



The
NORTH DAKOTA
AVIATION COUNCIL
Presents:

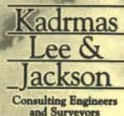
Building

The Flyer

AVIATION SYM-POSIUM

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Saturday, March 2, 2002 — Monday March 4, 2002
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Jim Spence
Orville Wright
Reenactor

General Session
Speaker
Sunday, March 3
3:00-3:50 PM



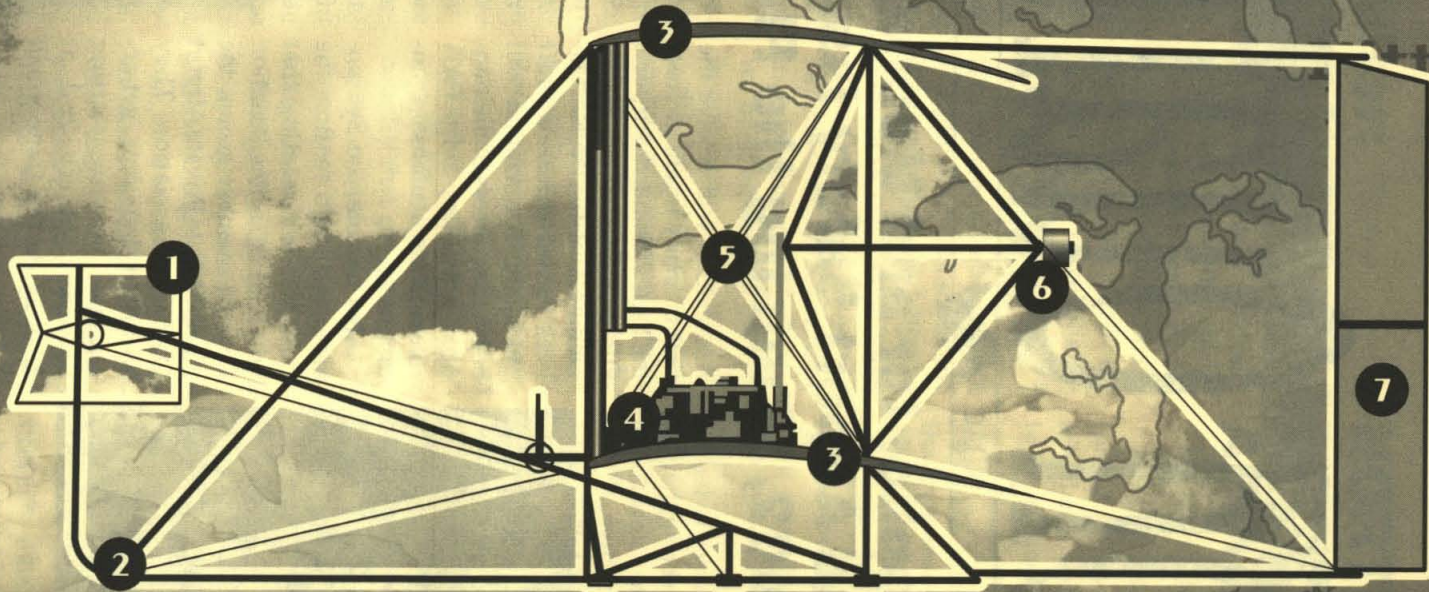
Cecelia Hunziker
FAA Great Lakes
Administrator

Breakfast Speaker
Monday, March 4
7:30 AM



Terry Fleck
"Dr. Attitude"

Banquet Speaker
Monday, March 4
7:00-9:00 PM



THE WRIGHT "FLYER"

EVENTS & SPEAKERS

Mechanics' IA Renewal

Awards Banquet

**ND Aviation Hall of Fame
Inductions**

Ag Applicator Recertification

Pilot Ground Training

**Safety Briefing &
Informational Seminars**

FBI Security Briefing

Preregistration	\$75.00
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Exhibitors Welcome

LEGEND FOR THE WRIGHT "FLYER"

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- 4** 12-hp engine
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- 6** Propeller
- 7** Rudder

Aviation Quarterly

Issue #55

NDAC

Symposium, 2002

“Orville Wright,” Applicator and Mechanic Renewals, Pilot and Airport Safety Issues Dominate UMAS 2002, “Building the Flyer”

Living historian and noted speaker Jim Spence will highlight the Sunday General Session of the Upper Midwest Aviation Symposium, which runs Saturday March 2 through Monday March 4, 2002 at the Radisson Inn, Bismarck, ND. The Symposium will also feature aircraft mechanic inspection and authorization certification renewal and annual chemical handling recertification training for aerial applicators.

Spence, who brings “America’s First Pilot”, Orville Wright, to life will be the main General Session speaker at 3:00 p.m., Sunday, March 3rd at the Radisson Inn’s Missouri Ballroom. His presentation has been acclaimed throughout the United States, and is planned to highlight the Symposium’s theme of, “Building the Flyer”, an anticipation of the 2003 centennial of flight. He has spoken before such noted aviation organizations as the Aerospace Industries Association, Calspan-SRL, EAA, and the American Institute of Aeronautics and Astronautics. During his hour long presentation, Spence will bring Wright’s history, accomplishments, character and inspir-

ing personal story to light as well as help to bring the birth of aviation into a new and insightful perspective.



General Session Speaker: Orville Wright as portrayed by Jim Spence

Spence’s speech will not be the only important issue facing the North Dakota Aviation Council’s member organizations this year. Saturday’s 2:00 p.m. starting time for the Symposium will see the North Dakota Pilots Association dealing with adverse weather issues, Agricultural Applicators Association members getting a briefing on new FBI and Homeland Security plans while the Airports

Association will receive the first of many briefings from the FAA’s Bismarck Airports District Office. Mechanic members of the North Dakota Professional Aircraft Mechanics Association will begin the process of their annual retraining with FAA rules and regulations presentations.

Also of note, the Symposium will also feature the possible first meeting that will lead to a new Aviation Council member group, the North Dakota Private Airport Owners Association. They will hold their first, get-acquainted meeting, starting Saturday, March 2nd at 2:00p.m. in the Cannonball Room.

Other Saturday topics will include a Pilot/Air Traffic Controller Forum, Electronic Airworthiness Directive Research and Propeller Maintenance sessions. All of these will be followed by the first of many social events, the opening night’s ice breaker get together, which will start at 5:00 p.m.

Along with Spence’s “main event” on Sunday, March 3rd, other presentations now scheduled will include the return of the NDAAA’s annual

PAASS safety seminar for Ag applicators. The session will run virtually the whole of Sunday in the Sheyenne room. Nearby, NDPAMA will review system safety risk management as well as receive a general review from the FAA. PAMA members will also have the choice to attend afternoon sessions on tire care and maintenance, fuel system maintenance and engine review sessions.



Monday Session Speaker: Cecelia Hunziker, FAA Regional Administrator.

Pilots will have an opportunity to experience spatial disorientation, review preventative maintenance issues and be updated on the latest security measures in place since the attack on America Sept. 11, 2001. AAND and the

Continued on page 4

From The Editor:

"Building the Flyer" is a very apt title for this year's Upper Midwest Aviation Symposium. Like the Wrights, your Aviation Council had the idea for the 2002 Symposium quite a while back. But it has taken a year of "construction" for them to be able to pull off this year's annual meeting. Each one of the council's member groups have worked together to be able to bring to all who come to this year's Symposium a wide variety a vital material and the opportunity to learn new things.

Elsewhere in this issue you will find a variety of events and ideas that will help you decide which of the many sessions will serve your needs best. Each one is tailored to provide the attendee with a large amount of important information in sessions that will neither bore nor tire. But of special interest will be the Sunday General session with Mr. Jim Spence appearing as Orville Wright. An Ohioan like the Wrights, Mr. Spence has spent long hours researching and learning about the brothers and especially Orville. Session attendees will broaden their knowledge and also be inspired by Mr. Spence's own personal tale of the remarkable parallels between him and the man whom he brings to life to audiences around the country. It is fitting in this countdown to our centennial of powered flight that we all learn more about the people who led us higher, faster and farther as a civilization and as a nation.

Things Have Changed: There is one significant addition to the program you will find on the inside. Please note with special care the listing of

briefings to be provided by the Federal Bureau of Investigation. If there is any doubt in anyone's mind that things have radically changed for aviation, even out here on the high plains, let the visit by the Special Agent dispel that illusion. For the time being, the hangar debate is over. Flying is a privilege we all enjoy, not a "right" that was somehow magically granted by the framers of our Constitution or implied in the Federalist Papers. If we are to continue to enjoy that privilege, then we must all help contribute, in our way, to homeland security. That will help ensure that we will not only be able to keep flying, but also be able to serve as the example to aviation around the world. Bear in mind the next time you hear that long list of NOTAMS and other warnings that there is still no other country that comes to mind where aviation and aviators are as free to fly as we are here in the United States.

Finally: The Quarterly will be in need of a new Editor-in-Chief, starting with the Summer, 2002 issue. If you are interested in sporadic and sometimes long hours, ephemeral pay, a chance to really see how aviation works at the grass roots and governmental levels, learning a lot more about what it takes to actually produce a finished printed product and an enormously gratifying sense of accomplishment, then drop an e-mail to aniemyer@bitnet.net and let us know about your interest in the job. Training will start in March with the Spring, 2002 edition.

Andrew S. Niemyer, Editor-in-Chief

NORTH DAKOTA SPORT AVIATION ASSOCIATION

by Darrel Pittman

Again it's the time of year for all of us to check our schedules and make plans to attend the "Upper Midwest Aviation Symposium". I always look forward to this tremendous experience. Your Aviation Council continually works hard to make this an outstanding event. This year will be just as good. We have put together a great schedule for all to enjoy.

FLY-INS:

Not much happening right now. I did see Ray and Diane Herr at the Minot chapter annual party. They are already making plans for next September's fly-in breakfast at Turtle Lake. I believe she told me September 15th.

CHAPTER REPORTS:

Again, not much has been reported from the chapters. As I stated above, the Minot chapter held their annual party at the K of C club in Minot on January 9th. The Bismarck/Mandan chapter plans to have their annual party in February at the Am-Vets club in Bismarck. The Fargo chapter meets regularly, because Bob Miller keeps me informed through e-mail. Thanks Bob.

WRIGHT FLYER

PROJECT:

Fargo reports that progress has been made in the construction of the front rudder frames. Bismarck/Mandan had some difficulty with the plans being small and difficult to read. I sug-

gested to Kelly Bethke to seek some advice from Marlin Galde in Fargo. I hope they were able to get some help there. Minot chapter and the Dakota Territory Museum put together some expertise and built a nice area to work in. Don't forget, "Upper Midwest Aviation Symposium" in Bismarck, March 2 -5, at the Radisson Inn. See ya there. **CLEARED TO LAND!**

Darrel

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Phone (701) 328-9650
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FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,
ND Aeronautical Commission

The first order of business is to thank Editor-in-Chief Andy Niemyer for the great send off for Oscar. Dad was proud to be an aviator, aerial applicator and most of all — a NORTH DAKOTAN.

The extended Ness family has copies of the last issue of the *QUARTERLY*. They also are very appreciative of the representation of the aviation community at the funeral.

This author over that last two years has produced two articles covering the advent of aerial application and the triad of people who were involved: The Marker, Loader and the section not yet dealt with, the Pilot. I will finish the "Trinity of Aerial Application" in the fall of 2002 and I have a model.

The second order of business is the **Homeland Security** issue. All entities involved in the industry with the **ND Aviation Security Plan** have been more than cooperative. Security Plans with aircraft inventories from all aerial applicators (166) have been turned into the Commission. All publicity owned general aviation airports (92) have turned in some very well thought out security plans. The private airfield owners (214) have been more than cooperative in their response too. Thus, back at January 11, 2002 the Commission staff considered the Plan to be place and the next phase; **communications** was to start.

The hardest thing that we can see, in regards to homeland security, is to keep the industry and communities interested and vigilant. The Commission's task is keep in touch with the national scene and to relay information to the local aviation community



of the happenings and the direction of the **War on Terrorism**.

The third order of business; **The Upper Midwest Aviation Symposium:**

Part of the communications effort will start with the aerial applicators and the first-ever **mandatory** safety meeting. This meeting will be held at the Radisson Inn, Bismarck at 2 pm, March 2, 2002. The Fargo office of the FBI, State and local officials will discuss with the aerial applicators the issues of today that involve the ag operators business. *Each aerial application operation owner or chief pilot of the operation, have been required by rule and regulation to attend this annual safety meeting. Attendance is required to receive a ND Aerial Applicators License this coming summer.*

The fourth order of business; the effort toward the **Aviation Security Plan** recognized a group of people that have been overlooked in the big picture.

The Private Airfield Owners. Trying to communicate better, and to bring more people to the Symposium for good educational reasons, we have encouraged the 214 private owners to come and organize the first ever **North Dakota Private Airfield Owners Association.** (NDPAOA). This meeting

will be held at 2pm, March 2, 2002 at the Radisson Inn, Bismarck. A door prize drawing will be held to determine the First Charter Member of the NDPAOA.

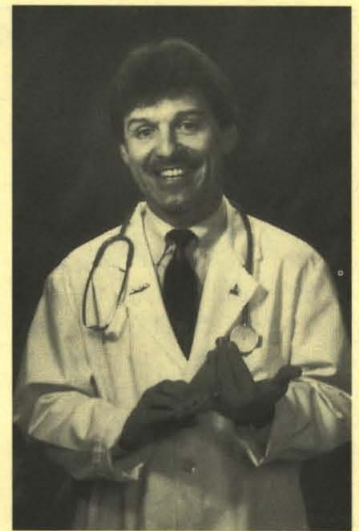
It has been a different and tough year, from 9-11 to saying farewell to a Father. However, every day in aviation is interesting and a challenge and the funny thing — it is really a joy. See you in March at UMAS!

*UMAS 2002 Continued
from page 2*

state Aeronautics Commission are sponsoring an all day airport manager and administrator seminar that will begin Sunday and finish on Monday.

Sunday evening's social event will be "International Night", to be held in the exhibit hall starting at 5:00 p.m. The event will give exhibitors and attendees a chance to socialize and spend time catching up on the latest products available.

Federal Aviation Administration Great Lakes Region Administrator Cecelia Hunziker will kick off Monday's events with a major address at the continental breakfast scheduled to start at 7:30 a.m. in the Courtyard area. She will speak to attendees about the recent major changes that have affected the area's pilots, airports, aviation businesses and mechanics. After that, the NDAAA will commence its all day recertification program for aerial applicators in the Sheyenne Room. While the applicators are going through their rigorous training, the Pilots Association will be presenting a series of speakers on medical issues, state aviation



Banquet Speaker "Doctor" Terry Fleck

safety events as well as a survey of general aviation security topics.

NDPAMA will finish up its extensive IA renewal program on Monday, with simultaneous meetings in the Cannonball Room and room 3130. Topics to be covered at that time will include engine service bulletins, FAA rules and regulations, battery maintenance, charging system troubleshooting as well as paint and composite repairs.

Monday night's annual banquet and induction ceremony for the North Dakota Aviation Hall of Fame will start at 6:00 p.m. with a social hour in the Courtyard, followed by a gala evening in the adjoining Dakota Ballroom. During the banquet, attendees will have the opportunity to have their "attitudes adjusted" by the evening's main speaker, "Doctor" Terry Fleck, who promises that everyone's attitudes will be better by the time he's done with them. The evening will also mark the introduction and induction of this year's honorees by the North Dakota Aviation Hall of Fame.

NDPAMA News

By Gerg Stagl

Preparations are in progress for the 2002 Upper Midwest Aviation Symposium and the agenda for the IA renewal program is being finalized. Joe Souza will be traveling back to North Dakota from Oklahoma City where he has been instructing for the last three years. He will be speaking on Sunday morning. I have scheduled the FAA portion of the program in the middle of the conference so attendees can meet qualifications for the AMT Continued Education Program by attending either the first or the last two days of the convention. As in the past, it will be possible to get the required eight hours of classes in two days. Due to a General Session speaker on Sunday afternoon that will be ineligible for certification, the annual NDPAMA meetings will be held back to back on Monday afternoon to ensure enough hours for the first two days. National vendors will be present as speakers for other sessions, and I am making arrangements with Northland Community College to have some of their instructors come down to give talks on problem areas such as electrical and charging system trouble shooting, and common engine tuning problems to round out the program.

Comments on how the schedule is set up for the convention, and suggestions of topics for speakers to cover are welcomed by the PAMA officers. The Council has moved the Symposium up from a Monday starting date to Saturday to make the various

programs' benefits available to more potential attendees. Is this a step in the right direction? One problem that this has caused, unfortunately, is to cause a scheduling conflict with other state's conventions. We have to compete with other conventions for speakers and vendors. I will bring this subject up at the annual meeting, so give it some thought.

Trent Teets will be sending out a packet with last year's certificates, voting forms for Mechanic of the Year, and order forms for NDPAMA clothing. You can pick up your order at the convention. We will be ordering some extra items to give out as door prizes at the PAMA meetings.

I will be contacting Frank Argenziano to see how nominations for the Charles W. Taylor Master Mechanic Award are going. This award is given by the FAA to mechanics with at least fifty years experience in aviation. If you know of anyone that meets these qualifications, please help us honor them by giving them the recognition they deserve and get your nomination to Frank at 1536 1st Ave., Reynolds ND 58275, 777-7822, or argenzia@aero.und.edu. Bring your nominations for mechanic of the year to the convention, and give it to an officer at one of the earlier sessions. If you have any questions or suggestions contact me, Gary Stagl at 4490 HWY 6, Mandan ND 58554, 663-9925, or at aerohead@btinet.net. VP Dan Kasowski can be reached at 1214 Cottonwood, Grand Forks ND 58201, 777-7911, or kasowski@aero.und.edu.

After the recent troubling times of 911 and the slow

down of the economy, it is easy to become apathetic about participating in local goings-on. I have talked to vendors who have decreased their convention attendance due to budget cut backs. Attitudes such as that will only bring decreased business while those who go out and pursue new avenues will thrive. There are bright spots on the horizon of aviation such as an increase in corporate business aviation, and the Sport Aviation Pilot License proposal reaching NPRM. You don't have to "Keep America Rolling" by purchasing a new car, but I hope you will help make UMAS 2002 a success with your attendance.

First Flight FACTS

The first mechanical flight took place on December 17, 1903, at Kitty Hawk, North Carolina. Orville Wright was flying the plane as Wilbur, steadied the wings on take off. **The flight lasted 12 seconds and went a total distance of 120 feet.**

The Wright "Flyer" used a home-built 12 hp engine. It had a 40 ft. wing span, was 21 ft. in length, 9 ft. hi and a total wing area of 510 sq. ft.

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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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Spouse's Program to Feature Crafts and History

The Upper Midwest Aviation Symposium's annual spouses' events will help attendees enjoy this year's meeting at the Radisson Inn in Bismarck. Besides a full time room off the spacious Courtyard area, a series of fun and interesting events will be held both in and outside the hotel.

On Sunday, March 3rd, a continental breakfast will be served starting at 8:00 a.m. off the Courtyard area, in room 1202, until 8:50 a.m. After that, starting at 9:00 a.m. a variety of events will be offered upstairs in room 3160. Programs already scheduled will include Jeanette Holm, known as "The Hat Lady," and Linda Hippen's informa-

tive description of the history and technique of candle making.

Holm's motivational discussion covers not only the fashion of hats but provides the basis for an inspirational message that "you cannot prevent the bird of sorrow from flying over your head, but you can prevent it from building a nest in your hair. . . especially if you're wearing a hat."

Linda Hippen's talk involves both history and a live demonstration covering the art of candle making from colonial times to the present day.

Monday, March 4th will also feature a continental breakfast, after which

spouses are asked to gather at 9:00 a.m. at the Radisson Inn front desk where they will be transported to Mandan, ND for a tour of the historic Harris House and the Five Nations Arts Center. Harris House was built in the late 19th Century and features unique Queen Ann architecture. It is filled with period furniture and artifacts from the rich history of the Missouri River valley region.

Five Nations Art gallery is situated in the classic Burlington Northern train depot in Mandan. It features both traditional and modern art, handcrafted by local Native Americans. It is a center for both artists in residence and local artists to show their culturally unique works to the public. The tour is expected to return to the Radisson Inn shortly after 11:00 a.m.

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Saturday, March 2, 2002

Building The Flyer: 2002 Daily Schedule

	AAND - Room: Heart	NDPA - Room: Governor's	NDAAA - Room: Sheyenne	NDPAMA - Room: CannonBall	NDPAMA - Room: 3130	NDPAMA - Room: 3160	NDPAMA - Room: 2160
2:00 PM to 2:50 PM	FAA Airports Program <i>Bismarck Airports District Office</i>	**Adverse Weather Conditions <i>(Severe Weather) Joe H. Morgan, Jr. FAA Grand Forks AFSS</i>	Aerial Applicator Security Briefing <i>FBI - State Perspective (2:00 - 3:30)</i>	Aerial Applicator Security Briefing <i>FBI - State Perspective (2:00 - 3:30)</i>	Raytheon King Air Baron and Bonanza Technical Update <i>Dave Aukes</i>	+Rules and Regulations FAA <i>Pete Schuldness</i>	Organizational Meeting NDPAOA <i>ND Private Airfield Owners</i>
3:00 PM to 3:50 PM	FAA Airports Program <i>Bismarck Airports District Office</i>	**Runway Safety <i>Phil Peterson FAA Region</i>		Aventis Chemical Co. <i>Jeremy Friez (3:30 - 3:50)</i>	Piper Service Letter Updates	+Rules and Regulations FAA <i>Pete Schuldness</i>	Airfield Security <i>Cecelia Hunziker FAA Regional Administrator (3:30 - 4:00)</i>
4:00 PM to 4:50 PM	FAA Airports Program <i>Bismarck Airports District Office</i>	Pilot/Controller Forum <i>Dan Vigesaa Fred Adams Darrel Pittman</i>	Ice Breaker Setup	NDAAA Business Meeting	*Electronic AD Research ATP <i>Ron O'Dea</i>	*Propeller Maintenance <i>Butch Maxwell</i>	

Key: *FAA AMT credit/IA Renewal **FAA Wings credit + 2 hours required for AMT Credit

Additional Rooms

Room 1258: **NDAC Counsel Meeting, 1:00 PM**
 Missouri Ballroom Foyer: **Registration and Organizational Sign-up (Key and Sign-up list at Registration)**
 Room 1268: **FAA**

Additional Rooms

Court Yard 1202: **Spouses Presentations (Sun. & Mon. Room 3160)**
 Room 3130, 3160: **Additional NDPAMA**
 Court Yard 1258: **FAA**
 Combo of Heart, Sheyenne and Cannon Ball: **Missouri Ballroom**
 Dakota Ballroom: **Exhibit Hall**

Ice Breaker - 5:00 PM till 9:00 PM Missouri Ballroom
Governor Hoeven Invited



"Out of our way... we're headed to UMAS 2002"

Sunday, March 3, 2002 - Morning

Registration and Organizational Sign-up (Key and Sign-up list at Registration): Courtyard

	AAND - Room: Heart	NDPA - Room: Governor's	NDAAA - Room: Sheyenne	NDPAMA - Room: CannonBall	NDPAMA - Room: 3130
8:00 AM to 8:50 AM	Welcome and Introduction to Airport Administration (8:00 - 8:25) Owner Responsibilities (8:25 - 8:50)	**Preventative maintenance from FAA view point <i>Pete Shouldif</i> FAA Rapid City FSDO	PASS Program	**System Safety Risk Management <i>Joe Souza</i> FAA Academy	
9:00 AM to 9:50 AM	The Airport Team (9:00 - 9:25) Planning - Facilities and Operations (9:25 - 9:50)	**Spatial Disorientation <i>Les Ellingson</i> FAA Fargo FSDO	PASS Program	**System Safety Risk Management <i>Joe Souza</i> FAA Academy	
10:00 AM to 10:50 AM	Security at the General Aviation Airports (10:00 - 10:25) Protecting the Airport Environment - Airspace and Land Use (10:25 - 10:50)	**Briefings and Flight Planning <i>Joe H. Morgan, Jr.</i> FAA Grand Forks AFSS	PASS Program	*General Review FAA <i>Dave Jacob</i> <i>Karmen Johnson</i> <i>Joe Souza</i>	

Key: *FAA AMT credit/IA Renewal **FAA Wings credit † 2 hours required for AMT Credit

Sunday, March 3, 2002 - Afternoon

11:00-2:00 Exhibit Area Open 11:00 - 1:00 Exhibit Hall Brunch

	AAND - Room: Heart	NDPA - Room: Governor's	NDAAA - Room: Sheyenne	NDPAMA - Room: CannonBall	NDPAMA - Room: 3130
2:00 PM to 2:50 PM	Minimum Standards and Leasing (2:00 - 2:25) Services (2:25 - 2:50)	**The NOTAM System <i>Joe H. Morgan, Jr.</i> FAA Grand Forks AFSS	PASS Program	*Fuel System Maintenance <i>Carl Harwig</i> Eagle Fuel Cell	*Tire Care and Maintenance <i>Richard Brown</i> Goodyear
3:00 PM to 3:50 PM	Missouri Ballroom Reserved for General Session <i>Jim Spence</i> <i>Orville Wright</i> <i>Reenactor</i>	Missouri Ballroom Reserved for General Session <i>Jim Spence</i> <i>Orville Wright</i> <i>Reenactor</i>	Missouri Ballroom Reserved for General Session <i>Jim Spence</i> <i>Orville Wright</i> <i>Reenactor</i>	Missouri Ballroom Reserved for General Session <i>Jim Spence</i> <i>Orville Wright</i> <i>Reenactor</i>	Missouri Ballroom Reserved for General Session <i>Jim Spence</i> <i>Orville Wright</i> <i>Reenactor</i>
4:00 PM to 4:50 PM	Minimum Standards and Leasing (2:00 - 2:25) Services (2:25 - 2:50)	Safety and Security Since 9/11/01 <i>Erik Ramsdell, Mgr</i> NBAA Safety and Operations	FBI Security Briefing <i>Special Agent</i> <i>John Dalziel</i>	*Service Letter New Development Review <i>Daniel McLane</i> <i>Lyncoming</i>	*Electronic Maintenance <i>Ron O'Dea</i> Tracking ATP

Key: *FAA AMT credit/IA Renewal **FAA Wings credit † 2 hours required for AMT Credit

International Night/Exhibits 5:00 till 10:00 PM
Hospitality Courtyard Rooms open 10:00 PM till 1:00 AM

7:00 AM Continental Breakfast in Courtyard
7:30 AM Speaker: Cecelia Hunziker

Monday, March 4, 2002 - Morning

FAA Great Lakes Administrator in Courtyard

Registration and Organizational Sign-up
 (Key and Sign-up list at Registration): Courtyard

AAND - Room:
Heart

NDPA - Room:
Governor's

NDAAA - Room:
Sheyenne

NDPAMA - Room:
CannonBall

NDPAMA - Room:
3130

8:00 AM to 8:50 AM	Maintenance	**Medicine and Aviation Dr. Warren Jensen UND CAS Grand Forks, ND	Registration (8:30 - 9:00)	*Top Care Service Bulletin Craig Bevington Teledyre Continental	*Rules and Regulations Pete Schuldness FAA
9:00 AM to 9:50 AM	Anatomy of a Development Project (9:00 - 9:25) Managing a Pavement System (9:25 - 9:50)	**Aviation Safety Les Ellingson FAA Fargo FSDO	NDSU National and State Pesticide Issues Andrew Thostenson, NDSU Pesticide Program Specialists (9:00 - 9:45) Pesticide Enforcement Issues From the ND Dept. of Agriculture Gerry Thompson, NDDA (9:45 - 10:05)	*Battery Maintenance Chet Deguz Concorde	*Rules and Regulations Pete Schuldness FAA
10:00 AM to 10:50 AM	Safety on Airport (10:00 - 10:25) Value of an Airport (10:25 - 10:50)	**Pilot - Controller Communications Joe H. Morgan, Jr. FAA Grand Forks AFSS	Break (10:05 - 10:15) Pesticide Complaints from the 2001 Spray Season Gerry Thompson, NDDA (10:15 - 10:40) Protecting Yourself from Pesticides Andrew Thostenson, NDSU (10:40 - 11:00) Break for Lunch (11:00)	*Charging System Trouble Shooting Northland Coin Collection	

Key: *FAA AMT credit/IA Renewal **FAA Wings credit † 2 hours required for AMT Credit

Monday, March 4, 2002 - Afternoon

11:00-2:00 Exhibit Area Open

12:00 - 1:50 Exhibit Hall Lunch

AAND - Room:
Heart

NDPA - Room:
Governor's

NDAAA - Room:
Sheyenne

NDPAMA - Room:
CannonBall

NDPAMA - Room:
3130

2:00 PM to 2:50 PM	Economic Impact (2:00 - 2:25) Gaining Public Support (2:25 - 2:50)	General Aviation Security Bill Hamilton, AOPA Central Region Representative	Advances in Drift Management and Pattern Analysis Vern Hofman, NDSU Extension Ag Engineer (8:30 - 9:00)	*Paint and Composite Repair Northland Coin Collection	
3:00 PM to 3:50 PM	Review and Critique (3:00 - 3:20) AAND Meeting (3:20 - 3:50)	NDPA Business Meeting	New Products and Pests Control Issues for 2002 Spray Season • Herbicide and Weeds: Rich Zollinger, NDSU Weed Specialist • Insecticides and Insects: Phil Golgoza, NDSU Entomologist • Fungicides and Disease: Marcia McMullen, NDSU Plant Pathologist (3:30 - 4:20)	ND PAMA Business Meeting	
4:00 PM to 4:50 PM	FBI Security Briefing Special Agent John Dalziel	NDPA Business Meeting	Pesticide Certification Housekeeping Items Andrew Thostenson, NDSU (4:20 - 4:30) Pesticide Label Exercise Andrew Thostenson, NDSU (4:30 - 5:00)	ND PAMA Business Meeting	

Key: *FAA AMT credit/IA Renewal **FAA Wings credit † 2 hours required for AMT Credit

NDAC Organizational Meeting Room 1258.....5:00 PM till 5:30 PM
Social Hour Courtyard.....6:00 PM till 7:00 PM
Banquet Dakota Ballroom.....7:00 PM till 9:00 PM
Hospitality Courtyard Rooms Open..... 9:00 PM till 1:00 AM

North Dakota Air Museums Combine Forces, Form NDAAM

By Don Larson

Over the past several years, the Dakota Territory Air Museum (Minot) has been an individual member of the NDAC. After formation of the Fargo Air Museum 2 or 3 years ago, it was suggested that the two museums form a museum organization which would apply for membership in the NDAC. During the past summer, representatives of both museums got together and organized the North Dakota Association of Aircraft Museums (NDAAM). The by-laws of NDAAM were accepted by NDAC last fall and it was voted

that NDAAM would replace DTAM on the Council. One representative from each museum will serve as representatives for NDAAM on the NDAC. Dennis Larson of the Fargo Air Museum and myself are currently the two representatives (no relationship).

Now a couple of comments from the Dakota Territory Air Museum. We had a very successful year with fairly good seasonal traffic. Had some warbirds for a couple weeks prior to Northern Neighbors day at Minot AFB. Our aircraft Sweepstakes give away generated 668 entries. The

winner of the beautiful 1941 T-Craft was Spenser Anderson from Angus, MN. He is the second Sweepstakes winner from Minnesota. Spenser is a commercial pilot who spends layover time in Minot quite frequently. Our 6th Sweepstakes Airplane is a very nice black & silver on red ercoupe N245H. It has a low time 85hp engine. We will be offering Sweepstakes entries for the ercoupe at the NDAC Symposium in March.

The two museums along with several EAA Chapters are in the process of building two Wright Flyers. When

completed each museum will have one for display. The plan is to have a display of many completed parts for the project at the NDAC Symposium is early March. Both Wright Flyers will be completed by early 3rd quarter 2003 in time for the 100th anniversary of manned flight. We hope to see you at the Symposium on March 2, 3 & 4.





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“And the Winner is...”



We have not just one winner, but also two this issue. Our picture of a very low fly-by by an F-4 Phantom, from our late summer issue got a few responses, but we finally found a couple we could actually print:

First Place: Steve Johnson, Grand Forks: “See that Colonel down there with the camera? He’s the one we mail our wings to.”

Honorable Mention: (Because they never put their name on their entry!) Anonymous: “Phil’s back seater suddenly recalled why the phrase ‘Watch this!’ made him very, very nervous.”



Our photo of a Van’s RV done up in United Airlines colors had the jokesters going this time:

First Place: Brent Seifert, Grand Forks: “It appears that United Airlines is serious about entering General Aviation and the fractional ownership program.”

Second Place: Steve Johnson (too much time on your hands, Steve?) Grand Forks: “Yeah, there’s been some complainin’ by our passengers, but our load factors are through the roof!”

Honorable Mention: (Because they never put their name on their entry!) Anonymous: “George and Martha knew that United’s cutbacks were serious when they arrived at the airport, were handed a Pilot’s Operating Handbook and were told by the agent ‘Today’s flight will be self-service!’”

2002 Events Calendar

March 2-5, 2002
Upper Midwest
Aviation Symposium
Radisson Inn,
Bismarck
Contact:
Roger Pfeiffer,
701-328-9650

May 21-22, 2002
Ethanol in Aviation Conference
UND, John D. Odegard School
of Aerospace Sciences
Clifford Hall, Room 210
Grand Forks, ND
Contact: Frank Argenziano
701-777-7822

June 8-9, 2002
Fargo
Air Show
Featuring
Blue Angels

June 16, 2002
Garrison Fly-in
Breakfast
8:00 am – 1:30 pm
Contact:
Red Ewing,
701-838-5486

July 6, 2002
Stanley
Fly-in
Pancake Breakfast
8:00 am – 1:00 pm
Contact:
Bill Isaacson
701-628-3183

July 13-19, 2002
Marion Jayne 1800 Mile
Cross Country Air Race
The Fargo 300 Air Race
Contact:
Phone: 817-491-2842
E-mail: ppurcellk@aol.com
Web Site: www.us-airrace.org

July 20-21, 2002
“Borderfest”
International Peace Garden
Dunseith, ND
Contact:
Leon Richard
701-263-4390 or
US Customs
1701-263-4513

Send your events to:

NDAQ Events; P.O. Box 5020, Bismarck, ND 58502
or Email to: aniemyer@btinet.net

Events Calendar sponsored by Kadrmas, Lee & Jackson



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News And Notes From AAND

By Bill Towle,
AAND President

Well, we have been blessed with a great winter so far from the perspective of the airport operator and a not so great winter from the viewpoint of a hockey player. It has been great as the snow plows have not had to make too many passes down the runway and not so great due to lack of outdoor ice and snow for recreation. I guess we have to take the bad with the good.

Airports around the state have been working diligently to ensure a safe and secure environment from which to operate in the transportation system. I would like to thank the members of the AAND, especially the District Reps,

for their cooperation during the run through of the airport phone tree drill. Although we have a few bugs to work out, this drill was a success as we found out we could notify and close all public airports in the state of ND in a relatively short period of time.

Many changes have taken place in the last few months regarding safety and security at airports as the government looks critically at the events of 9/11:

- Congress passed an Aviation Security bill that included authorization (not appropriation) of \$1.5 billion for FY2002 & FY2003 to allow airports to meet FAA mandated security expenses.
- Congress also made available an additional \$175 million that was included in a Department of Defense Appropriations bill for FY02 to be used exclusively by airports for secu-

rity expenses.

- As you may have expected, security projects at airports will be given a very high priority this year and some will be funded 100% with FAA Airport Improvement Program (AIP) dollars.
 - All checked baggage at commercial airports will be screened starting January 18, 2002, and security screeners are going to be federal employees under the charge of the Transportation Security Administration.
 - And locally, North Dakota Aeronautics has done a great job ensuring each airport in the state has an approved security plan in place allowing a fast, coordinated closure of any airport in the event of another emergency.
- But don't let all the events of September 11 allow us to forget that we have a great an-

nual symposium coming up on March 2, 3 and 4. This year will prove to be another outstanding symposium with Bill Green our featured speaker as well as an FAA half day program.

Bill Green will touch on all aspects of the airport from maintenance to management and the FAA program will focus on guidance related to AIP projects at your airport. This will be especially helpful as many airports are now receiving entitlement dollars from the FAA with the passage of reauthorization bill AIR 21.

Be safe during your snow removal operations as we enter the latter part of the snow season and as George Carlin said "If black boxes survive air crashes — why don't they make the whole plane out of that stuff?" Hope to see you at the Upper Midwest Aviation Symposium.

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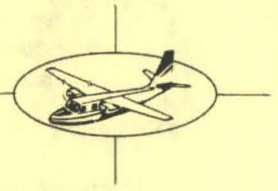
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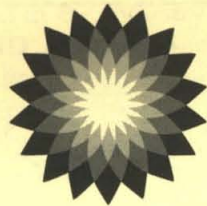
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Photo Caption #12 It's time we give a chance to our rotary wing community to be recognized. Send your captions by March 15 to:
Photo Caption #12, NDAQ, P.O. Box 5020, Bismarck, ND 58502



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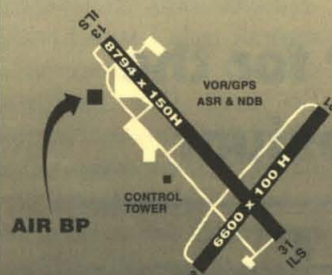
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Airport Association of North Dakota \$25.00, \$100.00, 200.00 _____
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North Dakota Sport Aviation Association & Experimental Aviation Association \$55.00 _____
(Includes national and Local Dues)
North Dakota Association of Aircraft Museums \$35.00 _____

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* Registration fee includes: admission to Symposium, Exhibit Area, and Speakers and includes meals. (Banquet extra.)
+ Registration after February 22 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
NDAAM, North Dakota Association of Aircraft Museums

For further information on joining a member organization contact:

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“HOW TO ASSURE THE FUTURE OF YOUR AIRPORT”

State and local public officials play an important role in airport planning, operation and development. This responsibility is directly related to today's well-publicized airport security and safety concerns and to the steady reduction in Federal Aviation Administration involvement in general aviation. Public officials who understand the changing airport marketplace will be able to preserve and improve service to their constituents. Those who fail to react to these changes will lose out in the ongoing competition for access to the national air transportation system.

We are proud to present this seminar program, which looks candidly at the airport administration responsibilities of appointed and elected officials. The seminar presents methods and procedures for planning, budgeting and managing risk exposure; provides organization and management techniques for facility maintenance; and addresses the complex relationships between owner and tenants. Additionally, the seminar outlines procedures to determine the economic value of an airport to the community it serves and presents techniques for gaining and maintaining broad-based public support.

The Seminar Answers Your Questions

Get Answers to Your HOW TO Questions:

- **HOW TO** work with state and federal agencies?
- **HOW TO** get the most value out of the airport?
- **HOW TO** safely maintain the airport's facilities?
- **HOW TO** minimize the airport's risk exposure?
- **HOW TO** maintain public support and good will?

Get Answers to Your WHY Questions:

- **WHY** is the airport so important?
- **WHY** should taxpayers support the airport?
- **WHY** is maintenance important?

Get Answers to Your HOW MUCH Questions:

- **HOW MUCH** help can we get from state agencies?
- **HOW MUCH** from the Federal Aviation Administration?
- **HOW MUCH** revenue should the airport be generating?
- **HOW MUCH** do I need to be involved?

Who Should Attend

The seminar was developed specifically for elected and appointed public officials whose civic responsibilities include administration of local airport(s). Airport authority or board members, county commissioners, city councilmen, and municipal employees with airport oversight duties will benefit from the program. Individuals who prepare or review airport budgets and those who administer public funds for the operation and maintenance of an airport will also find this program helpful. Professional airport managers may benefit from the review and update provided by the seminar.

"HOW TO ASSURE THE FUTURE OF YOUR AIRPORT"

Sunday, March 3

- 8:00-8:25 Welcome and Introduction to Airport Administration
8:25-8:50 Owner Responsibilities
9:00-9:25 The Airport Team
9:25-9:50 Planning— Facilities and Operations
10:00-10:25 Security at General Aviation Airports
10:25-10:50 Protecting the Airport Environment
— Airspace and Land Use
11:00-2:00 Lunch
2:00-2:25 Minimum Standards & Leasing
2:25-2:50 Services
3:00-3:50 General Session
4:00-4:25 Advice and Financial Aid
4:25-4:50 Rules and Regulations

Monday, March 4

- 8:00-8:50 Maintenance
9:00-9:25 Anatomy of a Development Project
9:25-9:50 Managing a Pavement System
10:00-10:25 Safety on Airport
10:25-10:50 Value of an Airport
11:00-2:00 Lunch
2:00-2:25 Economic Impact
2:25-2:50 Gaining Public Support
3:00-3:20 Review & Critique
3:20-3:50 AAND Meeting
**4:25-4:50 Reserved for North Dakota Aeronautics Commission
For Airport Security Program**

The Response

Virtually all participants in the course were complimentary about the purpose and content. Here is a sampling of "one line" impressions.

"Professional, clear, complete, interesting."

"Very informative and motivational."

"Well researched, superb presentation, current, meaningful and most professional."

"I enjoyed the seminar very much. I wish I had (had) it years ago."

"The investment in this seminar will pay off handsomely."

"Stimulating and thought-provoking"

"Worth ten times the price."

"I think (attendance by) all FBOs, Airport Managers, Mayors, etc., should be mandatory."

"I wish I could get the entire board to attend"

"Exceptionally well done."

"There is something for all airports – big and small."

"I learned so much. Best money my city has spent on me to-date."

WHEN

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Monday, March 4

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