY 21, 1998. Make Checks Payable to N.D.A.C.**



# WHAT IS THE NORTH DAKOTA AVIATION COUNCIL?

Many of you are receiving this complementary issue of the North Dakota Aviation Quarterly for the first time.

Even if you do not plan on visiting us at the Symposium, we'd like to acquaint you with our organization: **North Dakota Aviation Council**, "United We Stand"

The North Dakota Aviation Council was founded in 1983 by six state aviation organizations interested in promoting aviation in the state and in presenting their concerns before government and the general public. NDAC was founded with the notion that solutions to problems facing aviation in this state can be best served by consolidating and working together rather than struggling as independent special interest groups.

NDAC seeks to serve aviation professionals

by providing a forum for the exchange of information, ideas, and experience among their peer-pilots, agricultural operators, airport managers, FBO's, mechanics, and educators. Advancing their goal is an important function of the Upper Midwest Aviation Symposium (our annual convention).

Over the years, NDAC has become an influential voice for the flying public and aviation services in North Dakota. By combining our talents and resources, we are set to explore answers to the most pressing issues of today and to ready ourselves for the exciting challenges of tomorrow.

Organizations Making Up NDAC:  
**NDPAMA**, North Dakota Professional Aviation Mechanics Association  
**NDAA**, North Dakota Aviation Association

**AAND**, Airport Association of North Dakota  
**NDFF**, North Dakota Flying Farmers Association  
**NDAAA**, North Dakota Agricultural Aviation Association

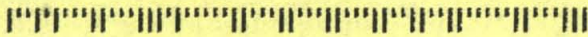
**NDPA**, North Dakota Pilot's Association  
**DTAM**, Dakota Territory Air Museum  
Affiliated Organizations Associated with NDAC:

**North Dakota Aeronautics Commission**  
**North Dakota Aviation Quarterly 99's**

For further information on joining a member organization contact:

ND Aeronautics Commission  
P.O. Box 5020  
Bismarck, ND 58502  
701/328-9650

*With you we can make a difference. Call Now!*



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