

# Aviation Quarterly

## CHAIRMAN'S CORNER:

*By Darrel Pittman*

I was planning on writing about some flying events at Garrison, but I realized I did that in the last article. So, I will tell you about the Turtle Lake fly-in breakfast held on September 15<sup>th</sup>. If you were unable to get there, you missed a fantastic event. Like last year, Ray and Dianne Herr and the Trinity Lutheran folks provided breakfast to a very large crowd (520). The one exception is, this year we had airplanes!! Boy did we have airplanes. They started showing up even before I had my hand-held radio turned on. I was told we had 47 airplanes, I believe it. I didn't get breakfast until 11 o'clock. We also had 39 motorcycles. Then, they all wanted to leave and we still had arrivals coming. I was having a lot of fun working the pattern. Put Turtle Lake on your next year's schedule now. You will be glad you did.

On a sad note, North Dakota aviation recently lost some friends, Winola Thornton-Eide, pilot, friend and past Wing Commander of the North Dakota Civil Air Patrol; Henry McLaughlin, pilot and founder of the Minot EAA chapter; Lee

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*Left to right: Ed Barnhart, Deb Wilson, Frank Manderfled, Domes Nordquist, Bill Beeks, Lynn Bergman and Ron Becker*

## The New Washburn Airport

Just like the statement "If you build it, they will come." in Kevin Costner's film, "Field of Dreams", so were the happenings at the Washburn Municipal Airport recently.

Area aviation enthusiasts were greeted by blue skies, calm winds, and temperatures in the mid 50's on Sunday, October 13, 2002 when the Washburn Airport Authority hosted an open house to showcase the newly-completed 3700 ft. concrete runway, 8-26.

Pilots took advantage of the excellent weather to fly in for the event. Twenty-three visiting aircraft were counted during the afternoon. Many residents of Washburn and adjacent communities also stopped by to view the facilities and to look at the various planes on the ground.

Lynn Bergman of Kadrmas, Lee and Jackson (KLJ) put together an informative display of construction pictures from the beginning to the completion of the project. This display captured the attention of all the attendees wandering around the hangar.

Eight lucky persons were the recipients of the door prizes provided by KLJ and Great River Energy, who was the supplier of the flyash used in the runway construction.

This is the first of several facility upgrades that are planned for the airport.



Chairman from page 1

Gensrich, pilot, friend and supporter of many state aviation events. They will be missed.

On a serious note, the "Aviation Quarterly": Many of you have asked the question why is the Quarterly is late. At our council meeting of September 11<sup>th</sup>, the council started working on a possible solution. We opted to get the editor some help because we figured he was too busy with his full time job. That turned out to be only a small portion of the problem. The biggest stumbling block is "no material." After talking with Dan, he showed me the problem – no material to publish. He had only received two articles for that issue and they were both late, one being mine. So, we the members of the aviation community are a big part of the solution, including me.

That being said, I'm taking this opportunity to encourage all of you to send items to the editor to publish in the newsletter. It can be hand written, e-mailed or pictures, anything. It does not have to be perfect, he will edit it to make it look good. We did enlist Malinda to help. Be prepared for reminders from her.

In reading the latest issue of the Quarterly, I read with pleasure the articles by our two newest council members, Todd Schwarz from NDSAA, and Bill Towle from AAND. Thanks guys, great articles. I would like to welcome them both to the council, but unfortunately for us we will lose one. Bill has taken a promotion as airport manager at St. Cloud, MN. AAND is still searching for a new President and council member. I think Todd will be with us for a while and will

serve the council well.

The schedule for the symposium in GFK is starting to take shape. The council made a decision to change the schedule of events back to 4 days. It was decided that a 4-day time frame is needed to accommodate all the planned events. If you have never seen what the Center for Aviation Science (CAS) has to offer, you owe it to yourself to attend this year. The tours will include, pilot and ATC simulators, weather and the huge maintenance section at the airport. It's great; the size has doubled since I was there.

Remember, put March 1-4, on your schedule and start working on that flight plan to GFK for the 2003 Symposium. See you there.

**CLEARED FOR TAKEOFF,**

Darrel

## Flight Across America



Governor John Hoeven presented a North Dakota State Flag and his Proclamation of Patriot Day for September 11, 2002 to North Dakota aviator Brent Seifert of Grand Forks.

Governor John Hoeven presented a North Dakota State Flag and his Proclamation of Patriot Day for September 11, 2002 to North Dakota aviator Brent Seifert of Grand Forks on Tuesday, August 27, 2002 at the Bismarck Municipal Airport Administration Building General Aviation Terminal-AIR BP

Brent Seifert is the Vice President and General Manager of GFK Flight Support, a full service fixed base operation at the Grand Forks Regional Airport. Mr. Seifert carried the North Dakota State Flag (this flag has been flown over the North Dakota National Guard Headquarters at Fraine Barracks, Bismarck) and Governor Hoeven's Patriot Day Proclamation on a flight from North Dakota to New York City in conjunction with The Flight Across America effort.

The Flight Across America is a grassroots effort to inspire the nation by reinvigorating the spirit of aviation and reigniting the belief in the possibility that flows throughout aviation's courageous history. Pilots from across the nation will fly flights to demonstrate to the world that aviation can indeed be a force for good. The goal is to develop a virtual web of flights across the country, with an aircraft taking off and landing from each public in the continental U.S. The state flags that will be collected in New York City will be flown in a parade on the Hudson River, past ground zero and the Statue of Liberty. The state flags will be presented as an official gift to the citizens of New York City. They will be flown in a display on the USS Intrepid, a retired U.S. Navy aircraft carrier, is an aviation museum in the New York City harbor. Additional information can be found at [www.flightcrossamerica.com](http://www.flightcrossamerica.com).

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# FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,  
ND Aeronautical Commission

In the last two years this author has written about the components of the early days of aerial applicators. The first installment was prompted by an all-class reunion at home and the realization of the number of old markers in attendance. This created a little reunion within the larger one. The effort of putting together that group at the fly-in breakfast on Sunday morning fostered a look at the aerial application business of yesterday.

As outlined in the first edition there were three parts of the early aerial application business, a TRIAD. The Marker, Loader and the Pilot. The food chain started with the Loader and moved up to the Pilot. The Pilot was the entrepreneur of the group. He was the creator of a new industry, a developer of a network before network was a buzzword. Typically this individual was an aviator from the WW II era.

He could have been a former military pilot, a civilian military instructor or a young man with a dream or a combination of all the above. One thing is certain he was the heart and soul of the operation. He was the purchasing agent, booking agent, salesman, collection department, agricultural expert, and most of all, the man in charge of a very new and different, business.

**Lets take this story back to 1947-48:** What is the agricultural make-up of the local area? Typically a 320-acre farm with cows, pigs, chickens and cropland needed to support a family of five. The cropland is split between corn, oats and wheat with summer fallow for future cropping. The summer fallow is for weed control. The advent of farm chemicals to control those weeds was an advancement that was a wonder in the minds of many. The intrepid young men in the flying machines were trying to make a living in small town North Dakota. They were running out of GI Bill student pilots from the



war. Thus this new technology was an important new advancement in the aviation industry. Yes, they had technology back then too.

The new businessman on the street had to look to the agricultural community for support for this new venture and the acceptance of the new technology in the field. The knowledge of the chemicals had to be acquired from the Land Grant Colleges in the rural states across the nation. The county agents were a source of information to help with the educational effort in the marketing area the young businessman had staked out for himself. The early developing chemical companies were also a source on education.

The aircraft fleet was not what you would call "made to order." There was as many a choice as there were airplanes. PT-13's, N3N's, Stearman's, Champs, Chief's, PA-11's, Cubs and C-172's were in the stable. Not one of them was designed or developed for the job at hand. Reasons because no one knew what the job at hand was going to be.

All the young aviator knew is that he wanted to kill weeds for farmers and use an aircraft to do the job. So the inventiveness of the aviator had a wealth of territory to play in when it came to developing the perfect spraying machine. In this country the Crop Duster did not have long life because the need for chemicals to control weeds were not made of the dust of the bug killers in the south. Liquid 2-4D and MCP

were the early staples of the weed control specialist of the late 40's and early 50's. Thus the Air Sprayer became the handle of the new Aerial Applicator. The young businessman had to typically finance himself in some way other than the banking community. The banks of that time had no time nor interest in financing an airplane? "Do what with an airplane?" This created an interesting partnership between aircraft sales companies, chemical companies, aerial applicators and the farmer/customers. Everything was started in the spring and with trust between all, everything was paid for in the fall.

Let's develop a spraying operation; one pilot, one marker (a 16-year-old next door neighbor boy) and one loader (a 13-year-old neighbor boy from down the street).

One aircraft, a PA-11 with a 90 hp engine and a backseat mounted 40-gallon chemical tank. A wind driven pressure pump and 30 foot of booms attached to the aircraft.

A 1000 gallon water tank is on-site at the airport, along with an older-than-average bulk gas truck for water hauling. A beat-up pickup is purchased for the marker to drive to and from the fields. A county plate book, to know where the fields are in relation to the airport. Ten pads of order forms are purchased. They are custom-made to fit the information that is needed to perform the correct application for the customer/farmer.

A book of instructions is available for information on the use of the chemicals.

"Bright Idea Air Spray Service" is now in business at the local airport.

The time is 8:00 am and Mr. Joe Hanson has called to the pilot's home to ask if someone could come out to his farm and look at a weed problem. Mr. Hanson wants to know more about this weed control stuff our aviator has been talking about at the coffee shop and the local creamery most

mornings for the last two months. The aviator jumps into his war surplus Willy's Jeep to pick up Joe, who gives the directions to the 40-acre field of wheat to observe the weeds that are developing. The weeds of the day are simple; mustard and lambs quarter and some creeping jenny. Early on these enemies were easily controlled with the chemicals at hand. After explaining to Joe about the infection of the weeds, the agricultural advantage of ridding the field of this pest, and most of all about the moisture that the mustard plant is taking in relation to the need for that same moisture to the wheat plants; armed with all this information the young aviator makes the sale. Joe wants the weed control and signs up the field on the new order forms with the correct information. As the aviator starts to leave with the order in hand, Joe stops him to say, "Now, boy, you let those mustard plants bloom so I know that you killed them." The young sprayer exits the Jeep to explain to Joe the need to spray early to maximize the moisture he's trying to save for Joe's wheat. As the conversation continues the young man makes a business decision and decides he will leave a "skip" for Joe to see that the job was done. A visual test strip for the early applicator. This scenario was played out for every acre signed up in the first two to three years with all applicators across the country.

The selling of this new technology was done in the field and one acre at a time. As time passed and the industry evolved, this in the field experience and the trust developed between sprayer and farmer became a trusting business partnership. The complicated methodology of today was not foreseen in the 40's, 50's or the 60's. The business has been built on the technology of the past and the

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acceptance of the modern day technology of today and the future. It all started with that intrepid aviator of the post World War II era and evolved into the GPS guided 750 gallon chemical haulers of today. From a weed chemical choice of two, expanding to a six-inch thick book of chemicals that boggles the mind. It has been a trip, fun to watch and as Davy Crocket once said, "A wonderment." I related, in an earlier issue that I had a great model to use as a pattern for this issue. That pattern is a combination of those first sprayers that created the ND Aviation Association in the late 40's.

All those young men were the backbone of the aviation system across this state.

They developed the airports in the rural communities; they taught their neighbors how to fly and promoted the business with a desire that was a religion to most of them.

The Aerial Applicator is still a major part of our economy and a business presence on 71 of the state's 92 airports. They are still acting as managers of the airfield and the champion of the industry. They may even be third generation applicators. They make up 15% of the aircraft and about 20 million dollars of economic impact to the state's gross product.

Not bad for an industry that started with a PA-11 and a surplus Jeep.

There is a fourth factor that came with this industry that cannot be valued highly enough, nor can this individual be written about with the correct knowledge base. These persons were the wives of these pioneers; they held the handles of the family and watched with fear and trepidation throughout the career of these young aviators as they created a business. A value cannot be set on that contribution nor will this author try. Thanks MOM.

## ND Sport Aviation Assn.

By Todd Schwarz

I have a 5 1/2-year-old daughter, Mindy (yes the 1/2 is very important). From children we can learn a great deal and can re-learn from them. Mindy at this age asks one question more than any other...WHY? This question has other fillers and has inspired me here. Why do we fly?

The simple answer is that it is something we enjoy. A love of aviation is a common thread that binds all of us who read this *Quarterly* or those who attend the annual convention for which planning is well under way.

The next question then is... Why do we get involved in the Aviation Council or our EAA chapters? The simple answer is again that we enjoy the things that these types of organizations can provide. Spending time with those who share our love of aviation. But then what do we do when these things are not fun any longer or worse yet-become work? Do we quit? Do we make changes? Do we just quite going to the meetings? From what I have seen it becomes more of the last and what is the first happens which leads to the end of some organizations which were a great deal of fun.

Now, you are asking, where this is leading, so I will get to my point. I have observed at my EAA chapter that meeting attendance has dwindled. I also noticed at the last meeting of the NDAC in Jamestown that we did not have enough people to make a quorum which is a simple majority of members. To complete the items of essential business so as to not risk losing the space for the convention in March, Darrel had to call another member for some information, so we held the vote after getting the information needed. This brought up a great deal of "whys." The most important was why

were we so sparse in attendance?

My answer is that meetings really are not a lot of fun. So what do we do? The only answer I can come up with is let's make them fun. Let's start doing the things that brought us all together in the first place. But, how do we accomplish this? This, folks, is up to you. What do you want from your EAA chapter and NDAC? Let us know.

In my last article for the *Quarterly* I said that we need ideas along with people who will help make the ideas a reality. Toward that end I have a proposal which I want to get started on right now. My local EAA chapter, Mandan-Bismarck, has had the pleasure of joint events with the Minot chapter. This was facilitated in no small part by Darrel Pitman who belongs to both chapters. These events have

*Continued on page 5*

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been unqualified successes. We had fun, we flew, we had food, as well as some great hangar flying. We all left with the same opinion, let's do this again. We have and will. What I would like to see now is an expansion of this.

As those of you that I represent, along with Dave Hill, are mainly EAA, here is the idea; a state-wide EAA group activity. In this also invite the other groups represented on the council. Then we all fly or drive into one of the museum airports, or other places of interest such as Fisher Flying Products like our chapter did this spring or some other place of interest. Other ideas would be to see sites not normally associated with aviation, like a park or historical site. While there we include the four things EAA says it takes to make a successful event, Flying, Fun, Food and Family.

To get this all organized we need some people to help with organization and spreading the word. I will do it through our chapter here in Mandan-Bismarck and ask that those of you in the other chapters do the same. We then can get some ideas for dates and destinations and all get together to put the final details together. I will try to lead this but I need others to contact me and to help. I can be reached a number of ways: E-mail [taschwarz@yahoo.com](mailto:taschwarz@yahoo.com) (there is no "t" in my last name). My office number is 701-258-0250, and my home number is 701-323-7694.

Now the balls are all in your courts. Do you want to do what I have proposed? If not, give me some more ideas. It is my hope that if we can do some fun things we can then make the meetings more worthwhile to all so that we do not get a feeling that we are having meetings for meetings sake. We can then accomplish the goals of our council and share our love of aviation.

## PAPER AIRPLANES

By Marlette Pittman

Many years ago, after I had mastered the art of tying my shoelaces and the difficult intricacies of the dreaded number eight, I learned how to fold any old sheet of paper into a paper airplane. And it flew! For years no piece of paper was safe at our house (just ask my Mom—no, you'd probably better not).

This was my only contact with aviation until I met Darrel. I did not know that aviation is the most important industry in the world, that the most famous people in the world are in some way connected to aviation or that a person's whole life could revolve around the fantastic machine that Orville and Wilbur invented nearly one hundred years ago. I have learned.

I will illustrate. We have just returned from vacation. Now, this is where we went and what we did. We packed up the motorhome and drove to New Mexico—by way of Turtle Lake, ND. You see there was a fly-in breakfast to benefit the Camp of The Cross and Darrel had promised Dianne Herr that he would come and "talk to the airplanes." How could he miss it? I had a great time, the pancake breakfast was so tasty, and since I have been around these events before, I caught up with a lot of people I know. Darrel worked hard, but he was happy.

By early Sunday afternoon we were on the road. We drove down the Enchanted Highway. Flying geese and huge pheasants were sighted; disappointingly, no airplanes. We spent the night at the Bowman campground. The Bowman airport is outside of town. If we couldn't have found that, I suppose we could have gone back and checked out the Hettinger airport.

I took along my stack of magazines (about six months worth). Darrel took only one book, he studied his Gleim Instrument Pilot Written Exam.

Our destination was Moriarty, New Mexico, about

40 miles east of Albuquerque for a reunion of the radar base. The base was called "Mother Goose" and was established in the early fifties in response to the Cold War. There were strings of them all across the country. There were about 100 radar operators stationed there at any one time before the base closed in 1960 or 1961.

At the reunion they eat Mexican food at Miguel's (enchiladas for breakfast!) and compare memories. They rehash famous escapades like the time the guys stole the bus and went partying. That even made the Albuquerque paper. (I don't think Darrel was involved.)

This is the third reunion we've attended. At each reunion there are people that show up for the first time and news of the ones that have gone on to that great airplane game in the sky. The highlight of the reunion is the pilgrimage out to the base, not much is left, just the ops building, (watch out for the rattlesnakes), a few foundations and memories. It has been four years since we were at the last reunion and we had been told by Leo Jostad that the airport at Moriarty had grown. Leo is a glider instructor in Minot and is familiar with the Moriarty airport because they have gliders there. They are considering adding gliders to the CAPs fleet, so we checked that out. It turns out the guy we needed to see wasn't in, but all is not lost, we are at an airport! Darrel spots a guy work-

ing on a glider (there is an EAA van parked near him). No, he doesn't have anything to do with the EAA. But he is George Applebay. Practically the father of the Moriarty airport (we noted a road named after him). He is restoring a glider for an East Coast museum, this glider has set a world endurance record. And isn't it exciting — the World Glider Assn. Museum is being built in Moriarty. Yes, that old building is the old flight service station building from the old OTTO airport north of Moriarty and it is scheduled for renovation.

I don't want you to think that we didn't do anything on my agenda. You see, for each airport or aviation site we visit I pick something I want to see. We spent a day in Albuquerque and saw the Botanical Gardens (I decided not to count the butterflies as aviation), the Aquarium and one huge antique shop. And south of Moriarty the Quarai Pueblo ruins were an extra courtesy of Sonja and Jerry Britton. Then we stopped and visited my niece in Boulder, CO. So, I did OK.

Back in Bismarck, even my sister is getting in on this aviation thing. Judy is on the board of the Missouri Valley Historical Society (Buckstop Junction) and they have just been offered Bob Watts' old hangar from the Bismarck Airport. What does Darrel think?

Anyway, what you do is find a sheet of paper, 8 x 10 is nice, just think of this as one more way to recycle...

Happy Landings! Marlette Pittman

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# 2003 SYMPOSIUM

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**"ALL HANDS WILL MUSTER ON THE HANGAR DECK AT 14:30 HOURS; IN THE UNIFORM OF DAY; DRESS WHITES".**

If you are one of the lucky individuals that served in the U.S. Navy you will recall that sound-off on the quack box, in some manner, on a daily basis.

**"NOW HEAR THIS, NOW HEAR THIS"**

**The Aviation Community of North Dakota will Muster on the Flight Deck of the John D. Odegard School of Aerospace Science located at the University of North Dakota, Grand Forks.**

This Muster will occur on **Saturday, 1 March 2003** at the Grand Forks International Airport in the Hangar of UND/JDO

**The Aviation Community May Then Commence to Celebrate**

## THE 100 YEARS OF POWER FLIGHT

**This event is The North Dakota Aviation Council's UPPER MIDWEST AVIATION SYMPOSIUM. March 1, 2, 3 and 4, 2003**

The Aviation Council is preparing this celebration in Grand Forks in partnership with UND/JDO SCHOOL with an opportunity for the North Dakota aviation community to visit, up close and personal, the nation's #1 aviation institution of higher education.

The direction to take: File a flight plan to Grand Forks; witness a static display of War Birds and other Heavy Iron. Be entertained with the past and the future of aviation in the world and this great country the USA. It is important for our aviation community from across the state to come and take advantage of this rare opportunity; to get a chance to play with some of the greatest educational tools available.

**"NOW HEAR THIS"** All members of the eight great aviation associations from across the state, mark your calendars and call the hotels/motels and join the Council at the GFK International Airport, Alerus Center and the UND/JDO School.

Bruce Smith, Dean of the UND/JDO School, thanks you for your commitment to this great celebration of powered flight.

Following is information for motels that the Aviation Council has blocked for the Upper Midwest Aviation Symposium scheduled for March 1-4, 2003 in Grand Forks. Be sure to mention the "Upper Midwest Aviation Symposium" when booking to get the symposium rates.

**Hilton Garden Inn** (attached to UND Aerospace)  
Rate: \$69.00 Suite: \$79.00 2 Room Suite: \$119.00  
Call 1-800-Hiltons or reserve on-line at hiltongardeninn.com  
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**Holiday Inn**  
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**Ramada Inn**  
Rate: \$75.00  
Phone: 1-800-570-3951 or 701-775-3951  
Must make reservations by February 9, 2003 for symposium rates.

# NDFF Farmers

By Bill Stramer

Some of the Flying Farmers activities:

Each year there are two major international meetings, a convention in the summer and a workshop in the winter season. This year there will be a workshop in Tucson, AZ, January 15-16, and 16-19. The pre-workshop promises to be very interesting. They will tour Katchner Caverns, a 550 acre cave. They will visit Tombstone, home of Wyatt Earp, Doc Holliday. Bisbee has antique shops, art galleries and boutiques, and a copper mine. They will visit the San Xavier Mission, built in 1783.

The workshop will tour the Pima Air & Space Museum and the "Bone Yard". There will be a Mars Mission Experience and the Titan Missile Museum. The missile site is used to launch weather and related satellites from Vandenberg Air Force Base.

On February 8-13 there will be an Int'l. FF sponsored Snowmobile tour of Yellowstone Nat'l Park. Interested members have the choice of providing their own equipment or the organizing committee can make arrangements for snowmobile and clothing rent.

Intl. Flying Farmer Organization maintains a website: [www.flyingfarmers.org](http://www.flyingfarmers.org) if you care to research the organization.

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## Senate Adjourns by Approving Homeland Security Bill; Aviation Security Legislation Deferred

Legislation that creates a new Department of Homeland Security incorporating more than 20 federal agencies, including the Transportation Security Administration, the Customs Service and the Immigration and Naturalization Service, will now head to the President's desk for his signature into law.

In addition to Congress approving the creation of the department of Homeland Security, the Senate also approved S. 2949, the *Aviation Security Improvement Act*. This measure includes language that would prohibit the government from issuing waivers to a current airspace restriction, effectively preventing banner towing operations around major sporting events for up to six months. The measure would also expand existing background check requirements to virtually every foreign pilot trained by a U.S.

flight school.

However, with the House adjourning earlier this month, and because this measure required a conference committee between both chambers to resolve differences between the House and Senate aviation security bills, S. 2949 is now officially dead and will have to be re-offered at the beginning of the next Congress.

One of the Senate's final acts was approval of a continuing resolution (CR) funding the federal government through January 11, 2002. To date, only 11 of the 13 appropriations bills for Fiscal Year 2003 that fund the programs within the federal government have been approved by Congress and signed into law by the President. Unfortunately, a funding measure for programs under the jurisdiction of the Department of Transportation, including the

Federal Aviation Administration and the Transportation Security Administration, has not occurred. Thus, funding of these agencies will continue at the current FY 2002 levels until the new Congress acts in 2003.

# Plan Now!

**Upper Midwest Aviation Symposium**  
**March 1-4 2003**  
**Grand Forks, ND**

### PILOT WINTER SURVIVAL KIT INFORMATION

1. Compass (aircraft compass is a backup)
2. Clothing (wool or synthetic gloves, hat, sweater, boots – cotton doesn't retain heat when wet) to survive the most adverse conditions probable (garbage bags with holes cut for head and arms, pull up second bag for legs or poncho for wet weather)
3. Some form of emergency shelter (four seasons tent, ground cover, space or wool blanket, sleeping bag)
4. Extra food and water (Note: Water is more important.)
5. Flashlight with extra batteries and bulb
6. Fire-starting material such as a candle or cotton balls covered in petroleum jelly. (35 mm plastic film containers make great storage containers for cotton balls)
7. Waterproof matches or other means of starting a fire
8. Metal cup, can, or cooking pot for melting snow or cooking
9. First aid kit
10. Sunglasses or some type of eye protection
11. Knife, hatchet, or saw (Note: Big is not necessarily better.)
12. Tools (Leatherman® pump pliers, basic tools)
13. Rope, parachute cord, dental floss (stronger than regular thread)
14. Map (a topographical one for your local area is best)

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- 2) Inadequate pre-heat can cause thousands of dollars of damage
- 3) Oil sump only heaters offer significant risk
- 4) External heat seldom heats entire engine adequately
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# Aerospace Commission Releases Final Report

The Commission on the Future of the U.S. Aerospace Industry released its final report today, making nine recommendations to Congress and the administration on ways to ensure the United States' global leadership in aerospace. AIA President and CEO John W. Douglass, who is also a commission member, said that the report "was the culmination of a year of extremely hard work of the commissioners who should be congratulated on a visionary and far-reaching plan for the future of the aerospace industrial infrastructure." He said credit should be given to President George W. Bush and to Congress for moving ahead with the commission this year. Special thanks, he said, should go to Congressional sponsors of the bill to chair the commission, Rep. David Weldon (R-FL), Senator Kay Bailey Hutchison (R-TX), Senator Rich Santorum (R-PA), and Senator Joseph Lieberman (D-CT).

The report contains nine chapters, each with a recommendation designed to stand on its own and be implemented without relying on the others. Douglass said, "All chapters are important and represent the consensus of the commission, which had a broad, Partisan representation from aviation, space, banking, labor, academia, and the government." He said that the aerospace industry was looking forward to working with Congress and the administration to begin implementation of the recommendations, adding that he had been told by members of Congress there will be hearings held on these recommendations. "We have already begun scheduling appointments with representatives from the Departments of Transportation, Defense, and Commerce are from NASA to discuss implementation," he said.

Douglass also wrote an addendum to the report, saying that the unprecedented crisis in the airline industry since 9/11 has challenged government assumptions concerning customer absorption of additional security fees and costs.

Douglass said his opinion should not be construed as being in opposition to recommendations in the final report. "The opinion was written to recognize the intensifying crisis in civil aviation that was developing while the Commission wrote its report," he said. "The ongoing economic crisis warrants further action but the defense is the responsibility of the United States government, a responsibility expressly provided for in the Constitution," he said.

For a copy of the final report, please visit [www.aerospacecommission.gov](http://www.aerospacecommission.gov)

# UND Aerospace Foundation Announces Training Agreement With Eclipse Aviation

The UND Aerospace Foundation (UNDAF), a non-profit corporation that serves as a link between industry and the John D. Odegard School of Aerospace Sciences at the University of North Dakota, announces an agreement with Eclipse Aviation Corporation, manufacturer of the Eclipse 500 jet. Through this arrangement, UNDAF will assess pilot qualifications and provide supplemental training as needed to prepare pilots to enter the Eclipse 500 Type Rating Course.

UND Aerospace is part of the FAA's General Aviation Center of Excellence, an organization created by the FAA to concentrate on the enhancement of aviation safety.

"The Eclipse 500 customer base is very diverse. From owner-pilots to professionals, we needed to create a program that would meet each pilot's unique needs," said Don Taylor, vice president of safety, training and flight operations for Eclipse Aviation. "UND Aerospace is one of the most respected training organizations in the world. I am very impressed with their staff and confident they will provide professional assessment and supplemental education as needed to Eclipse 500 pilots."

From the Albuquerque, New Mexico facility, UNDAF will provide Eclipse 500 training program participants with an independent, third party skill assessment. The assessment will be conducted to ensure that all pilots meet Eclipse's high standards prior to starting the Eclipse 500 Type Rating Course.

If it is determined through this evaluation that supplemental training is required, UNDAF will customize and execute a training program that prepares the pilot for the Type Rating Course.

"We are very happy to have been chosen to provide Eclipse and its customers with a comprehensive pilot assessment and supplemental training solution," said Bruce Smith, president of the UND Aerospace Foundation. "It was clear, even in our initial meetings, that Eclipse was dedicated to creating a world-class training program for its customers and their pilots. We are proud to be associated with an organization that views proper pilot training as one of its most important initiatives."

## About Eclipse

Eclipse Aviation is in the business of designing, certifying and producing modern, affordable jet aircraft that will revolutionize the transportation market. The company is applying revolutionary propulsion, manufacturing and electronics systems to produce aircraft that cost less than a quarter of today's small jet aircraft, will be significantly safer and easier to operate than those of today, and have the lowest cost of ownership ever achieved in a jet aircraft.



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# Airport Construction Totals \$23.2 Million in 2002

The North Dakota Aeronautics Commission reported that for the year 2002, airport construction totaled \$23.2 million at 54 federally eligible airports in North Dakota. There were 34 grants awarded by the Federal Aviation Administration totaling \$20.8 million covering 90% of the total. Local and state grants sponsored the remaining 10%.

Primary airports with larger projects in 2002 were a new terminal access at Bismarck, and Minot's reconstruction of its air carrier runway. General aviation reconstructions were

completed at Lakota, Washburn and Glen Ullin which exceeded \$1.0 million each.

"Utilizing federal, state and local funds assisted airport sponsors to insure safety, security and rehabilitation projects meet the priority needs of our state system of airports. The \$23.2 million is an all-time record level and reflects the excellent partnership of contractors, engineers and sponsors to complete safety projects this past year," reported Aeronautics Commission Director Gary R. Ness.

| Region: GL ADO: BIS State: ND |                |                 | GRANTS AWARDED BY FY |  |
|-------------------------------|----------------|-----------------|----------------------|--|
| Location Level                | Service Number | Grant Seq Funds | AIP Federal          | Brief Description of Work  |
| Barnes Co. Municipal          | GA             | 004             | 91,085.00            | Construct snow removal equipment building.   |
| Bismarck Municipal            | P              | 028             | 128,950.00           | Security enhancements.   |
| Bismarck Municipal            | P              | 029             | 2,500,00.00          | Construct terminal building; construct terminal building - Phase 1.  |
| Bismarck Municipal            | P              | 030             | 72,982.00            | Security enhancements.   |
| Bismarck Municipal            | P              | 031             | 474,612.00           | Construct terminal building.   |
| Bismarck Municipal            | P              | 032             | 3,197,000.00         | Construct terminal building - phase 3.   |
| Cando Municipal               | GA             | 003             | 150,000.00           | Install runway vertical/visual guidance system, install runway lighting, modify access road, rehabilitate airport beacon, install miscellaneous NAVAIDS.   |
| Casselton Regional            | GA             | 009             | 97,929.00            | Rehabilitate apron, expand access road.  |
| Crosby Municipal              | GA             | 003             | 62,136.00            | Rehabilitate runway, improve airport drainage, rehabilitate runway; crack sealing.   |
| Devils Lake Municipal         | CS             | 017             | 369,877.00           | Rehabilitate terminal building, remove obstructions.   |
| Dickinson Municipal           | CS             | 015             | 224,135.00           | Rehabilitate apron, construct apron.   |
| Edgeley Municipal             | GA             | 002             | 122,496.00           | Acquire snow removal equipment, construct snow removal equipment building, expand apron.   |
| Glen Ullin Municipal          | GA             | 002             | 1,222,000.00         | Construct runway, construct runway 11/29 (Phase 2), construct taxiway, construct apron, construct new apron, install runway vertical/visual guidance system, install PAPI, rehabilitate apron, rehabilitate taxiway  |
| Grand Forks International     | P              | 025             | 41,310.00            | Security enhancements.   |
| Grand Forks International     | P              | 026             | 901,490.00           | Conduct airport master plan study, install perimeter fencing, conduct environmental study, acquire land for approaches, acquire land of RPZ.   |
| Hamry Field                   | GA             | 003             | 156,967.00           | Install runway lighting, acquire easement for approaches, construct taxiway.   |
| Harry Stem                    | GA             | 006             | 62,524.00            | Conduct environmental study, rehabilitate access road, install airport beacon, install runway vertical/visual guidance system.   |
| Hector International          | P              | 026             | 30,606.00            | Security enhancements.   |
| Hector International          | P              | 027             | 67,850.00            | Security enhancements.   |
| Hettinger Municipal           | GA             | 004             | 380,072.00           | Rehabilitate taxiway, rehabilitate apron, construct taxiway, rehabilitate taxiway lighting.  |
| Hillsboro Municipal           | GA             | 005             | 61,828.00            | Acquire snow removal equipment.  |
| Jamestown Municipal           | CS             | 020             | 263,992.00           | Expand terminal building, acquire snow removal equipment, rehabilitate terminal building, improve terminal building, security enhancements.  |
| Jamestown Municipal           | CS             | 021             | 70,201.00            | Acquire snow removal equipment.  |
| Lakota Municipal              | GA             | 002             | 1,100,453.00         | Construct runway, construction of runway 15/33 will involve removing a portion of the existing runway, and extending the opposite end approximately 1550', rehabilitate apron, rehabilitate taxiway.   |
| Mandan Municipal              | GA             | 006             | 26,667.00            | Construct snow removal equipment building.   |
| Minot International           | P              | 028             | 6,836,909.00         | Rehabilitate runway, runway is being reconstructed and shifted to the SE. Rehabilitate taxiway, rehabilitate taxiways where they intersect runway 13/31. Rehabilitate runway lighting, install instrument approach aid. Relocation of FAA owned glide slope, localizer, maisr, RVR, PAPI, and REIL. Removal of middle marker, all captured under reimbursable agreement. Extend runway, total runway construction amounts to the shifting of the runway to the SE by shortening one end and lengthening the other. |
| Minot International           | P              | 029             | 290,739.00           | Improve airport drainage, rehabilitate runway.   |
| Minot International           | P              | 030             | 352,488.00           | Construct taxiway, connector taxiway associated with the runway 13/31 reconstruction and shifting. Improve airport drainage.   |
| Oakes Municipal               | GA             | 003             | 68,148.00            | Construct taxiway.   |
| Sloulin Field International   | CS             | 019             | 235,799.00           | Rehabilitate apron.  |
| State of North Dakota         |                | 001             | 61,212.00            | Conduct state system plan study.   |
| Tioga Municipal               | GA             | 002             | 25,000.00            | Conduct airport master plan study.   |
| Washburn Municipal            | GA             | 002             | 1,041,275.00         | Strengthen runway, strengthen taxiway, strengthen apron, construct apron, construct runway, construct taxiway.   |
| Watford City Municipal        | GA             | 004             | 79,590.00            | Acquire snow removal equipment, rehabilitate runway lighting, rehabilitate runway.   |
| <b>Grant Total</b>            |                |                 | <b>20,868,322.00</b> |  |



# UND Flying Team Wins Regional Flying Competition

The UND Flying Team once again captured the overall team championship in the Region V National Intercollegiate Flying Association's (NIFA) Safety and Flight Evaluation Conference (SAFECON) held in Mankato, Minnesota this past weekend. UND soared in both ground and flight event scores, defeating the other three participating flying teams with an overall score of 279. Minnesota State University Mankato placed second with a score of 143; St. Cloud State University placed third with a score of 132; and the University of Dubuque took fourth with a score of 101.

"This is a very young team

with only eight returning veterans, so this win was a real confidence builder," said Kenneth Foltz, Advisor/Coach of the Flying Team. "The team is really working hard, together creating a cohesiveness that will be essential for competition on the national level."

The UND Flying Team has won the Regional Conference championship since 1972 with the exception of fall 1975 and fall 1988 and has retained the National NIFA Conference title for 12 of the past 18 years. The next competition will be the national championship to be held in Grand Forks on May 17-21, 2003. Thirty teams, representing 11 regions from around the country, are ex-

pected to participate.

The UND Flying Team consists of 18 members. The 13 members who participated in Mankato included: Justin Langlois, Andrew Pierce, Jered Lease, Mark Thompson, Nick Peacock, Adam Erdman, Matt Von Salzen, Jason

Duvernay, Jered Moore, Graham Peterson, Kevin Hansen, Kirk Dalebroux, Matt Baroni, Michael Crudden (Assistant Coach), John Kluncker (Assistant Coach), and Kenneth Foltz (Coach).

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## 2003 Events Calendar

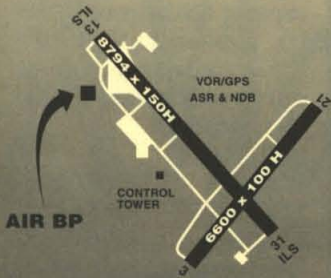
Events Calendar sponsored by Kadrmas, Lee & Jackson

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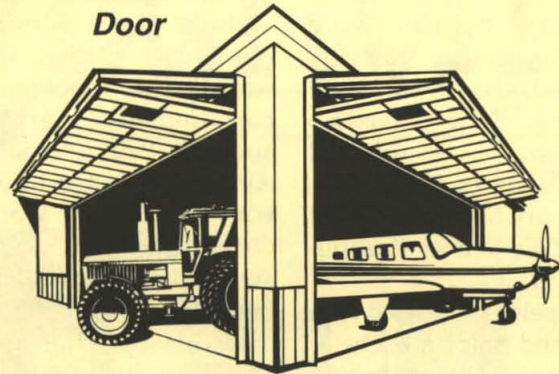
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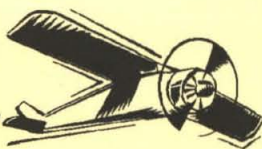
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# Dickinson Airport Manager Named

Thomas Reichert, Chairman of the Dickinson Municipal Airport Authority has announced that a new Airport Manager has been selected.

Charity Speich, who graduated earlier this year from the University of North Dakota, will become Dickinson Municipal Airport's manager this coming January. She was selected from a field of over 45 applicants.

Ms. Speich graduated cum laude, and holds a Bachelor of Business Administration Degree with a major in Airport management. She is also a Certified member of the American Association of Air-

port Executives. Certified members must pass a rigorous examination that covers all aspects of airport management, before being awarded that prestigious credential. In addition to her education, Ms. Speich was an intern with the Metropolitan Airports Commission at Minneapolis St. Paul International Airport. She also interned with Walt Disney World in Orlando where she was awarded a Mousters Degree from Disney University. Presently, Ms. Speich is an Airport Operations Officer at Tweed-New Haven Regional Airport in New Haven, Connecticut. She is originally from West Fargo.

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