

Aviation Quarterly

Issue #52

www.ndac.org

NDAC

Spring, 2001

Chairman's Corner

By Kirby Hahn, Chairman NDAC

First I'd like to congratulate everyone for all their hard work on the symposium, and again they turned out another show to remember! Next I extend a welcome to all the new council members. As we begin another year of planning for the next event, titled "Building the Ship," it will be a busy year as the groups are already exerting themselves toward next year's Symposium.

NDAAA is currently in negotiations with the leaders of MAAA, working toward a viable plan to include their group of professional aerial applicators in our Symposium in 2002. There will also be a number of sites doing pattern testing in early May, scheduling and locations to be announced as soon as they are all decided upon.

NDPA is assembling a home page for their web site and are beginning summer applications of the "WannaBe" program. NDFP has a three-state convention to be held in Marshall, Minnesota. NDAA will spend their time dealing with minimum standards for local airports. DTAM has put together their by-laws for the museums' group and are up and running; checking out

(Continued on page 2)



A unique opportunity to mingle with the "Big Guys" at Minot AFB, June 1st. See the story inside on page 5.

FAA, NDPAMA Honor Unprecedented Eight Mechanics With Charles W. Taylor Master Mechanic Title

A record eight aircraft mechanics were recently awarded the Federal Aviation Administration's Charles W. Taylor Master Mechanic award in a ceremony held in conjunction with the North Dakota Aviation Council's Upper Midwest Aviation Symposium on Monday, March 5, 2001. The awards, which are the highest recognition that can be bestowed upon aviation mechanics, were presented in Fargo at the Ramada Plaza Suites and Conference Center, site of the

2001 Symposium's annual recognition banquet.

The awardees included Ardell Bestland, now of East Grand Forks, MN; Vincent Buras of Northwood, ND, who is also an inductee of the North Dakota Aviation Hall of Fame; the late Robert C. Chase of Mandan, ND; Arthur J. Dobias, now of Angus, MN; Richard J. Halldorson of Cavalier, ND; Ernest O. Knutson of Tioga, ND; Lloyd M. Seckerson of Jamestown, ND and Albert L. Thompson from

Cooperstown, ND. The eight honorees have a combined total of 468 years of experience.

"High time" mechanic was Dobias, with 64 years, who began his aviation career in 1936. Over the next 65 years, he saw service with the Army Air Forces, Rantaven Air Service, Crookston Aviation, Grand Forks Airmotive, Dakota Aviation and Mike's Aviation of Hallock, ND. He still exercises his mechanic's privileges.

The Taylor Award is

(Continued on page 4)

From The Editor:

Andrew Niemyer, Editor-in-Chief

Springtime for aviation on the high plains means icing, mud, wind, rain, north-bound bird flocks and a great sense of excitement. Energized by a terrific Upper Midwest Aviation Symposium, pilots are getting their airplanes ready, aerial application contracts are being signed, the mechanics are doing annuals on dozens of aircraft, while airport managers are readying themselves for their favorite time of year, "construction season."

In the meantime, repair shops and paint and interior facilities are hearing from owners eager to spend any refund from the IRS in a cautious and sensible manner while calm and clear week-end mornings are starting to see more and more planes in the pattern. Alongside all of this activity, fliers statewide are looking towards the numerous fly-ins and other activities that are starting to spring up across the state and the region.

Besides this, the Aviation Council executive board is already busy looking to the spring of 2002, for the next Symposium's planning has already begun. On top of that, the Council is helping with the activity surrounding the Greater North Dakota Association's "New Business Initiative" by helping the aerospace community in the state focus on how we can all work together in growing and developing the aviation industry in this state. The "Aerospace Cluster" of the initiative has the promise to help the long independent members of the

state's aerospace industry work together to increase business for everyone and help grow new business for our industry. Here's hoping that, as more of the initiative becomes reality, that the state's aviation businesses will see growth in these fast-moving and changing times.

In the meantime, here's hoping that we all continue to "plant the seeds" of aviation throughout the state this spring and be ready to have a great summer flying season.

Letter to the Editor

Photo Funny #8 No Joke

Dear Sirs:

There is nothing humorous about a picture of two people about ready to die. I have been in this business for about seventeen years and I have had to deal with over a dozen people that I knew who were killed in airplane crashes, including my own brother.

These two idiots are not only going to die, but they are also going to take their passengers with them. The families of those individuals will never get over this tragedy.

You might think that I do not have a sense of humor. I do, but I take aviation safety very seriously and this picture is in poor taste.

The caption should read: "LOOK MA, I'M AN IDIOT AND I'M GOING TO DIE."

Sincerely;
Robert Z. Hamilton
Vice-president,
Valley Aviation,
Fargo Airport

NATA NEWS

Fargo FAA Office Awarded For Customer Service

The National Air Transportation Association (NATA) announces the Fargo, North Dakota, Flight Standards District Office (FSDO) as the 2001 winner of its Federal Aviation Administration Customer Service Excellence Award.

This award is designed to encourage the FAA to elevate the quality of interaction with aircraft maintenance and repair facilities, Part 135 certificate holders, airport service organizations, and flight schools.

Coyne wrote in a congratulatory letter to Fred Clark, Acting Manager of the Fargo FSDO, "Your office was selected as the winner from twenty-two FAA offices nominated by NATA member companies. The Fargo FSDO was selected because of superior communications, consistent enforcement, and a willingness to educate the public."

The award will be presented to representatives from the Fargo FSDO at a ceremony held at the NATA Annual Convention in Long Beach, California, on May 2.

(Chairman's Corner Continued) the museums should be a must for all when you get to Minot or Fargo. AAND is preparing for the upcoming construction season at North Dakota airports, so be sure to check Notams in the state before flight.

NDSAA is going to have an exciting summer, too. They have started the production of a replica Wright Flyer. This will be a welcome addition to the Symposium in 2002!

In closing I'd like to take the opportunity to remind all to support your local airports and continue to bring new people and business into aviation in North Dakota.

Use our friendly skies and be safe.

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July 15 issue: June 15
E-mail: aniemyer@btigate.com

**Summer
Issue
Deadline
June 15**

FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,
ND Aeronautical Commission

The Symposium is over, "spring is sprung," and the legislative body is still working on the State Budget on the Hill.

Legislatively, the aviation community did fairly well in the finance game in Bismarck. The Commission asked for and received an additional \$250,000.00 funding for airport construction. These funds are needed to meet the additional federal dollars coming out of Washington due to the passage of AIR-21. There will be \$2.3 million additional dollars coming to North Dakota airports this coming summer and the Commission is working hard to help in the local share of those dollars. These additional funds come from the Aviation Fuel Tax and Aircraft Excise Tax generated by the aviation industry and all of those dollars will be spent on general aviation airports in North Dakota.

The Legislature changed the Aircraft Dealer Licensing Law. There were some tax haven loopholes in the old Dealer Law and this session fixed those problems and I believe strengthened the law for the benefit of real dealers. All of these changes will take place on August 1, 2001, thus I'll have more on this subject in a later edition of the Quarterly. All dealers will have the latest information early next month.

Governor John Hoeven announced last month the creation of a team to develop a "Statewide Strategic Transportation Plan." The Director of the Department of Transportation, David A. Sprynczynatyk, will head this effort. This plan will cover all facets of transportation from the township level to the air carrier airports of



the State with all the roads, rails, runways and modes of travel in between. All of the modes have in the past produced plans and ideas which served us well. This will be the first effort, that this author is aware of, that will put all this information into one living document to see how all modes can work better toward the same goal; a better transportation system for North Dakota to serve the future.

I want to give the Council an "At-A-Boy" for the fine program in Fargo. The Symposium was well run and the program was one of the best. It is hard to keep doing the great job the Council has and the future only holds better things for the industry to enjoy. The reason: the Council is the industry. Nobody can produce the program they produce each year by not knowing what the industry is looking for. There also needs to be input by the industry to continue the effort in a positive way. Bill Hamilton of AOPA told the audience at the Aviation Issue Forum that the North Dakota model of the Council is the best in the country. Several states have used our model to fashion their own organizations. The Council is the best for all in

(Continued in next column)

2001 Events Calendar

May 5, Saturday

Hillsboro

"Fly A 6th Grader"

Brief at 8:30 a.m.

Contact: Larry Mueller,

Mail to: msrinc@rrv.net

June 1, Friday

Minot AFB

Civilian Fly-in

Arrivals 8:00 a.m. to 9:00 a.m.

Contact: MAJ Wayne Kelm,

701-723-2569/6233 or

Mail to: 5bwsef@minot.af.mil

June 9, Saturday

Beulah Fly-in Breakfast

Contact: 701-873-4100

June 10, Sunday

Garrison Airport to Mandan

Airport NDSAA/EAA

Fly-in Breakfast and Poker Run

Contact: Darrell Pitman,

701-255-6311;

Mail to: atcpn@prodigy.net

or Kevin Rosenburg, MOT

June 20, Wednesday

Summer Solstice Fly-in

and BBQ

Rain Date: June 21

Contact: Larry Mueller,

mail to: msrinc@rrv.net;

or Randy Aarestad,

mail to:

randy@redriverbank.com

July 15, Sunday

Casselton

"Planes on the Plains"

EAA Fly-in

Contact:

Bob Miller, 701-347-5119 or

Dave Olig, 701-280-1618

August 12, Sunday

Minot Airport

Dakota Territory Air Museum

Fly-in and Airplane Raffle,

Contact:

Don Larson, 701-352-3116

August 25, Saturday

Jamestown Airport

Jamestown Airshow

Contact: 701-252-6446

September 16, Sunday

Turtle Lake

Fly-in Breakfast

7:30 a.m. - 1:30 p.m.

Contact:

Ray Herr, 701-448-2253

Send your events to:

NDAQ Events

P.O. Box 5020

Bismarck, ND 58502

— or —

Email to:

aniemyer@btigate.com

(Director's Chair continued)

the aviation industry when it comes to communicating your needs and sharing information across the State.

Take care now and I hope to see more of you this summer on the breakfast fly-in circuit. Remember I have awards to present in the Fall issue of the Quarterly. Best Pancakes, Best Meat, Best Attendance and the Best Down Wind Landing. See you this summer!

2001-2002 ND Airport Directory

PLEASE NOTE CHANGE:
When referring to CTAF numbers for each airport, please use the chart on the back cover of the directory. The CTAF numbers listed on the individual airport pages are incorrect. We are sorry for the inconvenience.

Odegard School of Aerospace Sciences Selected as Center of Excellence for General Aviation

U.S. Senator Byron Dorgan announced that the Federal Aviation Administration (FAA) has selected the John D. Odegard School of Aerospace Sciences to participate in a new Air Transportation Center of Excellence for General Aviation. The selection recognizes the aviation school at the University of North Dakota (UND) as one of the nation's premier aviation research and training programs.

"FAA Administrator Jane Garvey notified me that the Odegard School has been selected as a Center of Excellence," Dorgan said. "This

designation puts the school at the top of the list for federal research projects that will improve aviation safety. It also provides an opportunity to share the expertise of the talented faculty at UND."

Garvey was in Grand Forks on April 19th, at Dorgan's invitation, to tour the Odegard School of Aerospace Sciences and to meet with city and airport officials about a range of transportation issues. "I invited Jane Garvey to Grand Forks because I want to expand the opportunities that exist for the UND aerospace

Continued on page 5

NDPAMA News

By Gary Stagl

For the second year, the unpredictable North Dakota weather has been kind to the UMAS held in Fargo. While mechanic attendance was down from last year with the absence of students from Crookston, we still had a good turnout with over seventy NDPAMA members attending. Highlights from this year were Bill O'Brian's presentations, and the record number of Charles W. Taylor Master Mechanic Awards given out at the Banquet. Trent Teets was awarded Mechanic of the Year.

Although four hours of lectures could seem like a long time to sit through, Bill O'Brian kept his audience on their toes and paying attention. His mix of drill sergeant instruction and off-the-wall humor made for an interesting session. Bill's topic was major repairs and alterations, and he covered many points, including the how-comes and why-fors of ICAs (Instructions for Continued Airworthiness) now required for field approvals. All in all, an entertaining way to get IA renewal points. Hats off to Trent Teets for getting Bill out of Washington, DC and out here to our symposium. Hopefully, we can get him back for next year.

Gordy Person played an instrumental role in helping eight long-standing mechanics get some recognition. He personally spearheaded the effort to get nominations in to the FAA so they could be awarded at the Monday night banquet. However, there are probably many more mechanics in the state that could be nominated. Frank Argenziano will be compiling data for another

round of awards next year. If you know of anyone who may be eligible for this award, please get the information to Frank. He can be contacted at 1536 1st Ave. NE, Reynolds, North Dakota 58275, 777-7822, or argenzia@aero.und.edu.

As the president of NDPAMA for 2001, I will be in charge of establishing the speaker program for next year's symposium. I would appreciate any member's input of how the convention can be improved and whom anybody would like to see as a presenter. Also, we are going to compile a list of Mechanic of the Year Award-holders. Any former holder of this award should contact me with the year or years they received it. Please contact me at the addresses below with your ideas or information. The other officers for NDPAMA are: Dan Kasowski - Vice-president, Mike DeVries - Secretary, and Dave Teets - Treasurer. Gary Stagl, 309 2nd Ave. NE, Mandan, ND 58554 663-9925, 663-1305 aerohead@btigate.com

(Mechanics continued from page 1)

named after Charles W. Taylor, who served as mechanic to the Wright Brothers and who built the engine that powered the Wright Flyer. A gifted applied engineer, he used only a lathe and drill press to build the engine. During the process, he devised and invented techniques and applications for the engine and its accessories that lay the foundation for nearly a hundred years of aircraft engines. The award is intended to recognize what the FAA calls the "quite heroes" of the aviation maintenance profession, those who have been in aviation 50 years or more.

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Minot AFB Civilian Fly-in and Safety Seminar

Have you ever landed on a 13,200 foot long runway, or had a chance to share the pattern with a US Air Force B-52 bomber or a UH-1N helicopter? Well, your chance will come on Friday, June 1, when Minot Air Force Base hosts their civilian fly-in and safety seminar. You are invited to land your aircraft at the base, attend mission briefings, learn mid-air collisions avoidance techniques, and tour the Radar Approach Control and Tower facilities. To top it all off, you will get a chance to sit in the cockpit of a B-52. Are your hands big enough to control all 8 throttles? Don't forget to check out the massive bomb bay which can carry 27, 500 lb. bombs or 8 cruise missiles. Although much smaller than the B-52, the UH-1N helicopters also play a vital role at the base. You will have the opportunity to look at these aircraft also.

In keeping with true military tradition, we require some paperwork. Pre-registration is mandatory, and the first 30 people to return their registration and required paperwork are invited to attend. Along with a registration form which will ask for your name, address, phone number, email, and aircraft make/model/tail number, you will be required to sign and return an Air Force Hold Harmless Agreement. The Hold Harmless Agreement is a form of liability release preventing the Air Force from being sued in the unlikely event your aircraft is damaged while at the base. We also request a copy of your FAA pilot license and aircraft insurance. Save time by emailing your request to us. We will then email back the

registration form and the Hold Harmless Agreement

If you are one of the first 30 to reply, we will notify you and give you your Prior Permission Required (PPR) number. The PPR number is your "ticket" to land at the base. The Minot AFB Tower will ask you for this number when you first contact them. The Air Force uses PPR numbers to ensure only authorized aircraft, civilian and military, land at the base.

Pilots who are registered and receive a PPR number are encouraged to bring passengers along. Only the pilot flying the aircraft is required to register. Guests do not need to fill out any paperwork.

The arrival window will be from 8:00 to 9:00 AM. Departure will be between 4:00 and 5:00 PM. Fuel hangars and tie-downs will NOT be available.

For registration forms and further details, contact Major Wayne Kelm or Sergeant Doug Fosburg. Email: 5bwsef@minot.af.mil, phone: 723-2529 or 723-6233. 5 BW / SEF 300 Summit Dr., Suite 231, Minot AFB, ND 58705

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*Odegard School continued
from page 4*

school to be engaged with the FAA to train air traffic controllers and be involved in a range of other FAA operations."

With a looming pilot shortage in the U.S., as well as airport infrastructure and air traffic control systems strained to the limits, Dorgan said he thinks UND can play a significant and increasing role in helping the FAA resolve some of these issues.

"We feel that we are the premier flight training school in the country, and it is nice when someone else, especially the FAA, recognizes that we are the best," said Dr. Bruce Smith, Dean of the Odegard School. "More importantly, the opportunity to double our research funding directly supports President Kupchella's Strategic Plan / Priority Action Area to "expand and strengthen the

University's commitment to research and creative activity." This is a very significant award."

As a Center of Excellence, the Odegard School joins a nationwide pool of professionals trained in aviation-related research who work to improve the national airspace system. Centers perform basic research as well as engineering development and prototyping for the FAA.

UND Aerospace, which includes the Odegard School of Aerospace Sciences at the University of North Dakota and the UND Aerospace Foundation, is an international leader in collegiate and contract aviation education and training services with over 118 aircraft and facilities in Honolulu, Hawaii with Honolulu Community College; Spokane, Washington with Spokane Falls Community College;

Continued on page 14



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Bismarck Airport Proposed Minimum Standards Document Stirs Tenants' Concerns

The Bismarck Airport's draft Minimum Standards for Airport Tenants has resulted in a number of comments according to airport officials. The document, the result of a nearly three-year effort, has raised concerns that if it were to be adopted as it stands it would stifle current and potential business competition as well as possess sections in violation of certain areas of the FAR's.

Haug and Thorsen pointed out that response from airport tenants has been mixed between favorable and unfavorable, with the responses "reflecting the tensions between the large and small operators on the airport."

According to Bismarck airport manager Greg Haug and operations manager Tim Thorsen, the current draft was developed in response to FAA Advisory Circular 150/5190-5 that suggests but does not require that airports develop and implement a minimum standards plan for all airport operators. They stated that the airport administration looked at and incorporated suggested minimum standards language from the AAAE, NATA and AOPA as well as the FAA/ATA Airport Users Guide. They also indicated that the standards were developed with the full involvement of a sub-committee of the Bismarck-Mandan Chamber of Commerce Air Services Committee.

The sections of the draft plan that has raised the most

controversy so far are a section that mandates the size, capabilities and number of aircraft that operators of various businesses must have in order to do business on the airport as well as the various FAA shop and personnel licenses required of employees of those businesses and the office size standards for airport businesses. Some critics also wondered why a business group with few representatives from the airport's many small tenants would become involved in such an activity to begin with.

Critics of the plan, which included representatives of private pilots, Part 91 operators and others, point out that the plan appears to be a "cookie cutter" proposal that fits much larger commercial service airports, like Minneapolis, Chicago or Pittsburgh and is not really in keeping with the general aviation nature of most of Bismarck Airport's activity.

Local operator and AOPA Airport Support Network representative Bob Simmers stated, "I have no problem with looking outside the box. But, this is not Chicago; it's a utility to the citizens of Bismarck. [The city] needs to be open-minded about stimulating business on the airport and in the city." He felt that the potential restrictions on new businesses imposed by the draft plan would not help make the city or airport competitive for development.

One Part 91 operator felt the plan was over-detailed, and that while minimum business standards are good, "the city should not be in the business of telling every business on the airport how they exactly should be run, what hours they should be open, and how they must structure their business." He also went on to point out that one of the region's most successful Part

135 operations wouldn't even had been able to start up on Bismarck airport had the minimum standards plan been in effect when they first began operating. Critics also point out that certain requirements, such as the number and type of aircraft and even the number of engines and certification of those aircraft needed by various businesses do not match those requirements set out in the FAR's. According to some, this alone would invite federal legal intervention against the city and the airport, involving the city in unnecessary and costly litigation.

Critics further point out that the airport already maintains a leasing program for the land that hangars and other structures are built on that is so unfavorable that it has caused some established tenants to leave the airport and relocate west across the Missouri River to the Mandan Airport. "This will only further serve to keep a very few businesses on the airport in a near monopoly, while all the start-ups will go across the river. How is that going to help the airport grow?" asked one local pilot. He also complained that the new plan would dictate exactly what FAA licenses shop mechanics and the shops themselves must have, regardless of whether or not the mechanics or repairmen are working in a business or simply supporting a corporate aircraft operation. Those who feel the current plan is overly detailed point out that such determination of FAA certifications rests with the FAA, not the Bismarck airport management or the city of Bismarck, which would approve the plan.

Thorsen pointed out that the purpose of the minimum standards was not to chill the

business climate on the airport, but to set out very clear and unambiguous standards that someone who wishes to engage in a business activity on the airport could use to start their business. The minimum standards "allow us to treat everybody the same," he commented.

Haug and Thorsen were quick to defend the current document as "only a draft," that will incorporate the responses of the tenants who chose to respond to the request for comments. "We expect there will be some [changes] to the document," Haug commented, pointing out that they will work hard to resolve the conflicts between the draft and existing laws. They are hoping to go over the responses in time to implement the plan by mid-summer.



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North Dakota Sport Aviation Association

By Darrel Pittman, NDSAA

Hooray, we did it again! Another successful Upper Midwest Aviation Symposium (UMAS). This is my sixth year of attending the Symposium and fourth year on the aviation council (NDAC). I've always returned home with the same feeling. I'm glad that I went. As always, the comradeship was outstanding. For those unable to attend, you missed a tremendous event. The sessions were excellent and provided great information. The exhibit hall continues to get

bigger and better. I applaud the council member(s) responsible for our keynote speakers. If you've never heard the "Cowboy Poet," Rodney Nelson, you've missed some hilarious entertainment. If you find yourself on the east coast, go to the Wright Brothers National Memorial in Kitty Hawk, NC. There you will find a Park Ranger Historian, wouldn't you know it, his name is, Darrell. Yes, Darrell M. Collins will astound and entertain you with his knowledge of Orville and Wilber Wright. That was one of the most enjoyable hours I've ever spent, thanks Darrell! Since this is the beginning of the three-year celebration honoring the Wright Brothers, I want to urge all the EAA chapters in the state to become active in the Wright Flyer project. I think it would be appropri-

ate to display the progress each year at the Symposium. I hope the Chapter Presidents read this and get it organized. Many of you know that I'm affiliated with two EAA chapters, Minot and Bismarck/Mandan. These two chapters do a lot of things together, especially during the summer. This summer is no exception. On Sunday, June 10th, there will be a breakfast fly-in at the Garrison, ND (D05) airport.

The breakfast is being hosted by the Garrison City Firemen. The two chapters then are sponsoring a poker run. They will start out at Garrison and end up at Mandan, ND (Y19) for an afternoon cookout. The intermediate stops to be determined. More fly-ins: Don't forget the breakfast fly-in at Turtle Lake, ND (91N) airport, sponsored by Ray and Dianne Herr on Sunday, Sep-

tember 16th. Minot AFB is sponsoring a civilian fly-in on Friday, June 1st. You will need Prior Permission (PPR). I've got some forms; if you are interested get in touch with me (852-2346). Chapters, I'm the lone member now on the Aviation Council from NDSAA. Bill Grieve and I were working together as your representatives. Bill has decided to retire and we owe him alot of thanks for his work in the past. If you are willing to serve on the council, please get in touch with me. We should have two members on it. Can you believe I wrote this article and not once mentioned anything about Air Traffic Control; OOPs, I did it! Sorry, I couldn't resist it. CLEARED FOR TAKEOFF. Happy flying!

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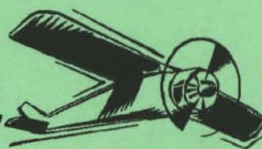
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"Kitty Hawk on the Horizon"



Keynote speaker Darrel Collins (L) shares a moment with Dave Starck, Pioneer Village Fargo, who also appeared "in character" as President Teddy Roosevelt.

Bob Odegaard, standing, makes his point at the "Aviation Issues Forum" on Monday afternoon. The presentation was standing-room only as (from left Bob Simmers; Odegaard; Frank Malley, FAA; Steve Johnson, GFK; Paul Smith, NBAA; Bill Hamilton, AOPA; and Mark Holzer, ND Aeronautics) Odegaard addressed multiple issues facing the state's aviation industry and pilots.



"Riders in the Sky" night in the exhibition hall brought out most attendees to UMAS 2001 to view the latest that exhibitors had to offer.

2001 Photo Highlights

Charles W. Taylor Master Mechanics of 2001



Vincent S. Buras



Family of Robert C. Chase



Ardell T. Bestland



Mrs. Albert L. Thompson accepting on behalf of her husband.



Lloyd M. Seckerson



Ernest O. Knutson



Richard J. Halldorson



Arthur J. Dobias

North Dakota Aviation Hall

Gordon Person's aviation career began in 1953 in Britton, SD. He earned his private pilot license in 1954, and holds the following FAA ratings: A & P, IA, DME, WTE. Gordy was a designated Accident Prevention Counselor for the FAA from 1978 to 1996.

As a leader in developing aircraft mechanic training in North Dakota, Gordy managed Kundert Aviation School of Fargo from 1965 to 1973. In 1974 he founded Dakota Aero Tech, Inc. Under his supervision over 2000 former students earned their A & P ratings. Those students are placed throughout the aviation industry; many of them hold top maintenance supervisory positions with major airlines. A common comment



Gordon W. Person, 1935

from his students is, "At Dakota Aero Tech, Gordy taught me all I know."

Gordy guided the initial start-up of North Dakota State University's Aviation Mechanic/Engineering Training program. The program is designed to teach students the critical aspects of

maintaining and inspecting older aircraft while earning an FAA A & P mechanic rating along with a NDSU engineering degree.

For over twenty years, Gordy traveled across the Dakotas and Minnesota promoting aviation at High School Career Day programs.

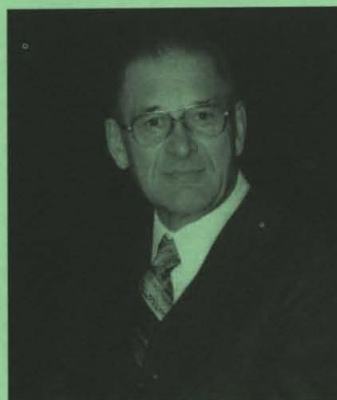
He was instrumental in starting the North Dakota Professional Aircraft Mechanics Association (NDPAMA) in 1978. Gordy was NDPAMA's Mechanic of the Year in 1970, 1973 and 1983. The FAA honored him with a Rocky Mountain Region Special Citation for his efforts in maintenance education.

Gordy was a leader during the establishment of the North Dakota Aviation Council in 1983. This was a cooperative effort by all of the industries separate associations to create an umbrella group fostering growth and cooperation within the state aviation industry. This organization brought together the many facets of the industry into a focused effort to create one voice for the aviation community. Gordy was Chairman for the first two years of the organization and has served four additional terms since. His life-long dedication to aviation is a beacon for those that will follow.

Alfred Dahl began flying in 1947 when he purchased the first plane in Forman, North Dakota. As Mayor of Forman, he worked to establish the Forman Airport.

In 1955, he founded Dahl Airspray, Inc., the first aerial application business in Sargent County. Al was an active aerial applicator for over forty years. Al retired as the second oldest active spray pilot in the United States.

Al's involvement with the Civil Air Patrol began in the 1950's, with many search and rescue missions conducted in Southeast North Dakota. His efforts were especially notable during the blizzards of the early 50's.



Alfred E. Dahl, 1912

North Dakota Flying Farmers at a national and state level for over twenty-five years, Al has served as State President and Vice President. Al has been a leader in the development of aviation both on the State and National scene. He was elected

to all the offices of the North Dakota Aviation Association (NDAA), which was the first statewide aviation organization. He was instrumental in the development of the early legislation regulating the agricultural aviation industry.

He was the North Dakota representative to the National Agricultural Aviation Association (NDAAA), becoming its Secretary in 1976 and elected National President in 1978. Under his leadership a national executive director was hired and a new headquarters building established.

Over the years Al's expertise has been valuable to numerous councils and advisory committees. He was appointed to the University of North Dakota's Aviation Ad-

visory Council giving direction and input that helped form the nationally acclaimed UND Center of Aerospace Science. His input was especially helpful in resolving conflicts with the commercial aviation interests.

Al has given many young people their first memorable flight. Some of them have gone on to be active in the industry today. Three former students now operate their own aerial application businesses.

Although no longer actively flying, he continues to promote aviation at every opportunity.

of Fame 2001 Inductees

Jack Watts launched his aviation career in 1939 when he earned his private pilot's license. Shortly afterward, when Bob found out, sibling rivalry motivated him to take flying lessons, too. The quest was on. Jack and Bob worked together in aviation for over thirty years.

Jack became an instructor at the Bismarck Flying School while Bob continued to work as a radio engineer for a local station. During the early part of World War II both brothers taught in the War Training Service program; Jack in gliders at Grand Forks, ND and Bob in Huron, SD.

When those contracts ended both became civilian ferry pilots for the Air Force. Jack enlisted in the Air Force in 1943 and was stationed in India. Bob enlisted in 1944 and by fate joined Jack in India. They both flew cargo and passenger missions over the Himalayas into China ("THE HUMP") until the end of the war.



Jack W. Watts, 1918-1995

Upon returning to Bismarck in 1945, the two brothers founded Capital Aviation. Hundreds of pilots and many career mechanics got their start at Capital. Jack and Bob worked on all sorts of planes from J-3s to jetliners. Bob was awarded the FAA Charles Taylor Master Mechanic Award in 1996. The brothers became one of the leading Cessna dealers

Robert K. Watts, 1917

in the region. Capitol Aviation pioneered many services. When FFA rules allowed scheduled-on-demand service, Capital provided service between Bismarck and Williston during the early oil field development in western North Dakota. Their planes flew missions using scintillometers and magnetometer instruments that

confirmed the existence of oil in the Tioga Basin. Capital Aviation ferried equipment and supplies during the construction of the Garrison Dam. Capital pioneered game counts, grassland surveys and power line patrols. Capital Aviation certified the first twin-engine aircraft in North Dakota for Part 135 air taxi service. The brothers provided the first air ambulance service to Bismarck.

Jack retired due to health reasons in 1973 and passed away in 1995. Bob and wife, Lois, continue to run Capital Aviation today.

Throughout his career Bob has stressed safety and expected perfection of his students. Many students have a common memory of Bob's booming voice reminding them:

"An airplane flies on airspeed."

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Promoting General Aviation in North Dakota
2001-2002

Kirby Hahn, Chairman
1036 1st St. S.
Wahpeton, ND 58045
Tel: (701) 642-9673
Tel: (701) 642-5969
Fax: (701) 642-8913
E-Mail: hondo@702com.net

NDPA
Randy Aarestad
PO Box 25
Halstad, MN 56548
Tel: (218) 456-2187 (w)
Tel: (800) 472-1754 (w)
Fax: (218) 456-2199
E-Mail: randy@airloan.com

Larry Mueller
P.O. Box 25
Hillsboro, ND 58045
Tel: (701) 436-4453 (w)
Fax: (701) 436-4833
E-Mail: msrinc@rrv.net

NDPAMA
Gary Stagi
4490 Hwy 6
Mandan, ND 58554
Tel: (701) 663-9925 (w)
Tel: (701) 663-1305 (h)
Fax: (701) 663-7028
E-Mail: aerohead@btigate.com

Dan Kasowski
1214 Cottonwood
Grand Forks, ND 58201
Tel: (701) 772-7911 (w)
Tel: (701) 772-6651 (w)
Cel: (218) 779-6321
Fax: (701) 772-8367
E-Mail: kasowski@aero.und.edu

NDAAA
Cameron Wischer
16350 12R Street SE
Grandin, ND 58038
Tel: (701) 484-5293 (w)
Tel: (701) 232-1142 (h)
Fax: (701) 484-5724
E-Mail: eosland@hotmail.com

Joel Hashberger
RR 1 Box 49
Hope, ND 58048-9753
Tel: (701) 945-2687
Fax: (701) 945-2831
E-Mail: hashspray@icct.com

NDFE
Michael Gunia
7390 4th Avenue SE
Linton, ND 58552
Tel: (701) 254-5449 (w)
Tel: (701) 782-4236 (h)
E-Mail: gunia@bektel.com

William Stramer
RR 1, Box 76
Hazelton, ND 58544
Tel: (701) 782-6225 (h)
E-Mail: estramer@bektel.com

NDA
Fred Adams
815 West Sweet Avenue
Bismarck, ND 58501
Tel: (701) 224-5360 (w)
Tel: (701) 224-0949 (h)
Fax: (701) 255-5145
Cell: (701) 226-0117
E-Mail: redbaron@btigate.com

Clint Rodningen
PO Box 13291
Grand Forks, ND 58208-3291
Tel: (701) 772-6651
Fax: (701) 772-8367
Cel: (701) 779-6321
E-Mail: surety@infinet.com

AAND
Jim Lawler, Council Treasurer
4492 Highway 6
Mandan, ND 58554
Tel: (701) 663-0669 (w)
Tel: (701) 663-3690 (h)
Fax: (701) 663-0669
E-Mail: mdnport@btigate.com

Tim Thorsen
Box 991
Bismarck, ND 58502
Tel: (701) 222-6502 (w)
Tel: (701) 255-3120 (h)
Fax: (701) 221-6886
E-Mail: thorsent@btigate.com

NDSAA
Darrel Pittman, Vice Chariman
2805 Bernell Drive
Bismarck, ND 58503
Tel: (701) 255-6311 (h)
Tel: (701) 852-2346 (w)
Fax: (701) 852-8393
E-Mail: atcpn@prodigy.net

DTAM
Don Larson
P.O. Box 824
Minot, ND 58703
Tel: (701) 852-3116 (w)
Tel: (701) 838-7471 (h)
Fax: (701) 852-3837
E-mail: lnfuins@ndak.net

Richard Larcombe
1600 100th Avenue NW
Minot, ND 58703
Tel: (701) 852-2161 (w)
Tel: (701) 852-6927 (h)
Fax: (701) 839-1503
E-mail: chance@btigate.com

QUARTERLY EDITOR
Andy Niemyer
1834 Santa Gertrudis Drive
Bismarck, ND 58503
Tel: (701) 255-3058
Fax: (701) 255-7291
Cell: (701) 226-3738
E-mail: aniemyer@btigate.com

PAST CHAIRMAN
Rod Brekken, Past Chairman
409 E. Caledonia
Hillsboro, ND 58045
Tel: (701) 436-5880 (w)
Tel: (701) 436-3996 (h)
Fax: (701) 436-5881
E-mail: rodb@rrv.net

ND AERONAUTICS COMM.
Gary R. Ness, Director
E-Mail: gness@state.nd.us
Roger L. Pfeiffer, Council Secretary
P.O. Box 5020
Bismarck, ND 58502
Tel: (701) 328-9650 (w)
Tel: (701) 255-4565 (h)
Fax: (701) 328-9656
E-Mail: rpfeiffe@state.nd.us

WEB SITES

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North Dakota Pilots Association Report

As Spring moves forward, it is always fun to give the old airplane a nice wash and inside cleaning. It also makes for an impressive show when flown around to different fly-ins around the area. The ND Pilots Association has set a goal this year to concentrate on 3 objectives.

1. Continue with the Pilot Wannabe Program.
2. Increase aviation education for youth.
3. Construct a home page on internet with fly-in announcements.

Please try to attend our Wannabe Program and encourage other pilots to start their training. If you know of anyone that may be interested in aviation, please encourage them to go to a Wannabe Program, or better yet, give them an airplane ride to the event.

Hillsboro Regional Airport, in conjunction with EAA Chapter 317 and the ND Pilots Assoc., will be holding their second annual "Fly a 6th Grader" program. Pilots will be attending the local schools to teach students the basics of flying, and giving rides to the youth on Sat. morning, May 5th (rain date is May 12th). Any assistance that can be given on Sat. would be greatly appreciated. If you would like assistance in piloting a program in your area

schools, please feel free to drop Larry Mueller a message (msrinc@rrv.net). This is turning out to be a fantastic program, not only for the kids, but it really helps bring the public out to the airport, as well as garner support for the aviation interests. The Hillsboro group would be glad to share their experience with any other pilots, and the NDPA hopes that you will consider implementing a program in your area also.

Ron Saeger has been most grateful in helping us put together a distribution list of pilots in ND. We are trying to put together a home page where we will be able to list all fly-in and aviation events throughout the upper midwest. If you would like to be on this email distribution list, or have any events to put on the bulletin board, please send them to Ron Saeger at rnsaeger@worldnet.att.net.

The ND Pilots Association in general is trying to bring aviation out to the people. Whether it be in the form of children in our schools, the Wannabe Program, or simply trying to be a resource of information to help you promote your own airport, we want to try and help support you. This is done by support of membership, and if you have not joined the NDPA this year, please contact Sonja Witty at 701-224-0803 (witty@westriv.com) or Randy Aarestad at 218-456-2187 (randy@redriverbank.com).

Spring Cleaning Your Airport

By Mark J. Holzer
ND Aeronautics Commission

As the snow finally melts, we can now see the grass and grounds of the airport. Along with all the winter wind gusts comes a lot of debris in the fences and trees which needs to be picked up. Snow-melt water is ponding and cleanup of drainage is necessary. Other areas to check are:

- Check runway asphalt for cracks that need repair.
- Check runway light bulbs for outages.
- Replace faded windsocks.
- Clean out and remodel terminal buildings. You may check with state surplus at (701) 328-9665 for furniture.
- Invite school classes to come out and clean up the airport after a tour and possibly free airplane rides.

- Review and repaint airfield signage.
 - Check fuel system and investigate installing self-service credit card systems for 24 hour fueling at costs below \$10,000 with today's new technology.
 - Have spring fly-in breakfast meeting with area pilots for input on airport projects, airshows and aviation promotion. Maybe you could organize a "friends of the airport" group to adopt your airport to do a clean-up/fix-up project. See AOPA website at www.aopa.org/asn.
 - Plant flowers around the pilot lounge.
- So, we challenge the local airport management and authority boards to do a spring clean-up and open house event to promote your community's treasure - its airport.



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AOPA NEWS: Mountain Pass VFR Waypoints Set To Debut

Passes through mountainous areas may soon be safer, thanks to an AOPA initiative for VFR waypoints marking mountain pass routes on aeronautical charts. AOPA has been pushing for such waypoints for several years.

The waypoints, which can be identified by Global Positioning System receivers and will be included in aviation GPS databases, are expected to begin appearing on selected sectional charts in the first half of 2002. They will indicate the beginning and ends of mountain pass routes and will be marked for VFR use only.

Similar VFR waypoints now appearing on terminal area VFR charts are helping pilots navigate accurately in congested airspace. The waypoints, identified with five-letter names beginning with "VP," were first approved for terminal charts in July 1999 after an AOPA-led task force pointed out the benefits to both pilots and air traffic controllers. The mountain pass waypoints are an extension of the terminal waypoint concept.

Correctly identifying mountain passes critical to safety.

Identification of the correct mountain pass route can be critical, especially for pilots flying lower-powered, non-turbocharged piston aircraft in mountainous areas. High density altitude conditions (more likely in summer) can make it impossible for a non-turbocharged aircraft to climb above peaks or high ridgelines if the route selected turns out to be a blind canyon or has rapidly rising terrain.

Mis-identification of a mountain pass route is common, particularly for pilots new to a mountainous area. AOPA Director of Advanced Technology Randy Kenagy, an experienced mountain pilot and flight instructor who has been leading the VFR waypoint charting initiative for AOPA, pointed out that picking the correct pass while in flight isn't always easy.

"There probably isn't a mountain flyer who hasn't at least once squinted through the summer haze and picked the wrong entry point for a mountain pass route," said Kenagy. "Fortunately, there's usually enough room to make a lifesaving 180-degree turn before it's too late, but adding these VFR waypoints marking the proper entry point adds a margin of safety that pilots and their passengers will much appreciate."

The first new VFR mountain pass waypoints will be

assigned to selected routes in mountainous areas of Alaska and Colorado, and pilots will be asked to help evaluate the benefits. If feedback from pilots is positive as expected, AOPA will request additional VFR mountain pass waypoints.

Along with the new VFR mountain pass waypoints, the FAA will increase amount of information available to pilots on mountain flying techniques. Kenagy added that the information would be tailored to an individual location, enhancing safety. "For instance, mountain flying issues specific to Colorado may be published in the FAA Airport/Facility Directory that covers Colorado," Kenagy said. "FAA plans to make additional information on mountain flying techniques available for easy download from the Internet."

But mountain flying information and expertise is already available on the Internet for AOPA members. The 57-page AOPA "Guide to Mountain Flying" that includes facts and opinions from experienced mountain pilots on basic mountain flying, use of supplemental oxygen, coping with weather in mountainous terrain and survival techniques is on the AOPA Web site at www.aopa.org/members/files/guides/mntfly.html.

*Odegard School continued
from page 5*

Phoenix, Arizona in conjunction with Chandler-Gilbert Community College; and Crookston, Minnesota with the University of Minnesota in addition to its home-base in Grand Forks, North Dakota. With more than 1,800 students from throughout the world, the John D. Odegard School of Aerospace Sciences is the second largest college at the University of North Dakota. Undergraduate and graduate programs leading to a variety of rewarding careers in aerospace are offered through four different academic departments: aviation, atmospheric sciences, computer science and space studies. The UND Aerospace training complex is the most technologically advanced environment for aerospace education, training and research in the world.



"Kitty Hawk on the Horizon" afforded attendees the chance to make new friends and renew old acquaintances

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Photo Funnies #8

“And the winner is...”

Oh, the humanity! We had a (mostly) wonderful response to our last photo, which we confess has been all over the internet, major airline operations centers and numerous flying clubs. This one was tough folks, but here we go with our winners:

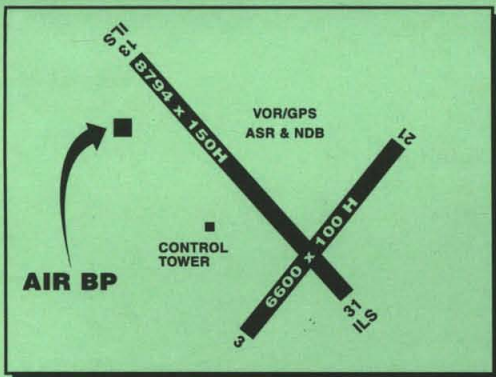
First Place: Dale Klein, Mandan ND, “Dumb and Dumber, just leaving the CRM Seminar at Fargo.”

Second Place: Dave Craig, Bathgate, ND, “Pilot: Sure is nice to have that window in the back so we can backup faster, den.” Co-pilot, ‘Ya, youbetcha!’”



Third Place: Bob Simmers, Bismarck, ND, “Would you knock it off, look out for what?”

Honorable Mention: Anonymous (who won't get any higher than this until they tell who they are!): “Bill and Tony congratulated each other on all the money they saved by installing their new TCAS system without any help whatsoever from that ‘overpriced’ avionics shop!”



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