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SpaceShipOne Makes History

By Leonard David

The first non-governmental rocket ship flew to the edge of space June 11th and was piloted to a safe landing on a desert airport runway here.

Civilian test pilot, now turned astronaut Mike Melvill brought SpaceShipOne down to the Mojave Airport tarmac after flying to 100 kilometers (62 miles) in altitude, leaving the Earth's atmosphere during his history-making sub-orbital space ride.

After touchdown, Melvill rolled past thousands of spectators in the early morning sun, flashing the thumbs up. Then he got out and spoke to the cheering crowd.

"The flight was spectacular," Melvill said. "Looking out that window, seeing the white clouds in the LA Basin, it looked like snow on the ground."

Roaring to Life

Take-off occurred at about 9:45 a.m. E.T. with SpaceShipOne tucked under the White Knight carrier craft.

Once set free an hour later, and after a few seconds of glide control



SpaceShipOne, a privately built manned spacecraft, is carried aloft by its White Knight mothership on the first civilian suborbital space flight above California's Mojave Desert. CREDIT:AP Photo/Reed Saxon.

at around 47,000 feet, Melvill ignited SpaceShipOne's hybrid rocket motor. From the ground, flame and smoke could be seen as the rocket plane roared to life and shot upward through Mojave Desert skies. Slicing skyward and outside the Earth's atmosphere, the vehicle and pilot spent about three minutes in freefall weightlessness.

"As I got to the top I released a bag of M&Ms in the cockpit. It was amazing," said Melvill, 62.

During the reentry process, Melvill flipped up SpaceShipOne's large tail section, a step needed to slow the vehicle down as it nosed itself toward a terra-firm touchdown.

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Chairman's Corner

By Dan Kasowski



Anyone know the significance of May 24th? May 24th is the birth date of Charles E. Taylor, the "Unsung Hero of Aviation"!

On April 30, 1903, in Dayton, Ohio, at the Wright Brother's Bicycle Shop, Charles began working on the first built engine for Orville and Wilbur

Wright's airplane called *The Flyer*, which set in motion his aviation career.

At the end of 1902, the challenge facing Orville and Wilbur Wright involved designing an engine to power their recently perfected glider. This may sound simple enough, knowing what we do today – they were pioneering uncharted theories. The combined skills of Charles, Orville and Wilbur, had finally

brought together all the elements required for successful heavier-than-air flight: sufficient lift to overcome gravity, adequate control to maintain a desired flight direction and ample power to rise from the ground, then to overcome drag to sustain flight. Preceding this time, no one in the world had designed or constructed an engine for an airplane.

Taylor says in an article in *Colliers* in 1948, "We didn't make any drawings.

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After the speed-reducing maneuver, SpaceShipOne's tail piece was put back into glide mode. The vehicle circled overhead as onlookers who had filled up local motels and camped at the airport cheered. The craft landed at around 11:15 a.m. E.T. directly in front of a public viewing area on the same runway on which it took off roughly an hour and a half earlier.

Melvill reported hearing a bang during the high-altitude portion of the flight. Something was seen hanging from the bottom of the craft at the landing site. There appeared to be damage at or near the left rear landing gear, but it was not clear if it had anything to do with the bang.

Step-by-step test program

Scaled Composites, designer and builder of the rocket plane, say the successful mission will "demonstrate that the space frontier is finally open to private enterprise."

"This event could be the breakthrough that will enable space access for future generations," a pre-launch Scaled Composites press statement explains.

Microsoft cofounder turned investor and philanthropist Paul Allen is the behind-the-scenes financial backer of the project, joining forces with aviation designer, Burt Rutan, chief of Scaled Composites.

"It's hard for me to talk right now," Rutan said moments after the landing. He said he was very pleased with the flight and called the landing "beautiful."

Melvill, a test pilot and vice president-general manager of Scaled Composites, called the flight a mind-blowing experience. "It all worked exactly as you told us," he said to Rutan. When asked what he would do next, Melvill said: "I think I'll back off a little bit and ride my bike."



SpaceShipOne pilot Mike Melvill celebrates after landing a successful suborbital spaceshot above Mojave, Calif. Credit: AP Photo/ Reed Saxon

High-altitude record

Since the White Knight carrier plane first took to the air in early August 2002, a step-by-step test program has been instituted by Scaled Composites. To date, given today's success, there have been 57 flights of hardware associated with this mission of SpaceShipOne.

The rocket plane itself has now undertaken a series of 14 piloted captive carry, free-flight, and four engine-powered missions. Today's event marked the highest altitude ever reached by a non-government aerospace program.

SpaceShipOne project officials have already begun gearing up for flying back-to-back missions of the craft in order to snag the \$10 million Ansari X Prize. This international competition can be won by the first team to create a reusable aircraft that can launch three passengers into sub-orbital space, return them safely home, then repeat the launch within two weeks with the same vehicle.

Anthony Duignan-Cabrera contributed to this report from the Mojave Airport.

COMMENTARY

By Darrel Pittman



Summer's coming, I think! That means

THUNDERSTORMS and the associated stormy weather before and after the front. That front can carry lightning, strong gusty wind, microburst downdrafts and large damaging hail. A Cumulonimbus cloud can reach altitudes of 50,000 feet or higher. You can't fly over it or under it. Trying to skirt around it could end up taking you many miles out of the way and you could run short on fuel. Remember, the effects of a thunderstorm can be felt as far as 20 miles away. So, stay aware, check the weather before flying and have a safe summer.

IS IT TRUE OR MAGNETIC?

I get lots of questions from pilots, new and old, about ATC and Weather. Here is one of the most common questions. Is the wind reported with reference to true or magnetic north? What's your answer? If you said true you're correct. Oh, but wait, if you said magnetic, you're also correct. Confused? Well, let me explain. It all depends on what source your information comes from. Go back to your ground school days when your instructor told you to plot a course on a chart. Didn't you factor in the magnetic variation?

Operational wind information, such as you get for take-off and landing, is reported to pilots in degrees magnetic because runways are aligned to magnetic north. The navigational instruments onboard the aircraft and the FAA radars are also aligned to magnetic north.

Official surface weather observations ALWAYS use

true north as the standard. Because area forecasts normally cover large areas of the country, crossing several lines of magnetic variation, the true north standard is necessary to ensure continuity and accuracy. The magnetic variation in the continental United States varies from as much as 19 degrees west variation in Maine, to 16 degrees east variation in Washington state and up to as much as 36 degrees west variation in Alaska!

Wind information, as reported in aviation weather observations, is used to formulate both area and terminal forecasts. So, inaccurate wind information resulting from large magnetic varia-

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FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautics
Commission



It is SUMMER - I think. It has been a strange year as far as weather is concerned and what it may have in store for us is to be seen. Today is the third day of summer and the temp was 28 degrees in Glen Ullin this morning. Is that why we stay or why we came back to this great state, the diverse and interesting weather?

The summer does give us a good time to visit the airports of the state and enjoy the conversation that is created about the health of aviation and the future of the industry.

It is obvious that the general aviation airports in the state are taking advantage of the new-found interest in general aviation airports from Congress and the entitlement program that was developed to help with maintaining the GA system across the nation. What we are seeing is snow removal equipment needs being met and the buildings to house that equipment. The change of policy this year gives each airport the opportunity to develop a hangar program and a fueling capability, which has helped in solving two difficult issues on each facility as to infrastructure for the future. We don't know how long this program will be an interest of Congress. Thus the Commission will continue to encourage each NPIAS airport to take advantage of the program so those development dollars for general aviation airports will be spent here for the ben-

efit of all the North Dakota communities.

The Commission Board met twice this last spring to consider the grant requests from the state's airports. Each airport, big and small, brought their requests and gave their presentation to the Commission with the best interests of the community and the airport they represented. You will find the final answers to the efforts within this publication.

EAA AirVenture Oshkosh 2004 is just a few days away. Those that plan to fly and attend the event should take the time to review the course rules of all the entries to the facilities. One of those flight planning things that makes for a comfortable trip and not an adventure at the other end. EAA markets a tape with several encounters of those that didn't plan with the controllers at Wittman Regional Airport. That is a tape no one needs to be part of. Remember, "It's a piece of cake, if you are smooth."

In May, the Department of Homeland Security - Transportation Security Administration, released a publication titled, "Security Guidelines for General Aviation Airports." It is a guidance document that was developed by TSA, in cooperation with a working group of Washington DC-based associations representing the general aviation community.

It is intended to provide GA airport owners, operators, and users with guidelines and recommendations that address aviation security concepts, technology, and enhancements.

For a copy of the document go to www.tsa.gov and look

for General Aviation. Also look at the NBAA, AOPA, EAA web pages for additional information.

There is a great amount of aviation activities to attend at the local airports this summer, so please, take the time some weekend and fly away for a few hours and swap lies.

God Bless and keep the greasy side down.



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TRIM TAB

By Bob Simmers



Since we last talked I have had a lot of positive feedback, but no real challenges to be addressed in this column. So, you leave me no choice but to start on a subject of my choice. So, here we go.

Since the FAA has been very big on runway incursions, I feel it is only right to give you my perspective on the matter. First, one of the big pushes behind this is that there were several seemingly avoidable accidents that brought this to the lime-light, coupled with a system that had no way of tracking these meetings. For a short period after the system was put into service, the statistics continued to rise, but more than likely only because now we have a system to track these incursions. Now the tracking system reports that these incursions have stabilized or may even be on the decline. But, since we are on the subject, let's review some information about the good and new things that have come out of this.

First, we have new airport runway and taxiway marking signs. Black signs with yellow letters reflect where you are. Yellow signs with black letters reflect where you want to go. Red signs reflect runways and are placed abeam the hold short lines. At controlled airports you cannot go beyond these signs without permission. At uncontrolled airports you need to assure yourself that the runway and the final approach areas are clear before you proceed on the runway.

Most of the above is reviewed on a regular basis and should not be new information to any pilot. But there is another airport aid that is there but seems to be disregarded or not even

understood. The yellow taxiway lines have a very important function at all airports. These lines are not placed just anywhere on the airport, they are placed in such a way to aid pilots in taxiing and finding their way to a predetermined spot on the airport. Not only are they designed to help you maneuver around obstacles, parking areas and other obstructions, but they are designed to help you to transition from nonmovement areas to movement areas in such a manner that you get a clear view of traffic that could be a potential conflict. If you will take the time to notice these lines, they are designed, as are traffic intersections, in a manner that places you in a position to view all movement in the area of the intersection. I notice a lot of pilots enter taxiways at something less than perpendicular and thus create a blind spot that could be another airport incursion or something worse waiting to happen. Like most things in aviation, if you look at it long enough, you find purpose and the yellow taxi lines are no different.

Enough from my soap box for this month. If you have topics that you would like to have discussed, or if you have any comments, please send them to me at: bobs@c-ram.net and I will try to address them in future columns. And remember, you learned that lift, gravity, thrust and drag are the forces that make an aircraft fly, but money is the real force that keeps an aircraft in the air.

*Until next time,
Happy Flying*

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AAND

By President Erling Rolfson

Once again, I am the head of AAND as I was in 1979 and 1980. Duty calls and being a former Marine Aviator, that is important. We have had one board meeting and several issues were discussed which I will relate.

First, the Essential Air Service issue for North Dakota. Four airports received Essential Air Service grants. They are Williston, Dickinson, Jamestown and Devils Lake. There have been some rumblings of this being cut back. This is very important that these levels are maintained or expanded to get better service especially and early flight to these cities. This will improve their boarding numbers which have not taken off like a rocket since Mesabi came on board.

Second, we need some kind of generic, fill-in-the-blank economic importance survey of an airport to its communities. This is needed for presentation to groups that need to know what an airport means to a community. Many citizens take for granted their airports and the economic value that it produces. Two years ago we had a two-day workshop in Grand Forks at our Aviation Conference. This was outstanding, and for each community or Airport Authority to do this is too costly.

Third, leakage of people driving to fly from another airport. It is Jamestown people driving to Fargo or Fargo people driving to Minneapolis. The point is to give your local service a chance. This is important to Jamestown, Devils Lake, Dickinson and Williston. If we improve the numbers I am sure more flights and a better selection of times will result. There are also many fixed base operators who offer this service.

Just a reminder, the Airport Authorities that have not paid your dues. We

need your support for our programs. If there are Airport Authorities that need assistance in programs or presentations, we have a wealth of experts that would be more than happy to help you. You can contact Richard King, our Secretary/Treasurer. His number is 701-252-6466. If you want to contact me, Erling Rolfson, call 701-947-5251

NDAAM

By President Don Larson

Despite the cool, wet spring and beginning of summer, activity at the Dakota Territory Air Museum in Minot is going strong. The Aeronca Chief Sweepstakes entries are considerably ahead of last year. Remember, we are not going to accept any more than 800 entries, so if you haven't gotten yours yet, you might want to do so within the next 30 days. The drawing will be held on August 22. If you did not get an entry form in the mail, send us your check (\$50.00 per entry) and we will complete the form(s) and return the stub(s) to you. You can mail your check to DTAM, P.O. Box 195, Minot, ND 58702.

I know that it has been pointed out before that both the DTAM and the Fargo Air Museum are IRS 501C3 organizations, which means that donations are tax deductible. Donations can be in many forms, from cash to aircraft to memorabilia and even equipment, supplies etc. If you have someone doing your estate planning, you might want to keep the Air Museums in mind. We can use all the help we can get.

There are numerous Young Eagle programs scheduled this summer around the state and region, sponsored by various EAA Chapters. This is an excellent program which was developed to get young people interested in aviation. Watch for programs in your community and get involved.

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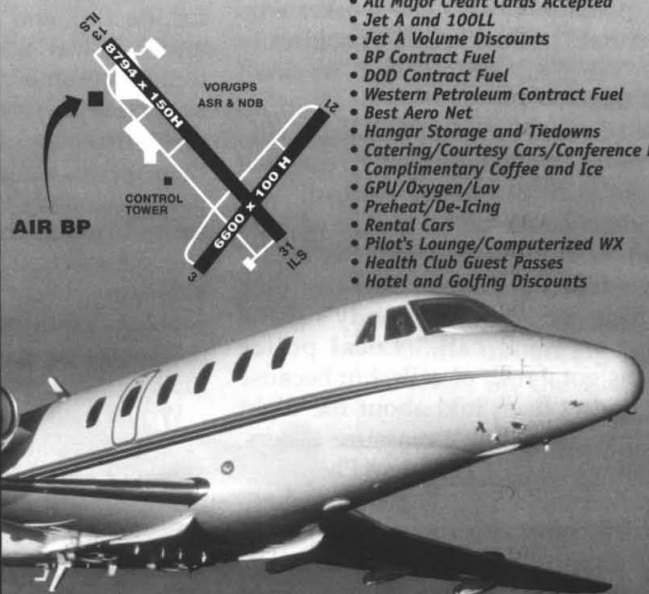
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NDPA

By Paul Hanson President

The View of Aviation

Beauty is in the eye of the beholder. How each of us views things is based on our perception of IF. What is IF? In this case it stands for Information Following.

Over the past few months I have observed some interesting views of aviation, some are good and others are not so good. The two following articles were taken from sources within and outside of the U.S.

Formation Photo Shoot Panics Bostonians

In another time, Boston residents might have been thrilled at the sight of Sean D. Tucker leading a formation of four aerobatic aircraft on a photo shoot overhead. But in the post-9/11 world, office workers stream outside not for a better view, but because they think they might be under attack. Such was the case last Friday when the flight, all properly approved by the FAA, was launched to provide publicity photos for a local air show. At least 50 people fled the Prudential Building's 23rd floor and about 100 gathered on the ground after the planes flew by. "Give me the name of the person who sanctioned this so I can become a crazy person and call them four times a day and demand an explanation," said one worker who asked that The Boston Globe not identify him. "We're all still on edge. We don't need this.

Pilot Brian Norris, of Salinas, Calif., said he and the others were in constant contact with air traffic control. "We do this because we're aware of how sensitive things are since Sept. 11," Norris told the Globe. "But any time we do it, we know somebody's going to get a phone call." Local police stations got a rash of calls, but because they hadn't been told about the flight in advance, couldn't reassure callers. Meanwhile, AOPA President Phil Boyer has called on the federal government to improve communications between air traffic control and security agencies. Last week, the FAA issued a *NOTAM banning aircraft with non-functioning transponders* from the Air Defense Identification Zone around Washington. The NOTAM came after a plane (with

a malfunctioning transponder) carrying Kentucky Gov. Ernie Fletcher which sparked a panicked evacuation of the Capitol Building. Boyer says the NOTAM is another way to shift responsibility for the communications foul-up that caused the D.C. panic to GA.

From AVweb, AvFlash E-newsletter vol 10 number 26b dated 6/24/04

Flying in the USA

By Perry Masters, South Africa

Just got back from the U.S. and very exiting it was, much to tell you, completed the full FAA PPL (written, oral and flight test) and commercial written and sea/float plane rating. I did not obtain a foreign license check before I left S.A. as I wanted a stand-alone U.S. PPL rather than doing all the paperwork every time I go and visit the U.S., and further, I can add ratings and fly without much fuss when I pop over next year to complete the commercial checkride and IF/CFI ratings. Ran out of money to complete the commercial prep and checkride, but, as above, completed the commercial written (not as easy as some think), much easier than S.A. yes, but you need to prepare well, especially on flight planning and weight and balance. It's a very relevant and practical exam. The written is valid for 2 years.

The PPL checkride was surprisingly tough on the checkride and the oral, which can take 3-5 hours to complete. Two Brits with commercial licenses actually flunked the checkride for the PPL and IF whilst I was there and a fellow South African told me that his commercial checkride was also surprisingly tough. These guys are operating many times more flights than we are daily and they prang less proportionately, so the system certainly seems to work! The oral is the interesting one, got a weight and balance right there before my checkride with a weight shift problem, gotta know your airspace and rules like the back of your hand, 3-4 mistakes and you flunk the oral.

Whilst I will not say that the U.S. is of a higher standard, I will say it is a different standard. Main difference is relevance in the written exams.

Some things I did not like were the radio operations between airports (no VFR reporting), just halfway to the next airport, listen, and call when you are approaching airspace, takes getting used to. With huge amounts of aircraft movements VFR reporting pilot to pilot

is simply too much radio chatter and clutter. See and be seen below 3000', it works but is just a little unsettling at times. I kept wanting to talk - give a VFR radio call! But one does get used to it.

Joining at uncontrolled always overhead, out at least 2 miles and then turning back to field into a 45 degrees joining on the downwind leg, worked well but I still prefer the Canadian overhead mid-point join.

Flying in the U.S. is a blast and cheap, and the seaplane course was just amazing, something that every pilot should experience. Glassy water landings! Pretty scary, 100% impossible to judge height above a glass smooth lake when there is no shoreline, trees, etc., very dangerous scenario, but there is a procedure for it, almost CAT 3-like arrival! Got a nice little seaplane certificate and safety course certificate after the checkride and yes, oral! I noted that in the latest African Pilot a chap went to the same place as I did and completed the sea plane course. He wrote an article on it, interesting reading. Best part was, despite the exchange rate, I was flying for R130,00 cheaper an hour in the U.S. than the best rates school in Johannesburg. Yup, about R330,00, with the exchange being about 6.60 when I bought!

Pilots pay for zilch in the U.S. besides rental fees, gas and insurance, everything is for free! And the most incredible service. For instance overnight stops at small airfields, free room, free coffee and popcorn and weather service on pc. In the colder climates, free deice. And always "have a good day sir, enjoy your flight." \$5 gets you a car to take into town.

Next year, back to the U.S. for the above and at the end of next year, want to sample NZ (New Zealand). Hear the flying scenery is stunning there. *From Bimonthly Aviation Safety Forum sent by Gary Wiblins from Port Elisabeth, South Africa, Vol. 20. Date June 20, 2004*

As you see, where we are and the situations surrounding each of us produces different views of the great game of aviation. It is to bad the second perception is not more prevalent amongst the population of the U.S. Over time, this view will change again and again. Those of us in aviation will just have to do a better job in promotion of aviation as a safe, non-threatening avocation.

One of us would sketch out the part we were talking about on a piece of scratch paper, and I'd spike the sketch over my bench. It took me six weeks to make that engine. The only metal working machines we had were a lathe and a drill press, run by belts from a stationary gas engine. The crankshaft was made out of a block of machine steel, 6" by 31" by 1 5/8" thick. I traced the outline on the slab and then drilled through with the drill press until I could knock out the surplus pieces with a hammer and chisel. Then I put it on the lathe and turned it down to size and smoothness. While I was doing all this work on the engine, Will and Orv were busy upstairs, working on the airframe. They asked me to make the metal parts, such as the small fittings where the wooden struts joined the spars and the truss wires were attached. There weren't any turnbuckles in the truss wires, so the fit had to be just so. It was so tight we had to force the struts into position."

Then, on the morning of December 17, 1903, at about 10:35 A.M., a popping, clanking, whirring sound washed across the sand flats at the base of Kill Devil Hills, four miles south of the village of Kitty Hawk, North Carolina. The Wright Brothers made a mark in aviation history by Wilbur successfully flying the first powered airplane. This would not have happened if it weren't for Charles Taylor who has been called the "Unsung Hero of Aviation."

On July 15, 1954, Charlie was invited to the dedication of Northrop's Aircraft Company replica 1903 *Flyer*, made for the Institute of Aeronautical Sciences in Los Angeles.

In the summer of 1955, Charlie was in failing health and reported destitute. He was taken to Los Angeles General Hospital. A *Los Angeles Times* reporter publicized his plight. When Aviation Industries Association had been made aware of his peril, they responded with financial assistance "for life."

On January 30, 1956, at the age of 88 years old, Charlie died peacefully at Farhills Sanitarium, San Fernando, CA. On March 25, 1956, Charles Taylor's remains were interred in the Portal of Folded Wings, Valhalla Aviation Memorial in Burbank, CA, which is a shrine for pioneers and high-profile individuals of the aviation industry.

In 1965, Charlie Taylor was honored and inducted by the USAF Museum into the Aviation Hall of Fame as the first *Airplane Mechanic*.

So you ask, why am I rambling on about Charles Taylor? For more than a year now FAA Aviation Airworthiness Safety Program Manager Richard Dilback, AKA "Dilly," has been campaigning to get each state to declare May 24th as "AMT Day" (Aviation Maintenance Technician Day) - honoring not only Charles Taylor, but the men and women working in aviation today.

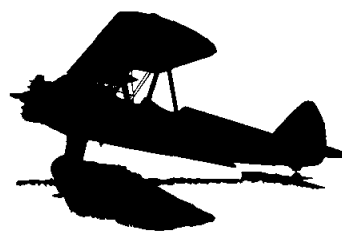
Many states (23) have already passed the AMT Day resolution (with resolutions pending in 15), but 14 remain. North Dakota is one of those

remaining 14!

I have drafted a letter to Governor John Hoeven (which I will forward through Gary Ness's office for support) asking him to proclaim May 24th "AMT Day" concurrently in the state of North Dakota.

The primary purpose of AMT Day would be to commemorate the awareness of a forgotten man, an "Unsung Hero of Aviation." The AMT Day would be a mark of distinction in the highest regard to Mr. Charles Taylor's memory and the memory of those who followed in his footsteps. We would celebrate the past, and furthermore, appreciate the future of aviation maintenance. This year will mark the 101st year anniversary of powered flight.

This would not have happened if it weren't for Charles Taylor. Charles was the absolute indispensable person without whom the Wright Brothers could not have made the first flight in 1903. Charles Taylor is the first aviation mechanic in controlled powered flight, the man who built and maintained those first aircraft engines!



tions would contribute to inaccurate forecasts. Therefore, wind data reported on official weather observations MUST be reported in reference to true north. The forecasted wind aloft is also oriented to true north.

EAA CHAPTERS

Bismarck/Mandan is having a fun day on June 19th. Since I'm writing this in advance of that, more next time. The meeting days are the 3rd Saturday of each month at the Mandan airport.

Minot is in the picnic mode, we do a potluck/cookout at the Flying "S" ranch on the 1st Wednesday of the month. Come and join us!

Bob Miller keeps us well informed with his minutes and activity reports from Fargo.

I can't report on Grand Forks or Grafton because information is not available.

FLY-INS

Regrettably, I was unable to get to the Washburn fly-in. Despite the wind, the reports are that the turnout was good. By the time you read this the Garrison fly-in will be history. We've always had good attendance and I hope we do again this year. We always seem to attract a varied amount of airplanes. The food is good and the hangar lies, oops, I mean flying is always fun listening to.

Some upcoming fly-ins; "Planes on the Plains" at Casselton in July, and the annual Turtle Lake breakfast in September.

CLEARED TO LAND

Time Traveler



By Gordon Grace

Back when I was starting out in this airplane business, back when wings were made of fabric and the interstate construction was being designed for an emergency landing spot, I dinged an airplane a little bit. 10,000 hours later I feel OK admitting it.

I was line boy when I wasn't flying, and airplanes were always in the wrong spot and needed to be put somewhere else. The oil boom days and the big ranches and the transients coming in late and leaving early the next morning kept everything moving, especially if the weather-guesser mumbled something about thunderstorms, which automatically made an airplane owner start to fret about hailstones from heaven, or tornadoes sucking things up from the opposite direction. The hangars stayed full, and helped pay the owner's bills, including my tiny paycheck and my living quarters in the tiny trailer behind the weather shack.

The Cessna 210 that showed up that afternoon wasn't that different from all the other transients. I saw them pull up as I was rounding the corner in the tug, pulling the Mooney toward a safe spot in the back corner of the hangar for the evening. What caught my attention was the pile of people that kept coming out of that plane. There were Joe and Pete, who were regulars, back and forth from

here to Minneapolis for some business and a lot of pleasure. And then a few more louder friends who acted like their gyros could use a bit of caging before they went too much further. Plus still more folks came out of the insides of that plane. Some giggled and looked prettier than Joe and Pete.

As I neared the edge of the hangar with my trusty steed in tow, one of the raucous bunch shouted, "Hey, look at this!" and pulled one young lady's dress clear over her head, revealing no more cloth anywhere that I could see. They all roared with laughter and continued to roll themselves out of the airplane towards the parking lot.

I continued to roll as well, and placed the wing of that poor unsuspecting Mooney right into the edge of the hangar wall. She flew many times again after being fixed (the Mooney, that is). My concentration when handling an aircraft in the future improved considerably after that. The FAA training program these days has even gotten into the act, in that they encourage your flight instructors to introduce "distractions" while you're flying, to make sure you can deal with the unexpected and still handle your airplane. I think that's a good idea.

See ya later. Gordon.

Owners Have 60 Days To Update Their Addresses

Shawn A. Dobberstein

Executive Director Hector International Airport

As part of an FAA regulatory enforcement crackdown, the agency said that aircraft owners must, by July 31, complete and return the triennial aircraft registration form if their addresses are not current. "It's a safety issue, not just a paperwork issue," said Mark Lash, manager of the FAA civil aviation registry. "The agency and manufacturers must be able to notify aircraft owners to distribute safety- and maintenance-related information, including ADs.

The database also helps local law enforcement and Flight Service Stations begin the search for a downed or overdue aircraft. Owners who fail to correct an outdated address might see a suspension or revocation of their registration and cancellation of their tail numbers, the agency warned. The FAA has prepared a list of registrations with incorrect addresses. The list is scheduled for posting online (<http://registry.faa.gov>) starting June 1.

For questions on this requirement, or if you see a correct address shown in the agency's list of presumed incorrect addresses, contact the FAA at (866) 762-9435.

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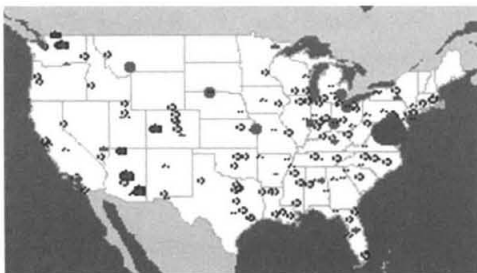


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National Interagency Airspace Information Website



Welcome to the National Interagency Airspace Information Website. We have now made available to all aviators and fire managers interactive current WAC, Sectional, and GNC Aviation Charts plotted with graphical TFR information to help pilots avoid inadvertent violation of Restricted Airspace due to fire fighting operations and other national airspace restrictions. We understand the importance for pilots to be aware and visualize graphically Temporary Flight Restrictions that are issued because of the low-level, dense operations of aircraft in a fire zone. Although it is the legal requirement of a pilot to rely on text based NOTAMs issued from the FAA, many times they are difficult to understand, and even more difficult to understand the extent of the flight restriction.

This site will operate year-round offering graphical updates within one-half hour of issue during business hours (Monday through Friday, 7 am to 4 pm Mountain) and twice daily (7 am and 1 pm Mountain) on weekends and holidays.

By clicking on the buttons on the left, all aviators can access Temporary Flight Restrictions due to fire fighting operations, as well as other National Temporary Flight Restrictions. Red areas indicate Temporary Flight Restrictions. One can list all of the restrictions by state, or by clicking on the Red zones on a national map. Green zones are used for blanket Stadium TFRs and symbols are used to depict Nuclear Sites. Purple zones are used to depict laser light activity NOTAMs. Each of these symbols can also be clicked for details. The map is interactive and can be zoomed in or out, and various layers can be toggled on or off like airports, airways, etc. The information can be displayed and easily printed as a sectional or wac chart.

The flight planning section is reserved for National Interagency resources. It contains extensive Flight Planning features and can be used to plan possible route, hazard and obstruction conflicts within the airspace system. The BLM National Aviation Office at the National Interagency Fire Center, Boise, ID, issues Flight Planning logins.

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

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

DTAM Warbird Fly-In and Cookout at Museum

July 24-25, 2004
OshKosh travelers
Special Quest
Contact: 701-852-8500

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

Chuck's Weenies & Wings

August 9, 2004
Krabbenhof Grass Strip
S. of Moorehead Muni (JKJ)
Sabin, MN
Contact: Chuck
218-789-7250

Amateur Rocket Event

August 13-15, 2004
Casselton Rgnl (5N8)
Casselton, ND
Contact: Bob Miller
701-347-5519
701-347-4680
Check NOTAM's!

Northern Neighbors Day

August 14, 2004
Breakfast 8:00 am - 11:00 am
Minot AFB (MIB)
Deering, ND
5th Ftr Intcptr Sqn Reunion
Contact: Public Affairs
701-723-6212

Fly-In weekend

August 21-22, 2004
Dakota Territory Air Mu-
seum
Minot IAP (MOT)
Minot, ND
Contact: Don Larson
701-852-8500

Women in Aviation International (WAI)

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

Fall Fly-In

September 18-19, 2004
Featuring Antique Aircraft
Sponsored by Dakota Terri-
tory Air Museum
Pietsch Field
Sawyer, ND
Contact: Don Larson
701-852-8500

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

2nd Annual Fly-In Pancake Breakfast Sponsored by the City of Edgeley & The Edgeley Lions Club

August 28, 2004
8:00 am - 1:30 pm CST
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Edgeley, ND

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701-493-2168



Roger Pfeiffer, Assistant Director, North Dakota Aeronautics Commission, would like to thank everyone for their thoughts and prayers, cards phone calls and visits while he is recuperating from his second open heart surgery.

He is recuperating at his Bismarck home.

His address is : 1201 Imperial Drive,
Bismarck, North Dakota.

We wish Roger the speediest recovery!

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Aeronautics Commission Awards State Airport Grants

On June 3, 2004, the North Dakota Aeronautics Commission issued grants to the general aviation public airports totaling \$ 352,653 for the 2004 construction season.

The following general aviation airports received funding as follows:

1. Ashley	\$ 10,500	28. Lisbon	\$ 4,605
2. Beach	3,947	29. Maddock	11,793
3. Bottineau	5,805	30. Mandan	2,976
4. Bowman	8,818	31. Mayville	10,598
5. Cando	3,947	32. Minto	10,297
6. Carrington	3,947	33. Mohall	2,500
7. Casselton	8,460	34. Mott	1,201
8. Cavalier	2,722	35. New Rockford	6,030
9. Cooperstown	2,939	36. Northwood	2,544
10. Crosby	5,336	37. Oakes	4,641
11. Edgeley	3,080	38. Park River	1,258
12. Ellendale	1,579	39. Parshall	3,947
13. Enderlin	22,000	40. Pembina	1,637
14. Garrison	1,185	41. Rolette	17,427
15. Glen Ullin	4,562	42. Rolla	2,047
16. Grafton	4,387	43. Rugby	1,200
17. Hazen	2,222	44. Stanley	1,335
18. Hettinger	3,947	45. St. Thomas	1,100
19. Hillsboro	1,491	46. Tioga	1,000
20. Kenmare	1,553	47. Valley City	2,332
21. Kindred	13,947	48. Wahpeton	3,947
22. Kulm	11,000	49. Washburn	4,190
23. Lakota	3,500	50. Watford City	3,523
24. Lamoure	2,102	51. West Fargo	103,000
25. Langdon	2,447	52. Westhope	5,778
26. Leeds	1,024	53. Wishek	1,200
27. Linton	4,100		

"These grant funds are used to improve safety, rehabilitate airport pavements and match federal funding for airport needs. The demand for state grants totaled \$ 951,338 in funding requests from 54 general aviation airports," reported Aeronautics Commission Director Gary Ness.

The revenue source for these general aviation airport grants are derived from the 4% tax on aviation motor fuels sold in North Dakota.

TSA has Released its Information Publication Security Guidelines for General Aviation Airports.

Recently the Transportation Security Administration (TSA) released its Information Publication (like an FAA advisory circular) Security Guidelines for general aviation airports. The AOPA staff worked hard to keep the document practical for security at general aviation airports, since one of our primary concerns was that TSA would apply airline airport security practices to GA.

Overall, we believe the TSA did a good job. However, the publication has two appendices that assess security characteristics of airports and offer suggestions for security enhancements that may be a problem at individual airports.

The real twist is how these guidelines get applied. This is where we need your help. Please keep the Association informed of actions by your airport to implement the guidelines – whether the stories are good or bad. This will give us the "real world" information we need to assess how the aviation community is using the TSA document. Please send the feedback to asn@aopa.org.



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North Dakota Aeronautics Commission Issued Grants to the Air Carrier Airports Totaling \$799,912 for the 2004

On April 22, 2004, the North Dakota Aeronautics Commission issued grants to the air carrier airports totaling \$ 799,912 for the 2004 construction season.

The following eight commercial airline service airports received \$ 799,912 as follows:

1. Bismarck	\$ 124,000	5. Grand Forks	\$ 66,261
2. Devils Lake	160,500	6. Jamestown	19,781
3. Dickinson	6,319	7. Minot	28,325
4. Fargo	229,875	8. Williston	164,851

"These grant funds are used to improve safety, rehabilitate airport pavements and match federal funding for airport needs. The demand for state air carrier airport grants totaled \$5,753,000. Only 14% of this demand was able to be met with state dollars," reported Aeronautics Commission Director Gary R. Ness.

"The Fargo Airport's main runway reconstruction and new airline terminals at Devils Lake, Williston and Bismarck, due to Homeland Security / TSA requirements, were the focus of the grant needs this year," reported Ness.

The revenue source for these commercial service grants is derived from the general fund air service account and aircraft sales tax submitted through aircraft purchases.

LifeLine Pilots...Flying with a Purpose

LifeLine Pilots offers pilots the opportunity to gain a meaningful sense of contribution through the use of their flying skills. Comprised of caring pilots who volunteer their time, skills, aircraft and flying expenses, LifeLine Pilots facilitates free air transportation for health care and other compelling human needs.

As a volunteer, pilots are asked to fly financially stressed individuals that are in need of medical treatment to a location that is distant from their homes. For example, LifeLine Pilots can facilitate transportation for on-going medical treatments, diagnosis and follow-up care. Pilots can also volunteer to assist passengers with humanitarian situations. Volunteer pilots are able to choose what missions work best for their schedules and interests.

Mission coordination is a process of matching approved passengers with available pilots. A phone interview with a mission coordinator over a simple application helps to determine if LifeLine Pilots can be of assistance. Once a flight is approved, the search to locate a pilot and aircraft begins. With volunteer pilots in place, the mission coordinator calls the passenger with mission information as well as providing the pilot with necessary information to plan a flight. The pilot then makes the final arrangements directly with the passenger. Mission coordination also assists our volunteer pilots by negotiating landing fees and fuel discounts at FBO's.

Incorporated in Illinois in 1981, LifeLine Inc., dba LifeLine Pilots, has been granted tax exempt 501 (c)(3) status by the IRS. Contributions to LifeLine

Pilots are deductible to the fullest extent of the law. Documentation for tax deductions are provided by the LifeLine Pilots' staff. Based in Peoria, IL, LifeLine Pilots maintains a small staff for mission coordination through operating funds that are donated by various foundations, corporations and private individuals. LifeLine Pilots is able to carry out its mission through the generosity of our volunteer pilots and donors.

To qualify as a LifeLine Pilot volunteer pilot, pilots must meet the following criteria:

- 21 years of age older.
- Pilots with physical limitations or over 75 must be accompanied by another current pilot.
- Must be current with minimum of 250 hours of pilot command time.
- Submit a completed and signed Volunteer Pilot Application.
- Send proof of insurance with declaration page or certificate of insurance.
- Send a copy of most recent log book entry for BFR or wings phase.
- Provide updated information whenever reportable changes occur such as loss of privilege, contact or aircraft insurance information.

LifeLine Pilots is a wonderful opportunity to use your talents to help those less fortunate. LifeLine Pilots has the utmost regard for our volunteer pilots who make our mission possible. To volunteer or for more information, call our office at 800-822-7972 or visit our website at www.lifelinepilots.org.

Skramstad Renews Master Instructor Designation for the Fourth Time

The National Association of Flight Instructors (NAFI) announced that Allan J. Skramstad, an Associate Professor of Aviation at the John D. Odegard School of Aerospace Sciences located on the UND campus, recently renewed earned his Master Certified Flight Instructor (CFI) for the fourth time. Skramstad also serves on the Board of Trustees and is a committee chair with the University Aviation Association (UAA) and an Aviation Safety Counselor for the Fargo FSDO.

To help put this achievement in its proper perspective, there are approximately 81,000 CFI's in the United States. Fewer than 400 of them have achieved that distinction thus far. The last nine national flight instructors of the year were Master CFIs while Skramstad is one of only five North Dakota aviation educators who has earned this prestigious "Master" title. Skramstad also serves on the Board of Trustees and is a committee chair with the University Aviation Association (UAA) and an Aviation Safety Counselor for the Fargo FSDO.

Earning this designation is tantamount to having the words summa cum laude emblazoned on an instructor's certificate. These Masters truly represent the best of our industry!

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Priceless P-51C Lost During a Fly-By

Most of you may have already heard of the tragic accident at Red Wing. If not, briefly, the S. St. Paul chapter of the CAF lost their priceless P-51C during a fly-by at their warbird show. I had the opportunity to fly in formation with this aircraft in Odegaard's Dazzling Donna a few years ago. It was beautiful. And, as you are probably aware, the aircraft had been restored to mint condition right here in North Dakota. Don Hinz was flying the plane.

He said he was losing the engine, Larry Lumpkin was on the ground in the Gunfighter and told Don to turn on the boost pump. Don said, that it had been done. Larry said, "Fly it to the ground Don, fly it to the ground."

That is exactly what he did. The airplane landed in a wings level, low speed, low angle condition, as survivable as it could be. He hit one tree which took off one wing, and then another which spun him around and the airplane came to rest on its right side with both wings severed. The crash crews were there within 4 minutes. Larry took off immediately to locate the wreckage in case the crash crews could not find it, and by the time he was overhead, they were there.

Gerry Beck went with the FAA to the wreckage. Early indications are that the V drive which powers the cam failed. Both cams would quit turning and there was nothing that Don could have done but fly it to the ground. He did that.

Don would never forgive us if this setback stopped the Redtail project, which he gave to the last 10 years, and ultimately, gave his life for. With a million bucks and 18 months it could be flying again. Don would want that. You can learn more at www.redtail.org.

AirVenture Celebrity Breakfast Around the Corner

If Oshkosh, Wisconsin, at the end of July is your usual summer routine, then you cannot miss this year's Women in Aviation Celebrity Breakfast, Saturday, July 31, 2004. Women in Aviation, International is proud to announce that Chevron Texaco is sponsoring this year's WAI Celebrity Breakfast.

Women in Aviation, International staff, members, sponsors and interested media will be meeting at the famous Pioneer Inn on Lake Winnebago in Oshkosh, Wisconsin, from 8:00 am to 9:00 am to hobnob with some of the airshow's brightest stars. We have extended invitations to FAA Administrator Marion Blakey; EAA Founder Paul Poberezny, and airshow stars Julie Clark, Mary Dilda, Patty Wagstaff, and Bob and Pat Wagner.

Author Ann Cooper and airshow performer Julie Clark will also be present to autograph their newly released book - "Nothing Stood in Her Way," a biography on Julie Clark. The book covers Clark's childhood, career as an airline pilot, and her success as an airshow performer.

Cost is \$20 in advance or \$25 after July 25. To register call (386) 226-7996 or for more information check online at www.wai.org/events/connect.cfm.

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Planes on the Plains was a success! Hundreds of people, some with aircraft, showed up Sunday, July 18th for the 18th Annual Fly-In of EAA Chapter 317 which was held at the Casselton Airport. Aircraft began arriving at 9 a.m. and so did breakfast, pancakes and sausages served by the Boy Scouts. Free plane rides were offered to young kids ages 8-17 who were interested in aviation. Fly-bys began around 10:30 with an air show at noon. The day wrapped up with a presentation of awards for best homebuilt, best warbird, best classic, best spot landing and people's choice.

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