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NDAC

Spring 2003

CHAIRMAN'S CORNER:

By Dan Kasowski

Couldn't wait for it to get here, it was over in a flash, and now we can't wait until next year! What is it? The Upper Midwest Aviation Symposium!

The Upper Midwest Aviation Symposium, "A Century of Powered Flight," has once again come and gone. I hope everyone that attended the symposium in Grand Forks enjoyed themselves. I hope you had a chance to visit with old friends, meet new, friends, learn something new and most importantly, I hope everyone had fun. This year's format was a change from past symposiums, and considering it was our first attempt at having it held at several locations throughout the city, I think it was a great success. I was a little confused on the weather situation in Grand Forks. It's usually not cold in Grand Forks and the wind hardly ever blows. Must have been just a fluke thing.

Over the past couple of weeks, I've had a chance to sit back, catch my breath, relax, and start making notes from this year's symposium; "What went well?" "What needs improvement?" "What didn't work?" We all

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A Year to Remember

By Darrel Pittman

The 2003 Upper Midwest Aviation Symposium has come and gone, and yes, it has indeed been a year to remember. As it always seems to be the tradition, the weather had the usual bluster. Despite that, the symposium was a very successful event. We

tried a different approach this year because it was such a historic time. In a way, it was like two symposiums held at one time. We strived to celebrate the "100 Years of Powered Flight" and showcase the outstanding facilities at UND's Center for

Aviation Sciences, in addition to our traditional symposium educational sessions. The members of the Aviation Council worked hard to do justice to this special occasion. I send my heartfelt gratitude to all of them. We had a lot of extra help this year and we needed it. The staff of UND, Grand Forks Airport and the FAA contributed invaluable support to our effort. As an added event this year, we had space for a static display of aircraft. This was held during the Saturday night "Ice Breaker" and went over well. The Council appreciates the special effort given by the individual aircraft owners.

The speakers were outstanding. Darrell Collins, Historian on the Wright Brothers, again gave us a memorable presentation. Jim Buchli gave an inspiring talk on NASA and the space program. (Mr. Buchli is from North Dakota.) We were honored to have Cecelia Hunziker, Director of the FAA Great Lakes Region, with us again this year. She gave us a look back at the last year and an outlook of what may be expected in the FAA and TSA. Thank you all.

As I stated in my last article, this last year as your

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Chairman from page 1

learned a lot this year. But when I really sit back and think, it's the people that made this year's symposium, and all the past year's, a great success. I would like to extend a personal thanks to everyone that attended this year. Without you, the people, there would be no Upper Midwest Aviation Symposium! Thanks for your participation and commitment in supporting our aviation community.

Thanks must go to the entire NDAC council, the UND Aerospace staff, (Chris Naas, & her staff, Karen Ryba, and Lesli Risky) and a special thanks to Darrel Pittman, last year's NDAC Chairman. Thanks for an outstanding job, Darrel!

On Wednesday, March 26th, we started our plans for the 2004 Symposium. At that council meeting, we determined where next year's symposium will be held, and preparation began. If anyone has new ideas, suggestions for speakers, or wants to be involved in next year's planning, please contact one of your NDAC members. Remember this symposium is yours, suggestions are welcomed.

And, even though the Upper Midwest Aviation Symposium celebration of "A Century of Powered Flight" is over, we are able to continue the celebration throughout the rest of 2003 and, at the same time, begin celebrating "The Second Century of Powered Flight."

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Paulson Receives Master Certified Flight Instructor Rating

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Michael J. Paulson, chief flight instructor at Fargo Jet Center and a resident of Fargo, ND. Recently, Mike's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, his professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 81,000 CFIs in the United States. Fewer than three hundred of them have achieved that distinction thus far. The last seven national Flight Instructors of the Year were Master CFIs while Mike is one of only five North Dakota aviation educators to earn this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight

instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words "summa cum laude" emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Mike will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any



support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in May of 1995.

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FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,
ND Aeronautical Commission

The *Upper Midwest Aviation Symposium* was the success that the Council had hoped for in celebration of "A Century of Powered Flight." The statewide aviation community had the opportunity to visit the premier aviation educational facility in the United States, if not the world. UND / John D. Odegard School of Aerospace Sciences radiated with its many facets of aviation education. The physical plant alone is most impressive. The overhead gerbil tubes are a great way to get between classes. I even know how to pronounce ATMOSPHERIUM correctly.

What a show!

I believe there may be some people still back at El-Forko Grande setting in the RJ simulator. Thank you to the Norwegians for sending the controller students over here to learn how to do it in the tower. The tower simulator is one of the greatest computer games I've seen. Did you know that a 360-degree virtual tower is coming in the near future? Just think what you can do to confuse a Norski with that toy.

Dr. Bruce Smith's speech about future aviation and UND was a real eye-opener. North Dakota is on the cutting edge in the aviation world and is well-positioned to service the needs of aviation education. Dr. Smith and the staff can be very proud of the direction of the school. The future will provide unending possibilities.

Congratulations to the Council on the "Ice Breaker," the aircraft display was a great representation of aircraft across the state. I know that there was a plan for three War Birds. However, when Gerry Beck was hospitalized,



the committee had to fill the holes and they did well. Mr. Beck is at home and the report from Cindy is that he is doing just great. Clean living will do you in every time.

The Aerial Application mandatory meeting was well attended by the sprayers and I believe the presenters this year did a very good job on the subject matter selected. Thanks to Dusty; his presentation on aerial wild fire fighting was right on the target and very informative. With the dry weather long term forecast, it does look like the aerals may have a time this summer when they can utilize the information. Let's pray for more rain across the State.

U.S. National Park Ranger, Darrell Collins gave an elegant presentation. As a representative of the Wright Brothers Memorial at Kitty Hawk, Darrell is the carrier of facts for the history of powered flight. He has the passion and knowledge that it takes to tell the world the story from the heart. Thank you, Darrell, for the great presentation and the heart that you put into the story.

N.D. Astronaut, James Buchli, a New Rockford boy, gave us, not only a look to the future, but shared with us the reality of flight and its inherent dangers. Jim let us see something that we only

watch from afar, the truth about space travel and how enormous the true mission really is.

Yet again, a nationally known speaker and exhibitor told me that our Symposium is one of the finest statewide aviation conferences that he attends. Our Symposium program is one of the best across country. Other state organizations do not have the vision to provide the vehicle

to join together on a yearly basis to share the friendship of the aviation world together.

It has been a fabulous trip since 12-17-1903 to today. It will be a blast to watch and be a part of the "SECOND CENTURY OF POWERED FLIGHT !!"

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North Dakota Aviation Association (NDAA)

By Fred Adams

North Dakota Aviation Association (NDAA) comments to the Briefing on Proposed Special Use Airspace as heard at the Upper Midwest Aviation Symposium.

The North Dakota Aviation Council (NDAC) held the annual Upper Midwest Aviation Symposium (UMAS) in Grand Forks on March 1-4, 2003. On Monday, March 3, LTC MARSHALL KJELVIK, OPERATIONS GROUP Commander, North Dakota Air National Guard - 119th Fighter Wing, conducted a briefing.

This briefing was to inform those attending about an upcoming proposal for Special Use Airspace (SUA) in North Dakota. The ND Aeronautics Commission has been involved in several meetings since last November with the ND Air Guard and Governor Hoeven has given this tentative proposal his support.

This SUA would take the place of some of the current Military Operation Areas (MOA) within the state. The existing TIGER South - MOA and DEVILS LAKE WEST - MOA would be turned back to open flight. DEVILS LAKE EAST AND TIGER NORTH - MOA's would remain. The size of this proposed SUA is inside the entire state of North Dakota from 18,000 feet Mean Sea Level and above. We were also told that a meeting or meetings with Northwest Airlines has been held to discuss the impact to their operations.

The North Dakota Aviation Council at its meeting on Monday, March 3, 2003 voted to send a letter to Governor John Hoeven asking that the North Dakota Aviation Council be included in the process of examination if a new SUA over the State of North Dakota would be advisable and

we would like our representative to attend upcoming planning meetings to offer suggestions and to protect the interest of general aviation.

There are several concerns regarding the SUA as briefed on March 3, 2003. There are member organizations and businesses within the state that would be negatively impacted by this SUA, as briefed. For example, there are more turbo-prop and jet airplanes based in North Dakota that use the airspace above 18,000 feet daily than Northwest Airline flights going to the big four cities in our state. Northwest Airlines was briefed early in this process, but not general aviation.

Safety and economic impact can be a serious concern. Airplanes that normally operate above 18,000 feet would now be required to use a lower altitude, giving increased fuel expense. Also, weather and turbulence can be a problem at these lower altitudes. The summer thunderstorm season will be a major problem. Fixed Base Operators could feel the impact by not having the coast-to-coast refueling traffic stopping in the state for required refueling if this SUA is active or not at all, once the airspace is defined. The high altitude air traffic controllers would divert the over flying traffic around North Dakota causing them added expense when the SUA is active.

I heard that this SUA would be an economic benefit to North Dakota. OK, I am a little slow now and then but let's take a look at this. The fighters or bombers take-off from their home field and fly to ND, and then do their practice in the SUA, then head back to their respective

bases. Maybe they do mid-air-refueling or not. So where is the economic benefit to this? The FAA's Air Traffic Control facilities are not in ND, so if there were an increased requirement for ATC personal or equipment, Farmington, MN would gain in that. As I understood from the briefing, the planes would not be stopping at any of the ND bases normally, so is there an economic benefit to that?

Sonic booms - well the ND Air Guard informed us that this SUA would also include the ability for the jets to fly at speeds above the speed of sound or Mach 1 and therefore cause a sonic boom as they do that. Now if the SUA is used only part of any month and only at slow hours, like midnight to early morning and now we have 1 or 5 or 50 sonic booms going off across the state how does this impact those of us living in North Dakota? Is there an economic impact to the agricultural industry with this noise?

How about some more negative economic impact? I will pick on just one operator in the state that uses two airplanes that would be impacted by this proposed SUA. One airplane is above FL180 within 40nm after takeoff and about the same on descent. So there is a varying distance depending on the trip that the airplane is restricted by this SUA. Net result is increased fuel expense and decreased cruise speed, which also will cause more maintenance expense over time. The other airplane normally reaches altitude above FL180 in 4-5 minutes after takeoff. Now the range to get above FL180 is 20nm and about 40nm on arrival back into the landing airport.

Again much more fuel expense below FL180 and a real big drop in cruise speed at that altitude. So again, due to the airspace limitation, more expenses. This would be about 20 to 25 flights every month. Now if we looked at the many other operators who have airplanes that normally operate at or above FL180, this number and economic impact gets significant to say the least.

Another concern is, once this airspace is given to the military, the state of North Dakota may lose the ability to control any possible change requested by the military. If the SUA becomes a reality, the possibility of lowering the floor of this airspace or the times it is active may then become a request from the military to the FAA. We would like to see the State of North Dakota have the ability to stop any modification to the size and amount of activity of this SUA if adopted.

For one, I find no upside to this idea for general aviation of a SUA over the top of North Dakota and maybe you don't either. There is lots of airspace over water to let the fighters go fast and maybe even some remote areas of Alaska that would have even fewer down sides. Lets not give up any more airspace in North Dakota.

You are welcome to call or email me or maybe let your thoughts be known through the North Dakota Aeronautics Commission. Some numbers, so you don't have to look: Fred Adams, NDAA Council Representative, at 701-224-5360 or fadams@bepc.com; or Gary Ness, North Dakota Aeronautics Director at 701-328-9650 or gness@state.nd.us

NDSAA

by Todd Schwartz

Well, another symposium has come and gone. This year I had the job of taking care of the vendors. I will be honest that on the drive to Grand Forks I was not looking forward to it. I did not really know what to expect. Most of the vendors had been nice on the phone—when they could get a hold of me, or me them, but a few were not happy about a number of things. Then there was the logistics of getting all of the things set up and then hundreds of little things that always pop up.

As I drove closer to Grand Forks, the weather got worse. For once, in a long time, I was glad to be driving instead of flying the Cherokee. Sometimes I could just see past the hood of the car and it was cold. So cold that I swear I saw a jack rabbit pushing a cottontail just to get him started. All I can say is, going there, I wanted to be home in my warm house.

Things changed once I got there. My first worries were pleasantly dashed when I arrived at the Alerus.

Darrell, Jim and Dan had made up the chart for the vendors from my drawing faxed the week before and made sure all of the booths were in place. A few vendors had come and set up. That saved me a great deal of last-minute things to do. I relaxed a little.

As the next two days progressed and more vendors arrived, the fun began. I had a ball. All of the vendors were wonderful to work with. They were there to work, but had fun while doing it. This left me to enjoy and help them in anyway that I could. While it was alot of work, even with all of the help from Darrel and Jim at every step along the way, it

was fun.

As the fun continued throughout the four days of the symposium, I was reminded of my first experience with EAA. When I walked into Airmotive in Mandan for the first meeting, I had spoken with Dean Affolter on the phone a few days before and have never met any of the chapter members. Despite my well-known shyness I felt right at home. My wife experienced the same thing the next month at our chapter's annual banquet. I responded that it is the closeness of the aviation community. She responded that "the members all fly and have that in common, so it made sense but what about the spouses who do not fly?" Of course, I said, they all had the common ground of having crazy pilots for spouses.

The symposium bore my theory well. These people from North Dakota and other places all have a common thread that binds all of us. While the thread can be stretched it will not be broken. Besides that, we all seem to have a lot of fun when together. In this spirit, I wish to invite all of you to come to the Mandan Airport on May 10, 2003 (May 17, 2003, if we lack VFR weather) for EAA Chapter 1008's Young Eagle Fly Inn/Mandan Airport open house. We had originally planned on doing it in April but it conflicted with another chapter's plans to do the same thing, so we moved it so as to not split things and to concentrate our efforts. Hope to see you there.

Now, I wish to thank some people. First a big thanks to Jim Lawler for all of his help in getting my responsibilities completed before and during the symposium. Without his help I could not have gotten it all done. Also, alot of thanks to Dan, Karen and Chris for all of their help. I also wish to extend a huge

expression of gratitude to all of the vendors who were a pure joy with which to work. Last and not least, my hat is off to Darrel Pittman and his lovely bride, as they both helped more than I can say. There were many others who also helped me and did a great deal to make the symposium a success and in the interest of brevity I will just say, thank you.

On a final note, I understand that our new Newsletter editor shot alot of pictures

and that I appear in some of these photos. While I have not seen the pictures yet, I have had the contents described to me. So in the interest of self defense I must say these photos were doctored as I would never do anything like what was pictured, as you know I am very shy. So until we meet again keep your prop out of the dirt and disregard any of Amy's photos of me at the symposium.

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NDAAM NDPA

By Don Larson

The display of the Wright Flyer project at the symposium drew a lot of interest. Work is progressing very well on both the flyers (one in Minot and one in Fargo). The one in Minot has the lower center section complete and work is progressing on the upper center section as I write this article. I know things are going quite well on the one for the Fargo Air Museum also. It is amazing how fragile the constructed sections are. They get the strength when everything is put together and all the wire cross-bracing is done. We hope to have the Flyer in Minot completed by mid-summer, assuming parts keep coming. This is a tremendous effort on the part of a lot of folks in the various EAA Chapters and the two museums.

On another note, from The Dakota Territory Air Museum - We have kicked off our 7th annual Aircraft Sweepstakes. This year the lucky winner will receive a beautiful Aeronca Chief (11AC). This aircraft is in immaculate condition and will be a great aircraft for the winner. The cost is \$50 per entry form and we are anticipating that we will sell between 600 and 700 entries. The maximum number of entries we accept is 900. Many of you will be receiving entry forms in the mail within the next three weeks. If you do not get a mailing and want to participate, just mail your request to us at P.O. Box 195, Minot, ND 58702.

In closing, please keep in mind that both museums are always looking for aviation memorabilia to display. You don't need to give up ownership to have it displayed. Also, keep us in mind in your estate planning - whether it be a donation to the Foundation or a direct donation, it is all welcome and helps us preserve aviation history in our state.

By Paul Hanson

A new era in aviation is being thrust up on us. The olden days are drawing to a close rapidly. No longer is the freedom of unobstructed flight possible. New rules are governing general aviation daily. Looking back through some material I stashed away I came across a 1983 issue of FAR for Parts 61 and 91 along with NTSB 830. I was amazed at the thickness of only 3/8 of an inch. Now a good inch-thick book covers these three areas and in smaller print. In the past 20 years some rules have stayed the same and at the same time change dramatically. The method and procedures we use today are far different from 20 years ago, yet some old familiar ones exist. The next twenty years will see even more changes.

With all this turmoil, there are organizations and businesses in this great State of North Dakota striving to maintain the enthusiasm for flight. One such organization is the Nodak Flying Club of Grand Forks. First established in 1965 by three U.S. Air Force personnel, based at the Grand Forks Air Force Base, today Nodak Flying Club (www.angelfire.com/nd/nodakflyingclub) strives to promote general aviation flying, at an economical price. The mission is that of flying for fun and enjoying it. Members each year attend many of the local fly-ins. Supporting aviation events is one of the best ways to get people interested in flying. Nodak invites all of North Dakota Aviation to attend the events in their area. Bring a friend or neighbor and show them the fun part of general aviation flying. Times are changing and aviation needs a big boost. Lets do our part to promote aviation outside the normal sphere of crowds we associate with. Good flying.

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2003 Calendar of Events

Pancake Breakfast

April 19, 2003
EAA Chapter 380
Grafton, ND Muni (GAF)
8A-IP, Young Eagle pilots
needed - Contact:
Jim Stovall - (701) 847-2852

Young Eagle Flights

May 10, 2003
Mandan/Bismarck EAA
Chapter 108, Fly-in & Open
House. Proceeds go to the
Salvation Army.
Contact: Todd Schwarz
(701) 224-6752 (W)
(701) 323-7694 (H)

3rd Annual Young Eagle Flights "Fly-a-6th-Grader"

May 10, 2003
Hillsboro Regional Aripport
(3H4), Hillsboro, ND
Contact: Larry Mueller -
(701) 636-4453

Fly-In Breakfast

June 7, 2003
8:00 a.m. - 11:00 a.m.
Beulah Municipal Airport,
Beulah, ND
Free Pancake and Sausage
Breakfast. Contact:
Kevin Lee - (701) 873-2311

Fly-In Breakfast

June 14, 2003
Golden Lake Resort
Hatton, ND
8:00 am-1:30 pm
Contact:
Steve Gylten
(701) 543-4136
(701) 430-0454
ground radio feq. 122.9
goldenlakeresort@yahoo.com

Pancake Breakfast & Young Eagle Fly-In

June 14, 2003
West Fargo Utility Airport
(D54) West Fargo, ND
8:00 am-1:00 pm
Contact: Bill Cowden
(701) 282-8773

Red Ewing Annual Fly-In Breakfast

June 15, 2003
Followed by the annual Fun-
Run by the MOT and BIS/
MANEAA chapters. Begin at
Garrison and end at Mandan
(Y19). The three in-between
airports yet to be selected.
Join us for some FUN.

USAF Thunderbirds

June 22, 2003
Grand Forks Air Force Base
(RDR) Grand Forks, ND

Fly-Drive/In

June 26, 2003
Antique Cars, Spot Landing
Contest, Hillsboro Regional
Aripport (3H4),
Hillsboro, ND
8:00 am-1:00 pm
Contact: Larry Muller
(701) 636-4453

Fargo AirSho 2003

July 4, 2003
Canadian Forces Snowbirds
Hector IAP (FAR)
Fargo, ND
Info: (701) 242-1501

Planes on the Plains

July 12, 2003
EAA Chapter 317 Young
Eagle Fly-in
Casselton Regional Airport
(5N8), Casselton, ND
Contact: Bob Miller
(701) 347-5214/5519

Fly-In

August 9, 2003
Dickinson Municipal Airport
(DIK) Dickinson, ND
Contact: Charity Speich, Mgr,
(701) 483-1062

Turtle Lake Fly-In

Sept. 21, 2003
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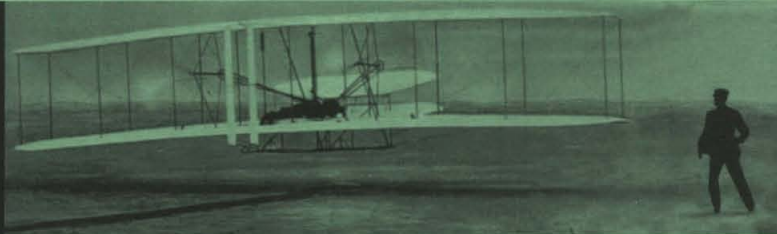
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A CENTURY of POWERED FLIGHT

Photos by: Amy Taborsky

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



Malinda Weninger and her good buddy, Ed Croymans, at the North Dakota Aeronautics Commission booth.



Kenny Koelm (center), Devils Lake AAND President, presenting the Minot International Airport of the Year Award to Mike Ryan and J. D. Karhoff.



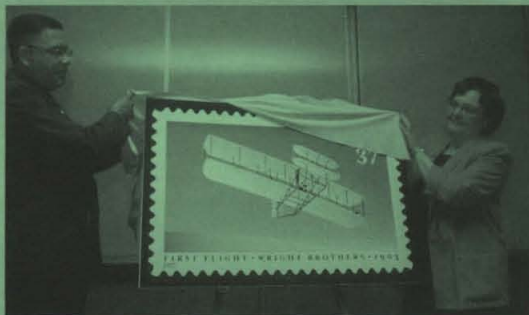
Bill Beeks receiving the General Aviation Airport of the Year Award from Chairman Darrel Pittman.



Morgan Stroh receiving the FAA Mechanic of the Year Award from Cecelia Hunziker.



Ron DePue receiving the UND Flight Instructor of the Year Award from Cecelia Hunziker.



Special guest speakers Darrel Collins (left) and Diane Herr unveil the Kitty Hawk Commemorative Stamp.



Many different types of aircraft were on display during the Ice Breaker, which was held in the UND hangar.



Guest speaker Darrel Collins captivated his audience as he spoke on a "Century of Powered Flight."



Vern Baltzer's family poses for a group shot after he was inducted into the North Dakota Aviation Hall of Fame during the Upper Midwest Aviation Symposium.



Dr. Bruce Smith, Dean-UND/JDO School of Aerospace entertained the Monday morning crowd.



Children from local area elementary schools watch as they fly their homemade planes in the wind tunnel during Aviation Careers Day at UND.



Another big winner was Dan Thompson (left) with his free tickets from Northwest Airlines presented to him by Darrel Pittman.



Gary Johnson (left) receiving the NDPAMA Mechanic of the Year Award from Dan Kasowski.



Dan Barta (left) proudly accepting the Big Sky tickets from Darrel Pittman.

Cecelia Hunziker, Regional Administrator Great Lakes Region, was on hand to catch us up on the latest from the FAA.



The North Dakota Aviation Council



North Dakota astronaut and luncheon keynote speaker James Buchli talks about his experiences as an astronaut.

Airport Watch Program

AOPA recently unveiled its Airport Watch program during a Washington, D.C. media conference. The joint conference featured AOPA President Phil Boyer and James Loy, Administrator of the Transportation Security Administration. Also speaking was Rep. James Oberstar, ranking minority member of the House Transportation and Infrastructure Committee. Oberstar introduced a resolution in Congress recognizing the program. Designed to enhance security at general aviation airports, the program is patterned after the highly successful neighborhood watch anti-crime programs, that call on com-

munity members to note and report suspicious activities. Pilots and airport workers are being asked to participate in the program at 5,000 general aviation airports.

STATE GRANTS

The ND Aeronautics Commission shall hold its grant meeting in May. Airport managers will receive grant request via mail. Applications are due May 2nd. The commission website also has a state grant form (fillable) which can be printed and mailed to the Commission.

Temporary Flight Restrictions

TFR's are in place in many states. These TFR's are not shown on sectional or other Aeronautical Charts. TFR information is available through the Flight Service Stations (FSS's) or DUATS. Violating a TFR area can lead to interception by military aircraft and possible FAA legal enforcement action being taken.

Proper flight planning is crucial to avoiding flight into TFR's. Pilots must familiarize themselves with all NOTAMS and TFR's along their proposed route. Every pilot needs to obtain the latest NOTAMS from a FSS controller or via DUATS immediately prior to flight. The FAA has placed special emphasis on the need for FSS's to provide this information to pilots. Pilots should query the FSS controller to ensure that they have the most current TFR information for their flight. If in doubt, ask the

FSS controller if there are any TFWs to avoid on your route of flight.

The importance of obtaining TFR/NOTAM information prior to flight cannot be reinforced enough. To assist pilots with access to TFR information concerning their route and increase their ability to determine when and where a TFR is, the following Internet sites provide both textual, and in some cases, graphical information. www.aopa.pg (Graphics-Included); f.gov/ats/afss

Because changes in airspace operations are constant, it cannot be stressed enough how essential flight planning is to pilots and that it is critical that they obtain all NOTAMS pertinent to their route of flight (including all TFR's).

Your automated flight service station is your official source for all NOTAM information.

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Flying Sergeants Helped Forge Air Force Legacy

By 2nd Lt. Amber Millerchip, Air Education and Training Command Public Affairs

RANDOLPH AIR FORCE BASE, Texas (AFPN) - They were not paid much, their opportunities for promotion were limited, and they were treated harshly in training, but that did not stop three generations of enlisted aviators from becoming pilots in the Army Air Corps.

Beginning in 1912, enlisted pilots played an important role in writing the aviation history being celebrated this year during the Centennial of Flight.

These enlisted pilots were known as "flying sergeants" for the staff sergeant rank they received upon graduation from flight training, irrespective of their previous ranks. Enlisted men seized this once-in-a-lifetime chance to fly, said retired Air Force Brig. Gen. Edward Wenglar, a former enlisted pilot.

"I was born the tenth child of a sharecropper and, at that time, there was no one lower than a sharecropper," Wenglar said. "I went from driving a mule to flying the newest (aircraft). It was quite a step. We never thought about whether we wanted to be an enlisted pilot or an officer pilot. We just wanted to be pilots, and we would gladly have stayed privates forever, just to have the chance to fly."

Wenglar, who served overseas during World War II from November 1942 through July 1944, holds the distinction of achieving the highest rank of any former enlisted pilot. In February 2003, at the Air Force Enlisted Heritage

Hall at Gunter Annex, Ala., he accepted a memorial stone on behalf of all enlisted pilots. Allowing enlisted airmen to earn their wings as pilots was a temporary response to drastic shortages of qualified pilot candidates during wartime. Two Congressional laws authorized the training: the Air Corps Act of 1928 and Public Law 99, which went into effect in 1941. Public Law 99 reduced the education requirement, making the average age of the sergeant pilot between 18 and 22, younger than most pilot training cadets with a college education.

Enlisted pilot training in the late 1920s initially was informal, practical in nature and not a product of the flying schools, which developed in the early 1940s with World War II enlisted pilots.

According to Wenglar, enlisted pilots flew in 22 campaigns from the Mexican-American War to World War II. The enlisted pilots were high achievers in the Air Force and beyond. Later in the civilian world that we never would have been offered," Wenglar said. "Many of us went on to become airline pilots, doctors and educators.

We destroyed a total of 249.5 enemy planes, and five out of seven men in charge of air transport systems went on to become commanders of troop carriers in Europe, the Pacific and the Middle East."

Seventeen enlisted pilots

became fighter aces, and 11 became general officers. Many sergeant pilots' heroic deeds and accomplishments reached historic significance.

Walter Beech, co-founder of Beech Aircraft Corporation, was one of the early enlisted pilots who achieved notoriety. He was a World War I pilot and became a member of the National Aviation Hall of Fame. Bob Hoover, a World War II pilot, is also listed in the Aviation Hall of Fame and is considered one of the great test pilots of all time.

Ralph Bottriell earned the Distinguished Flying Cross for his work with parachutes. Two enlisted pilots, Ira Biffle and Bill Winston, taught Charles Lindbergh.

During World War II, 30 staff sergeant pilots flew transport missions in the China-Burma-India Theater, delivering supplies and people over the treacherous Himalaya Mountains, better known as the "Hump."

The opportunity for enlisted men to become pilots ended in late 1942 with the Flight Officer Act. This law replaced the program's sergeant pilot rank with the warrant officer rank, which was also eventually done away with. Retired Brig. Gen. Chuck Yeager, famous for breaking the sound barrier, was in the last class of the enlisted pilot program when it was replaced. The following year, all sergeant pilots received orders to be promoted to the new "Flight Officer" rank.

Following World War II, George Holmes chose to revert to his former rank of master sergeant and served as the Air Force's last enlisted pilot until his retirement in 1957, according to the U.S. Air Force Museum.

To learn more about the history of the enlisted pilot, visit the Air Force Enlisted Heritage Research Institute Web site at www.au.af.mil/au/cepme/heritage/homepagehtm

Minkota Flying Farmers Three State Convention Date is set

The Minkota Flying Farmers Three State Convention is set for June 20 through 22, 2003 at the Cross Roads Inn, Huron, South Dakota. Everyone is welcome to attend and enjoy a weekend with pilots and friends.

The Fargo Museum Fly-in on March 29th was a real success. Thanks to all 36 people who attended from the three states and Canada. The North Dakota Flying Farmers would like to thank Bob Odegard and the Fargo Air Museum for a good time.

See you all in Huron, South Dakota June 20, 21 and 22.

Remember, from page 1

Chairman has been a keynote in my life. Thank you for allowing me the opportunity to represent you. As past Chairman I will remain on the council. Dan Kasowski, your incoming Chairman will do a great job and will have my support. By the time you read this article the council will have selected a city for the 2004 Symposium. If you haven't been to one or haven't been in awhile, try it. Make your plans early and attend next year, I'm sure you will enjoy it.

I now will resume my roles in the NDPA, NDSAA and CAP to reach out to our young people and our mature folks to encourage aviation. It's our duty (yours and mine) to keep North Dakota aviation strong. We can't do that without everyone's help. The groups need you, why not volunteer your services?

We have some events coming up that should make this summer another great season for flying. For starters: June 15th at Garrison (D05), the annual breakfast fly-in and fun run. This year the fun run will begin at Garrison and end at Mandan (Y19). September 21st at Turtle Lake (91N), the annual fly-in breakfast. Dianne says she would like to top the all-time aircraft arrival record. I'll be at both events providing service as needed.

The BIS/MAN EAA chapter is planning a Young Eagles Fly-in on May 10th. The desire is to make this a statewide event. MOT chapter has committed to help, and the hope is that the other chapters will also.

See ya this summer at the fly-ins.

CLEARED FOR TAKEOFF.

Darrel

MONTANA'S AVIATION CALENDAR

June 18-21, 2003 – Montana Antique Airplane Association Air Tour.

July 12, 2003 – Missoula Air Show featuring the Thunderbirds.

July 12, 2003 – Fly-in Breakfast and Toy Show – Big Sandy Airport.

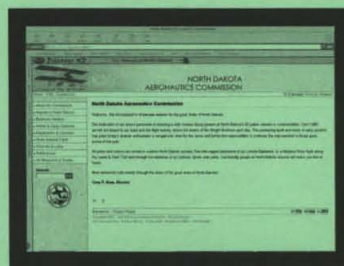
August 7-9, 2003 – Montana Antique Airplane Association annual fly-in – Three Forks Airport.

August 8-10, 2003 – Northwest Mountain Family Fly-in, McCall, Idaho. For further information phone Frank Lester (208) 334-8780 or John Goostrey (800) 453-0001 ext. 225 or on line at familyflyin.net or www.faa.gov/fdsdo/boi.

August 15-17, 2003 – Montana Fun Weekend, Cut Bank International Airport. Event contacts – Car show and car events, Roy Nolkamper (406) 873-2137/5566 or 450-1078. Airplane fly-in and aircraft events, Dennis Lenoir (406) 873-2221. Vendors, booths and general event information, Dave Anderson (406) 873-5616.

**DEAD-LINE
for the
Summer
Issue of
the
Aviation
Quarterly
is June 15**

**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.

Fly In Pancake Breakfast



**3rd Annual
Fly In Breakfast**

**Garrison Airport D05
Sunday June 15, 2003
Father's Day**

8:30 am to 1:30 pm (CST)

All the pancakes you can eat in the comfort of the hanger!

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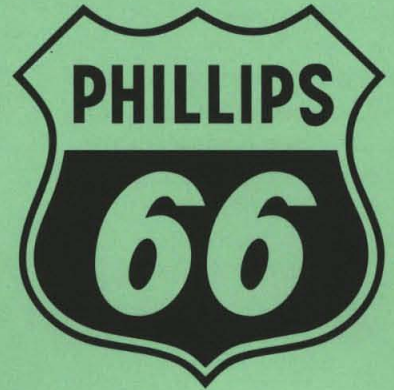
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EAA Air Academy Sessions

Both young people and families can explore the fascinating world of flight as the nation's longest-running aviation camp, the EAA Air Academy, presents a complete schedule of residence programs during Summer 2003.

This year's program schedule will begin on June 21 and end on September 1. The individual camps range from three to nine days in length and are designed for youth ages 12-18 and adults.

Five distinct programs are offered at the EAA Air Academy. Three are designed specifically for young people: The Primary Aviation Fun Camp for 12 and 13-year-olds; Intermediate Aviation Experience Camp for those 14 and 15-years old, and the Advanced Aviation Leadership Camp for ages 16-18. In addition, a Family Fun Flight Camp is scheduled for July 3-6 and a First Flight Camp for youth and adults will have two sessions in August. All sessions are based at the EAA Aviation Center and the new Air Academy Lodge in Oshkosh.

"Since 1984, the EAA Air Academy has hosted thousands of young people from around the world, launching them on their own voyages of self-discovery and aviation adventure," said Chuck Larsen, Executive Director of Residence Education for the EAA Aviation Foundation. "Each participant will learn that the sky is not the limit - it's a beginning for aviation fun, adventure, friendship, and knowledge."

The EAA Air Academy programs, which are accredited by the American Camping Association (ACA), are staffed with instructors with more than 180 years of experience in the Air Academy and more than 225 combined years of teaching and counseling background. The Air Academy's mission is to provide a fun aviation learning experience and develop bonds with other young aviation enthusiasts.

For more information on any of the EAA Air Academy sessions, including a registration brochure, contact the EAA Education Office, (920) 426-6815 or 1-888-322-3229.

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Airport Association of North Dakota News

By Jim Lawler, Mandan Airport

Hi, I hope everyone had a good winter as we welcome spring. First, thanks to all who attended the Upper Midwest Aviation Symposium. Second, thanks to the exhibitors and speakers, who without it would not be possible. Thanks to the North Dakota Aeronautics Commission for helping put on the AAND program and

support of the convention over all.

Congratulations to Minot International Airport and Washburn Municipal Airport for their Airport of the Year Awards.

The workshop put on by the Aviation Management Consulting Group was educational. If you missed this program you missed a lot of

information to help manage your airport.

The construction season is upon us, remember to issue those NOTAMS and also you pilots remember to check destination airports for conditions. Do not assume.

I would like to thank Charity Speich from Dickinson for volunteering to serve on the Council. Please give us your input to help represent you to the North Dakota Aviation Council.

I would like to wish everyone a safe summer, and maybe we will see you at a fly-in or breakfast.

**Check out the North Dakota Aeronautics
Commission's new web site
at www.state.nd.us/ndaero/**



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Hello, from Editor-land

After an intro to the job on the symposium issue, I'm making use of my experience as a professional photographer and newspaper layout designer.

This is my second winter in North Dakota after moving here from Southwest Florida (for the weather, of course). In that time I've gotten a good sample of North Dakota aviation and the good folks who read this newsletter. I'll work hard to get the issues out on time and make them look good. But the bottom line is, I'm only the editor. I welcome letters and articles from your field that are of interest to others, and make a useful tool for aviation in North Dakota.

Looking forward to hearing from you! Amy Taborsky

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