

NORTH DAKOTA Aviation Quarterly

Issue #63

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NDAC

Spring, 2004

LEGENDS OF FLIGHT

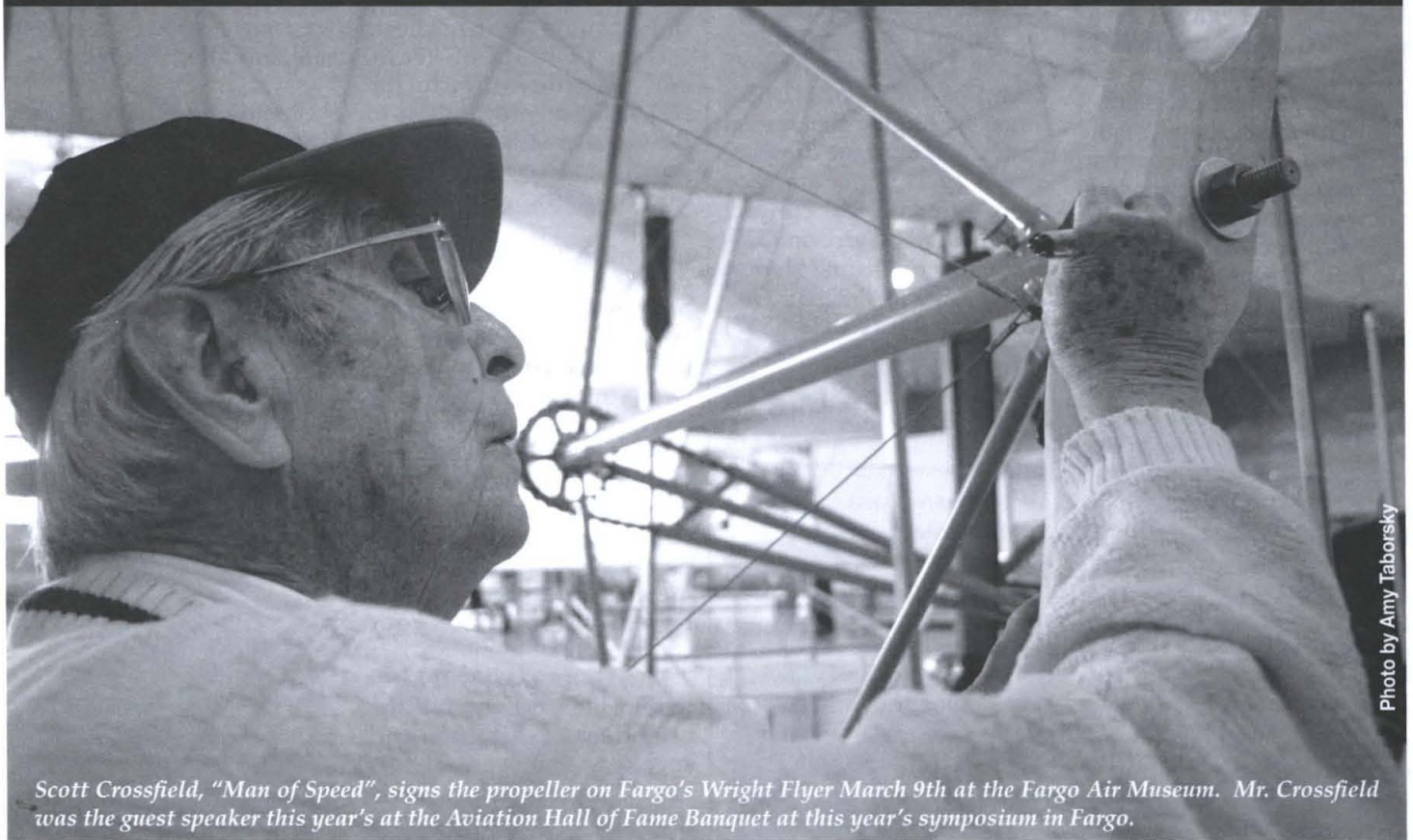


Photo by Amy Taborsky

Scott Crossfield, "Man of Speed", signs the propeller on Fargo's Wright Flyer March 9th at the Fargo Air Museum. Mr. Crossfield was the guest speaker this year's at the Aviation Hall of Fame Banquet at this year's symposium in Fargo.

Chairman's Corner

By Dan Kasowski



The people have gone home, the dust has settled and the Upper Midwest Aviation Symposium "Exploring the Second Century of Flight" has come and gone. I hope everyone that attended this year's event had a great time! This year's attendance, exhibitor booth count

and the line-up of professional speakers reached highs we haven't seen for many years. The comments I have received in regards to this year's symposium have all been very positive.

An event such as the Upper Midwest Aviation does not happen without a lot of hard work... I would like to thank all the NDAC members and the staff from the ND State Aeronautics Commission for their hard work and dedication. Their commitment to the NDAC is an asset to the entire Aviation Community of North Dakota, thanks to each and

every one of you.

I would like to give a special thanks to Dennis Larson and his staff from the Fargo Air Museum. The Fargo Air Museum hosted the Ice-Breaker and Career Days. I hope everyone had the opportunity to enjoy the Ice-Breaker! What a great atmosphere and beautiful display of aircraft. The Hall of Fame Wall, the Wright Flyer and the history throughout the Museum captured the interest of everyone who attended. In addition to hosting the Ice-Breaker,

Continued on page 2

COMMENTARY

By Darrel Pittman



We had over 500 attendees registered at the Symposium this year. Since I've been on the Aviation Council, I don't recall that large of an attendance. This is a tribute to your hard working council. For those who couldn't attend, you missed a tremendous event. Our breakfast speakers were Bob Miller and Bruce Smith. The luncheon speakers were Senator Dorgan and Governor Hoeven. All gave great presentations. Scott Crossfield was our banquet speaker and his program was excellent. I can remember many of the record events he told us about. He had slides showing pilot's names and numbers of times flown in each experimental aircraft. The numbers stand out in my mind, those test pilots sure got to do a lot of fancy flying.

I will be a representative of the EAA this coming year, but I also am still very much involved in the Pilots Association. I mention this for the benefit those who asked for more time at the ATC forum we held this year. Paul Hanson and I have decided to make it a double session next year. Todd Schwarz will also represent the EAA, and he is giving you a thumbnail sketch of the new state organization in his article. When we have all this together, the North Dakota EAA Chapters can expect a briefing.

I was very pleased at the turnout for the airspace briefing. When the briefing was presented in GFK, it was only seen by a handful of folks. I think those that attended this latest session now realize what Fred Adams, Ron Saeger and I have been writing about. Stay tuned in. This is an important issue. I did feel a little sorry for the officer that did the briefing because we pounded him

with some questions he didn't have answers for.

Good flying weather is just around the corner! So, as a reminder, here are some upcoming fly-ins for this summer. On June 20th the annual Red Ewing breakfast fly-in and fun-run at Garrison (D05) will be held. This is a fund raising event sponsored by the Garrison city fire department with help from the BIS and MOT EAA Chapters. Another great fund raising event is the annual breakfast fly-in at Turtle Lake (91N) on September 19th, sponsored by the Trinity Lutheran Church for the Lutheran Children's Camp of the Cross. Don't forget in August the annual outing and airplane drawing at the MOT museum. For more information contact Red Ewing at Garrison (337-5486), Ray or Dianne Herr at Turtle Lake (448-2253), Don Larson at MOT (833-6837) or Darrel Pittman (852-2346). I plan to be at D05 and 91N with the trusty hand held radio that Ray Herr will not let me return. As always the MOT control tower will provide excellent service. More summer events are in the planning stages at the MOT museum and the DIK airport, but exact dates are not known as of now. Gary and I haven't talked about anything at the Garrison Dam Airport yet. We may do something there again this year.

If you are not a member of the National EAA or an associated chapter, I encourage you to join up. Our groups have a lot of fun together. This year the Pilots Association signed up a couple dozen new members and that's great progress. Remember, you can belong to more than one group. Join us and give us your input. See you at the fly-ins.

CLEARED TO LAND.

Darrel

Chairman from front page
Dennis hosted the Career Day event. The museum hosted two sessions of local 5th grade students, totaling over 150 kids! Just think, some of those kids may be the future of the ND aviation community! Great job Dennis and thanks for your help.

With the change of NDAC group representatives, there will be two individuals leaving the council this year; Mike DeVries, who represented PAMA, and Randy Aarestad, who represented NDPA. It has been a great privilege working with both of these individuals throughout the past couple of years, and their devotion to the NDAC and contribution to the Aviation Community is greatly appreciated. Thanks once again, Mike and Randy.

Joining the NDAC this year and representing NDPA is Larry Taborsky. Welcome aboard Larry, we look forward to working with you. And, as you may have probably figured out by now, I will be serving as your NDAC Chairman once again. I thank everyone who supported me during the past year and for selecting me to run a second term, I greatly appreciate your confidence.

Most importantly, I would like to thank all the attendees, exhibitors and speakers that were at this year's Symposium. It is truly the people who attend the Symposium that make it a success. Thank you and we hope you will all be back again next year!

Speaking of next year, your NDAC has already started preparation for next year's Symposium. The only information I can pass on at this point is that the Symposium for 2005 will be in Fargo. Details on the locations and dates will be decided over the next couple of months, so stay tuned for updates.

As I'm typing this article, I can't help staring out the window at the bright beautiful day with the sun melting away all that snow, it's a definite sign spring has arrived. This means that over the next several weeks, many of you will probably be dragging those aircraft from hangars and storage sheds where they have been buried for months. I want to encourage everyone to spend a little extra time and effort inspecting your aircraft before the first flight (must be the mechanic in me). We all know that winter storage can be hard on equipment and we want everyone to have a safe, fun filled summer.

Signing off – have a great summer – and fly safe...

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FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautical
Commission



There was a movie in the early sixties which showcased several notable leading men and starlets of the time. The movie was "The Greatest Show on Earth." Ladies and gentlemen of the North Dakota Aviation Council, you are coming close to being just that, "The Greatest Aviation Show in the Upper Midwest."

Why would I say that? Not to make anyone feel good, nor to curry special feelings, it is the truth. The Council has done a great job of putting on a notable organizational gathering for an industry.

An attendance approaching 500 and a record number of vendor/exhibitors, the 2004 Symposium was more than just a gathering. Chip Barclay and Jane Garvey, national aviation leaders and observers, commented to me that the agenda and speakers were top notch. The combined statements can be characterized as, "I had no idea that this organization did so much.... I was looking at the schedule in the program and on the wall in the lobby and, wow, what a choice of breakout classes and events to attend."

Several years ago the National Association of Aviation Officials had me on the road to speak about national issues related to our industry. I attended 24 separate state aviation conventions across this great land. Not one time

in that 18-month time-frame did I see an event that compared to the "Upper Midwest Aviation Symposium."

The audiences were airport management groups, fixed based operators or statewide pilots associations. I never once had an opportunity to spread the message at one place to all the aviation interests of a particular state. During this same time the ND Aviation Council was doing the right thing. The individual aviation business people of the state were joining together to give their industry the best look at all facets related to educational, informative and important issues on a state or national level.

The Council has thirty years of history. However, the "Show of Shows" has its roots all the way back to 1949 when the first group of aviation business people put together the first organization called the North Dakota Aviation Association.

One other state wide organization, Montana's, has also stood the test of time and annually brings together the industry in one location. Other states have made several attempts to create the council form of organization. Nebraska, Colorado and Missouri have tried to emulate the effort of North Dakota and none have completely adopted the form. Why am I writing about this today? It is very simple. Be proud. You have uniquely combined many facets of an industry ... one entity with a relatively small population from a smaller populated state... and put on a GREAT

BIG SHOW. How? Because you do it together, and that is something for which we can all be proud. I know I'm proud when people tell me that the North Dakota Aviation Council does a great job putting on "The Greatest Show..." Congratulations ... Keep it up.



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TRIM TAB

By Bob Simmers

Many of you already know me, but for those of you that don't, I will give you a brief overview. First, I am not qualified to write an article because I'm a pilot, not a journalist. The only qualification that I may possess is that I have the desire to do this. I live in Bismarck and in addition to owning my own aviation business here, I am a flight instructor and pilot examiner. Some think that I have a working knowledge of the FAR's and some know that I tend to create my own regulations from time to time.

This column, being the first of what I hope to be a regular addition to the Quarterly, will be an informational section with the goal of providing you, the aviator, with tidbits of aviation information that I hope will be of use at some time or another. I would like to make this a question and answer column and field questions that you may have about anything in aviation from airspace to Zulu time. Now, I don't claim to know it all, but I do believe that I can find an answer to any legitimate aviation question. As the title would suggest, I hope that you will use this opportunity to send me questions that you may have that, when answered properly, will lessen your work-load and make your flight a little easier.

From time to time, I may include some useless stuff like: Did you know that the rate of survival is directly



related to the angle of arrival? Think about it!!!!!!!!!!!!!! Or, no matter what else happens, fly the airplane. Forget all of that stuff about thrust and drag, lift and gravity; an airplane flies because of money.

Enough of this silliness. Seriously, I hope that we all have as much fun with this column as each of us has flying in our own world. You may send your questions and comments to:

Bob Simmers
8523 Briardale Dr.
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Hope to hear from you soon. — Bob

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Farewell to a Pioneer of the Industry

By Gary R. Ness, Chairman, North Dakota Aviation Hall of Fame



October 27, 1920 - March 25, 2003

Warren Walkinshaw, a national icon of agricultural aviation passed to the West to the great ready-room in the heavens. Warren began his aviation career at age 16, when his dad traded a team of horses for an airplane. That and a tour as a civilian/reservist flight instructor for the Army Air Corps during WWII, led to the start of a business in 1946 which was one of the first commercial application business in North Dakota. Warren was one of the original founders of what is now known as the North Dakota Agricultural Aviation Association. He accumulated more than 25,000 flight hours over 50+ years of flying. Round engines and flying low were his passion. In 1995 Warren was inducted into the National Agricultural Aviation Hall of Fame. The ND Aviation Hall of Fame honored him in 1999. In 2000 the FAA recognized his fifty years as an aircraft mechanic with the "Charles Taylor Award." His collection of modified "Stearman" aircraft is known and coveted nationwide. Warren's farewell took place at the Fargo Air Museum, a fitting place to say goodbye. A private man, with a love of aviation, he not only shared his wealth of knowledge of industry with anyone who asked and would listen, he also shared a grand way of being a gentleman and superior advisor to all that knew him.

He will be missed by all, but his way of doing things will not be forgotten. As Pastor David Krueger-Duncan said in Fargo, "He was a Good Man."

Other Remembrances:

This author has an apology to make to the readers of this publication. I have not been diligent enough in remembering those of the Aviation Hall of Fame that have passed to the West.

Those individuals that left us in 2003 are **Alfred E. Dahl** and **Wilbur E. Brewer**. May the family and friends of those two grand gentlemen accept our best wishes. Al and Wilbur are missed by all and honored by the industry.



Alfred E. Dahl



Wilbur E. Brewer

In Memory Of:

Mark E. Nelson, July 24, 1918 - March 19, 2004

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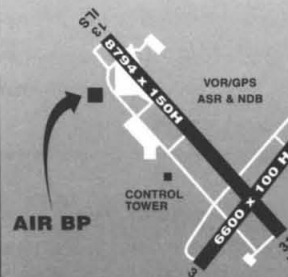
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NDSAA

By Todd Schwarz

Houston we have a problem. Words that stopped this nation. These words came to my mind the Saturday before the Symposium. After all the hard work by your Council, planning the worries and hoping that all would fall together, it was all ready. The year's work was all but done and the time to enjoy the fruits of that labor was here.

Like those three men, a long way from home, this problem was going to cause a missed chance and disappointment. Mine was not caused by a mechanical malfunction but by a nasty virus that was kindly shared by our loving children with my enduring wife, Shelly.

That morning upon waking I discovered that my voice was gone. While my being unable to talk may have been a blessing to my friends and loved ones, it is cruel and unusual punishment in my mind. Also there was this feeling that I was going to die, combined with the fear that I might live.

As I reached for some juice and medication, I had the thought that I'd just push through it and maybe sweat it out at the Radisson sauna with an appropriate beverage. Then, Shelly woke and was in the same shape and the kids, who having recovered days before, just could not understand that mom and dad were not ready to go 100 mph like they were. While the thought of going was still in

my mind, it died quickly with the picture of my key not fitting the lock when I returned, after Shelly, in her miserable state, had put up with two wild kids while I was gone. Like the Apollo 13 astronauts I had a call to make, my call was Darrel, we have a problem.

One of the things that I had looked forward to besides meeting all of you in Fargo, hangar flying and all of the other enjoyable things the Symposium has to offer, was meeting with the other EAAers. We even had our own break-out meeting for Sport Aviation to socialize and see how Darrel and I can better serve the interests we represent on the Council.

I am happy to say that Darrel, the ever-dependable person he is, took care of this and was at the meeting as it was. I say this as only four people attended. The reason for this, as discussed by those in attendance, is that most everyone does not know that Sport Aviation is the title of the EAA organization on the Council. These four gentlemen who did attend the meeting discussed this concern and came up with a simple fix. They have proposed an amendment to our by-laws so that the name will be North Dakota Experimental Aircraft Association (NDEAA) so that there is no confusion. It is hoped that we can then get a better idea as to how to serve those whom we represent with more input. It is also hoped that with better recognition of our organization, we can

get an increase in participation by the North Dakota EAAers.

In the spirit of getting things moving, we need to start planning for next year. Toward that end, Darrel and I, who will be representing the EAA interests for the next year, need your thoughts and ideas as to what you as EAAers would like done. Also, with your ideas, we can have more things of interest to EAA at next year's Symposium, like speakers or workshops. This could be a great chance to provide some entertainment and learning opportunities of interest to EAA members.

To make this happen, all that is needed are your ideas so let us know. Call or e-mail Darrel (atcpn@myexcel.com) or me (taschwarz@yahoo.com). You will find a receptive ear if you do so and keep in mind that the only bad idea is the one you keep to yourself. If you don't believe me, just imagine where we would be if Orville and Wilbur had not acted on their idea a little over 100 years ago.



AAND

By Charity Speich

The Upper Midwest Aviation Symposium was very successful this year in many ways. Attendance for both participants and exhibitors was very high this year and both factors helped to make the Symposium a success. The Airport Association of North Dakota was privileged to hear from speakers on a wide variety of topics. Speakers included engineers, FAA, AAAE President Chip Barclay, former FAA Administrator Jane Garvey, fellow airport managers, and Transportation Security Administration. Topics included fencing, airport safety

reporting, Vision 100, OMB Budget, and airport insurance. This year's event brought a wide variety of topics for airport managers, board members, and airport stakeholders to discuss. Some topics were more important for general aviation airports and some were for commercial service airports, but all topics gave a forum for discussion, which is where the real learning begins. In my opinion, the most important part of the Symposium is the chance to talk to other people about what they are doing to solve issues that affect all airports.

I would like to congratulate the Jamestown and Lisbon airports for

their Airport of the Year awards. Airport managers and boards know how much work goes into running an airport and it is nice to see airports rewarded for going above and beyond. Thanks also goes out to the North Dakota Aviation Council and the North Dakota Aeronautics Commission for putting on this event and for all they do for aviation in North Dakota. I don't believe we thank those groups often enough for doing all they can to make aviation successful. I am looking forward to another, more successful Symposium in Fargo in 2005. I hope to see everyone there.

Midwest Annual Award Winners for 2003

It is with great pride and gives us great pleasure to announce the Midwest Air Traffic Control Service, Inc. as winners of the Controllers and Air Traffic Managers of the year for 2003. The Facilities of the Year will be announced next week.

As you know, our program is broken down into two regions (Great Lakes and Central) for presentation purposes; however, it includes all of our facilities (FCT and NFCT). The participation in the award's program this year was low, yet of the few facilities that did turn in nominations, we found the individuals to be very competitive.

It is gratifying to know that we have some very high quality professionals working for Midwest ATC Service, Inc. You represent our company, yourselves, and our profession very well, and it brings a sense of pride and joy to all in the air traffic control profession. Thank you "all", for a job very well done.

Midwest Air Traffic Manager of the Year Awards 2003

Mr. Parry V. Cambell, New Century Air Center (IXD) Federal Contract Tower, Olathe, Kansas (Central Region) and Mr. Darrel L. Pittman, Minot International (MOT) Federal Contract Tower, Minot, North Dakota (Great Lakes Region).

Mr. Pittman manages Minot International Contract Control Tower and he too continues to excel in his performance on a daily basis. Darrel loves air traffic control and his skills make him an icon in the ATC profession. Totally involved in the aviation and air traffic control professions, Darrel is a member of the Dakota Territory Air Museum and was instrumental in coordinating some of the events recognizing the 100 years of powered flight. He also coordinated a similar event in his hometown of Bismarck, ND at the historical town of Buckstop Junction. He is a member/mission pilot for the North Dakota Wing of the Civil Air Patrol and a member and past president of the local chapter of Experimental Aircraft Association. He is also a member and past president of the North Dakota Pilots Association. Darrel is highly respected in the North Dakota aviation community and has served as a member of the North Dakota Aviation Council for the past seven years where he's put his expertise as a controller and pilot to good use. He was elected Council chairman for the year 2002-2003. In the faculty Darrel has performed superbly, both as a controller and manager. As we say in the profession, he can "push tin." Darrel not only controls traffic well, but he sets a very good example for others to follow. He is a solid performer who expects and gets the best from his controllers, and he is very team-oriented. He consistently looks for ways to improve the ATC operation, and he has a good rapport with all associated agencies. Darrel is very supportive of his controllers and of our company. He understands the need and importance of good pilot-controller relations and as you can see he is very active in all aspects of the aviation profession. We can all be justifiably proud of the job performance of Darrel Pittman and we pass on our sincere congratulations and appreciation for a job well done.



Photo by Amy Taborsky

Darrel L. Pittman, Minot International (MOT) Federal Contract Tower, Minot, North Dakota was the recipient of the 2003 Midwest Air Traffic Manager of the Year Award for the Great Lakes Region.

ND Special Use Airspace Update

Robert J. Miller, Chairman, ND Aeronautics Commission

During November 2002, the Military in North Dakota Taskforce, a group known as the "MIND," unveiled a proposal which involved use by the military of all airspace above the State of North Dakota. There have been several articles concerning this idea published in previous issues of the "Quarterly."

Early in the process, Governor John Hoeven tasked the Aeronautics Commission to be both a sounding board and clearing house with our aviation community on this proposal. Ultimately, after study and careful thought, the Commission created a paper of proposed conditions and recommendations. The Governor adopted these elements, and put them in place for the "MIND" taskforce's presentation to the United States Air Force.

During the Upper Midwest Aviation Symposium, LTC Mike Wobbema, North Dakota Air National Guard, gave the latest U.S. Air Force briefing on the proposal. The Governor's adopted conditions were acknowledged in that briefing. During his luncheon speech on March 9th, the Governor brought the proposal to the forefront, relating to the audience his policy regarding the proposal has not changed.

The Governor has asked this author to pass that policy on to the ND aviation community.

1. The "Special Use Airspace" proposal will not receive approval from North Dakota, if it has significant adverse effect on air commerce.
2. The conditions for approval relate not only to the commercial passenger air service, but also to general aviation, air-charter and business aviation, as well.
3. The North Dakota Aviation Council, commercial airlines, air-freight companies and other interested parties must be kept informed as to the future developments of this proposal as to its progress with the U.S. Air Force and the Department of Defense (DOD).
4. The potential economic benefits this proposal brings to North Dakota will be verified by the "MIND" Taskforce. These benefits will constantly be reviewed and updated as to their effect on our State. Any future change to the proposal by the Air Force or the DOD will be compared to present day potential of economic benefit.

Please feel free to contact the Aeronautics office with your concerns for the record. We will keep the aviation industry informed by using the "Quarterly" and other methods of communications — that is a promise.



Recognition of a Special Airport Manager Joe Evans, Dunseith, ND

When an airport is created, there is a responsibility of care and feeding of same. In 1964 the Aeronautics Commission built an airport on the US/CAN border. This border crossing is located north of Dunseith and east across the highway from the International Peace Gardens. The airport has served the area for 40 years and in all of those years, one man has helped the Aeronautics Commission maintain it in serviceable condition. Joe Evans was never one to ask for favors or recognition, he just wanted the responsibility of taking care of the states airport and made sure that the runway was plowed in the winter and clear of FOD at all times. Joe left this world recently, and we at the Commission will miss his contributions to the effort.

Assistant Director Roger Pfeiffer of the Aeronautics Commission presented his family with a specially designed clock, commemorating Joe's quiet contribution to the management of the Peace Garden Airport. The Commission staff and members want to extend special thanks to Joe and his family for their commitment to the airport and its upkeep.

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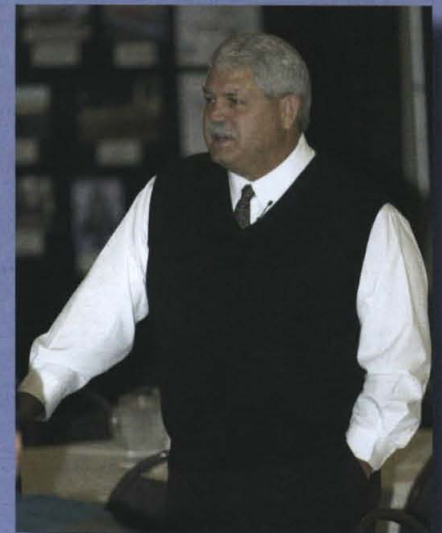
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**2004
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AVIATION
SYMPOSIUM**



Sunday night's Ice Breaker was held at the Fargo Air Museum.

Photos by Amy Taborsky



Dr. Bruce Smith, Tuesday morning breakfast speaker, on "UND/JDO and The Future..."



Senator Byron Dorgan was our Monday Kickoff luncheon speaker.



Charles "Chip" Barclay, President American Association of Airport Executives, and Jane Garvey, Executive Vice President APCO.



Bob Miller, breakfast speaker, talks about "The" Wright Flyer and ND-EAA.



Ben Meier from Jamestown (left) and Jack Daniels at the Ice Breaker.



Susan, Dan and Randy enjoy a cool beverage at Sunday night's Ice Breaker.



Ron Deck, from Sky Tractor in Hillsboro, with a customer.

2004 UPPER MIDWEST AVIATION SYMPOSIUM

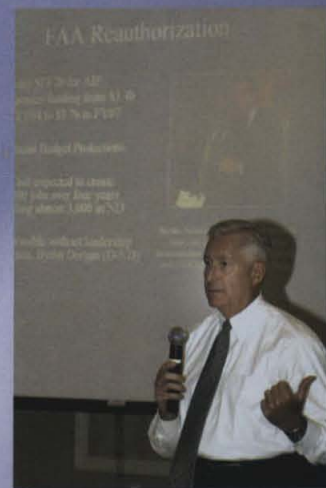
EXPLORING THE SECOND CENTURY OF FLIGHT



Fargo Air Museum was the place to be Sunday night for the Ice Breaker.



Gary Ness and Gov. John Hoeven introduce the new State Aeronautical Chart.



Charles "Chip" Barclay speaks on the DC Perspective.



Scott Crossfield, "Man of Speed," holds court Tuesday morning with many of the breakfast guests.



Good food was had by all Monday at Exhibitor's Night.



North Dakota Aviation Council chairman Dan Kasowski introduces guest speaker Scott Crossfield Tuesday night.



Don Larson, Scott Crossfield and Bob Miller (left to right) get an up-close look at Fargo's Wright Flyer.



Fred Adams demonstrating that ducks do fly fast!

Steve Johnson, Grand Forks Airport Manager, introduces the guest speakers for the "DC Perspective."



A demonstration of the vertigo chair during the NDPA's class on "A Critical Look at Pilot Discipline."



Ann Smith, Joe Morgan and Steve Johnson at Exhibitors' Night.

**2004
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SYMPOSIUM
AWARD
WINNERS**



CFI of the Year Kent Strieble (right) with Bob Jensen.



AAND Air Service Airport of the Year awarded to Richard King (left) by Kenny Koehn.



ND PAMA Mechanic of the Year Brent Allen (right) and Mike DeVries.



Hall of Fame inductee Richard Halldorson gets a standing ovation during Tuesday night's banquet.



D. J. Meberg accepts the prize from the Aviation College.



FAA Mechanic of the Year Dan Kasowski (left) with Bob Jensen.



General Aviation Airport of the Year awarded to Nancy Sitz by Kenny Koehn.



Hall of Fame inductee Richard Halldorson and his family at the banquet Tuesday night.

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I just bought an aircraft; What do I do ???

Due to upgraded security required by many of our U.S. government agencies, the FAA Aircraft Registry Section in Oklahoma City recently increased its scrutiny over the issuance of aircraft registration certificates. To paraphrase FAR 47.41(a)(4), each Certificate of Aircraft Registration issued by the FAA is effective until ownership of the aircraft is transferred.

So, at the time of sale, when the registration becomes invalid, it is recommended that the seller remove the Certificate of Aircraft Registration from the aircraft. At the same time, the buyer can complete the Aircraft Registration Application, AC Form 8050-1, put the temporary registration (Pink Copy) in the aircraft and continue to fly the aircraft in U.S. airspace until the new registration certificate arrives. The registration application and the Aircraft Bill of Sale, AC Form 8050-2, can then be sent to Oklahoma City for processing.

The Certificate of Airworthiness is unaffected as long as the aircraft N number remains the same. Prompt registration will ensure that safety critical documents, such as Airworthiness Directives, reach the new owner without delay.

Prepared by: Bob Jensen, Manager
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AOPA Fights to Protect Reliever Airports at Twin Cities

AOPA fired another salvo in the continuing debate over the costs and future of six reliever airports in and around Minneapolis/St. Paul. At issue is a demand by Northwest Airlines, the largest tenant at Minneapolis/St. Paul International/Wold-Chamberlain Airport, that the Metropolitan Airport Commission (MAC) stop subsidizing six reliever airports that the MAC also operates using funds from the international airport. "While our AOPA members and the general aviation community in the Twin Cities are passionate and well organized, I know first-hand the kind of political hardball played by Northwest Airlines," said Roger Cohen, AOPA vice president of regional affairs. He urged the MAC commissioners to use "great caution" when considering changes to a reliever airport system.



2004 Calendar of Events: Fly-ins, Air Shows...

Flap Jack Fly-In

April 25, 2004
7:00 am to 1:00 pm
EAA Chapter 380
Young Eagle Flights (8-17)
Pilots Needed
Grafton Muni (GAF)
Grafton, ND
Contact: Scott Pearson
701-772-6611

5th Young Eagles Rally

May 1, 2004
11:00 am to 5:00 pm
EAA Chapter 1342
Food & Refreshments
Pilots Needed
Crookston (CKN)
Crookston, MN
Contact: Dan Gerber
701-777-1833
Vanessa
701-777-7235

Fly-a-6th Grader

May 15, 2004
EAA Young Eagles
Pilots Needed
Hillsboro Rgnl (3H4)
Hillsboro, ND
Contact: Larry Mueller
701-636-4453

Fly-In Breakfast

June 6, 2004
8:00 am to 1:00 pm
Washburn Municipal Air-
port
Contact: Bill Beeks
701-462-3593

3rd Annual Golden Lake Fly-In

June 19, 2004
8:00 am to 12:00 pm
Golden Lake Resort
Contact: Steve Gylten
701-430-0454
701-543-3115
ground radio freq. 122.9

Fly-In Breakfast

June 20, 2004
8:00 am to 1:00 pm
Garrison Municipal Airport
Contact: Red Ewing
701-337-5486
Cell: 721-5631

Saskatchewan Air Show

June 13, 2004
Moose Jaw CFB (CYMJ),
Moose Jaw, SK,
CAF Snowbirds,
Contact: R. Johnson
306-692-4411

Plane Fun 2004

June 24, 2004
5:00 pm
Hillsboro Rgnl (3H4)
Hillsboro, ND
Antique Cars & Motor-
cycles
Contact: Larry Mueller
701-636-4453

Independence Day Celebration

July 4, 2004
Tioga Muni (D60)
Tioga, ND
Contact:
Knutson Flying Service
701-664-2220
701-664-2960
701-664-2225

Fly-In Breakfast

July 24, 2004
7:30 am to 10:30 am
Vince Field,
Northwood Muni Airport
Contact: Dave Korsmo
701-587-5161
Rich Altendorf
701-587-5171

Fly-In/Air Show

July 31, 2004
8:00 am to 4:00 pm MST
Dickinson Muni (DIK),
Dickinson, ND
Contact: Charity Speich
701-483-1062
www.dickinsonairport.com

Women in Aviation International (WAI)

September 17-18, 2004
Springhill Suites by
Marriott
Des Plains, Illinois

Fly-In Breakfast

September 19, 2004
7:30 am to 1:30 pm CST
Turtle Lake Airport
Turtle Lake, ND
Contact: Ray Herr
701-448-2253

Planes on the Plains 2004

18th Annual Fly-In of EAA Chapter 317
Casselton Regional Airport (5N8)
Casselton, North Dakota

Tentative Schedule of Events

July 18, Sunday

- 09:00 am** Aircraft arrivals begin.
- 09:00 am - noon** Boy Scout pancake breakfast
- 09:30 am** All-faith worship service at the Veterans Memorial site
- 11:00 am - 3:30 pm** Young Eagle ground instruction and introduction to flight. EAA Chapter 317 members offer free airplane rides to young people (8-17) who are interested in aviation. We appreciate pre-registration for these flights: Contact Bob Miller, 701-347-5519.
- Noon - 1:00 pm** Dakota Skymasters radio control club will perform model aircraft demonstration flights.
- 10:30 am - 3:00 pm** Formation flights, fly-bys, and demo flights
- 1:30 pm - 2:00 pm** Spot landing contest (Rules at registration desk.)
- 1:00 pm - 2:30 pm** Balloting for awards (Pick favorites at registration desk.)
- 3:00 pm - Presentation of awards:**
 1. Best Homebuilt 2. Best Warbird 3. Best Classic
 4. Best Spot Landing 5. People's Choice

CONTACT: Bob Miller (701) 347-5519 David Olig (701) 280-1618

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The Dickinson Airport is planning to develop a pilot package to Medora. The package would include some version of the following at a discounted price for those who fly in to the Dickinson Airport:

- **Golf Pass at the New Bully Pulpit Golf Course in Medora**
- **Medora Musical/Pitchfork Fondue Tickets**
- **Tour of the Badlands**
- **Hotel Accommodations**
- **Rental Car or Bus Transportation**

We would probably have this fly-in opportunity one weekend per month during the summer months.

This is an attempt to do an initial survey to see if there are any pilots who would be interested in a package of this type. If you are interested, please respond with any comments to me at:
dickinsonairport@ndsupernet.com.

Thank you for your help and comments.

Charity Speich, C.M.
Airport Manager

Dickinson Municipal Airport
11168-42 RS SW
Dickinson, ND 58601

(701) 483-1062/1072 fax
dik@pop.ctctel.com
www.dickinsonairport.com

House Security Bill Could Severely Threaten General Aviation

Tucked in a larger aviation security bill is something that could be one of the biggest threats to your freedom to fly since the September 11, 2001, terrorist attacks. Most of Rep. Edward Markey's (D-Mass.) legislation (H.R.3798) deals with security at airlines, air cargo operators, and air carrier airports, but a small section calls on general aviation airports to conduct a "vulnerability assessment" that would be developed by the Department of Homeland Security. It would also call for mandatory flight restrictions over sensitive nuclear facilities, chemical facilities, and "any other facilities the secretary may designate" during Code Orange alerts. AOPA senior staff members recently met with Markey to explain why the bill is unnecessary and unwarranted. See AOPA online at www.aopa.org.



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Dear Aviator,

The North Dakota Pilots Association appreciates your support of our organization. With your help, NDPA can continue to be a voice in aviation matters, conduct safety seminars, and promote pilot training programs.

As a member of the North Dakota Aviation Council (NDAC), NDPA engages in state aviation issues affecting your flying, and disseminates information of interest to pilots in the region through the "Aviation Quarterly" and the annual Upper Midwest Aviation Symposium.

To join, renew or sign up a new member, snail-mail this form with a check today.

Thanks for your consideration as we look forward to continuing the mission of the North Dakota Pilots Association.

Paul Hanson
President

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NDAAM

DAKOTA TERRITORY AIR MUSEUM

Spring is definitely in the air and we are getting ready for another busy season here at the Dakota Territory Air Museum.

The initial mailing has gone out for the 8th Annual Sweepstakes. The prize aircraft again this year is the 1946 Aeronca 11AC that was won last year by Cheryl Chase of Hebron.

Cheryl and her husband agreed that they already had too many airplanes and decided, after a couple months of flying the Chief, that they would sell it back to DTAM for the 2004 Sweepstakes. So, those of us who were unsuccessful last year will have another opportunity to win this very nice Aeronca Chief. When we reach 800 entries, the Sweepstakes will be closed. If you do not receive an entry form is the mail and would like to be a part of the Sweepstakes, please send us a request at P.O. Box 195, Minot, ND 58702. The membership for the Sweepstakes is \$50 per entry.

We have some weekend antique fly-ins planned at the museum this summer in which we will have various makes of aircraft as the themes: Piper weekend, Aeronca weekend, T-craft weekend, etc. Please watch for flyers on these activities.

Our displays are changing very frequently, the aircraft come and go and new memorabilia arrives weekly. Plan to pay us a visit this summer. We will be open from the second weekend in May thru September.

NDPA

Paul Hanson

Sitting down to write about the 2004 Upper Midwest Aviation Symposium is as difficult to as keeping a straight line of thought. So many things happened during the convention it is hard to list all the good things that happened in one column. Aviation mechanics received their annual training for certification, as did the agricultural aerial applicators. Airport administrators ground through two days of updates of the newest latest greatest items relating to their end of the aviation business. The general aviation pilots received many hours of education on safety, emergency procedures, communications, medical certification and aviation law. Throughout the whole schedule of events, attendance was excellent. A rough estimate, over 500 people attended the symposium this last year. Thanks to all of those who attended.

For the North Dakota Pilots Association a new year of adventure is about to begin, with some help from fellow pilots we are aiming to increase the membership. An effort will be made to let current membership know about renewal of dues in the month of January of each year. An extra bonus is the issuance of a membership card, good from March of one year to February of the following year. At the 2004 Symposium, if you pre-registered, a membership card was handed out when you picked up your convention credentials. If you did not

receive a card, please contact NDPA President Paul Hanson, at the address at the end. We apologize for not getting membership cards to you during the convention

As for activities, NDPA is planning to support some safety seminars around the state as educational forums. With a little luck, a preliminary plan is to hold two additional NDPA meetings around the state. The Annual meeting will always be held at the Symposium. If you have an aviation event in your community, please contact Ron Saeger in Fargo, to get it listed on the NDPA website for everyone to find. The sooner this is entered the better so as to not to have two events in close proximity at the same time. This would be

an opportune time to have new pilot prospects come out and see what aviation is all about.

As a fellow ND aviator, finding these people is as simple as asking, "Would you like to learn to fly an airplane?" Where do you find these people? Well how about in your local coffee shop, community events non-aviation related, your social club settings, or just talking to a person on the street. Aviation in North Dakota can be a very pleasant, rewarding experience. With your help as current pilots, helping new pilot arrivals to the adventure, is what makes everything tick. Stay tuned to the NDPA web site for updates and information.

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But for the Grace...

Sometimes you see the wreckage and wonder how anyone got out alive. If this Beech Baron had been flying a few inches to the right, we likely wouldn't be wondering how Robert Hollis Gates, of Tehachapi, Calif., managed to land the plane safely after a midair with a Cessna 180 last Jan. 16. The Baron lost a section of fuselage, but Gates walked away with cuts and bruises. The 180 broke up in flight and the pilot, 40-year-old David Lazerson, a civilian test pilot instructor at Edwards Air Force Base and deputy director of the Joint Strike Fighter Integrated Test Force, was killed. According to the NTSB report, Gates said he was in cruise climb between 5,500 and 6,500 feet near Tehachapi when he saw the right gear leg of the Cessna coming at him from one o'clock. He ducked, then saw a dirt strip and managed to set the Baron down.



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to the grave, with the
intention of arriving
safely, in a pretty and
well preserved body,
but, rather to skid in
broadside, thoroughly
used up, totally worn
out, and loudly
proclaiming,
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Photo by Amy Taborsky

Adam Wanberg (right), Charter Pilot and Flight Instructor with Executive Air Taxi Corporation in Bismarck, answers questions about their new Cessna 182 at a recent wannabee program where over 20 potential pilots showed up for information on how to become a pilot.

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