

Aviation Quarterly

Issue #60

www.ndac.org

NDAC

Summer 2003

When Size Really Does Matter...



Photo By Elaine Stramer

Bill Stramer of Hazelton positions his Cessna Cardinal for a static display in front of the Antonov 124 Condor Russian transport plane, which landed in Bismarck for unloading.

Reprinted with permission from the Bismarck Tribune — The 76-mile drive from Stanton should only take around an hour. But on Sunday, April 20, 2003, it took K.C. Osbourn more than two hours.

Osborn, a driver with Green Tree Transportation, hauled a 60-ton generator rotor down Highway 31 from the Basin Electric Cooperative Power Plant in Stanton on an 80-ton, 12-axle transporter semi to Bismarck, Sunday morning, where it was later picked up by Antonov, the world's largest cargo plane. The plane is owned by the Russian government, is more than 225 feet long and can carry 120 tons of cargo. The plane burns 2,353 gallons of fuel in a hour and can reach 537 mph.

A large crowd of people showed up at the Bismarck Municipal Airport to watch the Russian plane land at about 9:10 pm.

The rotor, which spins inside a generator to provide electricity for the power plant, is in need of repairs. It was to be rewound in Richmond, VA.

Daryl Hill, external relations and communications for Basin, said trekking the rotor cross-country was an option, but flying it there saved time and money.

"For a load like this, we figure 20 days travel time — 10 days up and another 10 days down. This is more efficient for time and we gain back 16 days of lost production. This will save us about a million dollars," he said.

CHAIRMAN'S CORNER:

By Dan Kasowski

It's officially summer! I know that because I was outside in my back yard last night grilling and the mosquitoes almost carried me away, a sure sign of summer! Even with the pesky bugs, I hope everyone is enjoying their summer.

Your NDAC has already met

several times and has started preparation for the 2004 Symposium. Next year's symposium "Exploring the Second Century of Flight" will take place in Fargo, N.D., March 7, 8, & 9 (Sunday, Monday, & Tuesday) at the Ramada Plaza Suites. Mark your calendars and make your room reservations at the Ramada Plaza Suites, 701-277-7144. When making reservations, make sure to mention it's for the Upper Midwest Aviation Symposium and you will re-

ceive our group discount on your rooms.

One very difficult decision your NDAC council has to make each year is where the Upper Midwest Aviation Symposium should be held. For many years the symposium was held in Bismarck, mainly because they had the only facility that could handle a symposium such as ours (plus we have a great support group with the Bismarck Aviation Community and the ND Aeronautics Com-

mission). Today, we are finding that we now have many location options, motels are being constructed larger, and convention centers are being built to handle larger events such as ours.

Having the option to move the symposium around the state opens the door for many more opportunities and options. We are now in a situation where we are able to negotiate pricing on

Continued on page 2

Chairman from page 1

ball rooms, lecture rooms, sleeping rooms, audio visual equipment, food, security, etc. Even the Convention and Visitors Bureaus from the different cities are offering more incentives in an attempt to bring our symposium to their cities. I think it's called competition and it's great for us. Everyone wants us in their city!

Our biggest problem currently is being able to schedule our symposium far enough in advance. We can no longer schedule it just one year ahead of time; many of the motels and convention centers are booking events up to five years in advance.

After much discussion, the NDAC decided that in order to take advantage of these options, we need to be scheduling our symposiums at least two years in advance. As a result of this decision, we have scheduled the 2004 and 2005 Symposiums to be in Fargo. In the future, the new incoming council (which is elected

following each March symposium) will make a decision as to where the symposium will be held two years down the road. (Example: The new NDAC council following the 2004 Symposium will be determining the location of the 2006 Symposium). In addition, the council felt that the symposium should not be held in the same city for more than two years in a row.

In order to stay consistent from year to year, the council suggested we make an addition to the Constitution and By-Laws to include these two decisions. To make a change to the By-Laws, the proposed amendment must be presented in writing to each member organization for their review and discussion at their next annual meeting. These changes will soon be typed and forwarded to each member organization for their review and approval or non-approval. If you have any questions, please feel free to contact me.

Hope everyone is having a great summer!

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State's Airspace to Host Combat

By Janell Cole, *The Forum* - 06/19/2003

BISMARCK -- North Dakota doesn't get much fly-over traffic, and that makes its skies ideal for large-scale aerial war games, state officials said Wednesday.

Gov. John Hoeven's Military Issues in North Dakota task force has proposed to the Pentagon that North Dakota's airspace be used to conduct large-scale simulated combat.

"It would be the largest special use military airspace in the nation," said state Aeronautics Director Gary Ness.

The task force believes the idea could strengthen North Dakota's two bases as the federal government moves toward another round of military base closures in 2005.

"It has tremendous potential for North Dakota," Hoeven said.

Hoeven set up the task force more than a year ago to find and propose new missions for the Minot and Grand Forks bases.

The Department of Defense is reviewing the airspace idea, State Adjutant General Mike Haugen said Wednesday.

"This is really early. It's really conceptual," Haugen said. "But it could be really good."

He said Pentagon officials are intrigued with the idea. "They can easily see the difference between the air traffic over North Dakota and the corridor between New York and Los Angeles," he said.

"There are no places you can do this. Nowhere do we have large-scale (areas) that can replicate complete combat," Haugen said.

For instance, the Air Force uses the area around Nellis Air Force Base in Nevada, but "it's much smaller than what we would provide," he said. "And the different armed services have to use different areas," he said.

"North Dakota could provide a place for joint training by Army, Air Force and Navy forces," he said.

"That might even include the National Guard's Camp Grafton," he said. "There are so many potentials here."

"The Pentagon has no space that can be used to replicate

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FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,
ND Aeronautics Commission

SPECIAL USE AIRSPACE:

If you were paying attention you would have read Mr. Fred Adams article about the Special Use Airspace (SUA) in the last issue of the *Quarterly*. I'm sure this publication will have another couple of articles in this issue about the military and the effort to produce a SUA over the State. This idea has provided North Dakota an opportunity to facilitate two efforts related to national defense.

#1 - Provide a real time and real sized airspace package for the defense and attack aircraft in the future. When you watch *The Learning Channel* or *Discovery - Wings Channel*, individually we have an opportunity to see the capability of those future-developing airframes. The two things that come to mind are the speed and the agility of those airframes. However, they need airspace and lots of it. The typical airspace across the United States provided by the existing Military Operations Areas (MOA) are relatively small in scope. The aircraft of the future will be hard-pressed to use those airspace areas to any degree of success in the training packages for the future.

Enter the SUA idea from the North Dakota Air National Guard.

#2 - Provide the airspace for a special training operations mission that could involve the two airbases in our fair state which may insure survival of those bases during the BRAC evaluations that are in progress now with the final report to be issued in mid-2005.



The impact to the North Dakota economy from the military has been reported to equal the impact of agriculture to the state's economy. That is a bold statement and that defines this airspace proposal and its importance to the state as well to the military.

#3 - **Special Use Airspace vs. Military Operations Areas** - We are talking two very different animals. The MOA, of today and yesterday, has the ugly face of airspace wasted. The military and FAA have mismanaged the use of MOA airspace so badly that the typical GA pilot will not listen to any other definition for military usage. There are technology advancements that will be brought to bare; first: maintain a published schedule, second: keep high altitude traffic separated, third: provide a safe environment for all traffic during military training operations with a minimum of disruption to the traffic. The North Dakota Air National Guard has outlined a very well thought-out methodology to schedule, maintain and mix the air traffic in the ND-SUA. It is this author's understanding that the national commercial airline industry will be briefed and consulted as

this proposal works its way thought the mouse maze that is called AIRSPACE REVIEW. The process, by design, is longer than typically understood.

It is a study that will bring all those of interest to the table for constructive conversation.

The Airspace Study timeframe typically last about 12 months. There will be

an Airspace Design Group established to put those that need to be at the table for the constructive nature that will give the General Aviation industry the opportunity to have their feelings and input heard. I can assure you that the ND Aeronautics Commission members and staff have been involved since last November and will continue to be in the future.

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COMMENTARY

Airspace

By Darrel Pittman

I can hear some of you now saying airspace, what the heck is Pittman doing now? Airspace is boring. Well, you are correct, airspace is boring. But it's essential information to be aware of.

Some of us recall when the FAA decided to change from the old airspace designations to the current designations. As many of you were, I was not too happy about it. Why should we change? Why can't the rest of the world change? Well, the change occurred and we now have classes of airspace labeled "A", "B", "C", "D", "E", and "G". We also have restricted airspace and prohibited airspace. I have this friend who says we are slowly losing all our class "G". In a sense, I tend to agree with him, that's another article.

We also have some airspace called Special Use Airspace (SUA). In SUA, we have warning areas, military operating areas (MOA) and air traffic control assigned airspace (ATCAA). Warning areas are over the coastal waters. MOA's are over land. ATCAA's are high altitude in class "A" airspace and are not charted. These are all used by the military.

Recently the council was briefed on a very unique piece of SUA. This SUA was to be confined to the entire state boundaries of North Dakota in Class "A" airspace (ATCAA). Well, to the low altitude general aviation pilot, no harm done. Of course the jet guys were not happy and I don't blame them.

At a more recent briefing the council was told that the military could possibly want to do some low altitude ground training. Now it starts affecting all aviation. Where does it end?

In a recent newspaper ar-

ticle, the military task force was quoted as saying all operations would be at very high altitudes. They also inferred that the airspace usage might be helpful in the base retention plan. Well, maybe? The one thing I know is the military has a deeper chest full of money than GA. We need to stay on top of this. If we don't, I would quote the theme, "Space, The Final Frontier," and for North Dakota general and commercial aviation it could be space, the last frontier.

Now some of you are probably saying, so what. Some are probably saying, "Come on Pittman, quit painting such a glum picture." Well, did I get your attention? This proposal may or may not ever come about. If the military puts together a good plan, and if the FAA buys off on it, it will take some time to initiate, possibly up to 12 months. In the meantime we all should stay tuned. Ron Saeger and I both have lots of expertise in airspace. Now that the news media has gotten a hold of it, perhaps the state will let us help.

I'm a veteran, as is Ron, and so are many of you. Nobody wants to keep the military from being well-trained. If we can allow them to train jointly, let's do it. And for the sake of our economy, let's keep our bases. But we still want our right to fly when and where we please.

I love North Dakota and I love aviation. I hope I haven't stepped on any toes with my airspace mini-seminar. Airspace issues are complex and don't happen overnight. When a piece of SUA finally gets approval, it's just as hard to get rid of it.

CLEARED FOR TAKEOFF,
Darrel

On June 5th, Chapter 317 Young Eagle Danielle Aarestad Solos at Fargo Hector Airport.

Danielle has been a Young Eagle participant and has attended EAA Air Academy in Oshkosh several times. Chapter 317 has sponsored her to attend the Air Academy in past years.

Danielle's first solo experience was on runway 26 at Fargo Hector Airport in a Cessna 152. Weather conditions at the time of the solo were a thunderstorm to the north of the airport (with lightning) and winds reported at 15-19 knots from 270 degrees. Her flight instructor is Mandy Gallo from Vic's Aircraft.

Danielle did a great job in greasing on three of her four solo landings. Her fourth landing was not perfect, as she was worrying about the taxi on the ramp and the alphabet soup of the taxiways at the Fargo Airport. She also renamed runway 26 to runway 29 on her downwind position report. These are her memories to keep for the rest of her flying days. The tower personnel gave her "high fives" on her fourth touchdown.

She is busy planning her cross-country flights and hopes to take her private pilot's checkride soon.

Danielle is 17 years old and will be a senior at Oak Grove High School next fall.

Chapter 317 members should be proud of our successful Young Eagle program (it works). Her Dad is proud also. You can send your congratulations to Danielle at: danimelon30@yahoo.com



Danielle Aarestad solos at Fargo Hector Airport.



— State of —
North Dakota
Office of the Governor

John Hoeven
Governor

PROCLAMATION
CENTENNIAL OF FLIGHT CELEBRATION MONTHS
MAY THROUGH DECEMBER 2003

WHEREAS, on December 17, 1903, the Wright Brothers achieved the first powered flight of a "heavier-than-air" aircraft, and thus opened the door to some of the greatest accomplishments and events ever witnessed by human-kind in the past century; and

WHEREAS, in 1928, Hatton, North Dakota native Carl Ben Eielson was the first to fly over the "Roof of the World" by departing Point Barrow, Alaska, and landing in Spitzbergen, Norway. This was the first flight from North America over the North Pole to Europe; and

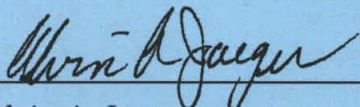
WHEREAS, North Dakota has many museums that are devoted to the conservation, study and exhibition of many, historic aviation achievements and artifacts. These museums include, the Fargo Air Museum, the Dakota Territory Air Museum, the Hatton-Carl Ben Eielson Museum and others; and


WHEREAS, the John D. Odegard School of Aerospace Sciences at the University of North Dakota is a world renowned center for aerospace learning, nationally acclaimed for their achievements in collegiate aviation education, atmospheric research, space studies and computer science applications; and

WHEREAS, aviation is a vitally important economic engine and the future of aviation is dependent upon a well informed and educated populace, and this celebration of powered flight is also a celebration of the ingenuity and creativity of Americans, as well as America's contributions to air and space flight; and

NOW, THEREFORE, as the Governor of the State of North Dakota, I do hereby proclaim May through December 2003, **CENTENNIAL OF FLIGHT CELEBRATION MONTHS** in the state of North Dakota.

ATTEST:


Alvin A. Jaeger
Secretary of State


John Hoeven
Governor

NDPA

By Paul Hanson

The Certified Flight Instructor

Certified Flight Instructor, a title bestowed on to those wishing to teach the art of flight. A certificate issued only by the federal government (FAA) with an expiration date. In a sense, the certificate is to learn what flying is and how to relay that knowledge to another person.

Traditionally, the CFI has been a stepping stone to a better job, airlines, corporate flight departments or just plain time building. What about instructing as a profession? Not many certified flight instructors become professional instructors. After all, the instructor is the first real meeting of potential pilots and the dream of flying. Without the instructors, none of us would be flying for fun or profit.

The State of North Dakota, as the rest of the nation, has a shortage of qualified instructors. It is the flight instructor that can instill interest in flying. NDPA Wanna-Be-Pilot program needs instructors willing to teach in the outreaches of North Dakota. As the root to keeping aviation vital, the instructor also needs help finding people who wish to learn to fly. A Catch 22 situation no doubt.

Programs such as the Young Eagles and Fly A Friend are in need of the next step, the instructor. If you know an instructor and a person thinking of learning to fly, try to get the two parties together. Wonders do happen.

While you are getting the instructor and potential pilot together, ask them to become a part of NDPA. As a team we can make aviation in North Dakota a wonderful and enjoying experience.

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2003 Calendar of Events

Planes on the Plains

July 13, 2003
F-M Area EAA Chapter 317
Young Eagle Fly-in.
Casselton Regional Airport (5N8)
Casselton, ND
Contact: Bob Miller
(701) 347-5214/5519

Fly-In, Benson, MN

July 20, 2003
Annual Lynch Lake Flying
Club Fly-in Pancake and Sau-
sage Breakfast. PIC's eat free.
Car Show in town. Kids' Day
activities all weekend. Contact:
Kent Bosch, (320) 843-4432

Northern Neighbors Day

2003 Airshow
August 16, 2003
Minot AFB (MOT)
Minot, ND
Contact: Public Affairs
(701) 723-6212

Hillsboro Fly/Drive-In

July 17, 2003 (Evening)
Hillsboro Regional Airport
Hillsboro, ND
Contact: Larry Mueller
(701) 483-1062

Fly-In

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

Fly-in Pancake Breakfast

Sept. 6, 2003
8:30 am - 1:30 pm
Edgeley Municipal Airport
Freewill Offering
Contact:
Jim Johnson
(701) 493-2168

Women In Aviation

Women in Aviation, International has announced that the 15th Annual Women in Aviation International Conference will be held on March 11-13, 2004 in Reno, Nevada. The organization has put out a call to all presenters to fill more than 36 seminars and two general sessions at next year's event. The deadline for presenter's resumes and abstracts in September 19, 2003. If you just plan to attend the event, mark your calendars now for this great opportunity to see familiar faces, network and, if you are in the running, get that job!

The 2004 theme is Aviation's Changing Face: Celebrating 15 Years of Education and Promise, and the organization intends to do just that by generating a new crop of scholarship recipients and Pioneer Hall of Fame recipients. Pioneer Hall of Fame recipients are those women who have gone the extra mile for others and contributed to the success of all women in aviation and aerospace. Nominations come from all over—if you know someone you think is worthy, send us a nomination today. Nominations should be one to two pages in length, the deadline for nominations is September 19, 2003.

Women in Aviation, International is a nonprofit 501(c)3 organization dedicated to providing networking, mentoring and scholarship opportunities for women who are striving for challenging and fulfilling careers in the aviation and aerospace industries.

For more information about the conference and about WAI, contact WAI at 101 Corsair Drive, Daytona Beach, FL 32114, Phone (386) 226-7996; Fax (386) 226-7998; Web www.wai.org.



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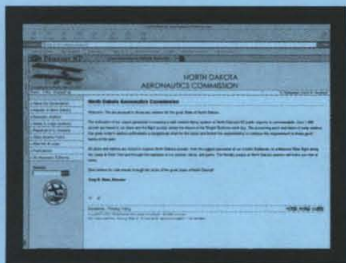


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The NDAC had developed a new web site that showcases aviation in the great state of North Dakota. Check out this informative and easy to navigate web site.

Combat, from page 2

an entire country," Haugen said. "That would have been handy before the United States attacked Afghanistan, as that was a mission calling for traveling long distances before engaging in combat. Fighter jets could fly to North Dakota and simulate combat above the state."

"The public won't notice anything," Haugen said. "The flights take place much higher than any other air traffic and often at night. And it won't shut down or interfere with other flights or operations."

Haugen told the Associated Press that training would take place as high as 65,000 feet, well above where commercial airliners normally operate, and that training could involve B-2 bombers and new fighter models, such as the Air Force's F-22. A "joint strike" plane called the F-35, is also being developed for the Air Force, Navy and Marines.

Ness and Haugen said the

IDAHO AND MONTANA'S AVIATION CALENDAR

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 online at familyflyin.net or www.faa.gov/fsdo/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
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UND Flying Team Places Second in The National Flying Championship

The UND Flying Team placed second in the National Intercollegiate Flying Association's (NIFA) Safety and Flight Evaluation Conference (SAFECON), which was held in Grand Forks on May 17-21. Embry-Riddle Aeronautical University-Prescott placed first with a score of 179, followed closely by UND with a score of 171. Western Michigan placed third with a score of 99.

Approximately 350 student aviators with about 100 team coaches and advisors representing 30 of the nation's top flying programs from 11 regions around the country participated in the competition. About 100 judges (from industry or former SAFECON competitors who donated their time) scored the 11 events.

Competitors from this year's UND Flying Team included: Graham Peterson (Team Captain), Kevin Hansen (Team Captain), Seth Johnson, Jason Parks, Jered Lease (Safety Officer), Nick Peacock, Mark Thompson, Matt Baroni, Kirk Dalebroux, Andrew Pierce, Adam Erdmann, Zack Cromley, and Jered Moore. Kenn Foltz is the Flying Team's Head Coach/Advisor, and Jim Higgins is Assistant Coach. Ex-Team members assisting the team include Michael Crudden, John Klueker, Steve Bossom, and Ryan Harvey.

"No competing team in NIFA's history has needed more than 168 points to take home the championship," said Kenn Foltz, Coach/Advisor of UND's Flying Team. "This says a lot about the talent level of the top two teams! The practice and dedication of the UND Flying Team throughout the year was evident in the outcome of the national competition."

SAFECON 2004 will be hosted by Middle Tennessee State University in Murfreesboro, TN in May 2004.

Federal Aviation Administration would also have to approve the idea. It governs all the airspace above 18,000 feet.

Ness said the FAA could take up to 12 months to review the request, which includes a period for public comment. The plan would have to accommodate commercial airline traffic and general aviation, which includes private planes and corporate jets.

Haugen said it was the North Dakota Air National Guard that brainstormed the airspace idea months ago.

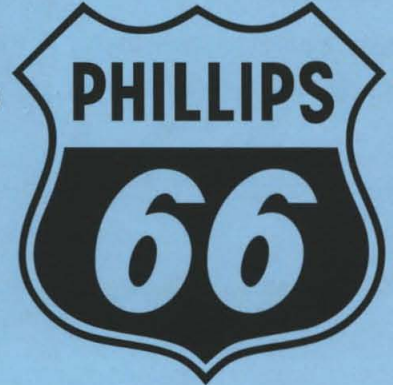
Ness and Haugen are members of the task force, which met Wednesday in Bismarck and discussed the initiative.

Readers can reach Forum reporter Janell Cole at (701) 224-0830.

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AirVenture Celebrity Breakfast Around the Corner

Oshkosh, Wisconsin—If Oshkosh, Wisconsin at the end of July is your usual summer routine, then you cannot miss this year's Women in Aviation Celebrity Breakfast, Saturday August 2, 2003. Women in Aviation, International is proud to announce that ChevronTexaco is sponsoring this year's WAI Celebrity Breakfast.

Women in Aviation, International staff, members, sponsors and interested media will be meeting at the famous Pioneer Inn on the Lake in Oshkosh, Wisconsin, from 8:00 am to 9:00 am to hobnob with some of the air show's brightest stars. We have extended invitations to FAA Administrator Marion Blakey; EAA Founder Paul Poberezny, Julie Clark, Patty Wagstaff, Bob and Pat Wagner, as well as Polly Vacher (currently flying around the world solo from pole to pole).

Make your reservation early as spaces fill up fast for this gathering. The cost is \$20 per person if you register early. After July 25 the cost is \$25 per person. To register for the breakfast, call (386) 226-7996, or mail a check to: Women in Aviation, International, 101 Corsair Drive, Daytona Beach, FL 32114. For more information, check online at www.wai.org/events/connect.cfm or call us at: (386) 226-7996. For a calendar of all upcoming WAI events go to: www.wai.org/events.

Women in Aviation, International is a nonprofit 501 C (3) organization dedicated to providing networking, mentoring and scholarship opportunities for women who are striving for challenging and fulfilling careers in the aviation and aerospace industries. For more information about Women in Aviation, International, go to www.wai.org or call (386) 226-7996.



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Photo by Elaine Stramer

Bill Stramer is one of a handful of people who were able to tour the Russian transport plane, the Antonov, after a short visit to the Bismarck Municipal Airport.

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