THE NORTH DAKOTA AVIATION COUNCIL

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

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
Monday General Session
Against All Odds - Risk!
America is Worth It
Tuesday Night Banquet
"Topgunsry in America

Tuesday:
Phil Boyer,
President, AOPA
Tuesday General Session
Pitfalls and Challenges Ahead for Aviation

Victor Belenko

Phil Boyer

Registration Fees
Pre-registration ........................................... $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 Duponti 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 was the FBO, words back then. Every forecast said that night was crystal clear. The stars stood out 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-
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 General Aviation’s leading advocacy group, 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 will provide the opportunity to sit and talk to your Council representatives, state and federal officials and every member of the communities. The topics to be discussed include:

- "Must attend" Open Forum set for Wednesday morning, March 4.
- "Can talk personally to your suppliers, one of the very few meetings in the United States where your voice can 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 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 another year, and every member of the FAA will keep attendees busy from early in the morning until well into each evening.

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, we’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. Niemeyer, Editor-in-Chief

How Cold is It?

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

-40° New York pilots turn on the heat
-30° North Dakota pilots plant gardens
-20° California pilots shiver uncontrollably
-10° North Dakota pilots sunbathe
0° You can see your breath
+10° Minnesota pilots plan a flight to South Dakota
+20° North Dakota pilots eat ice cream
+30° Californians weep pitifully
+40° Cat insists on sleeping on your bed with you
+50° San Franciscans start thinking favorably of LA
+60° North Dakota pilots put on T-shirts
+70° Montana pilots plan a flight to Arizona.
+80° North Dakota pilots go swimming
+90° You can hear your breath
+100° You plan a flight to the Florida Keys
+110° You can cut your breath and use it to build an igloo
+120° Miamians cannot exist
+130° Minnesota pilots lick windsock poles
+140° Cat insists on sleeping in your pajamas with you
+150° People in Rugby think about taking down screens
+160° Too cold to kiss
+170° Minnesota Twins head for spring training
+180° You plan a two-week hot bath
+190° Bock beer production begins
+200° North Dakota pilots shovel snow off wings
+210° Mercury freezes
+220° Too cold to think
+230° North Dakota pilots button top button
+240° Californians disappear
+250° Car insists on sleeping in your bed with you
+260° North Dakota pilots put on sweaters
+270° Congressional hot air freezes
+280° Alaska pilots close the bathroom window
+290° Green Bay Packers practice indoors
+300° Walruses abandon Aleutians
+310° North Dakota pilots put gloves away, take out mittens
+320° Fargo residents replace diving boards with hockey nets
+330° Snowmobilers organize trans-river race to Montana
+340° Lawyers chase ambulances for no more than 10 miles
+350° Winnipeg pilots migrate to North Dakota thinking it MUST be warmer
+360° Santa Claus abandons North Pole
+370° North Dakota pilots pull down earlap
+380° Colder than internal temperature of a FSDO Inspector’s heart
+390° Incumbent politician renounces a campaign contribution
+400° (Absolute Zero) All atomic motion ceases
- North Dakota pilots allow as 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 who could and probably have said, “It was about time,” will do so with me.

With my limited vocabulary, what can I say after I have said “Thank you” one and all.

North Dakota Aviation Quarterly
Official Publication of the North Dakota Aviation Council
Editor/Publisher: Andrew Niemeyer
Phone (701) 328-9650
North Dakota Aviation Council
Board Members 97/98

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Michael Gunia ................NDFF
Dave Mohn ..................NDPAMA
Stuart Harner .................NDSA
Rich Larcombe .........DTAM
Don Larson ..................DTAM

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Send Address Changes To:
North Dakota Aviation Quarterly,
C/O Andrew Niemeyer
P.O. Box 5020, Bismarck, ND 58502-5020

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 growers 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!

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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 lock 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 air space 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 been 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**

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<tr>
<th>Time</th>
<th>NDAA</th>
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<td>2:00 P.M. to 3:00 P.M.</td>
<td>Cross Country Pitfalls (Dan Vigesa)</td>
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<td>3:00 P.M. to 4:00 P.M.</td>
<td>Flying Thunderstorms (Hans Ahliness)</td>
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<td>4:00 P.M. to 5:00 P.M.</td>
<td>New Regulation (Les Ellingson)</td>
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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

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<tr>
<th>Time</th>
<th>NDAAAP</th>
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<tr>
<td>8:30 A.M. to 9:30 A.M.</td>
<td>NDAAAP</td>
<td>TBA</td>
<td>Topgun School</td>
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<td>Bismarck Airport</td>
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<td>Captain Matt Feringa,</td>
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<td>Facility Tour</td>
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<td>Topgun Instructor Pilot</td>
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<td>9:30 A.M. to 10:30 A.M.</td>
<td>Protecting Wildlife</td>
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<td>Russian and US</td>
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<td>(Kevin Johnson)</td>
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<td>Fighter Jet Comparisons</td>
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<td>Vadim Kulikov/Captain Feringa</td>
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<td>10:30 A.M. to 11:30 A.M.</td>
<td>Protecting Water Quality</td>
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<td>Life Cycle of a</td>
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<td>(Bruce Selig)</td>
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<td>Thunderstorm</td>
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<td>(Leon Osborne)</td>
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<td>11:45 A.M. to 12:30 P.M.</td>
<td>Pesticide Safety</td>
<td>TBA</td>
<td>North Dakota Aeronautics</td>
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<td></td>
<td>(George Mahler)</td>
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<td>Commission Art Contest Winners</td>
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<td>General Session In the Courtyard</td>
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<td>Featuring MIG 25 “Foxbat” Pilot,</td>
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<td>Vicktor Belenko</td>
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<td>2:00 P.M. to 3:00 P.M.</td>
<td>NDAAAP</td>
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<td>Cold Weather Flying</td>
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<td>(Fred Adams)</td>
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<td>FBO Stimulation Study</td>
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<td>Present by Riaz Aziz</td>
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<td>Surplus Property</td>
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<td>Linda Engman</td>
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<td>Flight Service Station</td>
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<td>Joe Morgan</td>
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<td>3:00 P.M. to 4:00 P.M.</td>
<td>Fine Tuning Pesticide</td>
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<td>Understanding AWOS/ASOS</td>
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<td>Accuracy and Reducing Spray Drift</td>
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<td>Bob Strong, FAA</td>
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<td>(Vern Hoffman)</td>
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<td>Great Lakes Region</td>
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<td>Crack Repairs Design</td>
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<td>4:00 P.M. to 5:00 P.M.</td>
<td>PAASS Program</td>
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<td>Hangar Flying with Viktar Belenko,</td>
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<td>Environmental Planning</td>
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<td>Brant Malsam</td>
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**FREE Chili Cook-off - 5:00 P.M. til 9:00 P.M. in the Exhibit Hall**
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<tr>
<td>8:30 A.M. to</td>
<td>Ag and Right of Way</td>
<td>TBA</td>
<td>Military Airspace</td>
<td>Aviation “Wannabee”</td>
<td>Airport Management</td>
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<td>9:30 A.M.</td>
<td>Weed Management</td>
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<td>Fred Karnak</td>
<td>Program Update</td>
<td>Steve Johnson</td>
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<td>Richard Zollinger</td>
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<td>“Its impact on</td>
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<td>FBOs statewide”</td>
<td>Bill Hamilton - AOPA</td>
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<td>9:30 A.M. to</td>
<td>Insect Pest</td>
<td>TBA</td>
<td>Preflight Briefings</td>
<td>FBO Part 135</td>
<td>FAA Programs</td>
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<td>10:30 A.M.</td>
<td>Management</td>
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<td>Grand Forks FSS</td>
<td>Operations Inspections</td>
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<td>FAA Personnel</td>
<td>Auto Racing</td>
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<td>10:30 A.M. to</td>
<td>Integrated Pest</td>
<td>TBA</td>
<td>Landing Tricks</td>
<td>AAND Business Meeting</td>
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<td>11:30 A.M.</td>
<td>Management</td>
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<td>Ray Heyde</td>
<td>State Programs</td>
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<td>(Marcia McMullen)</td>
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<td>11:45 A.M. to</td>
<td>Plant Disease</td>
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<td>Aerobic Maneuvers</td>
<td>FBO Study</td>
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<td>12:30 P.M.</td>
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<td>2:00 P.M. to</td>
<td>Examinations +FAA</td>
<td>TBA</td>
<td>AOPA Special Topics</td>
<td>Lawsuit Response</td>
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<td>3:00 P.M.</td>
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<td>Phil Boyer AOPA President</td>
<td>Tom Melsch</td>
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<td>Airport Accidents</td>
<td>Les Ellingson-FSDO</td>
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<td>3:00 P.M. to</td>
<td>Examinations +FAA</td>
<td>TBA</td>
<td>Operations Inspections(Continued)</td>
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<td>4:00 P.M.</td>
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<td>Annual Meeting</td>
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<td>4:00 P.M. to</td>
<td>Examinations</td>
<td>TBA</td>
<td>Annual Meeting</td>
<td>AWOS/ASOS Discussion</td>
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<td>5:00 P.M.</td>
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<td>Bob Strong</td>
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<td>Great Lakes Region</td>
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**General Session in the Courtyard featuring AOPA President**

**Phil Boyer**

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

<table>
<thead>
<tr>
<th>Time</th>
<th>Event Description</th>
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<tr>
<td>8:30 A.M. to 9:30 A.M.</td>
<td>OPEN FORUM DISCUSSION</td>
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<tr>
<td>9:30 A.M. to 10:30 A.M.</td>
<td>CONTROLLED AIRSPACE AND SPECIAL TOPICS</td>
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<tr>
<td>10:30 A.M. to 11:30 A.M.</td>
<td>New Regulation (Les Ellingson)</td>
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Special programming will be offered for spouses. Schedule TBA.

Pull This Out and Take With You!

Pull This Out and Take With You!
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.
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 an unanimous positive vote to invite into council membership, the Dakota Territory Air Museum of Minot, NO. 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.

North Dakota Pilots Association

by Harvey J. Hirling

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 these years officers or have someone nominate you at the meeting. Your officers for the past year are Harvey Hirling, 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!
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
North Dakota Agricultural Aviation Association ......................................................... $50.00
North Dakota Aviation Association ..................................................................................... $25.00
North Dakota Flying Farmers ............................................................................................. $55.00
North Dakota Pilots Association ........................................................................................ $12.00
North Dakota Professional Aviation Mechanics Association ........................................ $15.00
North Dakota Sport Aviation Association & Experimental Aviation Association ........ $50.00
Dakota Territory Air Museum .............................................................................................. $35.00

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
- 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!