

NORTH DAKOTA Aviation Quarterly[®]

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NDAC

Fall 2004

Learning about Flight...



Members of the Hazen Cub and Boy Scouts get ready for a flight with NDDOT Pilot Larry Taborsky in the Aeronautics Commission's Skymaster during the Mandan-Bismarck EAA Chapter's Young Eagles Rally at the Hazen Airport, Saturday, September 25. Story and photos page 2.

Chairman's Corner

By Dan Kasowski



I hope everyone had a safe and fun-filled summer, or should I say summer season! Here at UND, the summer season came to an end on August 24th, when 13,187 students returned to UND for the fall semester (1,967 of them enrolled in Aviation). Although this is a very hectic

time, it is exciting to see the enthusiasm of the new students; it's a great time of year.

Plans for the 2005 Upper Midwest Aviation Symposium (UMAS), "Taking to the Sky in 05," are already starting to shape up. After a short summer break, we resumed our monthly NDAC meetings on September 8th. Things we already know for sure: the 2005 UMAS will be March 6th, 7th, & 8th, 2005. It will be held in Fargo, ND, at the Holiday

Inn (call 701-282-2700 today for room reservations at symposium rates!). The "Ice-Breaker" is tentatively scheduled to be held at the Fargo Air Museum. The Awards Banquet will be Tuesday Evening, March 8th (and we promise our guest speaker will not speak as long as last year!). Many of the individual groups have already scheduled some great speakers. So, mark your calendars and make plans early to attend this year's Symposium...

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— Recipe For A Smile —

By Todd Schwartz

I tried a great recipe that I have to share with you. First, get a group pilots and various airplanes. Then add a good VFR day and a potluck. The next and most important ingredient is about 30-50 kids. You then mix these all together at an airport of your choice. After it has had a chance to mix for a while, you are guaranteed a great time and some of the most unforgettable smiles ever.

I am not the originator of this recipe, nor do I claim to have improved it. All I have done is had the good fortune to have experienced it a number of times and the latest time was at the Hazen Airport on August 25th.



Todd Schwartz, a member of the Bismarck-Mandan EAA Chapter, briefs the kids from the Hazen Cub and Boy Scouts prior to their flights at the Young Eagles Rally.

On this day, the Mandan-Bismarck EAA Chapter along with some of our friends from the Minot EAA Chapter decided to do a Young Eagles Rally at the Hazen Airport for the Hazen Cub and Boy Scouts. I suggested this because my nephew is a Cub Scout in Hazen and for some reason I had not had the chance to help him earn his Young Eagle wings. When I suggested this to my chapter this spring, as always there was no hesitation and a date was set. The scout leaders were very excited and the plan was set.

During the week before, I kept my eye on the weather forecasts and it looked great. Then I got a call from the Scout Master Kandie, and like any recipe, when put into action, a slight problem developed.

We figured we would get 15 or so kids. With that number of kids, one or two 4-place planes would get the job done without any problem. Kandie told me she would have between 30 and 50. This was learned on Tuesday and I had a problem. As of that date, I had one for sure 4-place plane and pilot, me and a number of maybe's. This led to some quick calls.

The first call was to my chapter's Young Eagle coordinator and I found out that Brad was out of town on business. Then a call to Darrel Pittman. The panic began to lift, but not much, as CAP had an event in the Minot area that would take a number of the Minot guys who had wanted to come. Then, a few more calls to my chapter members. I had a hard time getting a hold of people, left a number of messages, and said a short prayer.

By Thursday I was seriously considering trying for the next weekend and was dreading the call to Kandie since the kids

were very excited. Then, like so many times when my flying friends are involved, it all came together.

First to call back was Eric Klien. He would be bringing the Champ and his dad, Dale and the Commanche. Then, Mike Gunia saying he would not be able to get there because of an auction, but that Warren could come from his area. Darrel Kersman was coming from Minot and his other brother Darrel Pittman, was coming from Bismarck.

Then, I remembered that Larry Taborsky had talked to me at the last council meeting saying he might be able to get one of the DOT planes for the event. I then called Larry's real boss, Amy. It was a go and Larry would be bringing a camera to get some pictures for this edition. Then a call from Chuck Avery who also said he should be able to come. The call to Kandie was a lot easier. Now, only to worry about the weather.

Saturday morning the weather was perfect. Clear skies - no wind. When I lifted off from Mandan I knew that North Dakota's aviation community had come through again. Now, all we had to do was enjoy, and enjoy we did.

The flight to Hazen was perfect, smooth and with almost unlimited visibility. The only slight bumps were not felt until I got into the pattern. With the light cross winds, even I got a very nice landing. I was greeted by Darrel Pittman on the radio and the site of the Skymaster that Larry brought up. On the ground I learned that in addition to the planes I knew were coming, Red had already been there from Garrison and was coming back with a Cherokee. Of course, Red had left the message that our start time of 10 a.m. mountain time had wasted most of the day.

When the kids and parents began arriving they were greeted by a number of planes on the ground and more coming in. By the time we were ready to go, more people had shown up from my chapter. We even had Steve V. bring in his Bellanca on a solo cross country and Logan Holm who



Eight planes, pilots and about 30 kids from the Hazen Cub and Boy Scouts all together after a picture-perfect day of flying, Saturday, September 25, at the Hazen Airport.

brought in the Starduster. Needless to say, we had a very nice variety of planes and some wide-eyed ecstatic kids.

After it was all said and done, over 30 kids are the newest Young Eagles in the state. From this I would not be surprised if we see some of these youngsters in our mix as pilots in a number of years. Additionally, we got some exposure for EAA and ND aviation as the local newspaper editor was

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FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautics
Commission



The Aeronautics Commission on October 7 & 8 met at the Governors Inn in Casselton with an agenda that covered the "Future of North Dakota Aviation". The two day workshop began with a welcome and intro by Robert Miller, Chairman. A panel discussion concerning the future of GA took place with Dan Kasowski, Chairman of the North Dakota Aviation Council, Erling Rolfson, President of the Airport Association of North Dakota, Bob Simmers, Aircraft Managements Services Inc. of Bismarck; Gerry Beck, Tri-State Aviation of Wahpeton and Bob Odegaard, Odegaard Aviation of Kindred all participating. The panel shared their view of the future of GA aviation, concerning airports, mechanics issues, pilots' issues and business aviation in general. An informative cross section of the industry was represented and an excellent exchange of ideas took place. Also participating was Steve Obenauer, Chief of the FAA Airport District Office gave the Commission a brief on the FAA Airport Improvement Program (AIP) and what is on the horizon with the federal program. Dr. Bruce Smith, Dean of the UND/ John D. Odegard School of Aerospace gave a very interesting and entertaining brief on the history of the UND program along with a future look for the school related to the industry and how UND/JDO plans to develop the young people of the future who will lead the industry. After the first day's agenda was completed Mr. Miller gave the commission members and staff a tour of the Casselton Regional Airport. As many know, the Casselton facility in 1986 was 2 Piper Cubs and a C-172 tied down aside a grass strip. Now it is a 3900 X 75 foot concrete runway with a parallel taxiway and two apron areas of 13

hangars and support buildings housing nine aviation related businesses with an employment of 23 +/- people. The foundation of a seven unit T-hangar is in development too. Day two, on the agenda brought to the table the NASA/Small Aircraft Transportation System (SATS) Program along with an aviation consulting company EASE, LLC. This team demonstrated aircraft equipped with the latest technologies in a demonstration of capabilities that will eventually revolutionize air travel for the world of GA aviation. The technologies will enhance the reliability of operations at small community airports throughout the rural area of this nation. The effort is focused on making runways accessible to aircraft in nearly all weather conditions. This presentation included a live in-flight demonstration of telemetry of aircraft data and animated real-time flight visual on a big-screen TV display presented to the ground audience. The best way to describe what was on the screen is, "The Yellow Brick Road". The technology is alive and is coming to your airport in the future. I know one thing; the video kids of today are going to have a ball. The afternoon session was given to the League of Cities, Association of Counties and the Greater North Dakota Chamber of Commerce leaders to share with the Commission what their needs and wishes are and how the Commission can coordinated with their organizations in the efforts of supporting the citizenry of the state. Greg Haug, Bismarck, Shawn Dobberstein, Fargo, Rich King, Jamestown, Steve Johnson, Grand Forks and Charity Speich of Dickinson, all are air carrier airport managers, gave the Commission an update and thier prospective of the air carrier future world of the larger communities with commerial airports of North Dakota. The final agenda item was taken up by Jim Sweeney of Fargo Jet Center and Weather Modification Inc. Jim presented

the Commission the vision of the future related to the Part-135 operations, Jim stressed some of the frustration of the industry related to regulation changes and conducting business in the post 9-11 environment. His briefing of WMI, Inc and the world wide weather modification effort with the complexities of that industry was very informative.

The Commission came away with a laundry list of good information and a "things to do" list for the future.

There was a great amount of information given and great interchange of ideas with needs, wants and more important "Dreams" for the future. Chairman Miller, board members and staff thank all those participating and plan to continue the interchange of ideas with the industry.



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TRIM TAB

By Bob Simmers

Boy, I overslept and missed summer. Do you feel the same way? It has been the shortest and coolest summer on record.

Last Quarterly's article spurred some questions from some real-life experiences this summer. A North Dakota pilot wrote and told of some summer excursions that he questioned as airport incursions. I think his concern is justified. His log is as follows:

#1. *While traveling in Montana, I approached my destination, an international airport. I announced my position on CTAF and made a low pass down the strip and "buzzed" the white Dodge Durango parked on the runway approximately 1/3rd of the way down the strip. On my second approach, the vehicle had not moved and was still parked on the runway. I did a low approach, chopped the power after clearing over the vehicle, mumbled that it was against my better judgment to be landing, but that I had an appointment with CA customs, and landed on the remaining length of runway. So much for Homeland Security - it was a U.S. Border Patrol Agent reading Sports Illustrated while parked on the active runway of an International Airport! I didn't have many kind words to the U.S. Agent, but the Canada Customs Officer that arrived a few minutes later at the east end of the strip was very friendly and helpful! Was this a runway incursion?*

#2. *On the second occasion, I approached a little-used public strip with a grass runway in late July. On an earlier visit to this airport during the same week, I had to dodge hay bales that were placed within the runway edge markers. These bales were not the wimpy kind of 80 pounders with one string running down the middle and another strip falling off the edge that my dad used to buy*



from the town drunk. These were modern, round bales that weigh more than my airplane. This Saturday morning, a tractor and hay rake were parked on the runway approximately 200 yards from the west end. Assume the rancher had thousands of acres on which to park his tractor, and from a rancher's perspective, completely understand that he had to park it perfectly lined up with the edge of a freshly cut hay field adjoining the strip. I just don't understand why the bales and machinery need to be parked on the runway. Was this another runway incursion?

Yes, by definition both are incursions. The definition of an incursion is, "Any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of the required separation of an aircraft taking off, intending to take off, landing or intending to land." That being reviewed, it would appear that both of these situations were incursions, however, the FAA has no provisions for tracking incursions at uncontrolled airports. At this point, they only track incursions at controlled airports and then they are only reported by FAA personnel. In both of these events in question, the airport operator should be notified and if no contact is made, the state aeronautics should be notified. The FAA has no interest in your matter until paint has been swapped.

By now, you have all heard that the Sport Pilot is reality. I received my FAR update the other day pertaining to this certificate. It is very long and interwoven with other existing regulations. I have not had a chance to read all of the print, but I have been trying to gain an overview of the certification process. During

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AAND

By President Erling Rolfson

It has been a busy summer for airports. New terminals in Bismarck, Devils Lake and Williston are in the works. Nearly \$27 million of federal funds, along with state and local funds, is approaching \$30 million of airport construction and expenditures in 2004. The state and local monies are matched with 95% federal funding.

Remodeling jobs in Jamestown and New Rockfords – yes, New Rockford – consist of completely renovated hangars and pilot lounges. A new runway in Fargo, and hangar and fueling system projects at numerous airports, add to the growth, and maintenance of the aviation infrastructure.

We have seen strong growth of 40% in the passengers boarding at the four regional airports. Hopefully, with this growth we can get better departure times. This will greatly increase the numbers in Devils Lake and Jamestown. They really need that early morning departure. It is interesting to note that Jamestown was boarding 10,000 passengers a year in the early 60's before we made things better.

I will be presenting our annual scholarships to some lucky UND students. They have to be from North Dakota and pursuing a degree in Airport Administration. We have supported this for many years and it is a great program. It is a great evening and one would be surprised at the interest and support for aviation in North Dakota.

We have had great annual conventions over the years, especially the programs that the AAND put together. If there is something special that you would like to see or hear, please let us know. It is a great chance to get brought up to speed on what is

happening in aviation. Not so much for the full-time people that work with it every day, but for the small and midsize communities that have airports. This is where your time is well-spent.

The Aviation Quarterly is a newsletter put out by the North Dakota Aviation Council. Please join one of the member organizations so that you can be put on their mailing list.

NDAAM

By President Don Larson

There was a lot of activity this summer at the Dakota Territory Air Museum. Aircraft displays changing as aircraft are removed from the museum for use by their owners, at the same time others are coming in. The TBM Avenger owned by Doug Rued, which has been on display for a number of years, was sold late summer and left the state. We hated to see it leave.

We hosted the reunion of the 5th Fighter Interceptor Squadron for a breakfast.

The 5th FIS was stationed at Minot Air Force Base from the base inception to the mid-80's. The 5th FIS flew the F102's during the very early years of MAFB, then they got F106's, and later when they left the base, they were flying the F-15's.

Their reunion was held in conjunction with MAFB Northern Neighbors Day.

As many of you are aware, the Dakota Territory Air Museum conducted the annual sweepstakes aircraft give-away. The 2004 Sweepstakes Aeronca Chief was won by Thomas Rosanski who lives on an air park just outside Buffalo, NY. He had a Continental Air Lines pilot-friend fly to Minot, pick up the Chief and fly it to New York. Ruth Lane, Sawyer, ND, was the winner of the second place prize, a leather Bomber jacket. We really appreciate the support that comes from many of you who will be

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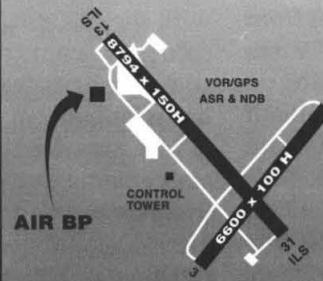
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NDAAM continued from page 5

reading this issue of the Quarterly. It would have been nice if one of you would have won again. Maybe next year – speaking of next year, we are looking at a real nice polished Luscombe. The purchase has not been finalized as of this writing. Our museum realized nearly \$20,000 from the 782 entries we received. Thanks a million to those who entered.

The Fargo Air Museum has also had a busy summer. They had their annual recognition of Vietnam Veterans, which I understand was very successful.

We again want to remind everyone that the Museums are 501c-3 organizations, which means that donations of any kind are tax deductible to the donor. We are always looking for artifacts, and history of, particularly, North Dakota aviators and aviation.

NDPAMA

By Morgan Stroth, President

Greetings to the North Dakota Aviation community. I hope you had a great summer the weekend it was here.

I would like to take this opportunity to let you know about the NDPAMA activities we have been working on over the summer. In August, NDPAMA and UND Aerospace teamed up to present a two day Maintenance Training Workshop. This was to provide an opportunity for NDPAMA members to meet and receive some excellent training. Industry representatives from RAPCO, Unison Industries, Prop Works and Standard Aero provided training on their respective products and William Arbegast of the South Dakota State School of Mines and Technology, gave us a glimpse of the future of welding with a presentation on "Friction Stir Welding." Dr. Warren Jensen made us all aware of the potential dangers of toxic fumes in and around aircraft. And last, but not least, Bob Jensen, Karmen Johnson and John Kline of the Fargo FSDO demonstrated their commitment to Aviation Safety with programs on Human Factors, Quality Inspections and Professionalism. I would like to thank all our presenters for a job well done.

I would also like to thank all of our sponsors for their donations. Their donations were critical to the success of this workshop. API, Aviall, RAPCO, D.L. Custom Upholstery, Crookston

Aviation, Grand Forks Flight Support, Aerospace Welding and Custom Stripes – thank you very much.

NDPAMA is in the process of developing a web page to showcase our organization. On this site, we plan to list officers, upcoming events, awards, a tech forum, classifieds, news and a gallery. Ken Foltz, our Treasurer, is spearheading this endeavor and we hope to have it up and running prior to the March Symposium.

Speaking of the March Symposium, as you probably know, it will be held at the Holiday Inn, Fargo, North Dakota on March 6, 7, & 8, 2005. The NDPAMA training format will be similar to last year's. We will have classes on Sunday, Monday and Tuesday, but we may start earlier on Sunday to allow people the opportunity to attend social events in the afternoon instead of sitting in class. More on that later.

If any of you have any ideas for speakers, please contact me or any of the NDPAMA officers with your thoughts or suggestions as now is the time to start lining them up.

NDEAA

North Dakota Experimental Aircraft Association

By Darrel Pittman

Thank you for all the good remarks on my commentary column. I will continue with the column in the future. In this column I want to make you aware of some changes that we feel will benefit our members.

You may be wondering about the above name change. This is the name that has been adopted for the existing North Dakota Sport Aviation Association (NDSAA). This was done in response to the requirement in the bylaws of the North Dakota Aviation Council (NDAC). The requirement states that a council member must represent an official organization from within the state. The organization must have established bylaws with elected officials serving on the council. The NDSAA was not officially a member group with officers assigned or elected to lead and participate on the NDAC. The Council members value our presence and want us to be an integral part of the council. So, they requested that we become an

officially chartered group to satisfy the Councils bylaws.

That being said, notice was given for a meeting of interested EAA members at the last Symposium in Fargo to make some decisions. The members in attendance decided to poll our respective chapters about making a charter for an official state EAA group to satisfy the bylaws of the council. Along with that we decided that the name would be more recognizable as EAA, rather than just sport aviation. Those present were Bob Miller, Ron Saeger, Tom Kenville and myself. Todd was not there, but we had already discussed some of the options and he was in concert with all of us. Todd and I were given an old set of NDSAA bylaws and were to make the needed changes. That turned out to be a rather easy job. All North Dakota EAA members are now duly recognized on the NDAC.

Todd and I are currently representing NDEAA (NDSAA) on the council and will continue to do so. We will do the best we can to serve NDEAA. I know that's probably a scary thought; an air traffic controller and lawyer running things, but we do have your best interest as our guide.

That's a quick look at what's happening for the NDEAA (NDSAA). We plan to have another meeting at the next Symposium in Fargo, hope all of you can attend. Any question, give one of us a call.

FLY-INS

I was at Casselton for Planes on the Plains. Bob immediately put me to work talking to airplanes. What a great turnout! If you missed it, plan on it next year, you will love it.

I was also at another great fly-in, the annual Red Ewing breakfast fly-in at Garrison. It's getting bigger and better each year.

The Minot Museum held a weekend fly-in at the Minot airport for the aircraft drawing. Unfortunately, I was not able to make that one – so they gave my airplane to someone else.

By the time you read this the Pietsch fly-in at Sawyer will be history, as will the annual Turtle Lake breakfast fly-in. Both of these events always draw a big crowd. I'll be at Sawyer and will be on the hand-held radio at Turtle Lake. See you there.

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CHAPTERS

Bismarck/Mandan chapter will be flying Young Eagles at Hazen on September 25th, the potential for a big group exists, come join us if you can. Meeting times are on the 3rd Saturday of the month 10:00 AM at the Mandan airport lounge. October 16th is family fun day, food and flying.

Minot cookout meetings at the Flying S ranch are over for the summer. They now will meet in the Minot Museum on the first Wednesday of the month. Bismarck/Mandan chapter has invited the Minot chapter to participate in the Hazen Young Eagle's Day.

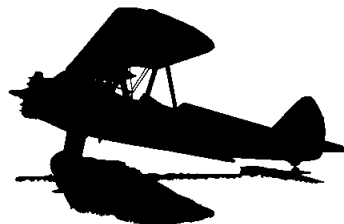
Fargo chapter: I can't possibly relay all the information Bob Miller sends me, but I will try to hit some high points. This is a big chapter and they meet on the second Saturday of the month. It appears not always at the same place. They just ordered new logo jackets, and they look great. They are flying CAP Cadets as Young Eagles on September 18th. That's good. It's tough for those of us in the CAP to give these young folks orientation rides with limited access to aircraft. Read their newsletter, it's chocked full of good information.

Grand Forks/Grafton chapters: until recently I have not gotten information from these folks. But now, thanks to Paul Hanson and Scott Pearson, we're getting information from them. Their next meeting is September 21st in Manvel.

We now have all chapters represented, I think, and that's great. For a long time we've wanted to have all the state chapters working together as one for an annual event of some sort. Any ideas?

SYMPOSIUM; Don't forget the, "Upper Midwest Aviation Symposium", is just around the corner. The "Aviation Quarterly" following this one will have registration information in it. Start making your plans now to attend in Fargo. **CLEARED TO LAND.**

Darrel



Chairman from front page

Does anyone know what Federal Aviation Administration Advisory Circular 65-26 is all about? Well if not, I would like to explain it.

In the last Quarterly issue I wrote an article on Charles Taylor, his contributions to the first flight of "The Flyer," and how he has been called the "Unsung Hero of Aviation."

I would like to expand on my last article and take the opportunity to recognize a few "Unsung Heroes" from right here in the state of North Dakota.

On April 23, 1993, the Federal Aviation Administration issued Advisory Circular 65-26. This Advisory Circular is titled the CHARLES TAYLOR "MASTER MECHANIC" AWARD. This award recognizes aviation maintenance personnel who have at least 50 years of experience in the aviation maintenance industry. The award is named for Mr. Charles Taylor, the mechanic that helped build and maintain the Wright Brothers airplane "The Flyer."

To be eligible for the "Master Mechanic" Award, candidates must meet the following criteria.

a. Any individual with at least a total of 50 years engaged in aviation maintenance and is a certified mechanic or repairman as long as he/she kept his/her credentials.

b. For a minimum of 30 years, the applicant must have been an FAA-certified mechanic or repairman.

c. The remaining 20 years may be accepted if that individual served as a mechanic in the military or worked in the aviation maintenance or manufacturing industry.

d. Any individual who had his/her Airframe and/or Power Plant Certificate, Repairman Certificate, or Inspection Authorization Certificate revoked by the FAA will not be eligible for the award.

e. Any previous actions or enforcement activity, other than revocation, against the certificate will be reviewed by the selection committee with consideration towards eligibility.

Recipients of this award receive a certificate and lapel pin. The certificate is signed by the FAA Administrator. A stick pin for the spouses will recognize

their contribution. A "Role of Honor" leather book with the recipient's name, city, and state, and certificate number will be kept in Washington, D.C., Federal Aviation Administration Building.

The FAA Charles W. Taylor Master Mechanic Award was designed to recognize the "quiet heroes" of the aviation maintenance profession. This award is not easily attained as it takes each recipient a lifetime of experience just to qualify! This FAA Master Mechanic Award is the highest recognition and honor that can be bestowed upon an aviation mechanic.

Since the conception of this Advisory Circular in 1993, North Dakota has awarded 15 individuals the Charles Taylor award. The recipients are:

- Ardell T. Bestland, East Grand Forks, MN
- Vincent S. Burass, Northwood, ND
- Robert C. Chase, Mandan, ND
- Jack Daniels, Williston, ND
- Arthur J. Dobias, Angus, ND
- Richard J. Halldorson, Cavalier, ND
- Ernest O. Knutson, Tioga, ND
- Phillip "Flip" Miller, Valley City, ND
- Gordon W. Person, Fargo, ND
- Lloyd M. Seckerson, Jamestown, ND
- Lester E. Severence, Hillsboro, ND
- K.T. "Chief" Sveum, Minot, ND
- Albert L. Thompson, Cooperstown, ND
- Warren V. Walkinshaw, Argusville, ND
- Robert K. Watts, Bismarck, ND.

These are the "Master Mechanics" who have brought the aviation industry forward into the 21st Century. The aviation community of North Dakota applauds each and every one of you, and, thanks you for your contributions in making North Dakota a safe place to fly.

WANTED: North Dakota mechanics that meet the requirement of the Charles Taylor award... The North Dakota PAMA organization is searching for mechanics in the state of North Dakota that may qualify for this award. If you know of anyone who may meet the requirement of the Charles Taylor award and have not yet been recognized, please contact one of our NDPAMA members or me.

Time Traveler



By Gordon Grace

Ya gotta love the midwest for their air shows. This area has those tremendous wide open spaces and beautiful clear skies that make for a perfect day most every time a bunch of people and a bunch of airplanes get together to enjoy each other's company. Big cities and their big air shows bring in big iron and lots of big corporate sponsors, but I'll take our brand of up-close and personal air shows any time. Seems like for as long as I've been in this business, at each air show or fly-in I see something new and learn a little more about this part of the country, its people and aircraft. Let me take you back to a quiet part of the region on a hot summer day...

Attendance was great, the weather was great, and the show announcer and master of ceremonies was feeling like things couldn't be better. His routine was perfect! Aircraft were coming and going right on cue, and his witty comments were timed to the split second as a menagerie of air machines tore past the crowd to display their best performances. He could hardly wait for the grand finale to his memorable day in the spotlight. "Ladies and gentlemen," he rolled on, "boys and girls, let me introduce to you the most modern and the most capable machine in the world of aerial application, the Cessna Ag Truck!"

Wanting to impress the audience with the awesome capabilities of his crop duster, he had coordinated the spray pilot to drop a full load of water adjacent to

the crowd. Sitting at the drop site in front of the crowd for the stupendous finish was his brand new Cadillac. As the big, new, fully loaded flying machine made its way toward the anxious crowd, he coolly announced, "Now this is a fancy way to get a car wash if you're in a hurry and happen to have a sprayer available," the crop duster flew towards the drop zone with the full load of water right on cue and right on target. Carefully considering the trajectory and timing of the release, the pilot pulled the emergency jettison lever to relieve the aircraft of its sloshy cargo. The mass fell as a single unit, quickly and as planned.

What hadn't been considered is that at such a low altitude, an instant drop of hundreds of gallons of water amounts to a bomb of thousands of pounds of weight dropped onto the shiny new unsuspecting car with his owner attached to a hot microphone to relate the event to the eager on-lookers. While everyone watched, the water hit the car in a fury. The shock absorbers did what they could with the addition of the tremendous burden being unloaded at such a tremendous speed. The immediate thump of the water bomb was replaced by the sound of gunshots as the tires flattened and blew out in unison, followed quickly by the crashing of glass as the windows shattered, and the roof caved in. If there was ever a magnificent finale to an air show, the demonstra-

tion that had just transpired was among the best. The crowd all at once gasped, then went silent, then exploded into uncontrollable laughter while the once-cool announcer exploded in fury at his miscalculation. Never before had anyone seen such an event, and it was now left for everyone to recall in vivid detail as they walked to their cars, leaving the stunned master of ceremonies with nothing more to say, no enthusiasm to say it with, and no way home at the end of the show.

For you spray pilots - that emergency release handle in the spray plane will surely help you to get out of a jam if you ever need it, but I'd suggest you hold off from offering to help out with the clothes washing or window washing while you're in the plane.

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Legislative Catastrophe

Greetings from Casselton.

Over the decades, we have all witnessed tons of mindless pap coming from our "legislators" in Washington. Sometimes this spawn is so inane that it generates laughter, often it simply wastes our money, and unfortunately sometimes it brings grievous harm to us all. What follows should shake you brutally awake, generate rage, and inspire you to take up pencil and paper, or race to your computer keyboard. I am referring to a current legislative proposal that will all but destroy our precious freedom to fly. This ego-generated, brainless, unworkable, power-usurping bill is aimed straight at those of us who love to fly. It purports to increase national security but will do nothing of the sort, and will simply drive a stake into the heart of general aviation. Please read very carefully and contact your congressmen immediately.

Bill (H.R. 5035) would require the Department of Homeland Security to create a method of screening all passengers and property on each flight of all passenger aircraft in the U.S., including general aviation aircraft of all types. It would also prohibit any non-airline aircraft from flying within 1,500 feet of any structure or building, and prohibit non-airline aircraft from flying over any U.S. city with a population of one million or more. It would further require that pilots of all aircraft in U.S. airspace remain in contact with the Federal Aviation Administration, presumably by radio, regardless of altitude or location.

"The extreme shortsightedness of this bill speaks for itself and completely counters the government's own security experts, who have continually stated that general aviation does not pose a

significant security threat to the U.S. It's sad that the solemn anniversary of the 9/11 terrorist attacks is being used to introduce this bill, which does nothing to enhance security and smacks of election-year grandstanding."

With 17,000 landing facilities and nearly 200,000 aircraft in the United States, it is inconceivable that the Department of Homeland Security (DHS) and FAA could ever fund and administer such a plan. DHS and the Transportation Security Administration have repeatedly indicated that general aviation does not warrant such levels of security when compared to other transportation modes and threats.

We as a nation need to focus our limited resources on the most serious vulnerabilities and threats to our security. The TSA has made extensive studies of those threats and nowhere has that agency ever suggested such draconian measures as those proposed in this bill.

EAA members and others can express their opposition to this bill to their congressional representatives by finding their contact information at <http://www.house.gov> <<http://www.house.gov>>. EAA immediately contacted members of the House Aviation Subcommittee to state its extreme opposition to this legislation.

I'd recommend that the Aeronautics Commission give some thought to this proposal, study any ramifications that might have been missed here, and then generate the strongest possible response to our congressional contacts.

Cordially, Bob Miller

Marketing Study Reveals Perceptions and Flying Habits of Dickinson Area Residents

Both leisure and business travelers in the Dickinson area say the price of the ticket is the most important thing they consider when choosing a flight. Yet only four out of every 10 leisure travelers always check ticket prices out of Dickinson before flying, compared with six out of every 10 business travelers. These are two of the major findings of a survey conducted for the Dickinson Theodore Roosevelt Regional Airport to understand what prompts Dickinson area residents to choose their airport and flight times, and to determine what their perceptions might be. "We're spending a significant amount of our grant dollars on marketing our airport

services," stated Charity Speich, airport manager, "and we wanted to make sure we were delivering our message in the right way. We also wanted to understand and correct any misperceptions flyers might have, especially about the competitive price of tickets, and the convenient schedules travelers have with our Denver connections." Other key finding of the survey included:

- 52 percent of leisure travelers thought fares out of Dickinson were competitive, with 28 percent not responding or unsure. A higher amount of business travelers, 70 percent, thought fares traveling out of Dickinson were competitive, with

12 percent unsure or not responding.

- Most tickets are purchased through travel agents or via the Internet. Leisure travelers purchase tickets over the Internet as frequently as they do through a travel agent.
- Most flyers would need a price difference of \$100 or more to induce them to switch to an airport other than Dickinson.
- Most respondents remembered seeing or hearing advertising about Dickinson Airport in the past year, primarily in newspapers or on the radio.
- The Dickinson Press is read regularly by over 80 percent of both leisure and business travelers. Direct mail and newspapers rated as the top two methods of

receiving information on flights. The survey results will be used to determine where potential flyers will see and hear advertising and marketing messages during the next year. "When you compare our record enrollment numbers for July with the fact that 84 percent of those surveyed had seen or heard our advertising, I know our message is reaching potential travelers," concluded Speich. "area residents who fly out of Dickinson Theodore Roosevelt Regional Airport know that it's convenient and easy, and the cost is competitive."



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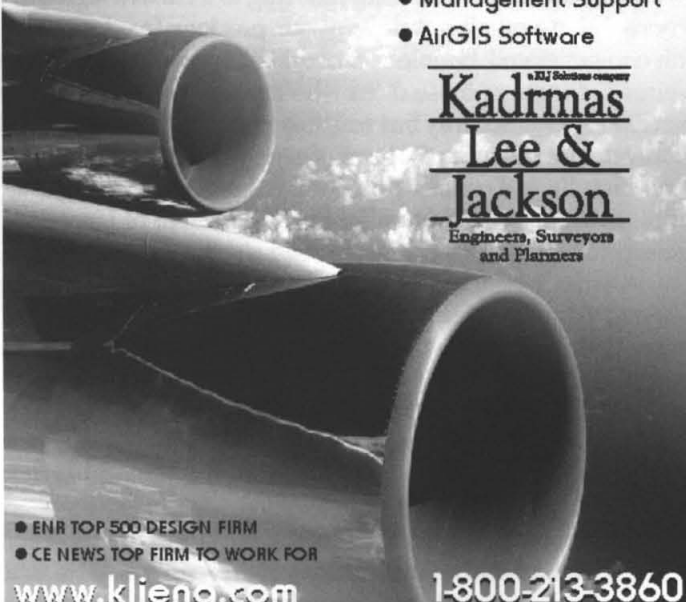
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Airport Hangar Revenue

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We doubt if there is a public airport in North Dakota that wouldn't welcome an additional source of revenue. Providing aircraft hangars for rent to the general public seems to be often overlooked. Airports operating as airport authorities (different state laws apply to public airports not acting as airport authorities) are authorized to issue tax exempt revenue bonds to cover the cost of hangar construction for use by the general aviation public. The principal and interest payable on the revenue bonds is paid by a pledge of the rental revenues. The sale of the bonds is usually negotiated with an underwriter or a bank.

Revenue bonds of this type are usually issued for a term of 10 to 15 years. It is up to the airport authority/issuer to decide how long it wants to have to pay off the bonds. The shorter the term of the financing, the lower the interest rate will be. The airport authority needs to determine what demand exists for hangars and what the renters will pay. Reasonably firm commitments from those that would rent the hangars, or a history of hangar rental demand, is necessary to attract reasonable financing.

A frequently asked question is whether or not the airport authority can issue the bonds to build hangars for individuals who would own the hangars when the bonds are paid off. Such arrangements raise IRS problems under the "private activity" bond rules and should be avoided. Certain purchase options at fair market value after bonds are paid off are possible, but fair warning, such issues are complicated and more expensive because of the tax issues involved.

Another frequently asked question is whether or not bonds can be issued for the construction of FBO facilities or other businesses operating on the airport. These are also more complex bond issues because of IRS tax regulations, but they can be done.

Tax-exempt bond financing is available to airport authorities for the financing of revenue producing projects and any long term improvements and results in over all long term lower cost than conventional financing. For more information, contact Cook Wegner & Wike PLLP, 811 East Interstate Avenue, Suite B, Bismarck, North Dakota at 255-1008 or 1-888-417-0860 (toll free) or Jim Lawler, the manager of the Mandan Municipal Airport, who has agreed to answer question from readers. The Mandan Municipal Airport has constructed two sets of revenue bond financed hangar facilities. Thus, Jim Lawler is knowledgeable of the business side of such projects. He may be reached at 663-0669.

* Cook Wegner & Wike PLLP is a law firm located in Bismarck, North Dakota, which limits its practice to the law as it relates to tax-exempt bond financing for the State of North Dakota and its political subdivisions, 501(c)(3) organizations, and small manufacturers.

Trim Tab from page 4

its gestation period, I heard lots of comments about how great it was going to be to be able to fly without a medical, especially from the grey or no-hair-at-all-pilots. A word of caution. It appears that the regulations prohibit you from flying under these rules if you have had a medical, but have had it tabled because of medical deficiencies. As I learn more about this subject, I will try to comment and keep you updated.

It is now Fall and the beginning of one of the most pleasant times of year to fly. Do me a favor and always keep the wind in your face. Down-wind landings and takeoffs can quickly turn those beautiful autumn colors into wrinkled scenery.

Bob Simmers

*Until next time,
Happy Flying*



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Grand Forks Airport GIS - Reaching New Heights

By Nicole Vogle and Roger Grimsley, RLS

PREPARING FOR TAKE-OFF

Whether or not you like flying, almost all airline passengers hope for a smooth flight. That includes not only the actual plane ride, but the entire flight experience. They don't want delays with security, though they want the security to keep them safe. They want to be on time, on and off the plane, and they want courteous service at the counter. Airport staff are no different than the customers to which they cater. They too, are looking for a "smooth flight" in their working operations. One local airport, the Grand Forks International Airport, has taken steps to help ensure just that.

TAXIING DOWN THE RUNWAY

An airport is in many ways like a city - with its own infrastructure. Specialized safety and security requirements add another level to its management responsibilities. A Geographical Information System (GIS) helps Airport staff concentrate on their primary objective of providing safe and reliable air passage, rather than spending time searching for and disseminating infrastructure information. Also, GIS provides a format where data is not just accessible, but also useful in terms of meeting a variety of needs.

GIS consists of computer hardware, software, data, and personnel to effectively capture, store, update, manipulate, analyze, and display geographically referenced information. In fact, industry experts believe that in the near future, facility management professionals will be using GIS in the same way they have used word processors and spreadsheets in the past. According to leading industry publications, more than 80 percent of all information used by facilities is geographically referenced which is why GIS makes sense!

The Grand Forks International Airport is conducting a multi-phased GIS implementation with the help of AE2S. Initial phases consisted of preparing base maps, mapping underground piping and wiring, mapping lease parcels, linking record documents to map objects, color digital orthophotography, topography, and plan features. Future phases will include mapping adjacent parcels, expanding the utility coverage, populating databases, and adding related photos. Training, hardware upgrades, and system installation are an integral part of the system implementation.

GAINING ALTITUDE

With Phase one and two in place at the Grand Forks International Airport, great things are happening. Airport personnel can instantly access all record drawings simply by selecting a point anywhere on the map. With one click, the GIS displays a list of projects that were completed in the area. The next click allows the user to page through the scanned plan sets, which can be printed or emailed to others. Wondering about that manhole? Click on it to see its elevation, materials of construction, or other attributes. Wondering what's inside? Another click displays a digital picture of the interior. As you can see in the middle photo, a picture is worth a thousand words when it comes to describing the interior of a manhole.

The major benefits of implementing a GIS come from shared information. Integrating geographically referenced data from engineering, operations, accounting, and other related areas eliminates discrepancies and the effort and expense associated with maintaining multiple records.

OPERATING AT CRUISING SPEED

Steve Johnson, airport manager of the Grand Forks International Airport, definitely agrees – "The addition of GIS technology at the Grand Forks International Airport represents the single greatest advancement in management productivity – ever. The availability of file cabinets of information and photos at a mouse click saves hours of searching and provides answers to questions immediately. No more lost as-builts or other documents, no more trips to the field for measurements, no more requesting specialized maps from consultants. This is the real deal and it's easy to use! AE2S did a wonderful job assisting us in needs assessment, implementation, hardware and software selection, and training. We couldn't be happier."

**Mark your Calendars! for
the 2005 Upper Midwest
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Aviation Quarterly.**

Recipe for a Smile from page 2

there taking pictures and talking to us for an article for the next Hazen Star edition. All in all, a great day capped by a nice potluck meal put on by the Scout parents, and a nice easy flight home.

For this successful event, I have a lot of thank you's to extend. First to the Hazen Scouts and their parents for letting us fly the kids. Next to all of the pilots, who took their time to make it happen. I also wish to thank Joe Heimann who flew up with me and helped match kids and pilots even though he is not even a member of any of the aviation groups. Of course, a thank you to the EAA'ers from Minot and Bismarck-Mandan. Lastly, and certainly not least, I want to thank Gary Ness for authorizing Larry to use the Skymaster for this event. We were able to not only let the kids have an airplane ride, but also to learn about aviation and see close-up a nice variety of planes

In closing, this event reminded me of why I love to fly. Seeing the smiling face of my nephew and all of the other kids made it all worth it for me. We have all had the \$ 100.00, hamburger but having it with a kid who is so excited from his first flight makes it taste better than the best steak you could find in even the finest restaurant anywhere. If you have not sampled this delicacy, try it, you'll like it.

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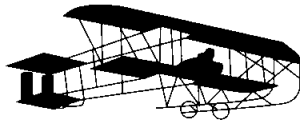
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This Nomination is Submitted by:

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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 30th of this year.

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