



The
NORTH DAKOTA
AVIATION COUNCIL
Presents:

THE UPPER MIDWEST AVIATION SYMPOSIUM

Kitty Hawk On The Horizon

March 3-6, 2001

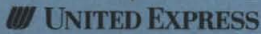
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Darrell M. Collins
Wright Brothers
National Memorial
Historian

General Session Speaker
Sunday, March 4
5:15 PM



Rodney Nelson
Cowboy Poet
& Humorist

Banquet Speaker
Monday, March 5
7:00-9:00 PM

EVENTS & SPEAKERS

Mechanics' IA Renewal

Awards Banquet

**ND Aviation Hall of Fame
Inductions**

Ag Applicator Recertification

Pilot Ground Training

**Safety Briefing &
Informational Seminars**

General Aviation Issues Panel

Display Aircraft

Preregistration\$75.00
Registration (after Feb. 18)\$85.00
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Awards/Hall of Fame Banquet\$20.00
For registration information call 701/663-0669

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Exhibitors Welcome

Aviation Quarterly

Issue #51

www.ndac.org

NDAC

Winter, 2001

Chairman's Corner

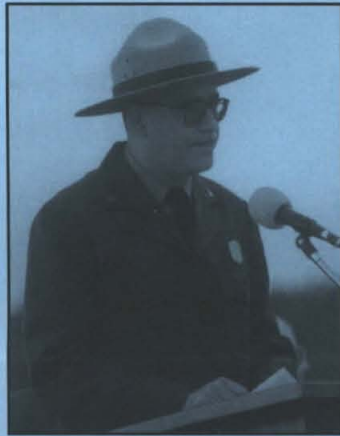
By Rod Brekken, Chairman NDAC

The first and last parts of this column will be devoted to inviting you to the best aviation symposium between Seattle and Chicago. In between, I will pose some questions.

As I write this column, I think about all the people who have been influential in organizing the Upper Midwest Aviation Symposium since its inception. They had excellent foresight! They were tenacious, they were cunning, they were smart and in some ways, they were lucky. They were willing to volunteer their time, their efforts and sometimes, unselfishly, use their personal finances to ensure the "show would go on". They were also willing to endure a raised eyebrow from their employers for using "company time" to attend a meeting, plan a meeting, or take calls that related to symposium planning meeting. They took time away from their kids, their spouses, their jobs, and probably more importantly, volunteered their own personal time to ensure the symposium would be as much of a success as it could be. These

(Continued on page 4)

Kitty Hawk Historian, NAAA President, GA Issues Panel Featured **Pilot Briefs, IA Renewals, Ag Certifications Set for 2001 Symposium "Kitty Hawk on the Horizon"**



Wright Brothers National Memorial Historian, Ranger Darrell M. Collins will be General Session Speaker at UMAS 2001 on Sunday, March 4, 2001.

The 2001 Upper Midwest Aviation Symposium, "Kitty Hawk on the Horizon" set to begin on Saturday, March 3, 2001 at the Ramada Plaza Suites in Fargo, ND will feature a stunning series of events for all attendees. A FAA sanctioned aircraft mechanic inspection and authorization renewal program and aerial applicator certification lectures and examinations will once again be a hallmark of the meeting, as will be a growing number and diversity of general aviation presentations.

The North Dakota Professional Aircraft Mechanics Association (NDPAMA) will start their series of IA renewal presentations on Saturday af-

ternoon, March 3, at 2:00 pm and continue throughout the Symposium. Lecture topics will include FAA presentations and discussions covering reciprocating and gas turbine engines, propeller maintenance, airframe issues, fuel cells and batteries. A highlight will be Monday's lecture about the Wright Brother's first mechanic, Charles Taylor, namesake of the prestigious FAA Charles Taylor Award.

The President of the National Aerial Applicators Association, Mr. Lynn Carlson, will be a featured keynote speaker at the Sunday, March 4th breakfast, sponsored by Sky-Tractor Incorporated. He will bring focus to the aerial applicators in attendance as they deal with a wide variety of recertification topics, including drift control, insurance issues and the presentation on Monday, March 5th of the national PASS program.

The North Dakota Pilots Association has put together a program that will be of intense interest to all aviators in attendance, including in-depth looks at various computer-based weather products and systems, issues affecting the large number of pilots flying with Part 135 air



North Dakota's own world-renowned cowboy poet and humorist, Rod Nelson, will be the featured speaker at the "Kitty Hawk on the Horizon" annual awards banquet and NDAHOF induction, Monday night, March 5th, 2001.

taxi operators. Other topics will include an in-depth review of aeronautical chart systems, flight planning using the AFSS system and area air traffic control procedures.

All pilots, regardless of their group affiliation will want to attend Monday's "General Aviation Issues Panel" currently set to run from 2:00 pm to 2:50 pm. Featuring representatives from the Airports Association, Pilots Association, FAA and Part 135 groups, the panel, hosted by state Aeronautics Commission Director Gary Ness, is one of many highlights of this year's

(Continued on page 3)

("Kitty Hawk" from page 2)

meeting.

As highlighted in the Fall, 2000 issue of the *Quarterly*, this year's theme of "Kitty Hawk on the Horizon" will be the focus of the main General Session speaker, the United States Park Service's historian at the Kitty Hawk National Monument, Mr. Darrel Collins. Speaking at 5:15pm on Monday, in the Ramada Plaza Suites' Symphony Hall, his one-hour presentation will help usher in the beginning of the three-year celebration on the Wright Brothers' stunning achievement. His session will be followed by the annual Exhibitors' Night featuring the theme of "Riders in the Sky."

As is the custom, the 2001 Symposium will conclude its main program with the gala annual banquet, Monday evening, March 5th starting with cocktails at 6:00pm in the south courtyard area. Featuring the induction of the 2001 members of the North Dakota Aviation Hall of Fame and a host of awards from all Council groups, a banquet highlight will be nationally known "cowboy poet," North Dakota's own Rod Nelson.

Tuesday will see a major students' program both at the Symposium site and at Fargo's Hector International Airport as 5th grade students from throughout the region will be introduced to the wide range of aviation related careers that are in demand both in the state and nationwide. The program, which was reintroduced last year, has been expanded significantly by organizers for 2001.

North Dakota Flying Farmers

On December 9, 2000, 17 North Dakota Flying Farmers braved the cold wind and snow to attend a Christmas dinner at the Larry and Diane Dahl home south of Cogswell, North Dakota. After most everyone ate too much food, President Jerome Arneson called a meeting to order. Queen Marilyn Arneson gave a report of her travels as International Queen and future conventions that she plans to attend.

Marilyn is working on Queen's Day which will be held this Spring but no date has been set yet. Region 5 Director Ardie Zimbleman gave a report and talked about the IFF Workshop coming up January 31 through February 4th in Wichita, Kansas. The Minnesota, North Dakota and South Dakota convention will be held in Marshall, Minnesota on June 16-18, 2001. Let's all plan on attending.

Dennis Risovi distributed a packet of information for a possible ski trip to Whitefish, Montana in February 2001. The complete package includes train ticket, hotel rooms and ski lift. Prices vary depending on hotel. If interested, contact Dennis at (701) 547-3545.

Roger Pfeiffer, Secretary
ND Flying Farmers

From The Editor:

Once again, the tireless hard work, long hours after everyone's "real" jobs and the incredible effort by everyone involved has paid off and this year's Upper Midwest Aviation Symposium is about to begin. A quick glance at the schedule will show you that each member group within the North Dakota Aviation Council has done its utmost to bring attendees an absolutely packed program.

Everyone is hoping that the shift to a Saturday afternoon start will help provide the chance for those who can't easily get many weekdays off to attend the vast bulk of the meeting's presentations. Increased turnout for the weekend sessions may lead to further refinements in the schedule in coming years, leading to a mostly weekend get together that should further help to increase participation. Let Symposium organizers know if you feel the new schedule works or not. It's feedback from attendees that helps the Council makes its decisions affecting everyone.

Every reader should recognize the value to the Council and the Symposium of our exhibitors and sponsors. The Symposium's costs are far from cheap; easily running well into the 5 figure range every single year. Without the exhibitors' fees and the generous support from our many sponsors, what we have and what is available to see and attend would be far, far smaller. The *Quarterly* joins the Council and each attendee in saying a deeply felt "Thank You" to all of those who pay the fees, write the sponsorship checks and make to the trip

to the Symposium each year. We appreciate their support and encourage every attendee to express their thanks by considering our sponsors when it comes time to spend on aviation-related items.

We hope everyone will enjoy "Kitty Hawk on the Horizon" this year and bring from it a sense of the size and diversity of the aerospace community in our state. Enjoy this "Symposium Special" issue of the *Quarterly*, register soon, and we'll see you there!

Andrew S. Niemyer,
Editor-in-Chief

North Dakota Aviation Quarterly
Official Publication of the
North Dakota Aviation Council
Editor/Publisher: Andrew Niemyer
Phone (701) 328-9650
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North Dakota Aviation Quarterly
Published January 15, April 15,
July 15, October 15

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

COPY DEADLINES
April 15 issue: March 15
E-mail: aniemyer@btigate.com

FROM THE DIRECTOR'S CHAIR

By Gary Ness



The Upper Midwest Aviation Symposium is "on the HORIZON" with a slate of events that will keep us all busy for those three days in March. Mark your calendar and make sure that you will be among the group that takes advantage of the volunteer efforts of your compatriots in aviation.

When reflecting on the accomplishments of the North Dakota Aviation Council it is a needed thing to be aware of the history of this great organization.

DID YOU KNOW:

Who made up the first North Dakota Aviation Council Membership?

NDAA, NDAAA, NDPA, NDPAMA and AAND, these organizations were the leaders and the backbone of the Council and they still are the core group.

The first Officers of the Council:

Chairman Gordon W. Person
NDPAMA

V. Chair Bill Pace, NDAA

Sec/Treas Larry Buller,
NDPAMA

Board Members:

Frank Argenziano, NDPA

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NDFF

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Aeronautics Commission

Douglas Keen, Exofficio,

North Dakota Beacon

The Council planned the

Upper Midwest Aviation

Symposium to be held on

March 12, 13, 14 & 15, 1984

in Bismarck. There were 78 exhibitors in the hall for visits; some of those supporters are still in the hall today. Waypoint Avionics, Sky Tractor Supply Co., Tanis Aircraft Service, Inc., University of North Dakota, Omaha Airplane Supply and Champion Spark Plugs, just to name a few (and to put myself into position to forget someone).

The agenda tried to cover all of the concerns of the industry. Would you believe that Dr. Art Lamey was giving the FUNGICIDE update to the NDAAA? Mark Holzer was briefing the AAND of airport projects. Zimmerman Contracting Inc. was talking about crack filling to AAND. The agenda is full of good things to know and the topics that were dear to the hearts of all that had gathered; aircraft insurance, "How to Justify an Airport in Your City," airport bonding, and airport management responsibilities were also topics.

One of the BEST that is found in the schedule had to be "USING THE AUTO-

MATED FLIGHT SERVICE STATION," Ron Kreidencamp, FAA-FSS at Grand Forks was the main target at that presentation.

The banquet was chaired by Dennis Rohlfs, Executive Air Taxi, the speakers of the evening were Governor Al Olson and Quentin Taylor, FAA-Deputy Associate Administrator for Airports. That was a line-up of heavy hitters in 1984.

As we look forward to the past with the theme "KITTY HAWK ON THE HORIZON," we should also look back to those that made this event the positive influence it is on the industry.

I'm looking forward to the legislative session this year. It is always exciting to see the reorganization of both houses of the legislature and this year we have a new governor and his staff to brief on the needs of aviation and its role in the state's economy. As the session starts and proceeds, if you are in town stop out at the airport and visit the staff of the Commission. We always like to see our friends that we have contact with during the year.

(Chairman's Corner from page 2)

are obviously very unselfish people, and when you see them at the upcoming UMAS with their white badges that say "HOST" on the bottom, please take the time to thank them for their superhuman efforts.

Do you know of a business that would like to become a hospitality sponsor or exhibitor for the 2001 "Kittyhawk on the Horizon" Upper Midwest Aviation Symposium? We would love to hear from them. We have numerous events that need hospitality sponsors. They can become a hospitality sponsor by calling 701-436-3996 and just leaving

a message. They can also be an exhibitor by calling 701-663-1305 and leaving a message also. We will call them back with the available times and/or booth space.

Are you coming with your spouse and would like to have some fun? Plan on attending the Dessert Bingo Luncheon on Monday, March 5th at 1:30, and please bring two \$10 gifts to be used as prizes.

Have you ever wondered where your aviation profession began? A gentleman from Kitty Hawk, South Carolina will be at the symposium to explain how you

got to where you are and why.

Do you have any western apparel to wear on Monday, March 4th? The "Riders In The Sky" exhibitors' night party will be held at 6:00 pm and we want you to feel "right at home" with the decor we have planned for the Crystal Exhibition Ballroom. We will have cowboy bartenders and waitresses, a western theme throughout the room, an opportunity to take pictures of you in your western garb, a fantastically delicious ranch barbeque and prizes for all. Oh, and a special attraction will be the

centerpiece of the exhibit hall that you won't want to miss!! Plan to bring your own hats and spurs if you like. As far as I know right now, we have to leave the horses tied up outside, but we are still working on that!

What does your child actually know about your job? We plan to explain your job to as many 5th and 6th grade students as we can on Tuesday, March 6th. We will have static exhibits at the Ramada Plaza Suites, the Air National Guard at Hector International Airport and the Fargo Air Museum, which will

(Continued on page 14)

The Wright Brothers...Man's First Flight? (I'm not so sure)

By Ken Ness, KBIS

Well, I'm sure you have all heard the story about man's first flight. How on a cold North Carolina day, the Wright Brothers soared into aviation history. Well, believe it or not, North Dakota shares in that history. In fact, contrary to popular belief, man's first flight took place in North Dakota and not North Carolina.

Here is that story, and I believe, the truth as I know it.

In 1903, Wilbur and Orville Fergerson were two old North Dakota bachelor farmers. Being the poor farmers that they were, they were not always that way. Some say they had lost a small fortune in a get-rich scheme of selling Prairie Prune Perfume door to door. But, that's another story for another time.

For years Wilbur and Orville scratched away at the dirt trying to make a go of it. Theirs wasn't a big farm and they didn't have a lot of money. But, what they did have was an idea. You see, back then putting in the crop was back-breaking enough, but, the harvesting was pure torture. And it is here that their dream became history.

One day, as he was wiping the sweat from his face, Orville said to Wilbur, "Ya sure, thirs got to be a petter way, ya know!" Wilbur stood silently, staring at Orville nodding in agreement. Then suddenly his mind's light came on. Wilbur had an idea. With plans drawn on some old meat wrappers, the Fergerson brothers headed to the shop where they fixed bicycles during the winter months.

Day after day, month after month, they toiled. The shop became a frenzy of work as the brothers hammered,

drilled, welded, & pounded steel. The noise was deafening. Like that of a dozen blacksmith shops the clanging and banging and hammering continued. The neighbors complained of the noise, but that didn't deter the Fergersons. Blind passion prevailed, their sweat became blood. Their work became a mission, a quest. Wilbur's idea would not be denied.

Finally, on a clear Sunday morning in 1903, the noise stopped. It was done. They threw the bicycle shop doors open and out into the bright sunlight rolled their creation. It was a gas-powered, chain-driven, fan cooled, lever-controlled combine. The machine was awesome. In front was a large paddle-like wheel, in back was a huge fan that cooled the largest engine this side of the Missouri. It was 20 feet high and over five tons of gun metal gray, hardened steel. It could cut a swath 20 feet wide.

Wilbur looked over to Orville and said "Lets go!" They pushed their metal monster to some sand dunes just north of town. It would be on this land, owned by Kitty Chalk, the local school marm, that farming history would be made.

The time had come to test their dream. Wilbur climbed on board. Having to lay on his stomach, he tested the controls. Orville went to the rear and started spinning the propeller shaped fan blades. The engine coughed and choked and sputtered at first. But then with a thunderous roar and belching out a black cloud of thick smoke the engine came to life. The combine shook with power. Every bolt, every screw strained to keep it all together.

Wilbur adjusted his goggles and looked down at Orville. Orville gave him thumbs up. Wilbur pulled back on the clutch. The large paddle wheels started spinning. Slowly at first, but they soon became a blur. The power was frightening, the noise deafening, the shaking became violent. Wilbur felt that any second the whole thing could explode.

Huge clouds of smoke and dust engulfed the man and his machine. Wilbur pushed forward on the accelerator. The beast started to move. Instantly it picked up speed. Orville ran along side but couldn't keep up. Wilbur pushed the lever forward some more. The speed was surprising.

Like a shot, the combine raced down the dunes bouncing from side to side. Wilbur fought for control of a machine that was bent on throwing him. Wilbur's face strained with determination. With one last desperate move he pushed the accelerator to the floor.

Faster and faster he went. The combine bounced into the air then hit the ground with a hard thud. For dear life Wilbur hung on. Again and again it bounced, each time hitting the ground harder and harder until...it left the ground.

Wilbur looked to the side, 5, 10, 15, 20 feet above the ground he rose. Wilbur was flying. Down the dunes he soared. He banked, he dipped, he flew over Orville who was standing there looking up, mouth wide open in total and complete amazement.

Wilbur circled the field in wide arch and then brought

the combine in for a landing. It hit the ground hard, bounced up and hit hard again. First one wheel, then the other. Desperately Wilbur pulled back on the brake. The nose dipped and the combine plowed into the sand. Dust and dirt flew into the air. Screams of shearing bolts and tearing metal filled his ears. The fan and paddle wheel exploded into the air and were hurled across the field. Finally, in a cloud of black smoke, it came to rest.

Orville ran over and pulled Wilbur out of the rubble of twisted metal and debris. For a long time they stared at each other not saying a word. Then Wilbur spoke, "Vhat have we done, Orville"?

In numbing shock they returned to their bicycle shop at the farm. For you see, they were farmers at heart, tillers of the soil, reapers of the harvest. All they wanted to do was make a machine that would make farming easier. To give to the farmer the ability to plant and harvest more. One couldn't do that with a machine that left the ground.

Broke and disheartened the Fergerson brothers moved to Montana to raise sheep, never again venturing into the combine business.

Months later Wilbur Fergerson was reading a newspaper article about a couple of brothers in North Carolina who invented a flying machine. Wilbur turned to Orville and said, "Uh, what'll they think of next!"

Well, now you know the real story about man's first flight. And you can be assured that it's the truth...as I know it.

North Dakota Pilots Association

By Dan Vigesaa, NDAA

Winter with a vengeance! It seems like we have already had more winter this year than we did all year last year. One good thing though, it makes the upcoming Upper Midwest Aviation Symposium more attractive than ever. What a great antidote for cabin fever!

This year looks to be a very good year for the Symposium. We start on Saturday which means that we all miss less work than in the past. For

many of us this makes it easier to attend.

The pilot's program looks like fun this year. Right from the "git-go" we start with a head-to-head competition between the best "Weather Information Systems" available. A WWF Cage Match between Kavouras, WSI, Pan Am Weather-mation and whoever else may be available.

Come cheer for your favorite! Come challenge the claims of the service providers. Vote for your first choice. The winner gets first consideration for service provider across the state sponsored by the North Dakota Aeronautics Commission.

Last year the North Dakota

Pilots Association voted to accept a complimentary membership in the National Business Aviation Association. This year a representative of NBAA will show us how access and use the tremendous resources available from that organization. He will talk us through the Web Site, the periodicals, the research, the advocacy and all of the other work conducted by NBAA on behalf of general aviation. It should be an amazing asset in any pilot's flight bag.

This year Fargo Tower is back with a discussion of procedures and the reasons for them.

The local FSDO Accident Prevention Specialist has a sobering look at the spine chilling command "After Landing - Please Call the Tower." The Flight Service Station will talk about the flight to Oshkosh. Many

other sessions are scheduled featuring AOPA, Cessna Pilot Centers, NOAA, etc. It should be a great show.

One of the features that we participate in is a panel discussion of general aviation issues.

President Clinton just signed an executive order that formed an Air Traffic Organization to handle air traffic control. Is this a step towards privatization? Is this a way to bypass Congress and assess user fees in spite of consistent congressional opposition? What does it mean and what is it for? I expect this and many other issues to be addressed by this panel. Don't miss it. Your input may be just what we need to protect general aviation as we know it.

Meet me in Fargo at Ramada Plaza Suites on Saturday, March 3rd, 2001. We'll boogie down and have an awesome time.



Find out why these pilots may have to "After landing, please call the tower" at the NDPA presentations in the Etude room at UMAS 2001

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Saturday, March 3, 2001

Kitty Hawk: 2001 Daily Schedule

AAND - Room: Brahms

NDPA - Room: Etude

NDAAA - Room: Bach

NDPAMA - Room: Mozart I

NDPAMA - Room: Mozart II

2:00 PM to 2:50 PM	AAND Business Meeting	Weather Reporting System Informational Briefing - 1 <i>Speaker TBD</i>	NDAAA <i>Open to attend Maxwell aircraft</i>	* Maxwell Aircraft	* Maxwell Aircraft
3:00 PM to 3:50 PM	AAND Business Meeting	Weather Reporting System Informational Briefing - 2 <i>Speaker TBD</i>	Drift Control <i>Bill Bagley, Wilber Ellis</i>	*FAA	*FAA
4:00 PM to 4:50 PM	Airport Project Quality <i>Steve Synhorst P.E. Ulteig Engineers</i>	NDA <i>Part 135 Update</i>	Open	*FAA	*FAA

Key: *FAA AMT credit/IA Renewal **FAA Wings credit

Additional Rooms

Crystal Court East Lobby: Registration
Signature I: Spouses
Signature II: Organizational Sign-Up (key & sign-up list at registration)

Additional Rooms

Sonata II: NDAC Meetings
Overture: Organizational sign-up (Key & Sign-up list at Registration)
Sonata I: FAA

Ice Breaker - 5:00 PM till 9:00 PM Symphony Hall



Out of the way! I don't want to miss a single session of "Kitty Hawk on the Horizon" the 2001 Upper Midwest Aviation Symposium at the Ramada Plaza Suites, Fargo, ND, March 3-5, 2001



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Sunday, March 4, 2001 - Morning

7:00 AM Continental Breakfast in South Courtyard
Guest Speaker: NAAA President, Lynn Carlson

	AAND - Room: Brahms	NDPA - Room: Etude	NDAAA - Room: Bach	NDPAMA - Room: Mozart I	NDPAMA - Room: Mozart II
8:00 PM to 8:50 PM	Airport Zoning Speaker TBD	***"After Landing - Please call the Tower" Les Ellingson, FAA Accident Prevention Specialist	8:00 AM-9:30 AM Covington Piston	* Aero Recip	* ATP
9:00 PM to 9:50 PM	Environmental Assessments Sheri Lares, Environmental Planner, Kadmas Lee & Jackson PC	**NOAA - Aeronautical Charts VFR Charting Practices	9:30 AM-11:00 AM Covington Turbine	*Chadwick Helmuth	*Dallas Airmotive
10:00 PM to 10:50 PM	Federal Legislation Briefing Speaker TBD	**NOAA - Aeronautical Charts IFR Charting Practices		*Propworks	History of the Wright Brothers Mechanic

Key: *FAA AMT credit/IA Renewal **FAA Wings credit

11:00-2:00 Exhibit Area Open
12:00-1:50 Exhibit Hall Lunch

Sunday, March 4, 2001 - Afternoon

	AAND - Room: Brahms	NDPA - Room: Etude	NDAAA - Room: Bach	NDPAMA - Room: Mozart I	NDPAMA - Room: Mozart II
2:00 PM to 2:50 PM	State Legislative Issues/State Grant Program Gary Ness, Mark Holzer, ND Aeronautics Commission	Cessna Pilot Centers A New Age in Pilot Training	2:00 PM-3:30 PM NDAAA Business Meeting	*B & S Aircraft	*Eagle Fuel Cells
3:00 PM to 3:50 PM	FAA Airport Grant Program Tom Schauer/ Brian Schuck Bismarck Airports District Office	AOPA Airport Support Network An Eye on the Touchdown Zone Bill Hamilton, AOPA	3:45 PM-4:50 PM FAA Updates Continued	*Concord Battery	*TCM
4:00 PM to 4:50 PM	FAA Regional Issues Jeri Alles, Division Manager, Great Lakes Airport Division, FAA	NBAA Available Pilot Resources Paul Smith, NBAA		NDPAMA Business Meeting	NDPAMA Business Meeting

Key: *FAA AMT credit/IA Renewal **FAA Wings credit

Overture: NDAFAA Safety Update 4:00 PM to 4:50 PM
Symphony Hall: General Session (Darrel Collins) at 5:15 PM
Riders in the Sky Night/Exhibits - 6:15 PM till 10:00 PM
Hospitality Areas open 10:00 PM till 1:00 AM

Monday, March 5, 2001 - Morning

7:00 AM Continental Breakfast in South Courtyard
7:30 AM Welcome in South Courtyard

	AAND - Room: Brahms	NDPA - Room: Etude	NDAAA - Room: Bach	NDPAMA - Room: Mozart I	NDPAMA - Room: Mozart II
8:00 AM to 8:50 AM	AAND/NDAAA Minimum Standards Panel -Steve Johnson, Grand Forks, Regional Airport Authority -Tom Schauer, Bismarck Airports District Office	Weather Reporting System Informational Briefing-3 Speaker TBD	Pass Program Randy Hardy Arlen Olson	* Bill O'Brian	* Bill O'Brian
9:00 AM to 9:50 AM	AAND/NDAAA Aviation Economic Impact Briefing Jeri Rodreges	**Grand Forks Automated Flight Service Station - Personal Flight Planning Services	Pass Program Randy Hardy Arlen Olson	* Bill O'Brian	* Bill O'Brian
10:00 AM to 10:50 AM	AAND/NDAAA Panel: Rates and Charges Moderator: TBD	**Fargo Air Traffic Control Tower - Traffic Flow Procedures	Pass Program Randy Hardy Arlen Olson	* Bill O'Brian	* Bill O'Brian

Key: *FAA AMT credit/IA Renewal **FAA Wings credit

Monday, March 5, 2001 - Afternoon

11:00-2:00 Exhibit Area Open
12:00-1:50 Exhibit Hall Lunch

	AAND - Room: Brahms	NDPA - Room: Etude	NDAAA - Room: Bach	NDPAMA - Room: Mozart I	NDPAMA - Room: Mozart II
2:00 PM to 2:50 PM	GA Issues Panel - Sate, FAA, AAND, NDPA, NDAAA Moderator: Gary Ness	NDPA participates in GA Issues Panel In Brahms NDPA Annual Meeting	2:00 PM-2:45 PM Pesticide Issues Andrew Thostenson, NDSU	* Bill O'Brian	* Bill O'Brian
3:00 PM to 3:50 PM	AAND/NDAAA Community Relations Bill Towle, Dickinson Municipal Airport Authority		2:45 PM-3:15 PM Enforcement Issues Gerry Thompson, NDSU		
			Break	*Precision Airmotive	*Piper Aircraft
4:00 PM to 4:50 PM	Airport Legal Issues/Fair Labor Standards: Panel: -Charlie Whitman, Bismarck City Attorney, -Chuck Klein, Director of Human Resources, Bismarck		3:30 PM-4:20 PM Drift Management & Spray Coverage Vern Hofman, NDSU	NDPAMA Business Meeting	NDPAMA Business Meeting
			4:20 PM-4:50 PM Section 18 & 24C Updates Andrew Thostenson, NDSU		

Key: *FAA AMT credit/IA Renewal **FAA Wings credit

Overture: NDAA Business Meeting:.....4:00 PM till 4:50 PM
NDAC Organizational Meeting Room Sonata II.....5:00 PM till 5:30 PM
Social Hour South and East Courtyard.....6:00 PM till 7:00 PM
Banquet Crystal I Ballroom.....7:00 PM till 9:00 PM
Hospitality Areas East and South Courtyard.....9:00 PM till 1:00 AM

Preliminary Student Program For Tuesday March 6, 2001
"Spark The Interest In Aviation"
For Area 5th Grade Students

Out of Town Students (Non-Fargo, West Fargo, Moorhead)

Arrive at Ramada no later than 8:45 AM. Each group of 20-25 students will rotate between each 15-minute presentation.

9:00-9:15; 9:20-9:35; 9:40-9:55; 10:00-10:15; 10:20-10:35; 10:40-10:55

- Out of town students finish at Ramada and travel to the NDANG for lunch upon arrival. Estimate lunch 11:30-11:50 AM

At approximately Noon the ND Air National Guard, ND Army Guard and ND Drug Interdiction/Helicopter team will begin their educational program at the main hangar or designated location. This program must finish by 1:00 PM in order for the out of town students to return for rural bus operations, etc.

In Town Students

Arrive at ND Air National Guard no later than 9:45 AM

At 10:00 AM the ND Air National Guard, ND Army Guard and ND Drug Interdiction/Helicopter team will begin their educational program at the main hangar or designated location. This program must finish by 11:00 AM in order for these students to have lunch at the NDANG. Leaving on the bus for the Ramada. Lunch should begin no later than 11:00 AM and finish by 11:20 AM. This group needs to be at the Ramada by 11:45 AM.

Noon-12:15; 12:20-12:35; 12:40-12:55; 1:00-1:15; 1:20-1:35; 1:40-1:55 - in-town student program complete.

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NDAAA

Kirby Hahn - NDAAA Council rep.

Having just returned from the NAAA convention in Reno, NV, now would be good time to extend an invitation to the agricultural aviators in our great state to join the NAAA and our state organization, NDAAA. Belonging to these two organizations can only serve to better us in our ongoing struggle to maintain strength and integrity in our industry, not to mention, the eyes of the public, EPA, FAA, and all other parties involved in various entities of agricultural. We need to stand together to continue serving the farming community with our services and do so in a safe and professional manner, Applications for NAAA membership can be obtained from me at this number 701-642-5969,


NAAA at 202-546-5726. They will also be available at the NDAAA registration both in Fargo at the Symposium in March.

Highlights of the NAAA convention were an open forum listening session with EPA, where EPA representatives discussed with applicators policies under consideration pertaining to pesticide drift management, also how the agency is enforcing the laws reassessing the safety of ag products and how the agency determines availability of these products to the agricultural aviation community. It was a good opportunity for Ag aviation operators to inform EPA about industry advances in technology and education to ensure safer applications of crop protection products. A listening session with the FAA allowed the Ag aviation industry to hear and discuss the latest proposals on federal

policy pertaining to the operation of agricultural aircraft and medical certification. NAAA is working with the FAA to revise the FAR's pertaining to agricultural aviation and about FAA proposals that allow for aviation industry sectors to certify their own. The Results of these meetings will be published when conclusive policies are set, hopefully we will have some answers for everyone at the convention in March.

Other sessions at the convention included: Propulsion-Piston engines, Propulsion-Turbine engines, Helicopter, GPS, Ayers Corp, Air Tractor Corp, Gippsland Corp, Dromader, a CP nozzle session/breakfast, "PT 6 Hot Section for Dummies," new parts and aircraft by Ayers, Air Tractor, Gippsland, Dromader, Orenda. New technology options included: electrostatic spray

systems, spray quality for helicopter nozzles, tank mix and adjuvant effects on drift potential. Exhibits were provided by 114 exhibitors, exhibits provided information on aircraft, chemical, parts/dealers, finance, GPS, helicopters, insurance, petroleum, pilot training, propulsion, software, spray systems and support for all areas of aerial application. In closing the NAAA convention as well as the NDAAA convention are extremely good opportunities for us, as the applicators of the future to use as tools to ensure we are as well informed, educated and professional as any of our counterparts in the business of Agriculture. We are a select few in a very large and judgmental world and only quality education and training can maintain our professional status in it, so consider these as options for your continued education.



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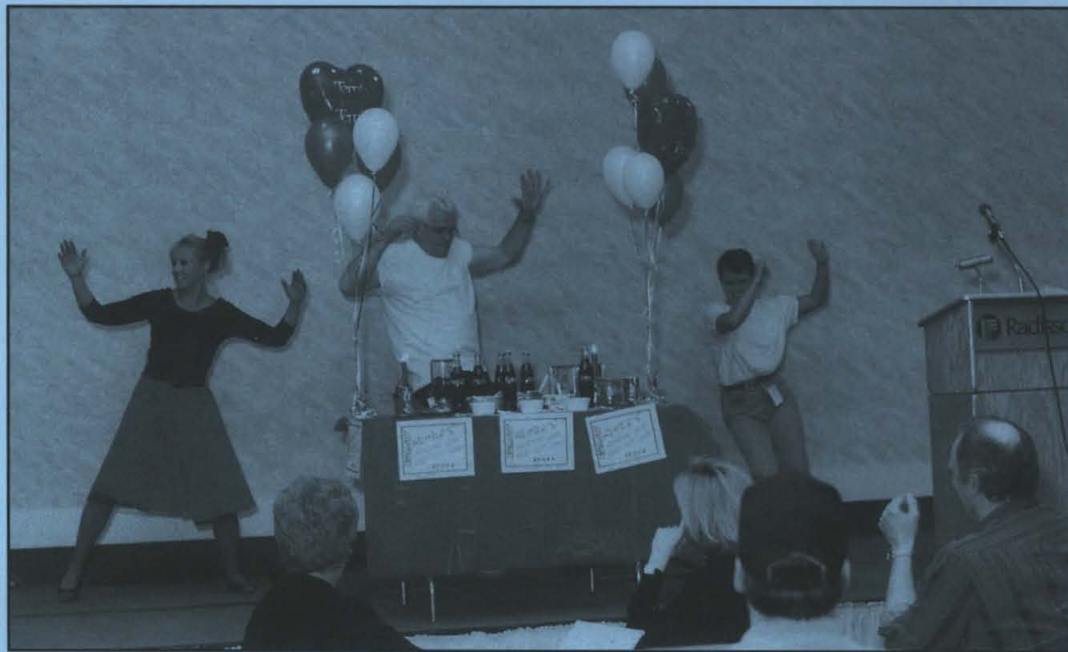
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Photo Caption Number 7:

"And the winner is"...

Last issue's photo from the 1996 Symposium Exhibitor Chili Cook-off stirred up the funny bones of quite a few entrants. We tried hard to include them, but our lawyers threw most of them out. Something about libel and slander. So here are our picks for the latest in what passes for humor in the *Quarterly*:



First Place: Woody Gunstenson, Moorhead, MN: "If the bathrooms don't open soon, this could get ugly!"

Second Place: Steve Johnson, Grand Forks, ND: "Whoa, cut power! I'm caught in the blender!"

Third Place: Anonymous (we couldn't read the name!) "Phew, those beans worked fast!"

Honorable Mention: Mark Holzer, Bismarck: "My gosh, the chili is so hot the balloons are lifting the table! Or is it the dancing that's so hot?"

PAMA News

Landing: 2000 was a huge success last year. Our mission now is to make this year's Symposium even bigger and better. Make sure you note the changes in the dates of this year's Symposium. It will be held Saturday, Sunday, and Monday. Hopefully this will make it easier for more to attend. Our feature for "Kitty Hawk on the Horizon" will be Bill O'Brian. Mr. O'Brian is the national resource specialist for the Federal Aviation Administration in Washington D.C. He will be speaking Monday morning.

This year's Symposium will fulfill your IA renewal requirements. You will be required to attend a total of 8 hours of symposium sessions. Included in the 8 hours, you must attend the FAA's session on Saturday or the

Bill O'Brian session on Monday. Punch cards will be available from one of the PAMA officers. These must be punched upon entering a session and turned in at the end of the session to the FAA. They provide verification of attendance to a minimum of eight hours of meetings. These cards will also be used for proof of meeting attendance for AMT awards credit.

Pete Shuldess from the South Dakota FSDO will also have an informative presentation Sunday afternoon about the history of the Wright Brother's mechanic, Charles Taylor. Everyone is invited to enjoy the presentation; however, we cannot count this toward the eight hour IA renewal requirements.

Hope to see everyone in March.

Trent Teets
NDPAMA president



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AAND News

For those of you planning to attend the Upper Midwest Aviation Symposium this year in Fargo, you'll note some changes. First, the dates have changed. The Symposium will be held Saturday through Monday, with a few activities flowing into Tuesday morning. The banquet is scheduled for Monday evening. Second, AAND's annual meeting will be up front...on Saturday afternoon...prior to the program of speakers. We hope you are all able to make that meeting and express your opinions on the future of AAND. The ice breaker we've become accustomed to will be held Saturday evening.

There's something in the AAND program track to interest everyone. There'll be the usual fact-filled presentations by the Bismarck ADO, Aeronautics Commission Staff, and regional FAA officials. Assuming the schedule holds, we should receive a message from one of our Washington legislators. If that's not enough to whet your appetite, you'll also be treated to the latest on airport zoning, environmental assessments,

minimum standards, rates and charges, community relations, and airport legal issues. If you're like me, some of the best interaction and learning happens with peers during coffee breaks or meals. I usually pick up one or two tips or good ideas from the many exceptional exhibitors that are part of the event.

As my last official act, I want to encourage each of you to invite the man-

agers of the airports near you and encourage their attendance at the Symposium. It doesn't matter if they're sprayers or FBO managers, or something else entirely. There's always plenty to learn and good contacts to be made. See you there.

Steve Johnson, President
AAND



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(Chairman's Corner from page 4)

hopefully be completed at that time. We hope to have room for everyone but we are limited by time. Plan to sign up your child's class early.

All of the events I have outlined above are planned for the 2001 Upper Midwest Aviation Symposium! I didn't have the time or space to outline them all! They will be listed in the Symposium schedule in the *Quarterly*. Take the time to look for the many interesting and informative educational sessions you can attend. We have moved the Symposium back one day in the week by starting on Saturday to accommodate those who wish to attend this Symposium and not interfere with their work-week. The mechanics IA renewal program will allow

IA's to receive recertification by attending two of the three days it is offered. This will allow most everyone to recertify. The efforts of all the committees that make this Symposium possible are superhuman and heroic. Their efforts make the continuation of aviation promotion, education and communication the best it can be for the Upper Midwest Aviation community and the world.

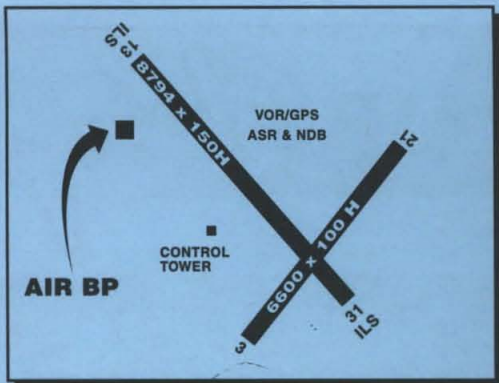
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* Registration fee includes: admission to Symposium, Exhibit Area, and Speakers and includes up to six meals. (Banquet extra.)
+ Registration after February 18 is \$85.00.

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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: the 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 manager, 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 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

For further information on joining a member organization contact:

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