

# Aviation Quarterly

Issue #61

www.ndac.org

NDAC

Fall 2003

## North Dakota Flies Proudly

Governor John Hoeven presented Ms. Malia Mosman, a UND/John D. Odegard School of Aerospace Studies student, with a North Dakota Flag and a signed proclamation which Ms. Mosman will carry with her on a cross country flight to Kitty Hawk, North Carolina.

The Experiential Aircraft Association (EAA), headquartered in Oshkosh, Wisconsin is sponsoring a program to fly all 50 state flags and a Governor's proclamation to Kitty Hawk. This program is in support of the "Centennial of Powered Flight Celebration" in Kitty Hawk on December 17, 2003.

Malia, a founding member of the local Grand Forks Chapter of EAA was chosen by EAA National Headquarters to make the flight representing the EAA Chapters of North Dakota. She will be flying a SR-22 Cirrus Aircraft donated for the trip by



Governor John Hoeven (left) and Gary Ness (right) present Malia Mosman with a North Dakota Flag. Photo by Amy Taborsky

Cirrus Aircraft Company of Duluth, MN. Cirrus Aircraft Company has manufacturing support facilities in Grand Forks.

Ms. Mosman, a Salem, Oregon native, is a senior at UND/JDO majoring in Aeronautical Studies with

an emphasis in Aviation Management and Air Traffic Control. She holds a FAA Private Pilot's License and is working on all phases of advanced flight certificates at the school. In the past Malia has enjoyed working during the summer on her

grandparent's blueberry farm outside of Salem.

The Proclamation urges all citizens to join in the national celebration of the innovation and pioneering spirit of the Wright brothers and a century of powered flight.

## CHAIRMAN'S CORNER:

By Dan Kasowski

"Exploring the Second Century of Flight" is right around the corner! This year's Symposium will be held in Fargo, N.D. at the Ra-

mada Plaza Suites. The dates for the 2004 Symposium are March 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup>. Make your reservations now at 701-277-9000, and don't forget to mention they are for the Upper Midwest Aviation Symposium to receive your room discount.

Your NDAC council

members have resumed their monthly meeting after taking a few months off this summer and are already busy making preparations for what looks like a great Symposium. We are exploring the idea of having the Ice-Breaker at the Fargo Air Museum where everyone

could enjoy the Hall of Fame Wall and view many of the nostalgic aircraft, including the "Wright Flyer". We are also working very hard to get our exhibitor attendance increased. Our goal is to pack the ballroom and overflow into the hallways. So, if

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Chairman from page 1

you know of someone who may want a booth or know of someone you would like us to pursue for a booth, let one of your council members know.

It's hard to believe it is already autumn! Where did the summer go? Things here at UND have been going great. The fall semester is well under way and final enrollment for UND Aerospace is at 1750 students, which is slightly up from last year's enrollment of 1650. Someone asked me the other day if we were staying busy? September is typically one of our busiest months. Last Friday, September 19<sup>th</sup>, UND GFK flew 639.5 flight hours in addition to another 87.6 hours in the flight simulators; for a one day total of 727.10 hours. We had a weekly total of over 3000 hours, so yes, we have been staying very busy.

On Wednesday September 10<sup>th</sup> Malia Mosman, a UND aviation student, departed from Grand Forks for Kitty Hawk N.C. with special cargo in hand. The UND senior aviation student went to Kitty Hawk N.C. to drop off a piece of North Dakota at the birth place of manned flight as part of the year long centennial celebration of the Wright Brothers assent into history.

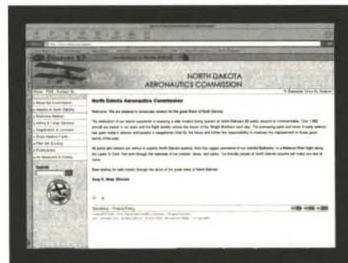
The Experimental Aircraft Association chose one of its' members from each state to fly to N.C. and deliver their state flag to the Wright Brothers National Memorial in Kitty Hawk, where it will be flown for a full day. The EAA chose Mosman, 21, a triple major at UND in commercial aviation, management and air traffic control to be North Dakota's representative.

As part of the "50 Flags to Kitty Hawk" program each state gets its own special day and North Dakota's was Friday September 12<sup>th</sup>. Mosman also took with her a proclamation from North Dakota Governor John Hoven, declaring Friday "50 Flags to Kitty Hawk Day in North Dakota."

After the flag has flown over the Wright Brother Memorial for a day, it will be lowered and sent away to join a traveling memorial of the Wright Brothers first aircraft. The North Dakota flag and all other state flags will be returned to Kitty Hawk to be present for the re-enactment of the 1903 Wright Flyer flight Dec. 17<sup>th</sup>.

Mosman made the trip to Kitty Hawk in a Cirrus aircraft that was donated by Cirrus Aircraft. The SR22 "Centennial" as it's called, is the 1,000<sup>th</sup> aircraft manufactured by Cirrus and only the 100<sup>th</sup> of the limited "Centennial" edition.

**North Dakota Aeronautics Commission's new web site is located at [www.state.nd.us/ndaero/](http://www.state.nd.us/ndaero/)**



*The NDAC had developed a new web site that showcases aviation in the great state of North Dakota. Check out this informative and easy to navigate web site.*

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## From The Editor

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Please forward all mail to this new address.

Thanks,  
Amy Taborsky  
Editor,  
Aviation Quarterly

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## FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,  
ND Aeronautical Commission

In the last three fall editions of the *ND AVIATION QUARTERLY* this author put together an early day aerial application business trilogy. The food chain development of the business was very simple from bottom to top: Loader, Marker, and the Pilot. It was pointed out how all of the facets of the business were essential during that special time of aviation development in North Dakota. These early day businesses were the truly entrepreneurial in nature but very basic in structure and financing; a very simple picture to describe. In the last issue it was pointed out that there was a fourth prong to the fork of the business management team, described as a fourth factor that came with this industry that cannot be valued highly enough. These persons were the wives of those pioneers. The thoughts of fear and trepidation endured by the wives are incalculable. Typically, as pointed out, the pilot was a WWII aviator who had spent a considerable length of time flying overseas missions, with communications sporadic at best throughout the conflict.

Not only had a young wife endured the uncertainty of war-time, but now the intrepid aviator asked her to stand by again while he tried something new in the business world, aerial application. She quickly became the booking agent for the business because the home became the office and telephone contact for the business. Heaven forbid if the airport would have a phone line, as the cost of another phone line would be the break point for the bottom line. The "Mrs." became very professional at taking the information about who called and where they lived. She



would give the prospective customer a good idea when the "aviator" would be able to get to them or set an appointment to walk the fields. Over time, this evolved into taking the legal description of the fields to be sprayed and the crop mix around the target field, plus all other pertinent information needed to book a customer's job, with calming questions such as "Are there any tree claims or highline wires?"

There is more than a better chance that this partner was also the bookkeeper and billing agent for the business. The pilot or marker would put together the day's finished work orders and bring them into the house for posting and recording. The wife would have the responsibility to understand the chicken scratching that masqueraded as handwriting on the work orders. She probably paid the bills from the chemical companies and made sure the discounts were taken on early payment. She took payments from work order billings and did all the PR work related to the administrative side of the business. She was typically a bill-collection baracuda. This partner not only did all the previous stuff, but typically there was a family: a national average of 2 kids, station wagon and a dog. Which made her responsible for managing and keeping together a busy household too.

She had the worry of all aviator spousal units in the history of the industry, whether male or female. At least once a season she would receive an early-morning telephone call, "We saw a plane go down the field, but didn't see it come up again." What was she to do with THAT information? She lived with the denial of the danger of the business and with a developed attitude that until a strange car parked in front of the house, she would not think about the danger at all. It was a way of life; and the pilot she lived with, in his mind, was ten feet tall and bulletproof. Well, come to think about it, if it wasn't dealt with in that way, no one would have left the ground to do anything. As the business grew and progressed she not only took the inquirers calls for new work, she also dealt with the questions on when

the crew was going to get to that ordered application.

I have to tell this story: Ness Air Spray had a very loyal and good customer who would have us spray his whole small grain acreage, but he would only sign up 40 to 60 acres at a time. Thus, we would have about 6 to 8 of his work orders to process over the summer. The customer, Peter by name, would keep very close track of his work orders and the timely application of same. To us on the job, it didn't pose a problem but to Mom at home, with the phone, it became a giant pain in the back end.

From about Day Three following his work order call, Peter would check on whether we would be getting to his fields that day or not. It wouldn't seem to be an unreasonable inquiry. Really,

*Continued on page 5*

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# AAND

Charity Speich  
Airport Manager  
Dickinson Municipal Airport

I finally understand why there was laughter when I volunteered to be the AAND representative to the NDAC. The hard part of the job is finding a topic for the *Quarterly*. After scouring my brain and talking with Mark Holzer, I decided to write on a topic that has been a problem for the Dickinson Airport as well as other airports across the state and around the country: Automated Weather. There are 14 automated weather stations at airports across the state of North Dakota (8 ASOS, 6 AWOS). Some stations are repaired by the National Weather Service and some stations are repaired with local funds.

The last human weather observer left the Dickinson airport in June 2001 with the promise from the FAA that ASOS would be better than a human observation. As many of you know, the FAA owns the ASOS equipment and the National Weather Service is responsible for maintaining it. AWOS, on the other hand, is owned and operated by the FAA. Dickinson's FAA Aviation Service Level Rank is D, which gives an ASOS restoration standard of 36 hours. The rank is determined by a set of three factors: Severe Weather, Alternate Airport and Critical Airport Characteristics. AWOS equipment, which is owned AND maintained by the FAA, is on a next day restoration standard.

The following is a hypothetical ASOS failure scenario for an air carrier airport. Five o'clock am on a federal holiday ASOS stops reporting visibility. This is not a problem for most aircraft because the day is severe clear with unlimited visibility. However, the airline flight due to arrive

at 6 am cannot land without visibility reporting. The pilot is forced to overfly the airport due to weather. The gate agent at that airport is forced to tell passengers that the flight is cancelled due to weather. The passengers look outside and cannot believe it. There is not a cloud in the sky. It's a beautiful morning.

The National Weather Service is called to repair the equipment before the next flight comes in at 12:30 pm. However, they are not allowed to send someone out to repair the equipment because it is a holiday and would be overtime for the employee. The NWS is not authorized to provide overtime to fix an ASOS, if the problem can be fixed within the 36 hour window. This means the "hypothetical" airport will lose 4 flights on Monday, and at least one flight on Tuesday and still be within the 36 hour window. A small air carrier airport cannot lose an entire day's flights and still survive. This particular airport has had numerous problems with this machine in the last year, and the FAA cannot believe the airport has not taken steps to fix the problem. The FAA's suggestion: find humans to backup the automated observations! Of course, the equipment must be purchased and the backup observers must be trained and paid at the expense and liability of the airport.

I believe there are two possible resolutions to this problem. The first possibility involves the FAA tightening their standards and allowing the National Weather Service a faster response time. The second option includes the FAA finding backup observers to backup their faulty equipment. The additional burden of finding a resolution should fall on the shoulders of those who made the initial promise of better service to airports.

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# COMMENTARY

## Airspace

By Darrel Pittman

Last time I told you about the types of airspace. Now I'm going to tell you about the process of establishing new airspace, which can be lengthy.

A unit, usually a military unit, deems a need for some Special Use Airspace (SUA). That airspace usually has to do with some form of training. The FAA has an order that deals with SUA. That order is FAAO 7400.2. The order gives specific procedures to follow in requesting and using a piece of SUA. When I went through airspace school, the instructor made it very clear that any SUA request would take no less than a year, providing the requesting unit has completed the proper coordination. That coordination is very specific. The request must show how the airspace will be used and when. Plus, they must have completed an Environmental Impact Study (EIS). That alone is very lengthy. After that it can be presented to the FAA.

So, let's take a look at the current airspace proposal. It's proposed to be contained in the boundaries of the State of North Dakota in class "A" airspace (an ATCAA at or above 18000 feet). Lets assume the piece of airspace was approved in its existing form. It would have gone through the FAA's Washington, DC airspace office for review. Then, in this case it must go through two regions for review, the Great Lakes region in Chicago and the Northwest Mountain region in Seattle. That could have taken at least six months. Now the real negotiating begins. The facilities that must make this work have the final decision. In our case Minneapolis Center and Salt Lake City Center. Yes, the North Dakota airspace does fall into two centers airspace. Are you starting to get the picture? Anyway, as you can see the negotiating process does become more difficult. The big issue is workload and traffic flows.

The existing airplane traffic flow must be considered. What affect will it have and how much work will it cause the controllers? How safe is it? A couple of years ago Minneapolis Center reconfigured the traffic flow. This was done to divert traffic from sectors with too much traffic to sectors that could handle more. The sector that overlies North Dakota took on more traffic to help with that problem. The sector over North Dakota has more traffic now. That reconfiguration affected Salt Lake City Center sectors as well. As an old airspace officer, I'm here to tell you, it's going to be a tough sell to the FAA centers. I was at the presentation in GFK. The very first thing that came to mind was the coordination nightmare involved with trying to work military aircraft in a SUA and keeping the civilian aircraft safe and on course. Again, as an old center controller, I'm here to tell you it's go-

ing to be a tough sell. I've also been an airspace officer for the Air Force. Aviation training is not static. It usually needs to be changed. Maybe more airspace, or less, or different altitudes, possibly lower.

This airspace proposal is being advertised as a possible economic benefit and base saving effort. I think that's a wishful dream. In my opinion this is being approached on the wrong premise. About all that's been accomplished is to alienate the local aviation interests.

Most of us, including myself are veterans, and we want our military to have the best training possible. It should have been approached in that light alone. I would have even helped, and I still will.

Personally, I don't think the proposal will fly. But, don't become complacent. It's important to not let this issue die, that will defeat you. Stay informed.

See you at some of the fly-ins.

CLEARED TO LAND, Darrel

Director's Chair  
Continued from page 3

it wasn't. There were similar customer calls all of the time, but Peter preferred to call at 5 am, which was about 30 minutes after Dad and I had left the house for the airport. The business phone, remember is not at the airport, but at home. Mom would answer the inquiry from a very gracious customer. "Mrs. Ness, are the boys going to get to my 40 today, do you know?"

Well, one year we had "wind and rain" and a lot of work piled up and a lot of calls were coming in. Peter had made six straight morning inquiries and Mom was about to go spray the 40 herself. Well, one evening about 7:00, I told Mom we would be getting to Peter's 40 the next morning, FOR SURE. Knowing that because they arise early to milk the cows, German farmers Peter's age would retire about 9:00, so Mom waited until 11:30 pm and called Peter to announce: "Peter, the boys will be spraying your 40 in the morning! I thought you would like to know."

It was at that time that Dad decided to move the phone with the business number out to the airport, regardless of the cost factors. For some reason he saw some convenience in having an office and a phone at the loading site! Business development comes from different directions.

Peter never called again with a 5:00 am inquiry, by the way.

The invisible fourth prong on the management team. The incalculable valued member.

Thanks, MOM. And thanks to all of the other such brave women who contributed and still contribute so much to a continuing business invention.

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# NDPA – Impression of AirVenture

By Paul Hanson

In all vocations white collar, blue collar, large and small there is always one item termed as a pilgrimage. For those in the aviation community there are several major outings one should, if possible, attend. One of the best-known conventions, gathering of aircraft, people and support for aircraft, is none other than EAA's AirVenture in Oshkosh, Wisconsin.

After twenty plus years of dreaming to go just once to this convention, 2003 let the dream become a reality. High anticipation abounded with a first venture to this well-known event.

As with all fly-in events, you must fly to the event, so I did with three other friends who had previously been to Oshkosh.

When approaching the AirVenture event in Oshkosh by air, follow procedures prescribed by FAA Notams. We followed instructions to the letter, otherwise not so nice things may happen. One-way communications procedure is enforced; they speak to you and you comply. The procedures are very orderly, precise and efficient. After awhile, realization sets in that normal air traffic procedures would slow the arrival of aircraft at high peak times to a chaotic, slow crawl.

Once on the ground, just follow the guides (you must have a sign indicating where you want to go to as indicated in notams). After parking, get registered and start enjoying the adventure. Oh yes, if camping, set up camp, (very important to have sleeping quarters for a several day stay.) After sitting along the runway awhile, the beauty of the organization at AirVenture becomes apparent. It seems like

an organized chaotic affair. It is one of those situations where as long as every one is on the same page for operations, things go smoothly. But when people try to modify the procedures, things start to go awry and could have a disastrous outcome if not for some very vigilant people keeping order.

On to the rest of convention, where does one start? Like war birds, lots of variety to see, from the classic P-51 Mustang to the less known L-19 Birddogs, early Venom and Vampire British jets. The experimental category and classes, way too many to mention, the certified aircraft are present in great quantities too.

Education, you say, there are the hands-on workshops and forms for the homebuilt aircraft. New or old items on the market, what is your heart's desire? Oh, my goodness, my head is spinning in 360 turns, faster than a tight spiral spin.

This event definitely deserved some forethought before attending to get the most out of it in a short time period. An ideal situation would be to attend the entire show length. For shorter stays, do some preplanning, it is well

worth the effort.

Oh, yes, the daily highlight, the airshow demonstrations. Warbird fly-bys and salutes to the aviations heroes and heroins of yesteryear. Yeah, the acrobatics demonstrations were great, skills displayed by old pros and upcoming stars of tomorrow. Most acrobatic displays involve one aircraft at a time. This year some of the long time professionals got together and did some nifty work with two and three aircraft at a time, all going in different directions at once. I am not talking about a formation flight demo. Just an example, one show's starting sequence involved a biwing Bulldog (special one of kind) aircraft taking off to an altitude of 200 feet then hanging at the edge of a stall for a few seconds with full power. Nosing over a little to gain airspeed it started a spiral-circling climb. At about 500 feet it stops the climb. Starts a level circle, trailing smoke from the beginning. A second aircraft, a Waco with a jet engine attached, takes off down the runway. When it gets to a point almost underneath the aircraft circling, the Waco pulls to a vertical attitude and kicks in the jet engine

to full thrust, sending it up through the center of the circle of smoke left from the first aircraft. After passing the circle of smoke the Waco performs a hammerhead maneuver and descends straight down its own trail of smoke back to the surface. This sequence took a lot less time to perform than to type out.

The complexity of this new airshow demonstration is one that has to be seen and not read about. Remember this act is performing from the surface to 500 feet. On a still, calm day when the smoke from these aircraft will just hang in the air, the thrill and excitement is increased as the aircraft take turns entering and exiting the smoke near the ground, mostly in opposite directions. The whole purpose of this act is to bring back the thrill and excitement of the old barn storming days of the 20's and 30's. I wish these performers good luck and safe flying for their act.

When the time comes to leave Oshkosh, there is a let-down from all the adrenaline ceasing to pump thru the body. The sadness passes as one must think of the flight home. The memories of the adventure will linger for some time to come. Perhaps the adventure can be duplicated in the near future. Any one game for next year?



*Cessna Model 165 recently restored, modified with amphibious floats. AirVenture 2003*



# North Dakota Aviation



## HALL OF FAME

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Name of Nominee: \_\_\_\_\_

Birthdate: \_\_\_\_\_ If Deceased, Date of Death: \_\_\_\_\_

Current Place of Residence: \_\_\_\_\_  
(If applicable) \_\_\_\_\_

City and County in which this nominee's greatest aviation contribution(s) took place,  
with respect to this award:

\_\_\_\_\_  
City / County

**This Nomination is submitted by:**

\_\_\_\_\_  
Individual or Corporation

\_\_\_\_\_  
Address, City, State, Zip

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Telephone: (Home)

\_\_\_\_\_  
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**Instructions**

Each nomination will be judged according to the following criteria. Each category will be given equal weight in the judging.

- Major achievements in aviation in North Dakota.
- Significant contributions to the development of others in aviation in North Dakota.
- Special service to the state of North Dakota in aviation activities.
- Activities that bring credit to North Dakota aviation, either nationally or internationally.
- Significant contributions to the local community or the state of North Dakota that are not related to aviation (i.e.; service clubs, church related, political activities, etc).

Each entry must include information that meets each of these criteria. Each entry will receive a more accurate evaluation if the information is presented by category in the suggested order. Additionally, the nominee's achievements must be submitted type written, double spaced with the text limited to a maximum of four pages. If the nominee is selected, the nominator is responsible for a 5 x 7 photograph of the nominee.

Nominations are to be sent to:

**Aviation Hall of Fame, PO Box 5020, Bismarck, ND 58502 before November 30<sup>th</sup> of this year.**

If you have any questions please write or phone (701) 328-9650.



# A Better Thing That They Did That Day,

By Gary R. Ness

**What?** The North Dakota Pilots Association (NDPA) rendezvous at the Garrison Dam Recreational Airpark on Saturday, September 13<sup>th</sup>, was a great gathering. Twenty-two people, five aircraft, two pickups, two vans, two cars and a pull-type trailer camper brought the work crew to airport ident #37N. The focus of the gathering was to help the Aeronautics Commission staff with some fall clean up chores and general repair and maintenance to the facility. The crew replaced the side markers of the runway with Landing Signal Officer (LSO) Bob Simmers giving great direction; "left, left, right, right, ok-nail it." A change over from small orange marker cones to large white / black tipped marker cones was accomplished and an aerial check by Jeff Faught of Bismarck, gave the change a big thumbs-up. The old barricade style boundary markers on the ramp area were replaced by orange and white barrel type markers. Roger Pfeiffer and Dennis Adams,



Mandan, made sure that these barrels would give the arriving aircraft a very good gauge of where the side of the ramp area begins and quits. The segmented circle, with the pattern direction indicators, was repaired and two cones were replaced.

The airport entrance sign on the Downstream Camp Ground Road was replaced; Steve and Julia Vigue of Center took care of that responsibility. Now Erling Rolfson of New Rockford will have the right entrance the next time he visits. The crew that walked the farthest did the runway FOD walk. The Airpark is a dirt/gravel surface so a FOD walk should be accomplished several times a



summer. No one claimed the prize in finding a diamond or ruby (Holzer says there are gems on the runway). However, Larry Taborsky wanted to visit the fish ponds, but was told to keep walking. Several interesting types of rocks and stones were found and removed from the landing area. Mike Gunia and daughter Kim arrived in their Stinson just to walk the runway. There were several complaints that not enough water was available for this arduous journey.

The biggest and best event was the repainting of the windsock pole and the replacement of the windsock itself. After the pole was lowered and painted, the crew, with teamwork not

found anywhere, replaced it in the upright position only to find that the holes for the bolt holding the pole secure did not line up. After seven or eight pilots had their opinions heard and several ideas were appraised, the bolt finally went where it should and the pole returned to serving the airport with a brightly painted and shining personality. Thanks to Red Ewing of Garrison for his leadership and guidance of the windsock pole subcommittee. Erling has taken the responsibility to finish the paint job that the weather curtailed early.

The people traveling the farthest were a trio from Grand Forks, Mr. Paul Hanson, plus Ann and Bruce





# Which They Have Never Done Before



Smith. Paul drove over for the day, just for the companionship of his flying buddies. Bruce is the Dean of the JDO School of Aerospace Sciences; the Smith's stopped to visit on their way to Williston, where UND/JDO has a satellite flight training operation in partnership with Williston State College. Bob Bradameyer and Sheldon Smith of Fargo arrived via the airways. Bob was airborne this time leaving his second love; a Ford Model "A" at home. Sheldon had his ever-present camera along and I'm sure his record of the event will be well done, horizon to horizon.

All the people that came to the get-together were welcomed with at least six climatic changes in the five hours we were on the grounds. Thanks to Dan and Connie Vigessa, their trailer awning came into great use when the rains appeared out of the west. Connie's chef work was well appreciated. The coffee was the best in the West. Dan still needs some help in counting, but

that is another article. No downwind landings were observed.

Thanks to Marlette and Darrel Pittman for the e-mail organizational work with the NDPA and general supervisory work. The Garrison Dam Recreational Airpark has never looked so good.

Please check this issue for the photo work of NDAQ Editor Amy Taborsky.





# Is Privatizing Air, Traffic Control Towers Just the Beginning...

By Charles Spence

WASHINGTON, D.C.— Congress returns from its summer vacation after Labor Day and one of the first issues to come up will be the reauthorization of the Federal Aviation Administration. Although members have been on hiatus, their staff workers have been lobbied hard over a section of the legislation changed by the conference committee.

Both the House and the Senate passed bills that did not carry a provision to privatize air traffic control, as President George W. Bush wanted. However, as the committee met to reconcile the two bills, strong lobbying by the administration resulted in the addition of a provision to grant FAA permission to privatize a limited number of control towers.

All this started almost a year ago when President Bush reclassified air traffic control as “commercial” rather than “inherently governmental.” The administration wants permission to privatize 69 air traffic control towers, replacing government employees with people on the payroll of bidders for the business. Despite FAA Administrator Marion Blakey’s assurance that government would not contract out other elements of the air traffic control system, the Association of Air Traffic Controllers fears the towers are just the beginning.

Privatization of control towers began in 1982. How big and how successful it has been depends on who is talking — and that is one reason why legislators have a difficult time resolving issues.

According to the Contract

Tower Association (CTA), the program included 219 towers as of July 2003. The number increased 34% (163 to 219) since the beginning of government fiscal year 2000. The military has used privately operated towers for some 20 years, according to CTA. The newest contract tower is at Vandenberg Airport in Tampa, Fla. Last year, based on FAA figures, contract towers nationwide handled approximately 612,000 U.S. military operations. CTA says all this has resulted in annual savings of \$54 million for the FAA.

The National Air Traffic Controllers Association (NATCA) paints a different picture. NATCA says there are only 189 contract towers — a growth of only 5% — and the cost of funding them has increased 49% over the past three years. The discrepancy in the number of towers and dollars, NATCA declares, is that CTA is counting the addition of 30 towers under a shared cost program, which started in 1999. Cost of contract towers is considerably outpacing the rest of FAA operation expenses, which, according to NATCA, increased 18% over the same period.

Both groups are using conflicting comments from the Department of Transportation Inspector General. According to CTA, Kenneth Mead, the DOT IG, has testified to Congress that the program “works well” by providing cost-effective services that are comparable to the cost and safety of the FAA-operated towers.

NATCA uses other comments from Mead: “Ac-

ording to Mead’s own past findings of the contract tower program, towers were not staffed in accordance with contractual staffing agreements, payment for services not delivered, contractors were overpaid, and the overall performance plan was inadequate.”

NATCA also says safety and efficiency are involved in the issue, charging that privatization has “failed miserably” in other countries. It says understaffing has led to near accidents.

Up to now the contract tower program has been at VFR airports. NATCA says this has been used by proponents of the program to have the public believe the privatization has been for small, rural airports. The present list would include much busier facilities like Van Nuys, Calif., the eighth busiest airport in the nation. It would not, however, include

any towers in Alaska, home state of the chairman of the conference com — who emptied his state.

Language in the pending legislation would limit privatization to towers. For the length of the bill’s authority — four years — other positions in the ATC system would remain untouched.

What happens after that worries opponents. Blakey says the present language would satisfy the administration and prevent a presidential veto of the reauthorization bill.

General aviation user groups generally support NATCA’s position, fearful that privatization of more towers will lead to total privatization with higher fees and less efficiency — as total privatization has proved in nations where it is in effect.

Charles Spence is GAN’S Washington, DC, correspondent.

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# Widow Of Crash Victim Sues...

Cirrus Design says it will vigorously defend itself against a lawsuit that claims its SR22 aircraft has "dangerous stability, handling, stall and spin characteristics" and that the onboard parachute system failed when the pilot tried to activate it. "We're going to court," Cirrus CEO Alan Klapmeier told AVweb. "We're very confident we have the facts on our side." The suit stems from a crash near Parish, N.Y., on April 24, 2002. The two co-owners of the aircraft, Joseph C. Fisher and Thomas P. Sedgewick, died when the plane entered a spin from more than 5,000 feet and did not recover. The Cirrus Airframe Parachute System (CAPS), manufactured by Ballistic Recovery Systems (BRS), did not deploy. BRS is also named in the suit as is Wings Aloft, author of the Cirrus Training Manual. The suit, was launched by Fisher's wife, Kathleen. According to the NTSB report on the crash, witnesses said they saw the Cirrus dive and then pull up three or four times. On the last such maneuver, the aircraft went into a spiral that some said turned into a flat spin. The plane was substantially destroyed by fire after impact. Investigators found the CAPS parachute, still in its bag, beside the airframe and the solid rocket that deploys it nearby. The propellant was expended. The safety pin for the handle that activates the parachute was not located.

## ...Flight Characteristics, Parachute System Blamed

The suit alleges that the aircraft went into the spin because of its flight-handling characteristics and maintains that the pilots tried, and failed, to deploy the parachute. Klapmeier flatly denies the claim, saying the allegation about flight-handling characteristics is a direct challenge to the FAA's certification of the aircraft. He said Cirrus wings are designed to prevent stall/spin conditions. As for the parachute, he said Cirrus' view is the rocket motor cooked off after the crash, not as a result of a last-second attempt to deploy it. "There is no evidence the parachute rocket deployed before the airplane hit the ground," he said. Klapmeier said he stands behind the company's decision to design an aircraft that resists stalls and spins. He said that most spins occur below recoverable altitude and the spin-recovery characteristics are a moot point in those cases. "I think we're going to save a lot of lives by preventing the spin," he said. The lawsuit claims the aircraft, the instruction manuals and the parachute system "were defective and unreasonably dangerous and unsafe." Klapmeier said defending the suit will cost the company a lot of money but with the fundamentals of his business under attack he's not about to settle out of court. "My view is, if we're wrong, we ought to pay," he said. "We aren't settling this because we aren't wrong." He said it will take at least a year to get to court.

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# NDAAM

By Don Larson

Our summer season is rapidly departing – it was a good season at the Dakota Territory Air Museum in Minot. In June, we hosted the Montana Antique Aircraft Association on their summer tour. Extremely high winds the day they were to fly from Williston to Minot kept all but one of their group on the ground. However, the high winds didn't stop the hardy group from their activities at our museum. They rented a bus and were at the museum for a great dinner and a lot of social activities. We have hosted these folks before on their summer tour and have received and continue to receive a lot of support from the folks from across the state line to the west. I'm sure they will be back again – we'll order a lot less wind next time. Great folks!!!!

In July, we observed Dakota Kid weekend at the museum. Nobel Peterson, Elgin, ND, a WWII veteran who flew P-51s, was known as the "Dakota Kid" to his fellow flyers. Appropriately, the P-51 he flew was named "Dakota Kid." Dr. Henry Reichert of Bismarck

has the name "Dakota Kid" on his P-51D. Nobel and Henry spend a lot of time traveling together during the summer to various fly-ins and air shows in the P51D. Through the efforts of Warren Pietsch and Dr. Reichert, the Dakota Territory Air Museum commissioned Leon Basler of Bismarck to do a painting entitled the Dakota Kid's Return, depicting Nobel Peterson, Dr. Reichert's P-51D and the Dakota Territory Air Museum. On the Dakota Kid weekend, Dr. Reichert, brought in his P-51D, and both he and Nobel along with the artist Leon Basler were on hand to visit with folks and sign prints. Leon also did the painting, "A Century of Flight...Vision the Future," for the EAA. Those prints were also on sale. The museum still has prints for sale if any one is interested.

In August, we went north to Northern Neighbors' Day at Minot Air Force Base. We took our Wright Flyer to the base and displayed it along with Warren Pietsch's 1928 Travel Air (25 years after the flyer), Dr. Reichert's

P-51D, Doug Rued's TBM Avenger, and Gary Johnson's Piper J-3. All in one hanger made a great display of the development of flying machines. The F 117 was also on static display.

Also in August, we had our annual fly-in and Airplane Sweepstakes drawing. Cheryl Chase of Hebron, ND, was the lucky recipient of the beautiful Aeronca Chief. Congratulations, Cheryl. We want to thank everyone who participated in the sweepstakes, and look forward to your participation next year.

We still have some work to do on the Wright Flyer – it will be completed before December 17<sup>th</sup>, the 100<sup>th</sup> Anniversary of Powered Flight. We are planning a social activity for the week of December 17<sup>th</sup>.

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## North Dakota Aviation Hall of Fame

By Gary R. Ness, Chairman

The "Wall of Fame" has moved to a temporary home:

The North Dakota Aviation Hall of Fame temporarily lost its home this summer. The Bismarck Municipal Airport, the home of the "Wall," is building a new airline terminal and with the demolition of the north wing of the old terminal the Wall display had to go to storage.

A committee that was formed to deal with the changes has delivered the picture portraits and write-ups, along with a framed picture of the logo and sponsors plaque to the Fargo Air Museum. The Air Museum is an enthusiastic host for the "Wall," please make it a must on your next trip to Fargo to

stop at the Museum for an extended visit.

The "Wall" will be displayed there for an undetermined time.

The Bismarck terminal should be done by March of 2005. The new terminal does have a very well planned area for the continued future display of the "Wall."

The new nomination form is available and can be found in this issue. The committee felt that a tighter written qualification section of the procedures was needed. All of the Council association members passed on recommendations of the committee, and the Council amended the North Dakota Aviation Hall of Fame Procedures during the March 26, 2003 meeting.

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## Shauna Larson named IFF Farmerette

ND Officers at the Minnkota  
Convention, June, 2003.

(Left to right)

Secretary - Roger Pfeiffer

Vice President - Dennis Risovi

President - Don Zimbleman

Treasurer - Ardith Zimbleman

ND Farmerette - Shauna Larson



Shauna Larson, LaMoure, ND, flew to the International Flying Farmer meeting in Kansas City, KS, July 22-27th with her grandparents Don and Ardith Zimbleman, of Fullerton.

Don was elected ND chapter president and Ardith, the ND treasurer,

at a meeting in Huron, SD, last June.

Shauna, International Teen President this past year competed with other teens from the U.S. and Canada for the title of International Farmerette. Now her duties are acting as hostess for teens attending the Flying

Farmer meetings. She and the Teen President help convention planners choose teen activities for the international meetings.

A family-oriented organization for all ages, the Flying Farmers began in Oklahoma over 50 years ago. The members are farmers, farm related

business people, pilots, and others interested in aviation and agriculture.

Shauna is a student at Dickinson State University this fall. She is on the varsity golf team there.





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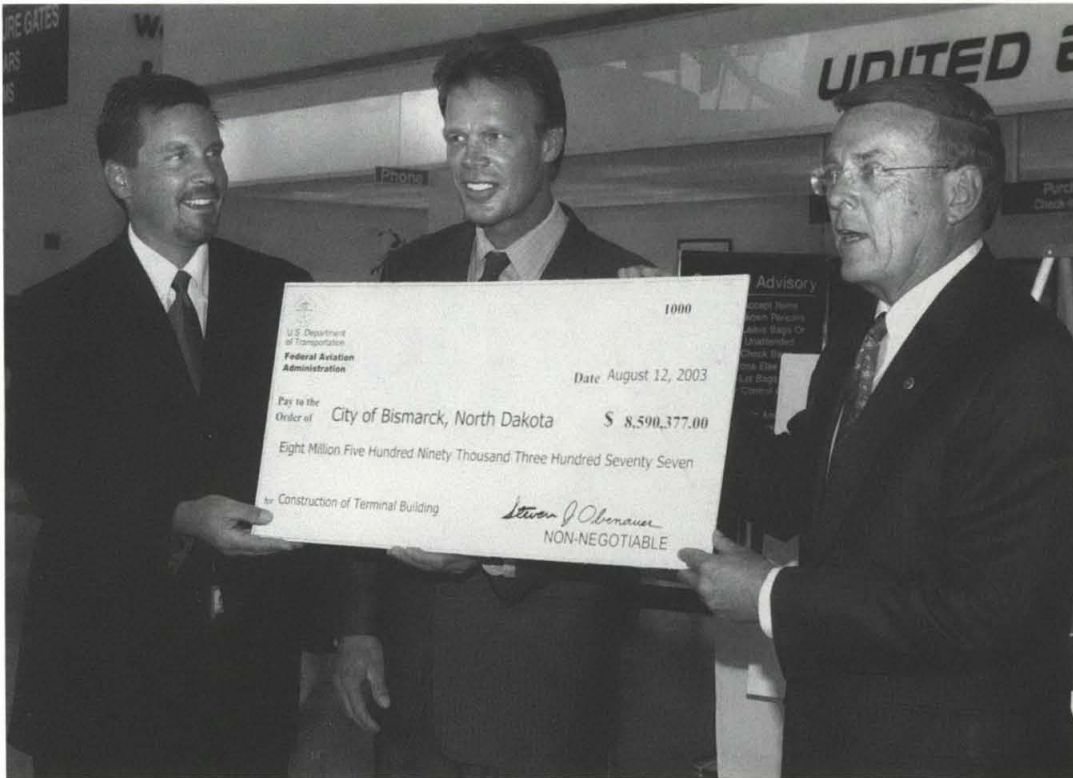


Photo by Amy Taborsky

Senator Byron Dorgan (right) at a press conference on August 12, 2003, presented Bismarck Mayor John Warford (center) and Greg Haug, Airport Manager (left), with a ceremonial check for \$8.6 million in federal funding for construction of a new airport terminal in Bismarck. The new terminal is expected to be completed in the spring of 2005.

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