

# NORTH DAKOTA Aviation Quarterly

Issue #54

www.ndac.org

NDAC

Winter, 2002

## VICE CHAIRMAN'S CORNER

By  
Darrel Pittman

The "North Dakota Aviation Council" (NDAC) met in Jamestown on September 21. Unfortunately we did not have a quorum. The next meeting was October 17 in Grand Forks. The NDAC was originally established to promote, educate, and enhance aviation in the state. One of the ways that this was accomplished this was through the establishment of the "Upper Midwest Aviation Symposium" (UMAS). Over the years the UMAS has become a premier gathering for all pilots. This premier status did not occur by a mere flick of the fingers. There was a lot of hard work and diligence put forth by a great many dedicated people. We owe them a debt of gratitude for their efforts. The NDAC is composed of eight different alphabet aviation groups from North Dakota. Each group selects two representatives to be on the NDAC. Those selected members should be willing to sacrifice some time and expertise to put together the UMAS. It's

(Continued on page 3)



*An element of North Dakota Air National Guard F-16's maintain their combat air patrol stations overhead the Pentagon and Ronald Reagan International Airport. The Happy Hooligans remain on duty over our nation's capital at this time. (USAF Photo)*

## Council Organizations Membership React to Changes in Aviation

The North Dakota Aviation Council's member organizations have been actively addressing the new realities in aviation since the attack on the United States September 11, 2001. Recent Council meetings have spent time with each group discussing the impact of new security regulations, groundings and other restrictions on their members.

The North Dakota Airports Association has been greatly affected, with members from

airports with and without scheduled air services responding quickly to changing new sets of rules and regulations. A North Dakota Aviation Security Plan is quickly being formalized and will encompass controls and safety measures that in some instances affect even private airstrips in the state. The Aeronautics Commission has formed a link to the state's Civil Air Patrol units who, it is planned, will assist in emergency notification to airports

in the event of an ordered airport closure like that on September 11, 2001.

Agricultural applicators, FBO's and a myriad of aircraft businesses have all been affected by the events of September 11. While facing multiple groundings due to warnings about the possible use of their aircraft for terrorist purposes, applicators quickly responded with security measures of their own.

(Continued on page 2)

# From The Editor:

Andrew Niemyer, Editor-in-Chief

The events of September 11 have had a deep impact on the aviation community throughout America and here in North Dakota. A slump in the economy that had begun to affect aviation in the state was further accelerated both directly and indirectly.

Our agricultural applicators were hit by a series of "no-fly" orders that extended well beyond the grounding of the rest of the nation's air fleet. Part 135 operations, at first stifled by the huge extensions of Emergency Class B airspace, began to rebuild, only to be hit by the large cutbacks in corporate travel. Part 91 operators also experienced the same impact and the general aviation community was hit with a double whammy.

The GA community first had to see itself kept hostage to uninformed opinion and airspace restrictions that grounded thousands of planes and pilots throughout the country, even after flying was resumed. Continued indifference at the highest levels of government, despite the efforts of the Secretary of Transportation, the FAA and the "Alphabet Groups" continued to keep many weekend fliers grounded. After weeks of efforts, we slowly got our airspace back again, yet to this day there are continued stories about how one "expert" or another demands the virtual end of private flying in the country. Only now are the companies that support the GA community even seeing a glimmer of hope in getting some financial relief for their losses over the last 3 months, something the Part 121 carriers got in the blink of an eye, without regard to

whether or not all their losses were directly attributable to the acts of war that were engaged in using the tools of the airlines as weapons of mass destruction.

These issues and more will no doubt be a center of conversations at the 2002 Upper Midwest Aviation Symposium scheduled for Saturday, March 2 through Tuesday, March 5. The meeting, to be held at the Radisson Inn in Bismarck, should provide all attendees with more information and an outlook for the future that will be shaped by the massive changes in aviation that we are now experiencing.

**"Where's the Quarterly Been?"** On September 11, this writer was on Active Duty with the Navy Reserve, assigned to the wing of the Pentagon that was hit that morning. Luckily, I was actually at home, saving taxpayer money by working out of my home office, a fact that it took some parts of the Navy a couple of days to figure out. Let this be a lesson that just because the people you work with know where you are, "headquarters" may not! After establishing the fact that I was not among the dead, wounded or missing, I have been facing near daily tasking and travel that have kept me from spending the time needed to produce this document. As a result, shortly after getting this issue, you will receive the annual "Symposium Issue" that will give you all the information you'll need to register for the 2002 Symposium. My personal apologies for the late nature of this issue, but my "other boss'" 4 stars are not to be

messed with! We expect to get back on a much more regular schedule very soon.

Andrew S. Niemyer,  
Editor-in-Chief

*(Attack, continued from page 1)*

North Dakota Aerial Applicators Association member operators benefited from their close personal relationships, pointing out that since they are well acquainted with each other, they would be quick to spot anyone from outside their circle that would try to utilize their equipment. NDAAA members also made themselves accessible to media outlets, pointing out the vast difficulty that a non-trained or very low experienced pilot would have in converting and flying their aircraft for the purposes feared by those involved in homeland security. Nonetheless, many members were still very active at the time of the attacks and many suffered significant financial losses from the groundings.

FBO's and flight instruction providers were hit hard by the national groundings, as their sources of revenues evaporated. No flying meant no fuel and oil sales, no rental fees, no sales of other items and significantly reduced maintenance activity. It has taken action by their representative organizations at a national level to achieve any financial relief whatsoever, a major difference from the relief provided to scheduled carriers by Congress in the very early days after the attacks. UND Aerospace was naturally among the hardest hit, suffering financial losses, it reported, in the realm of tens of thousands of dollars a day. Continued restrictions on airspace also have affected planned flight training activ-

ity, especially for flights that previously flew into the Minneapolis Class B airspace. As restrictions have eased, training slowly began a return to near normal operations.

The state's general aviation population slowly got back into the air after flight activity resumed. Briefers at the Grand Forks Automated Flight Service Station reported an increased awareness and enhanced interest by pilots on the changing airspace restrictions. They also perceived a rise in the number of pilots who chose to file Instrument Flight Plans over VFR flight, in order to make handling by air traffic control facilities easier and safer.

North Dakota Aviation Quarterly  
Official Publication of the  
North Dakota Aviation Council  
Editor/Publisher: Andrew Niemyer  
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North Dakota Aviation Quarterly  
Published January 15, April 15,  
July 15, October 15

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## FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,  
ND Aeronautical Commission

"Turn on the TV! An airplane has crashed into one of the World Trade Towers in New York!!" It was 7:52 am when Nadine from airport security ran into the lobby of the Bismarck GA terminal with the news. The set was turned on and as we observed the aftermath of the first strike, I thought aloud, "How the hell could it hit that building? It's clear and blue out there." Several minutes later, the second aircraft appeared, making the answer to my question unnecessary.

At that moment, Americans' lives changed from every point of view. We saw the acts up close and personal on the TV sets in our offices, homes and many more times on replays on the news. September 11, 2001 (now known as "9-11") will live in the minds of every person, not only in the USA, but also in the world. It joins the infamous dates of 12-7-41 and 11-22-63. We will remember exactly where we were and what we were doing when notified of the action or worse, if we personally witnessed the event.

As you know the White House took a focused look at the situation. One of the outcomes was a quick request of the 50 state governors for an organized informational effort regarding General Aviation. Considering our part of the world, some of these requests seemed silly and unneeded, but the big picture is – *the WORLD got a lot smaller on 9-11* and best we pay attention.

NDAC has requested aerial applicators to provide a security plan for their business and inventory of aircraft involved in their operations. The effort involves 166 licensed operators with 281



registered aircraft in North Dakota. A like Security Plan for airports and tenants on the airfield has been requested of each GA Airport. This involves 85 publicly owned and operated airports. The privately owned airstrips have been asked to provide similar information. Our data base shows this involves 344 private airfields.

Right on the tail of the above requests, the FAA asked this, "**How would and how fast could the GA and private airports in the state be closed, if requested?**" From the public owned GA's was somewhat simple. Several years ago the Airport Association of North Dakota (AAND) set up a five district "PHONE TREE" to provide quick informational dissemination for airport related legislative actions here in the Capital City. With the support of AAND, this phone tree has now been reinstated and all GA airports can be contacted within a few short hours of any action required, whether it involves closure or any other information that is in need of transmittal.

Due to the number and lack of a proven method, the private airstrips pose a not-so-quick solution. The Civil Air Patrol has taken on this effort with the use of their seven squadrons across the state. The private airfields

have been data-based into districts for a quick "Boiler Room" like phone call activity center operation.

North Dakota's aviation industry has supported these efforts and has provided the information in the requested form. All of these things are very distasteful. After 225 year of relative personal freedom and 98 years of aviation freedom, we are facing a sobering future, at best.

We can bet big money that the rules, regulation, laws and statutes will change over the next few short months. That effort will be shined to a glossy sheen. When the changes are done and all the requirements are bundled into a neat package there is a chance that we will not recognize the industry. If we take that mythical package and make a template of it and move it, with a time machine, back to 9-11 it would not have made a difference. Reason, nothing except previously known facts and intelligence reports ever stops a horrific event such as 9-11. Aviation's vigilance will stop knee-jerk reactions that will hamstring our industry. We can still maintain the greatest way to make a living. We can still provide vital services and economic contributions to our country. We should now start work on rebuilding the country's confidence in our vital industry.

A request from the Commission: **MAINTAIN GREAT VIGILANCE:** Be concerned on what is going on around your airport. Be aware of visitors. Ask questions. Be interested. Check your surroundings. Watch the aircraft at your airport. Whether you are manager or tenant, be part of the watch. Please, don't be paranoid on the issue, just be nosey. If something doesn't look right, check it out. Don't take any-

thing for granted.

**"BE LIKE A MOM WHO CHECKS YOUR BREATH FOR SATURDAY NIGHT BEER!"**

I want to take this time to thank the staff at the Aeronautics Commission for their efforts in this time of confusion and need. They reacted with the professionalism that I have always known about them. The cream came to the top on this effort.

*(Vice Chairman, continued from page 1)*

time for the current NDAC to orchestrate this great tradition. That being said, all other interested aviation folks can expect to be enlisted to help with this year's UMAS being held in Bismarck. Another means of communication and education is through this publication, the "Aviation Quarterly". The *Quarterly* has also established itself as an excellent periodical. Again, this did not happen by accident. The *Quarterly* took a lot of nurturing. The members of the council can use this media to communicate with the aviation public. The aviation public is also invited to contribute. Our editor, Andy Niemyer, does a great job. However, he can't publish a newsletter without written input. We do our best to get something to him and most of the time through his prompting. We should try to cooperate with him as much as possible. My two articles were late this time. Now, we all realize that this last month has taken us by surprise, but let's get back to living and enjoy what we have here in this great country. I want to give Andy a vote of thanks and say, don't give up on us. Don't forget, when you're flying up Minot way, dial up 118.2 and say Hi. Cleared to land, Darrel.

# Oscar Ness Goes West

Noted North Dakota pilot, businessman and national proponent for the aerial application industry, Oscar Ness, passed away Friday, December 14, 2001. His long career in aviation encompassed mechanics and repair, flight instruction, aerial application, combat flying and airport management, just to name a few highlights. His prodigious work in the state on behalf of aviation led him to be inducted into the North Dakota Aviation Hall of Fame. Born in 1919, Oscar Ness began his extraordinary aviation career at North Dakota State School of Science, studying airframe and engine mechanics under the legendary Art Sampson, another inductee to the NDAHOF. After working in the pre-WWII years for Northwest Airlines in Fargo as an aircraft mechanic, he was inducted into the United States Navy a week after Pearl Harbor, and was immediately advanced to the rat and rank of Aircraft Machinist Mate First Class, based upon his experience and expertise. After completing flight training, he was designated a Naval Aviator and flew the Consolidated PB4Y patrol bomber on long and often hazardous solo missions throughout the Pacific for the rest of the war.

With the end of the war,

Ness returned to Fargo, and began giving flight instruction for Dakota Skyways. During that time, he became one of the original members of the North Dakota Air Guard's "Happy Hooligans," a source of immense pride to him for the rest of his life.

From 1948 to 1954, he trained over 100 GI-Bill veterans to fly while

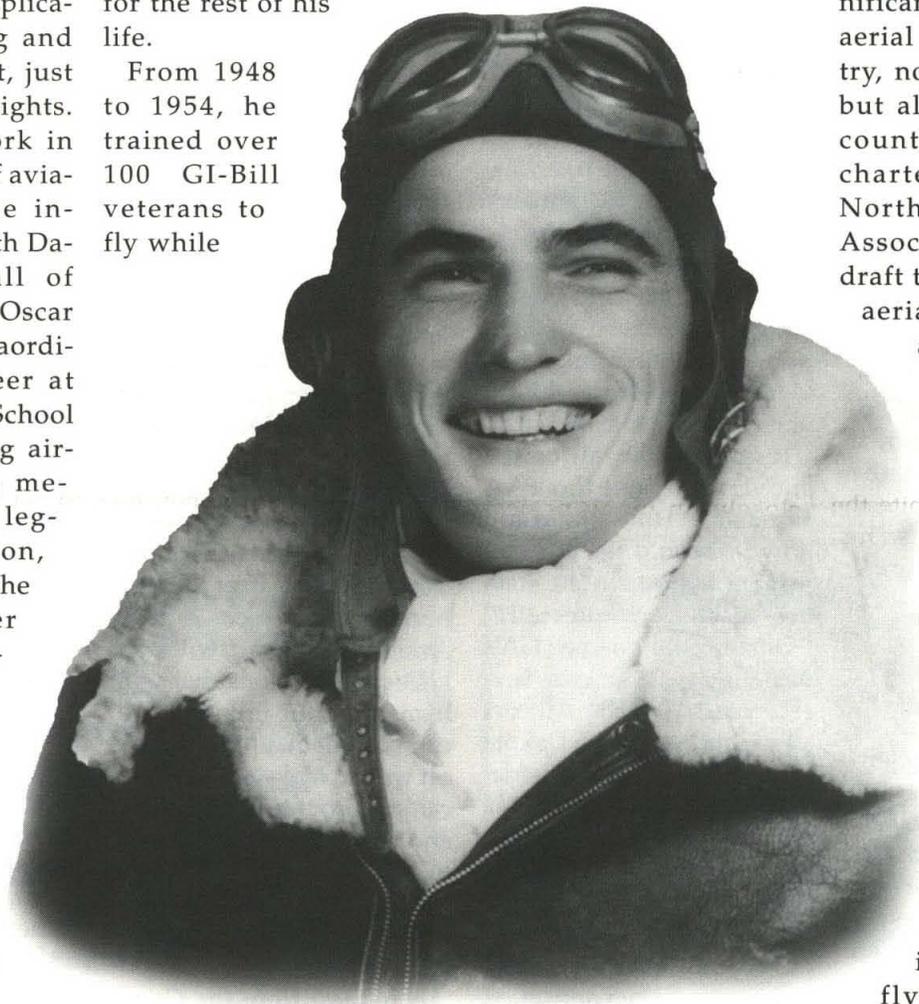
located in Walhalla, ND, while simultaneously serving as the Walhalla Airport manager. It was while he was located there that he saw the incredible opportunities for the application of agricultural chemicals from the air and started an aerial applicator business with Bob Wells.

Recognizing the potential for growth in the northeast quarter of the state, Ness relocated his business to Lisbon, ND in 1957 and his business expanded along with his reputation as an outstand-

aerial application business. His prior expertise in managing the airport at Walhalla came in handy, as he spent 38 years as the manager of the Lisbon airport.

As his notoriety spread, Oscar Ness became a significant advocate for the aerial application industry, not only in the state but also throughout the country. He became a charter member of the North Dakota Aviation Association and helped draft the very first sets of aerial applicator rules and regulations.

Throughout all of this, he and his wife managed to raise two children, he served on the Lisbon City Council for 10 years and participated in many community events. He was a fixture at Upper Midwest Aviation Symposiums where he regaled many with insightful stories of flying and life. His legacy is a national aerial application system that is unsurpassed throughout the world, and an example of the hard work and dedication his generation brought to everything they accomplished in North Dakota and aviation. The aviation community will miss him.



ing airman. During this period he pioneered such mechanical innovations as the under-the-engine mount for the fan spray pressure pump, an innovation that became the industry standard. Ness Airspray Company became one of the pioneer users of Piper aircraft as the workhorses of the

# NORTH DAKOTA SPORT AVIATION ASSOCIATION

By Darrel Pittman

Since September 11, I've been writing this article in my mind and I've been struggling with the words. I went back and researched some of my previous articles and found one I wrote when I was President of the Pilots Association. It's not word for word. As the manager of an air traffic control tower, it was my duty to disseminate information and help enforce the recent flight restrictions. Many of the pilots in the state know me, so they felt comfortable calling me for information. I didn't mind. It appeared that most of the pilots took it in stride despite the strain and hardship placed on everybody. I take my hat off to all the North Dakota aviators, and again say, thank you for allowing me to represent you (the North Dakota pilots) on the Aviation Council. The Aviation Council met in Jamestown on September 21. Unfortunately not all the members were present. The next meeting was planned for Grand Forks on October 17.

**FLY-INS:** The annual "Turtle Lake fly-in" was a great success despite the fact that no one could fly. I haven't gotten an official count from Diane yet, but they fed a lot of pilots who drove in. Marlette and I drove there in our motor home. Ray and Diane were fantastic hosts, they let us hook up to the water and electricity from the pilots' lounge. I'm looking forward to next year.

**CHAPTER REPORTS:** FARGO Chapter 317 has been busy with activities at the

Fargo Air Museum. That is to be their new home. The chapter contributed \$5000 and hundreds of hours of labor to that effort so far. Besides painting, cleaning, and getting things in order, they aided in setting up Dick Smith's escape and evasion display. The chapter volunteers provided host assistance on the Museum's opening day (Sept. 31) in which the museum took in \$15,000 between 11 AM and 5 PM.

They said... "not bad for a bunch of amateurs."

EAA headquarters reports that Chapter 317 has been credited with 2200 "Young Eagle" rides to date. I say that's darn good for a bunch of dedicated North Dakota Sport Aviation Pilots. Keep up the good work, guys!

MINOT Chapter 265 also has a home in the Dakota Territory Air Museum on the Minot airport. The chapter and museum have worked closely on many projects. Meeting nights are the first Wednesday of the month. Over the summer the chapter meets at the Flying "S" airport for cookouts and flying "Young Eagles." Guess who gets picked to grill burgers and brats? It's a lot of fun.

BISMARCK/MANDAN Chapter 1008 meets at the Mandan airport on the third Saturday of the month. During the summer they also have cookouts and "Young Eagle" flying. The cookouts are usually at Stuart Harner's hangar. The winter meetings are held in the pilots' lounge, thanks to Jim Lawler.

**WRIGHT FLYER PROJECT:**

At this writing, I don't have much to report. Paul Sonnenberg of the Minot chapter has finished two propeller shafts. They look real good. I hope to have more in the next *Quarterly* article. Cleared for take-off and happy fly-in. Darrel

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# ND PAMA NEWS

By Gary Stagl, NDPAMA

After a long summer's recess, preparations have begun for the 2002 Upper Midwest Aviation Symposium. After a two-year run in Fargo, the convention will be held in Bismarck. The NDAC has ruled that the Symposium shall be held in one place for up to two years, and then be moved to another location. Besides Bismarck or Fargo, Grand Forks is being considered for the site of the 2003 UMAS, with a program highlighting the UND Flight School. October's NDAC meeting was held in Grand Forks to consider possible preparations. The initial NDPAMA meeting will be held at that time also, to begin plans for speaker selection. I will contact Bill O'Brian to see if we can get him booked for a return engagement, along with the local FSDO for the FAA's portion of the show. Any suggestions for speakers or exhibitors would be appreciated, along with comments about what changes and additions any member would like to see implemented. The 2002 convention will again be starting on Saturday, so you can get your eight-hour refresher course completed over the weekend without having to miss any working days.

Certificates for attendance for the 2001 convention are in the process of being mailed out, and included will be an order form for PAMA clothing with the new logo. We will have a limited supply to sell at the convention, so if you have a special size, monogramming, or other requirements you should order

before the convention. You can have your order shipped to you, or you can pick it up at the symposium.

Frank Argenziano is in charge of collecting nominations for the Charles Taylor Award, so if you know of any veteran mechanics with fifty years experience in aviation, please help these gentlemen receive the credit they deserve. The requirements do not specify holding a certificate for fifty years, experience with aviation or military service before getting a license counts toward the time requirement. Please contact either Frank or me with suggestions, and we will get you the needed paperwork.

I visited the NDPAMA link at the NDAC's web site, [ndac.org](http://ndac.org), and saw that I needed to do some updating. I will be in contact with the web master to update and add to its content. Any suggestions or input for additions would be appreciated. One thought I had (whether it is appropriate or not), is perhaps the inclusion of employment information.

The tragedy of September 11th has changed aviation forever. Many FBOs and Ag operators were stressed by the shutdown of commercial and general aviation, including UND Flight School, which lost much revenue during the two-week-plus ban on training exercises. Commercial traffic will be decreased for quite awhile, with many mechanics losing their jobs. The proposed Sport Pilot License rules will surely be delayed, if not forgotten. New security rules and regulations will limit our freedom of flight and possibly require additional equipment in aircraft to monitor flights. As professionals in aviation, we must do our best to ensure security and safety.

We must also become ambassadors and educate the general public about the benefits, safety, and needs of the aviation industry. Perhaps some programs at next year's symposium can be geared to lobby elected officials and the FAA to help revitalize general aviation.

Please feel free to contact me if you have any ideas for the convention, web site, or articles you would like to see in the *Quarterly*. My mail and email addresses are - Gary Stagl, 309 2nd Ave. NE, Mandan ND 58554, [aerohead@btigate.com](mailto:aerohead@btigate.com), and my telephone number is 663-9925 or 663-1305. You could also contact Vice-president Dan Kasowski at 1214 Cottonwood, Grand Forks, ND 58201, [kasowski@aero.und.edu](mailto:kasowski@aero.und.edu), and 772-7911, 772-6651, or 218-779-8367

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# AAND NEWS

First of all, our thoughts and prayers are with those that lost friends and family in the tragic attack on September 11. We are all deeply saddened by these events.

Airports have seen some new security issues emerge as high priority since the attack, as well as the possibility of changing who is responsible for airport security and security screening for airline passengers. A new 300-foot rule has been established that does not allow cars to be parked within 300 feet of the airport terminal. This has affected all eight commercial service airports as their parking lots, or portions of them, fall within 300 feet. Airport security has been beefed up

to include National Guard personnel and additional law enforcement at all security screening checkpoints until the FAA comes up with a plan as to how they will take over these responsibilities at commercial service airports. AAND is continuing to work with our U.S. Congressional delegation in Washington to ensure that the security plan for airports is not a "one size fits all" approach. I hope practicality will prevail and that the standards that are mandated for Minneapolis are not the same standards that must be met by smaller airports, such as Devils Lake.

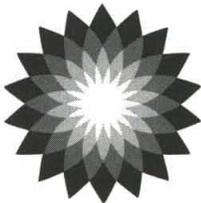
I would like to commend everyone that worked so hard in getting the airports certified and reopened after the attack, including pilots

who waited patiently as their airport was in the process of getting FAA approval to reopen. GA airports did a great job of ensuring the no-fly restriction that was implemented by the FAA was obeyed by all aircraft. It was a tough wait, but VFR aircraft finally received the go-ahead to resume flying.

I applaud the efforts of Governor Hoeven who generously called on the National Guard to help secure the commercial service airports around the state of North Dakota. With budgets becoming smaller and expenses becoming greater, this was just what the doctor ordered as the FAA and Congress figure out how to take over the security responsibility. Thank you also to Gary Ness and Mark

Holzer who were the point men as this event unfolded and were able to answer the many questions posed by airports around the state.

In other news, the AAND has a great symposium planned. There will be a host of airport management issues that will be covered by airport management guru Bill Green. FAA personnel from the ADO in Bismarck will be presenting issues related to federally funded projects at your airport. This is going to be a "don't miss" symposium this year because of the great topics that will be covered! As the cold weather approaches, I urge everyone to brush up on their winter operation procedures prior to that first snowfall. Have a safe winter and I look forward to seeing everyone at the symposium.



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# ND AERONAUTICS COMMISSION

## Aviation Briefs

By: Mark J. Holzer  
ND Aeronautics Commission

### Northwood Municipal Airport Opening

After a late summer paving overlay, the Northwood Vince Field Airport is opened for public use. As always, with any airport, check NOTAMS prior to flying to a destination.

### Airport Management Seminar

Plan to attend the March 2-5, 2002 Upper Midwest Aviation Symposium. The Symposium will be held in Bismarck. A special 2-day Airport Management program sponsored by the North Dakota Aeronautics Commission will be held. Training in

airport grants, pavement reports, public relations, airfield safety and security is planned. All airport board members and managers are encouraged to attend!

### Sky West Airlines Replacing Air Wisconsin

On October 31st, Sky West Airlines began service for Bismarck-Denver replacing Air Wisconsin. Air Wisconsin is planning to return next March. The change in service is part of United Airline's reaction to the September 11th tragedy and closure of West Coast United shuttle.

### Airport Lighting Check

Before the next snow falls, check airport lighting for outages. Do not forget the windsock top lights and rotating beacon. Also, check if your runway light controller (122.8 or 122.9) activates lights. Some airports have taxiway reflectors so align or replace as needed. Rotating beacons should have cold weather kits, so check with your manufacturer.

### Disadvantaged Business Reports

Airports in North Dakota with federal grants over \$250,000 were required to submit accomplishment reports to the FAA by December 3rd. The primary commercial airports of Bismarck, Fargo, Grand Forks, and Minot can report directly to the FAA. The commercial service and general aviation airports will report to the North Dakota Aeronautics Commission through project engineer's filing reports. Contact the Commission at (701) 328-9657 for details.



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Danielle

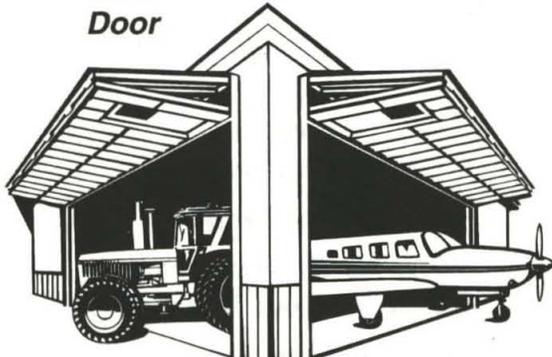
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# FAA Offers State Airport Inspection Grant

By: Mark J. Holzer, Aviation Planner ND Aeronautics Commission

In late September, the FAA Airports District Office at Bismarck provided a grant to the North Dakota Aeronautics Commission to inspect the 85 non-FAA 139 certified airports. The grant will allow the commission staff to visit with airport boards about airport operations and safety items.

The program has not been funded the last two years. Several airports have outdated information that is critical to air safety. The information

gathering of safety items including;

1. Runway landing surface condition
2. Lighting schedule and condition
3. Local airport contacts
4. Services available
5. Fuel types and phone numbers
6. Snow removal schedules
7. Operational and based aircraft totals

The Aeronautics Commission will be able to review corrective action and funding for future state and federal programs. The new state aviation security plan under the Governor Hoeven's Homeland Security Program will be addressed. We look forward to seeing you over the next 12 months.

## 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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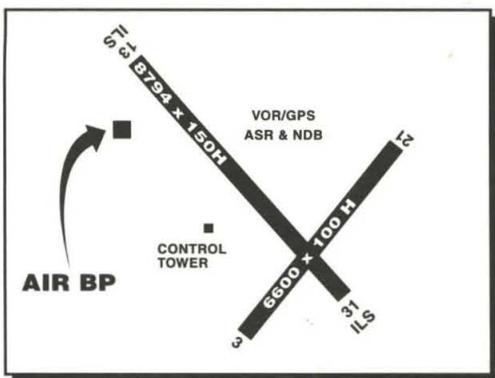
**Email: [dennisr@determan.com](mailto:dennisr@determan.com)**



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Here is another view of our featured aircraft this month. It's owner has had it on floats for several years now, and reports that he enjoys the versatility it provides him.



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