

Aviation Quarterly

Issue #56

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NDAC

Summer, 2002

CHAIRMAN'S CORNER:

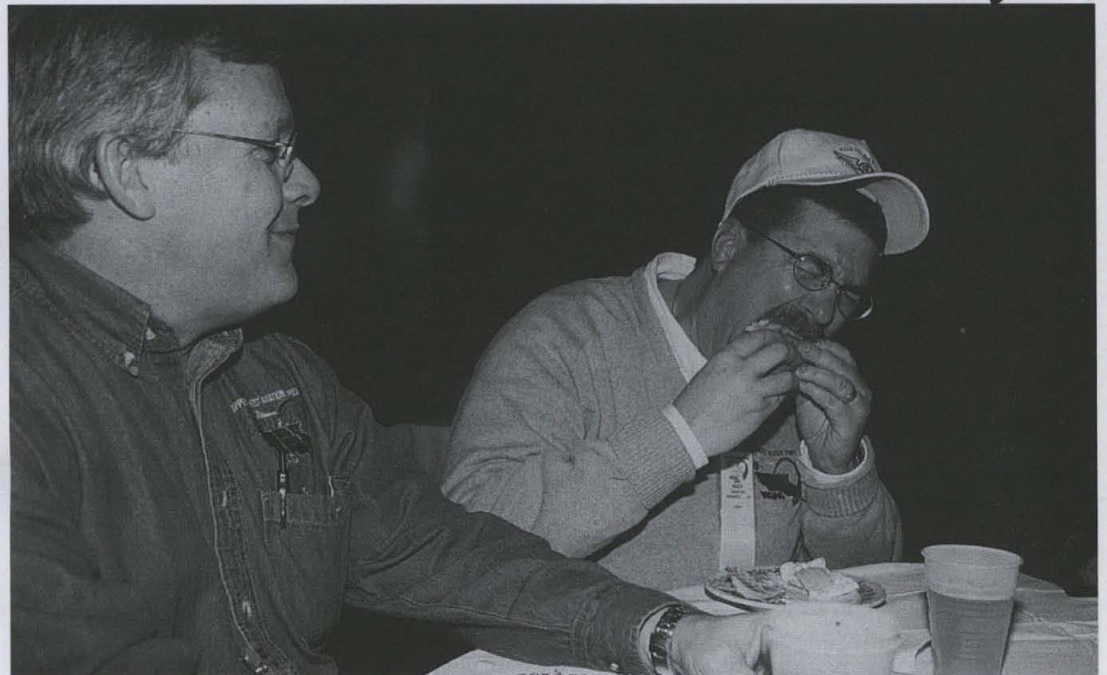
By Darrel Pittman

The 2003 Symposium is rapidly approaching along with the celebration of the 100 years of aviation. The council is making plans to have a memorable experience. We must also still be able to complete the required certification training for those that need it. Originally we had planned a four-day affair, but we are now revising that plan to three days, Saturday, Sunday and Monday. Ideally we want to try to keep everything under one roof as much as possible. However, the hotel accommodations in the Grand Forks area present a challenge. So, we must come up with a workable plan. You can be assured that your council is working toward that goal.

The elected members of the council have the responsibility to plan and implement a Symposium for you. The members of the different association groups have the responsibility of attending and make that planning a success. Some of the North Dakota aviation industry have not had an opportunity to see what the University of North Dakota (UND) Center for Aerospace Science (CAS) has to offer. Tours will be conducted on Saturday and Sunday.

Since the upcoming year is so special, I offer this challenge to all of our members. Put March 1st thru the 3rd on your priority list and attend the Symposium in Grand Forks. Furthermore, bring a person or persons with you that haven't attended a Symposium.

Continued on page 2



Former Editor, Andy Niemyer, takes another huge bite out of life. After several years of contributions to the North Dakota aviation scene, Andy has moved to Duluth, MN. Andy served in several different capacities with the North Dakota Aviation Council and the North Dakota Pilots Association. He was steadfast editor of the Aviation Quarterly until the Spring 2002 issue. Andy is articulate, knowledgeable, talented, and an excellent writer; and we were the beneficiaries of the many significant contacts that Andy had within the national and military aviation communities. Andy's move will leave a gap in our efforts to promote aviation in North Dakota. Fred Adams, Director of Flight Operations for Basin Electric Power Cooperative, seems stunned by the size of the bite that Andy can take.

New Venue for UMAS 2003

For the first time, the North Dakota Aviation Council has selected Grand Forks and the University of North Dakota, John D. Odegard School, Center of Aerospace Sciences, as the site for the Upper Midwest Aviation Symposium. UND has supplied instructors, classes, workshops, and other support for UMAS for years, but this is the first time that the symposium will be held in Grand Forks using UND facilities.

The date has been set to begin Saturday, March 1, and end on the following Tuesday for an appropriate celebration of the 100th anniversary of the Wright Brothers' historic first flight.

The theme for next year's celebration is "100 Years of Powered Flight." The philosophy of the Council seems to be to support cooperation between CAS at UND and the rest of the aviation industry. Gary Ness, director of the Aeronautics Commission, has often been heard to quote his dad, Hall of Fame member Oscar Ness, who said, "Maybe we should have followed this guy a little closer." He was speaking of John D. Odegard, the founder of the Center of Aerospace Sciences.

From The Editor:

Dan Vigesaa, Editor-in-Chief

Changing editors means changing styles. Andy Niemyer provided a paper that delivered insight into aviation at all levels. Andy focused on North Dakota, of course. But we also benefited from Andy's interest in aviation on a national level, a global level, and military aviation.

Your new editor is not as cosmopolitan as Andy. We will see a lot of material that deals with aviation issues on a national and a global level but my roots are closer to North Dakota.

Aviators typically focus on issues, products, regulations, weather and destinations. We'll do that, of course, but let's also look at people. The North Dakota Hall of Fame started it. Articles like this issue's Chairman's Corner contributed. Look for more.

North Dakota aviation is composed of many amazing people that may never be elected to the Hall of Fame. Some stayed in North Dakota for just a short time, like Andy. Some made aviation a minor piece in a tapestry that portrays a life that includes much more than just aviation. Some are behind-the-scenes people that deserve much more recognition than they will ever get.

To feature people like this we first need to find them. To find them I need your help. You know many of the hundreds of thousands of people in North Dakota much better than I do. Help me find the ones we are looking for. Many who are currently active in aviation

are also excellent writers. Help me find their material so we can publish some of these writings and give their friends a deeper appreciation of who they are. There are line men, technicians, mechanics, pilots, accountants, receptionists, airport managers, airport security personnel, etc., many of whom may have stories that we have never heard. Help me find them so we can tell these stories.

The North Dakota Aviation Quarterly has one theme that will not change. Let's build our circulation. The Quarterly is free to all members of all of the organizations that make up the Aviation Council. It's up to each of us to make our membership grow by bringing our friends into the Alpha-Bet group that fits. There is a place for everyone who is interested in aviation. Our industry needs to be vocal, active and visible now, like never before. It is vital that we flex every political muscle, call in every chit and loudly emphasize our value to the economy and the community.

Irrational paranoia seems bent on holding general aviation accountable for the events of September 11. The only antidote I can think of is to take them on every front. We had absolutely nothing to do with it and we couldn't possibly have done the damage done by the airliners. The smaller the aircraft, the smaller the threat. We need big numbers and loud voices to make this message heard. Be a big mouth for general aviation and invite all your friends to join the voice choir.

Chairman from page 1

I recently read some comments in a local newspaper about retired General Paul Tibbets. He commanded the B29 bomber that carried the atomic bomb over Japan. One article protested at calling him a hero. The other articles were in response and gave many comments to why he is a hero. The comments they gave were my sentiments also. General Tibbets was in Minot to speak in the park and autograph his book. I consider him a hero and I took the time to meet him. I delivered a verbal invitation for him to visit our Symposium. His agent said they would look at the schedule. I believe any returning veteran of WWII is a hero. Perhaps the person(s) you bring to the Symposium should be a hero. I have an uncle living in Idaho Falls that flew B17 bombers over Germany and France. He's had a stroke and I'm not sure if he can come, but I'm going to invite him.

On Wednesday July 17th I had the pleasure of doing the radio work at Garrison (D05) airport during the US Marion Jayne Air Race. Garrison was the last timing stop prior to the final leg to FAR. Fourteen (14) aircrews made the pass over the timing line. They all stopped for fuel and refreshments including one of our own North Dakota aircrews, racer 10, piloted by retired General Darrol Schroeder and co-pilot retired General Alex Macdonald. They were flying a C172S. Most of you know Darrol Schroeder as an Aviation Council member representing the FAR museum. It was a fun day and I met a lot of very nice people. I had a great conversation with two of the pilots who were New York Center controllers (racer 25). Thanks Garrison, you "did good" in making everyone feel welcome. That makes twice in two months. The annual fly-in (June 16) breakfast and fun-run was just as successful with the fun-run ending at the Minot Flying "S" Ranch for a cookout.

Remember, start working on that flight plan to Grand Forks for March 2003. See you there, "CLEARED FOR TAKEOFF." Darrel

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FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,
ND Aeronautics Commission

This is the second attempt to write this *Quarterly's* edition. The first attempt was so "politically incorrect" that my personal editor does not want me to even keep a copy.

I have been thinking about what has been going on in the world over the ten months since that fateful day of 9-11-2001 and I became a little testy. I know I'm not the only frustrated American.

An old friend of mine once told me he wished he'd never taken flying lessons. I was surprised since he had often said that one thing he wanted to do was to learn to fly. He knew that flying wouldn't be his vocation, but he just wanted to know enough to enjoy a quiet ride when the wind went down in the early evening and he never quit talking about it. He had reached his goal and now he regrets it? Like I said, I was surprised, to say the least. He continued to tell me that he learned just enough to scare himself. His job required that he spend a lot of time in commercial flight. He found that he couldn't be on board without listening for the proper number of thumps that meant the landing gear was secure, either up or down. He watched for vibrating rivets. He waited for unusual engine sounds. He watched for fire coming from where it shouldn't come. He anticipated the end of the runway. Before he had taken lessons, none of these concerns had ever crossed his mind. It wasn't that he didn't trust the flight crews. He was just more aware of what could happen. His thought process had changed.

What has our aviation community been doing over the last months since 9-11? We have been working together. We have been taking inventories of ourselves and the people with whom we do daily business. We have expanded our communications



beyond any thought we might have had 10 months ago. At the same time, we have listened to some of the media suggest that we could have stopped the events of 9-11. We have read about our failures where failures did not occur. We have become more aware of a culture that in some ways teaches values and promotes ethics that are totally opposite of our American way of life. The cleanup effort around the world has cost and will continue to cost our country staggering amounts. As business people, we have endured loss of income and what seems to be never-ending inconvenience and expense. Yes, like my friend, we have become more aware of what could happen. Our thought process has changed.

We continue to fly and are confident that through the changes, our industry is rising to the challenge. We can be proud of the work we have accomplished. Needless to say, there has to be continuing efforts to maintain the stability we have worked so hard to reach. We don't need to "scare ourselves," but we do need to listen, wait, watch and anticipate. We know how to do it now. The benefit of this is, with the interesting aviation events scheduled for this summer, I should be calmed down by fall!

Remember; *"When you go out into the world; hold hands, stay together and lookout for cars."* Please have a safe summer.

Summer Airport Construction Projects

Prepared by: Mark J. Holzer, ND Aeronautics Commission

As every year, several airports get a major facelift with help from the FAA and the ND Aeronautics Commission grants. This year we will have three major airport reconstructions.

Glen Ullin: New runway of 3800' x 60' asphalt, with enlarged apron and hangar area. Last fall a 15' deep coulee was filled and settlement tracking occurred. The pavement will have edge drains and fabric matting as expansive clay soils will be corrected. No lights will be installed this year. The pheasants will be waiting for you this fall for a fly and hunt weekend.

Lakota: A new reconstructed asphalt runway and extensions to 3500' x 60', connecting taxiway and apron is underway. Land acquisition and approach end easements have been acquired. Lights will be installed in 2003. A public golf course is 300' away, so plan to fly and golf in Lakota this fall.

Washburn: A new concrete surface is under construction for 3700' x 60' runway. A connecting taxiway to aerial spray apron and 3 tie-down ramps are included. The concrete will have 30% fly-ash in mix. The first-time paved airport will allow year-long flying and attract Lewis & Clark bicentennial traffic to a local museum and Ft. Mandan. Lights are planned for next year.

Pilots: note these three major projects as the airports will be closed for 2 to 3 months. With other projects in North Dakota under way, also check notams and we will advise airport management to give 2 - 3 days prior notice to AFSS of any construction closures. If an airport is marked closed and notamed, please avoid using them to protect the men and equipment constructing the airfield.

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AAND News

By Bill Towle,
AAND President

Security is still a major topic in the aviation industry and airports are right in the middle of every conversation. As most of you are aware if you've done any traveling lately, the security lines at airports are still very long. Fortunately for us in North Dakota, we can enter the transportation system with relative ease at our airports. However, the return trip is a different story when having to go through security at some of the major airports.

The Transportation Security Administration is not only continuing to hire federal screeners that are to be in place by November 2002, but they are also trying to fit every commercial terminal in the country with Explosive Detection Systems (EDS). Directors of some of the major airports around the U.S. have collaborated to voice their concern that the TSA will not meet the mandated deadline of having an EDS in every terminal in the country by December.

TSA is also giving General Aviation some attention as they look at different ways to secure GA airports as much as they can. The American Association of Airport Executives (AAAE) came up with some recommendations on how the TSA could help secure the GA airports. They include 1) categorizing airports by length of runway, number of based aircraft and the airport's proximity to a metropolitan area, so whatever is mandated is not a one size fits all, 2) having GA airports come up with security plans, 3) background checks for the busiest GA's, 4) a "smart card" type of pilot license, and 5) that GA airports should be eligible for funding for security items without the requirement of local matching funds.

A terrorism alert also went out to all airports notifying them that there is still the potential threat that terrorists may use general aviation aircraft as a weapon. Please be aware of what is happening at your airport and notify the proper authorities of any activity that is out of the ordinary.

Locally, the AAND has decided to look into the possible inclusion of private air strips into the association. Bylaws will have to be amended, but it's probably about time, seeing they haven't been reviewed in quite some time. AAND is looking forward to increasing its membership and creating even a larger voice for airports.

If anyone has questions regarding any of this information, remember to call upon another AAND member. They are more than happy to help answer questions. From security to snow removal, construction to car rentals, someone will be able to give you insight into what you're looking for.

Also, congratulations to the Fargo Airport in hosting a great air show! The season is upon us to go and visit other airports, and these events are great excuses!

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.



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Upper Midwest Aviation Symposium

March 1-4

2003

Grand Forks, ND

Airport Management Close to Home

The Airport Association of North Dakota (AAND) and the Aeronautics Commission are sponsoring the FIRST Statewide Airport Management Seminar, using-IVN-North Dakota Interactive Video Network. This one-day program is being held to provide the information that is needed for the 92 airports across the state to better manage a community asset- **THE AIRPORT**. The program is scheduled to use eight (8) statewide sites; Dickinson, Fargo, Bismarck, Mayville, Wahpeton, Grand Forks, Valley City and Minot. These sites are all on college campus locations and will be a comfortable place to observe and learn. Each site will have a host from the AAND on hand; a box lunch will be served. The participants at all sites will be able to observe the Bismarck presenters and interact with the program over the network. The Commission and the AAND suggest that as many airport authority board members, mayors and local office holders with an interest in the airport in their community, attend this seminar. That is why we are designing this program to be close to your home.

IT'S FREE This seminar is being held in other states across the nation with a price tag of \$325 per person. The Airport Association of North Dakota and the Aeronautics Commission are bringing this program back to the state FREE of charge to the airports. This program is a shortened version of a two-day seminar that was produced at the March 2002 Upper Midwest Aviation Symposium in Bismarck. The Aeronautics Commission and the Board of Directors of AAND felt that the 40 airports represented at the Symposium received an excellent seminar; however, they felt that more people in the airport business needed to be exposed to the facts and the information. The quality of the program is the same; it is compressed for your convenience. Thus we have the FIRST ever Statewide Airport Management Seminar on IVN

Date: October 10, 2002 — 9:30 am to 4:30 pm

Airport authority members, airport managers, mayors and local office holders: watch your mail for your informational packet regarding this cutting edge educational presentation.

Fargo AirSho



The Blue Angels, US Navy Flight Demonstration Squadron entertained nearly 30,000 people at the Fargo AirSho, June 8 and 9, 2002.

Planes on the Plains



Scott Miller and Aaron Miller proudly displayed a J-3 Cub restored by Bob Miller, current chairman of the North Dakota Aeronautics Commission.



Aerial view of "Planes on the Plains 2002," the 16th Annual Fly-In of EAA Chapter 317, Casselton Regional Airport, Casselton, North Dakota.

ND Sport Aviation Assn.

By Todd Schwarz
President, EAA Chap. 1008

This is an introduction. Apparently I am the newest member of the council representing Sport Aviation. Those who know me and my past attempts at humor will wonder who in God's name is this guy. Don't worry, I will grow on you (like a fungus) or at least be replaced soon enough. So, to at stay least long enough to make one written statement, I will spare you my attempts at humor, well sort of.

By way of an introduction, I am reluctantly the President of EAA Chapter 1008. (Don't tell my chapter this, but I do so proudly). How I became the President is still a bit of a mystery to me that has similarities to 1900 Chicago Democratic politics, even though I am considered a conservative Republican. Despite all of this, I am proud to serve, along with Dave Hill of Fargo, the interests of Sport Aviation on the council. Proud, but confused, and concerned.

In this era of aviation I am in awe of where we have come and what aviation means. I also recognize the importance of the Wrights' gift of flight. I am further in awe in what we as aviators have accomplished in a short 100 years and was reminded of this by Lindberg and his grandson. The sky is really the limit. I am also concerned about where we are right now. I attend many meetings and gatherings of pilot and am struck by one simple fact. Damn, we are getting old! We talk more about aches and pains than we do first flights, or better yet, first solos. This means we are the few, the proud and the disappearing.

This has got to stop, or all that we enjoy in aviation will disappear as well.

To make it stop we must have two things, simple ideas and action. Dave Hill and I welcome your ideas on how we can get more young people into this wondrous and fulfilling thing we call aviation. I have a few. They are all stolen and paraphrased from my love of fishing: "take a kid flying." This was inspired after speaking to the President of the newest EAA chapter at UND (Being an NDSU alumnus, I will not hold it against her). That chapter is really dedicated to the Young Eagles program and flying kids. Maybe it is because the members of this chapter look like kids to most of us, but they have captured our past, present, and future. Kids, relatively speaking, my hat is off to you, and I wish you success. I also thank you for opening my eyes as to where we need to go. This is one idea and we need more. This chapter has reminded me that I have seen that almost no kids that spend time in jail have spent time with those who fly, fish, or just act like responsible adults. It does not take a village; it just takes one person who gives a damn. I have never met a pilot who does not.

Along with ideas we need action. So many times in the past, I have been in different groups that want to make a difference. To make things better. To at least maintain the status quo. Everybody has an idea and they all have some merit. The problem is that they only have ideas with no desire to put forward the action on their own. What I am saying here is: put forth your ideas, but be ready to

help carry them out so that they succeed. Without your actions your words are just like D.C. promises - hot air that makes us all uncomfortable when it blows past. Just remember, we are pilots and aviation promoters and our air is not hot, but, as the real kids say, it is so cool!

Well, I have preached more than I should have and beg your forgiveness (well sort of). Like you I am passionate. Passionate for aviation and the future. The future is our children and without children of flight, one way or another we are all grounded. So, until we meet again, keep your prop out of the dirt and your eye out for a kid who needs you. Remember that kid will be taking care of you in your old age and wouldn't you like him or her to share your love of flight?

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Minnkota Flying Farmer Convention

*Marilyn Arneson,
ND Flying Farmers*

The North Dakota chapter of Flying Farmers hosted the Minnkota Convention at the Seven Seas Motel and Convention center in Mandan June 21-23. The Minnkota Convention is the annual convention for the North Dakota, South Dakota and Minnesota Chapters. Approximately 60 members attended the event, including the International Flying Farmer President, Darrell Lemons of Colorado, the International Flying Farmer Woman of the Year, Virginia Buhler and husband Howard also of Colorado, the International Flying Farmer Queen, Debby Dammel of Washington, her husband, Stan and grandson Logan. Guests included several members of the Manitoba chapter.

A pitchfork fondue at the hotel was the kick-off event Friday evening. It was followed by a fun auction and an ice cream social. Bud Zimbleman of the Bismarck area was the auctioneer.

Business meetings were held Saturday morning. Gary Ness, Director of the ND Aeronautics Commission was the speaker for the men's luncheon. He touched on security procedures in the state.

The ladies enjoyed Jeanette Holm, "The Hat Lady" immensely. Jeanette presented a very humorous, yet inspirational and encouraging talk as well as introducing the ladies to her very large and interesting hat col-

lection. Some of the hats dated back to the 1800's.

The entire group was bussed to the Lewis & Clark Interpretive Center and Fort Mandan. The tour was very interesting. The Mandan Airport Authority graciously supplied the comfortable bus.

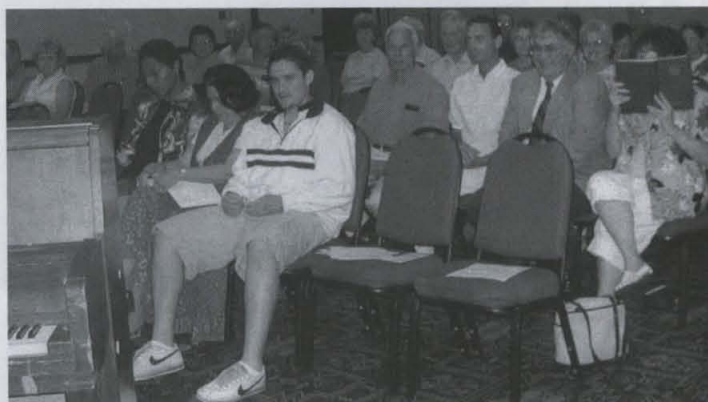
The evening speaker, Major General Michael Haugen, held everyone spell bound with his account of the North Dakota National Guard's part in defending our Capitol and the Pentagon immediately following the terrorist attack of 9-11. General Haugen is the Adjutant General for the state of North Dakota. The evening festivities included crowning Shauna Lee Larson of Fullerton North Dakota Farmerette and Geraldine Crisman queen for the South Dakota Chapter. True to Flying Farmer form, an ice cream social followed again. Many of the men were still grouped around General Haugen asking questions as long as possible. General Haugen was very personable, warm, and interesting.

The 2003 Minnkota Convention will be held in Huron SD, probably the third weekend of the month.

The Flying Farmer organization is a fun, family oriented group of individuals interested in agriculture and flying. Come join us at the next fly-in.



International Flying Farmer Queen Debby Dammel, her husband, Stan and grandson, Logan, attended the Minnkota Flying Farmer Convention.



Joy Sorenson, from Mondovi, Wisconsin (front row center), led the worship service with a description of her work in youth ministry at the Youth Correctional Center in Mandan.



Seated: Shauna Lee Larson, Fullerton, North Dakota, was crowned North Dakota Farmerette and Geraldine Crisman was crowned Queen of the South Dakota Chapter. Standing: Mariah McLeish, Hazelton, North Dakota, former ND Farmerette; Marilyn Arneson, Cooperstown, North Dakota, former International Queen; Debby Dammel, Washington, current International Queen and Joyce Krueger, Minnkota Chapter newsletter editor.

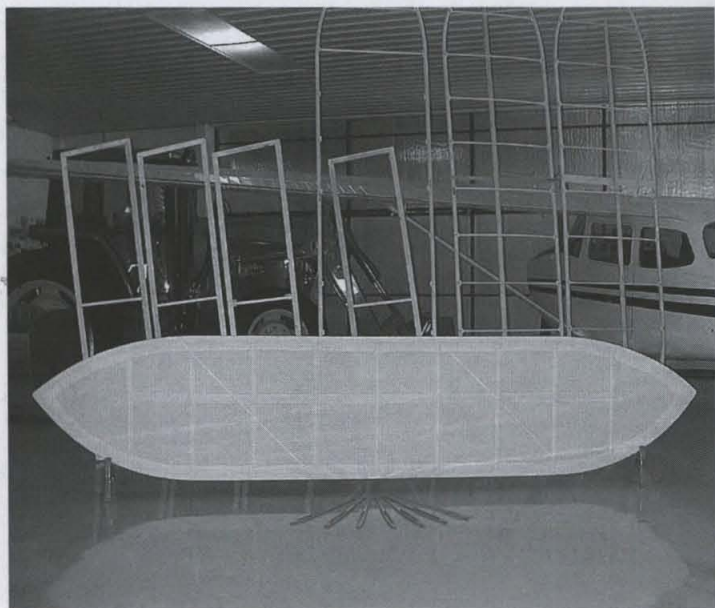
Highlights from the North Dakota Association of Air Museums, NDAAM



A sneak peak at some of the nearly 20 airplanes on display at the Fargo Air Museum.



Les Ellingson, local FAA Aviation Safety Program Manager presented a program on temporary flight restrictions to the local CAP (civil air patrol.)



The Wright Flyer Project coordinated by EAA, Chapters 317 in Fargo and 265 in Minot has enlisted the help of EAA members across North Dakota, Minnesota, and South Dakota.



The Fargo Air Museum shows off its awesome 1600 square feet of display window facing 19th Avenue in North Fargo.

Airport Security Recommendations

Prepared by: Mark J. Holzer
ND Aeronautics Commission

The FBI has received uncorroborated information that terrorists are planning to use general aviation aircraft for possible terrorist actions. As airport users and managers in North Dakota, we offer the following common sense security measures;

- 1) Get to know your airport customer employees and question any unknown renters or students at flight schools or FBO. Discuss with your FBO to notify the FBI for suspicious aeronautical activity.
- 2) Monitor access to aircraft keys and request owners to remove keys from aircraft stored in hangars even if the hangar is locked.
- 3) Consider limiting vehicle access onto aircraft

ramps especially from unidentified flyers.

- 4) Place a prominent sign by public access areas to warn of aircraft tampering. Provide gate locks with security codes to permit access for authorized airport staff and tenants.
- 5) Post emergency telephone numbers (police, ambulance, fire, FBI), so people can report suspicious activity. North Dakota FBI numbers are:
Grand Forks FBI (701) 772-0812
Minot FBI (701) 852-5071
Bismarck FBI (701) 223-4875
Fargo FBI (701) 232-7241
(Add one of these numbers to your telephones)

6) Aerial applicators should provide locked storage for agri-chemicals when not personally monitored on the apron area.

7) Request local law enforcement visit airport perimeter more frequently for overnight security of aircraft.
Call law enforcement or local FBI immediately upon

observing any suspicious activity or person and avoid engaging with the person. Your challenge at your next airport authority meeting will be to review the fencing and gate access controls to parked aircraft on the apron and in hangars.

Let's be ready for any potential threats of terrorism on our state's airports.

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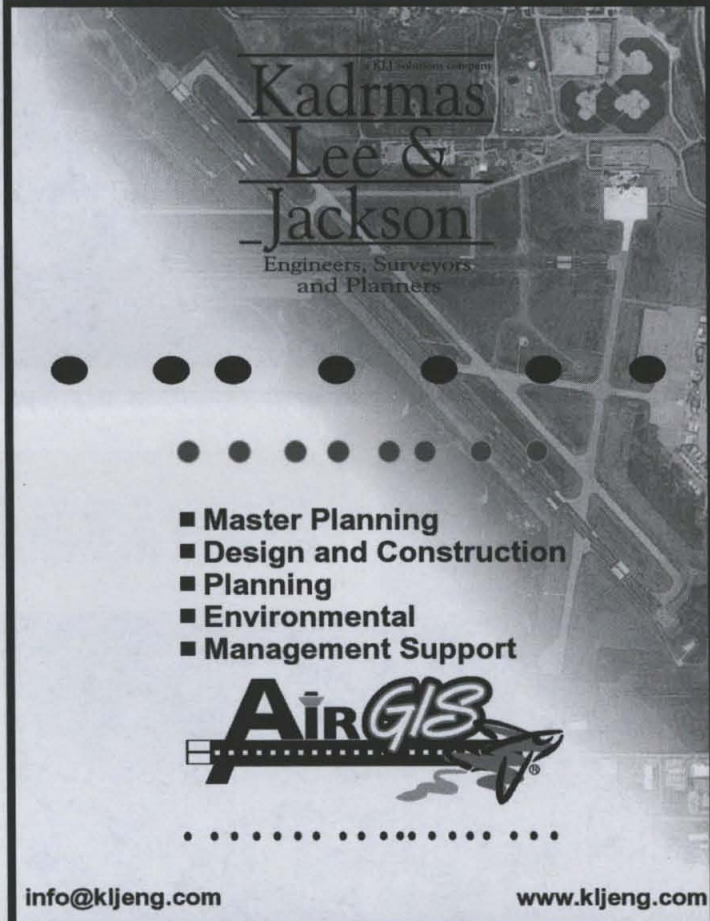
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2002 Events Calendar

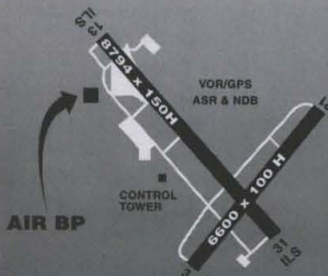
Events Calendar sponsored by Kadrmas, Lee & Jackson

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What is the North Dakota Aviation Council?

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 peers: pilots, agricultural operators, airport manager, FBO's, mechanics and educators. Advancing their goal is an im-

portant function of the Upper Midwest Aviation Symposium (our annual convention.) Over the years, NDAC has become an influential voice for the fling 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
- NDSAA, North Dakota Sports Aviation Association
- NDAAM, North Dakota Association of Air Museums

For further information on joining a member organization contact:

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