

The NORTH DAKOTA AVIATION COUNCIL Presents:



THE UPPER MIDWEST AVIATION SYMPOSIUM

TAKING TO THE SKY IN 2005



Pilot Earns Astronaut Wings

SUNDAY, MARCH 6, 2005

– TUESDAY, MARCH 8, 2005

Holiday Inn – Fargo, ND

ALAN KLAPMEIER

GENERAL SESSION SPEAKER



"TOMORROW"
CIRRUS DESIGN CORP
MONDAY
MARCH 7, 2005
4:30 PM
BOARD ROOM

JOHN BOEHLE

BREAKFAST SPEAKER



FOUNDER OF EASE, LLC
MONDAY
MARCH 7, 2005
7:30 AM
EXECUTIVE ROOM

Dr. BRUCE SMITH

BREAKFAST SPEAKER



DEAN UND/JDO
AEROSPACE SCIENCES
TUESDAY
MARCH 8, 2005
7:30 AM
EXECUTIVE ROOM

CECELIA HUNZIKER

SPECIAL GUEST



FAA REGIONAL
ADMINISTRATOR
TUESDAY
MARCH 8, 2005
1:30 PM
DIRECTORS ROOM

STEVE STARK



AWARDS BANQUET SPEAKER

**"AN EVENING WITH
TEDDY ROOSEVELT"**
TUESDAY
MARCH 8, 2005
6:00 – 9:00 PM
GREAT HALL

The First President
To FLY!

Weightlessness



SPECIAL EVENTS

STATIC DISPLAY AND OPEN HOUSE

FARGO JET CENTER

3:00 PM – 5:00 PM

SUNDAY, MARCH 6, 2005

SYMPOSIUM "ICE BREAKER"

FARGO AIR MUSEUM

5:00 PM – 9:00 PM

SUNDAY, MARCH 6, 2005

NORTH DAKOTA AVIATION

HALL OF FAME INDUCTION

GREAT HALL

6:00 PM – 9:00 PM

TUESDAY, MARCH 8, 2005

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Aviation Quarterly[®]

Issue #66

www.ndac.org

NDAC

Winter 2005

Fire Safety Class



*Emergency workers extinguish an engine fire during a recent demonstration on Fire Safety. Story page 5.
You must pre-register for this class.*

Chairman's Corner

By Dan Kasowski



"Taking to the Sky in '05" ... is our theme for the 2005 Upper Midwest Aviation Symposium. It hardly seems possible that 2005 is already here! I hope everyone had a happy, fun-filled and safe Holiday Season.

Plans for The Upper Midwest Aviation Symposium have been well under way for several months now. Your Council members have been working hard to put together a schedule that is full of great speakers, great exhibitors and great fun. Here are just a few of the events we already have scheduled: the Ice-Breaker

at the Fargo Air Museum, an open house at Fargo Jet Center, general session speaker Alan Klapmeier from Cirrus Design, Teddy Roosevelt (that's right

Your NDAC wants to make this year's Symposium one of the best! What does it take to make the Symposium a success? It takes you, the

What does it take to make the Symposium a success? It takes you, the people of the aviation community, to show up, take part and enjoy.

Teddy Roosevelt), the annual Awards Banquet, exhibitor night and numerous individual group speakers. As you can see, our schedule of events is looking better than ever.

people of the aviation community, to show up, take part and enjoy. So here is where we need your help. First of all, mark your calendars for

Continued on page 2

Continued from page 1

the Upper Midwest Aviation Symposium, March 6, 7, and 8, 2005. Second, pick up your phone and make room reservations. This year's Symposium will be at the Holiday Inn, in Fargo, ND (701-282-2700; make sure you mention the Upper Midwest Aviation Symposium to get our group rates). Third, fill out the pre-registration form enclosed in this issue of the Quarterly and get it in the mail. In an attempt to get everyone to pre-register, we have increased the cost to register at the door to \$100.00. Pre-registration is still only \$75.00, you can save your self \$25.00 today by pre-registering. Fourth, pass the word on, do a little recruiting. Do you know an aviation enthusiast who may not be aware of our Symposium? Help us promote your Symposium. Fifth and most

importantly, make sure you attend "Taking to the Sky in 05" and have a great time.

A.M.T. Day in North Dakota

*Governor John Hoeven
to proclaim May 24
A.M.T. Day
(Aviation Maintenance
Technician)
in North Dakota!*

It will soon be official, Governor Hoeven has agreed to proclaim May 24, concurrently as A.M.T. Day in the state of North Dakota. The primary purpose of A.M.T. Day will be to commemorate the awareness of a forgotten man, an "Unsung Hero in Aviation."

The A.M.T. Day will 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 will celebrate the past, and furthermore, appreciate the future of aviation maintenance. Charles Taylor was absolutely the most indispensable person without whom the Wright Brothers could not have made the first powered flight in 1903. Charles Taylor is the first aviation mechanic in controlled powered flight, the man who built and maintained those first aircraft engines.

So, when May 24th rolls around each year, make sure you make an effort to let that Aircraft Technician, who has kept your butt safe and your aircraft airworthy throughout the years, know that you appreciate all their efforts. Maybe even take him or her out to lunch or give him or her a hug of appreciation. And lastly remember...



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FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautics
Commission



My 60th year—good grief, how time flies when you are having fun.

How long has it been since I was held by my Mom during my first airplane ride? My birthday is April 19, 1945, I was born in Breckenridge, MN and my father, Oscar, was serving overseas with the Navy at the time. His duty station was a naval airbase on Okinawa. He said his squadron came aboard at one end of the airbase while the Marines were taking control from the Japanese at the other end of the strip. (Was there flak? "What the \$#@ do you think? It was a \$#@ war," he said when asked about it years later.)

Our fathers were in the action for the duration during World War II. There was no leave to come home without some outstanding reason, i.e., wounds for recovery time or new aircraft/equipment familiarization. Ten or eleven months before that April date Oscar came home to train in the new aircraft the PV4Y-2, the "Privateer," Navy's single-tailed version of the B-24. His squadron, VPB-123, had been flying twin-engined P1V and P2V's earlier and then VPB-123 was sent to Hutchinson, KS for transitional training for the four-engined "Privateer."

One reason that I know this stuff is that I found the VPB-123 Squadron record book from squadron commissioning to war's end. The title of this historic book, which resembles a college annual, is named "The Hot Skinny." The book has pictures of the Commanding Staff, Ground Crew and the eighteen flying crews. Each

crew is pictured in front of their aircraft backed by the famous nose art of the day and there is a short write-up with some good quotes, reflecting hopes and dreams of each member. Several pages of action-related pictures of the history and other informational photo shots are included. This is a treasure that I feel most fortunate to have in my possession, not only for the historical value, but because it leads to Oscar and me. We share one very important accomplishment in a flyer's life. We both received the US Navy's "Wings of Gold." And we both received our official "aviator designation" using the same set of wings.

When it came my time for the "wings," I asked mom to send Oscar's WWII set so at the ceremony he could pin the same on me. This was quite a special event shared by a father and son. Funny, we couldn't get along well enough to fly together, but we both enjoyed that moment.

One other historic book is my first logbook. Like I said, my birth date is 4-19-45 and my first logbook entry is 7-16-46. "What," you say? Well, following separation from the service after V-J Day, Oscar was employed as a flight instructor for Ed Skroch of Skroch Flying Service on Hector Field at Fargo. Oscar and Elaine couldn't afford a baby-sitter so I would go along with Dad to the airport and he would put me in the baggage compartment of the Aeroncas or C-140's. (There is a story that he would change my pants at every other student flight or when requested.) He kept a logbook for me, with flight time, student, event, where, when, how, etc. I have on record 378 hours of logged "Baggage Compartment Time." What would the FAA

say today if the same set of evidence was provided?

This is my 60th year of life and 59th year of flight. Things are different now, I have an inner-ear problem that took my medical. I still can fly with a qualified certificate-holder and I enjoy it more each time. On my 56th birthday I had the opportunity to have lunch with FAA Administrator Jane Garvey and Dr. Bruce Smith. That day was my 40th year as an aviator; it was forty years since my first "official" solo flight from the Lisbon Airport. To spend the afternoon with the First Lady of Aviation and the Dean of the UND-JDO School of Aerospace Science was not planned but happenstance does work for the best sometimes. It gave me a chance to explain the

good parts of flying in the past to someone who had only today and not a yesterday as experience to draw from.

Experience; ex.pe.ri.ence (ik spir'e ens) noun. To try; 1. The act of living though an event; 2. anything or everything observed or lived through. That is what Webster's New World Dictionary has to say.

Experience; 1. Lucky enough to learn by doing and living through it; 2. Smart enough not to do it the same way again. That is the School of Goof-Ups Dictionary usage.

I feel fortunate to be a part of North Dakota aviation... what it was, what it is and sharing the dreams of what it will be.

Come and join in at the Fargo Holiday Inn and experience "The Upper Midwest Aviation Symposium," along with the Aviation Council, the umbrella of the aviation industry of North Dakota.

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NORTH DAKOTA EXPERIMENTAL AIRCRAFT ASSOCIATION – NDEAA

By Darrel Pittman

Writing an article for the Quarterly is always a challenge, especially the one just prior to the Symposium, as this one is. Our editor has given us a deadline of December 15 for the article to be in her hand. Trying to pick a topic of interest for our North Dakota aviation groups is tough enough. Doing it at Christmas and preparing for my annual trek to the South to visit my Mother makes it even tougher. By the time this goes to the editor, I will have done a lot of head scratching (pardon the dandruff) and rewriting. Of course I would never say any bad words like “darn,” “heck,” and such things as that.

Your North Dakota Aviation Council has been working hard to bring you another outstanding Upper Midwest Aviation Symposium. It makes me proud to be one of your member representatives of that Council and being part of the Symposium effort. It is my wish that all of you take part and join us by attending the Symposium starting March 6, 2005. This year it will again be in Fargo, this time at the Holiday-Inn. We have another good program scheduled, plus good food.

Our group has joined hands with the Pilots Association in bringing you some classroom sessions that we are sure you will find educational and informative. Todd Schwarz

and I are planning a separate meeting for the NDEAA so all the EAA members can discuss and give input to our organizational group, so be sure to attend.

Many of you have heard me talk about safety and avoiding runway incursions at the safety meetings. The groups in Minot have heard it from me a lot and it's paid off. Minot has not had a single incident since becoming a federal contract tower. This is a combined effort of both pilots and controllers staying alert and observing what's going on around the airport. Winter is here and that means snow and ice in the air and on the ground. Runway “hold short lines” can be covered with ice and not visible. Runway signs could be covered with drifted snow. Remember, if in doubt ask, it could save you and ATC a lot of paperwork.

You will be reading this in early February and I will have been to Texas and back. So in closing, let me say, I hope you all had a very Happy Holiday Season. Don't forget the Symposium in March. You will find a registration form in this issue, fill it out and send it to Jim Lawler. See you there.

“CLEARED TO LAND”

Darrel

TRIM TAB

By Bob Simmers



There are many topics that we could talk about and several that I had in mind. I have instead decided that what I should do is invite you to the Symposium in Fargo and visit about topics that are of interest to you.

The Symposium is also packed with other interesting and informative events that should interest all pilots. There will be displays of the latest technology and an opportunity to revisit history. There is truly something for every aviator who attends. Mark your calendar and I'll see you there.

Till we meet in Fargo, keep the Tanis heater plugged in and the frost off of your wings.



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Fuel Quality Assurance and Fire Safety Classes to be Offered in Fargo



take place, nor can anyone evaluate the lives that have been saved or plumb the depths of human misery that was spared. But the man with the fueling hose can find satisfaction that he has worked wisely and well and that safety has been his first consideration." Anonymous.

We are excited to announce an opportunity that historically has been done in large markets or at annual conventions such as NATA or NBAA. This year, the opportunity is coming to Fargo! The following quote captures the importance of the event.

"It is impossible to accurately measure the results of fueling aircraft safely. No one can count the fires that never start, the engine failures that never

Fuel quality assurance and fire safety training are two areas in aviation, that can mean the difference between life and death. Whether you're a pilot, mechanic or the fueling person, everyone plays an important role in the effort to make every flight safe. Texaco has once again stepped up to the plate and is offering two different classes during this year's symposium. Each are equally important to

our everyday operations and combined, they will significantly improve the quality and safety of your operation.

The **Fuel Quality Assurance** class will be held on Tuesday, March 8th at the Holiday Inn and is recognized by NATA for their Safety First program. The class addresses issues such as fuel characteristics, proper identification of fuels, contamination issues, Quality Control Practices, fueling equipment requirements and record-keeping. It will also cover web-based tools, training aids and the steps required for incidents and events.

The **Fire Safety** class will be held at the Fargo Jet Center on Wednesday, March 9th. Chevron Texaco has rolled out a brand new course that addresses the FAA's hazardous-substance handling requirements as specified under FAR Part 139.321. This course is fully endorsed by the

FAA and recognized by the National Air Transportation Association. Issues covered in this class include a review of the FAA regulation, fire technology, grounding and bonding, fire safety in mobile fueling equipment and fueling cabinets, fuel farms and storage areas and control of access to storage areas. The class will also incorporate hands-on fire extinguisher training led by the North Dakota Air National Guard Airport Rescue Fire Fighting (ARFF) team.

We would like to thank Texaco for investing in the quality and education of aviation in North Dakota.

Pre-registration is required for both classes. If you intend to or are required to be certified under FAR Part 139.321, you must attend both classes. Please indicate on your pre-registration form which classes you plan on attending.

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Honor to Those Aviators Who Have Gone West

Thomas J. Wakefield

Devils Lake

1945 - 2005

C. Wayne Turner

Fargo

1928 - 2005

CORRECTION

The toll free number set out in the **Airport Hangar Revenue** article from **Cook Wegner & Wike PLLP** was wrong. The correct number is **1.888.417.5213**.

NORTH DAKOTA PROFESSIONAL AVIATION MECHANICS ASSOCIATION MECHANIC OF THE YEAR

INSTRUCTIONS: Use a separate form for each entry. All entries must be either typewritten or neatly hand lettered.

Name: _____ FAA Certificate No.: _____
 Address: _____ FCC License No.: _____
 Telephone No.: _____

Employer: _____
 Employer's Address: _____

Year first designated a Maintenance Technician: _____ Years Experience: _____

ENTRY DETAILS: Give a brief but factual description. Drawings, photographs or other presentations may be included to assist the judging committee. All entries become the property of the Selection Committee and will not be returned.



(If additional space is required, attach additional sheets.)

ENTRY SUBMITTED BY: (If other than entrant) (Optional)
 Name: _____

Address: _____

Employed by: (Name and Address) _____

Position held: _____

Date: _____

Signature of person submitting entry: _____

FOR SELECTION COMMITTEE USE ONLY

MAIL ENTRY FORM TO: Morgan Stroh, 2204 7th Ave. N., Grand Forks, ND 58203 – OR: Hand deliver to a NDPAMA Council Member before 3:00 PM, Monday, March 7, 2005.

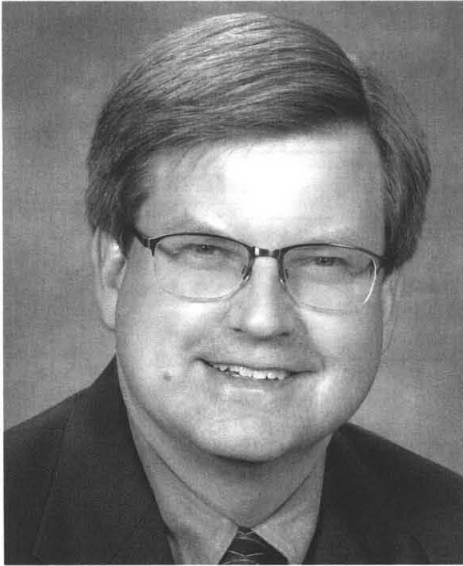
QUALIFICATIONS: Each person submitted on the entry form must hold FAA Airframe and/or Powerplant Rating or Repairman Certificate and must be employed in the field of aviation maintenance in the state of North Dakota.

JUDGING: Persons responsible for judging will be the former NDPAMA President, who will form a committee including himself, a representative from the FAA and one (1) representative from the NDAC to assist in the judging. If the former President is not present for the annual meeting, then the NDPAMA officers will be responsible for selecting a former NDPAMA officer to take his/her place.

NORTH DAKOTA PROFESSIONAL AVIATION MECHANICS ASSOCIATION

AWARD: The award given out will be \$300.00 to the selected Mechanic of the Year.

CEO of Cirrus Design Corporation to Speak



**General Session Speaker
Tuesday, March 7, 2005, 4:30 pm**

Alan Klapmeier is the youthful, dynamic President and CEO, and the public face of Cirrus Design Corporation. In a very short time Cirrus has progressed from test flights to challenging Cessna for single-engine production crown.

Cirrus Aircraft Design Corporation is twenty plus years of inspiration, dedication and perspiration. That is the investment in creating a fast growing and well-respected company.

In 1984, Alan and Dale Klapmeier

founded Cirrus Design Corp in Baraboo, WI, as a kit airplane company. The VK-30, the first kit plane, became the inspiration towards the advancement of these leaders in technologically advanced personal aircraft.

The year 1993 saw Cirrus break ground for the first phase of its new company headquarters, a 30,000 square foot research and development facility in Duluth, MN.

Shortly after in 1994, the company moved into the facility and began the proof of concept aircraft the SR-20, the first of four prototype aircraft on the planning table.

1996-97 began the North Dakota experience for the company, they announced plans to proceed with the second phase in Duluth and construct another building in Grand Forks, ND.

Along with these expansion activities, the FAR Part 23 Type Certification of the SR-20 was submitted to the FAA. Later in 1997 testing of the Cirrus Airframe Parachute System (CAPS) began along with the assembly of the first production prototype of the aircraft itself. In October of '97 Cirrus moved into its new 67,500 square foot manufacturing building in the Grand Forks Industrial Park. January 1998, the first SR-20 made its maiden flight; this aircraft is used to verify design flight characteristics. The

Company moved into the 111,000 square foot manufacturing adjacent to its R&D facility and company headquarters in Duluth.

Think of the time-frame and the breathtaking effort it took to get the project this far into the caverns and canyons of FAA certification.

In October 1998, at the AOPA Convention in Palm Springs, CA, FAA Administrator Jane Garvey awards a Type Certificate for the SR-20.

In July 1999, orders for the aircraft reach 325 and the first aircraft is delivered to Walt and Marianne Conley of Minnesota. The first aircraft delivered in Europe took place in October.

Since the beginning of 2000, Cirrus has received certification for the SR-22 with the first aircraft delivered in 2001. October 2002, Lionel Morrison, a Texas pilot, lands unharmed after losing control of the aircraft and deploys CAPS and lands in a wooded area. This event made aviation history by using a ballistic parachute for a successful landing.

Come and listen to Alan Klapmeier, one of the leaders of today and visionary for the industry. He will tell us who, when, where and how of the aviation industry future.



Theodore Roosevelt First President to Fly



Steve Stark, from Fargo, ND, has been performing as Theodore Roosevelt since 1983.

**Banquet Speaker
Tuesday,
March 8, 2005**

Theodore "Teddy" Roosevelt was the 26th President of the United States. He was the second youngest Vice President that ever served; he became President after the assassination of William McKinley in 1901. His connection to North Dakota came early in his life at the age of twenty-four when he visited the Badlands for a hunting trip in the fall of 1883.

His famous quote; "I never would have been President if it had not been for my experiences in North Dakota."

Roosevelt rose to national prominence during the Spanish-American War as commander of the "Rough Riders." His concerns for the nation's natural resources started the National Park Service and his "Trust Busting" along with the visionary Panama Canal support elevated him in the history of the world. He is the only person to be awarded the Nobel Peace Prize for his mediation of the Russo-Japanese War and the Congressional Medal of Honor for military action in Cuba. He is a man of firsts; he was the first Vice President to win the Presidency after he assumed the office after a death of his predecessor; he was the first President to travel outside the United States when he visited Panama to inspect the construction progress of the canal. Roosevelt became the first President to submerge in a submarine, aboard the USS Plunger in 1905.

The reason that Teddy is here to see us at the Upper Midwest Aviation Symposium is the greatest first in his life – he was the first President to fly in an aircraft – Arch Hoxsey on October 11, 1910 gave TR a "RIDE AROUND THE PATCH."

Sunday, March 6, 2005

Upper Midwest Aviation Symposium – March 6–8, 2005

	AAND Conference Rm	NDPA Directors Rm	Board Rm	Executive Rm	NDPAMA Prairie Rm	NDPAMA Frontier Rm
10:00 am to 10:50 am					Eagle Fuel Cells <i>Curt Hartwig</i>	
NOON MEAL — On your own or Organizational Meetings					NDPAMA Annual Business Meeting 11:00 am – 12:00 pm	
1:30 pm to 2:20 pm		SpaceShipOne Video Program Discovery Channel	ND Aeronautics Commission Aerial Applicators Mandatory Security/Safety Annual Meeting 1:00 pm - 3:00 pm		Aero Recip <i>John Morton</i>	
2:30 pm to 3:20 pm		ND Air National Guard Midair Collisions			Cirrus Aircraft Design Co. "The Future of Aircraft" <i>Mike Prince</i>	
3:30 pm to 4:20 pm		Airport Watch TSA/AOPA	OPEN HOUSE AT FARGO JET CENTER Static Aircraft Display 3:00 pm - 5:00 pm			

REGISTRATION
Atrium Room
Convention Center
Main Entrance
10:00 am - 4:30 pm

NDAC COUNCIL MEETING
Press Room
1:00 pm

Shuttle Bus Schedule - Holiday Inn - Jet Center - Air Museum - Continuous Loop 2:30 pm to 5:15 pm
ICE BREAKER FARGO AIR MUSEUM 5:00 PM TO 9:00 PM
Shuttle Bus Schedule - Holiday Inn - Fargo Air Museum - Continuous Loop Until 10:00 pm

Monday, March 7, 2005

Upper Midwest Aviation Symposium – March 6–8, 2005

	AAND Conference Rm	NDPA Directors Rm	Board Rm	Executive Rm	NDPAMA Prairie Rm	NDPAMA Frontier Rm
8:00 am to 8:50 am	Airport GIS Program <i>Advanced Engineering</i>	FAA Sports Pilot Rule <i>Les Ellingson</i>		Breakfast Speaker ND & SATS <i>Mr. John Boehle</i> 7:30 am	Fires, Toxic Fumes & Mechanics <i>Dr. Warren Jensen</i> UND/JDO Flight Surgeon	
9:00 am to 9:50 am	GPS Approaches <i>FAA Specialist</i>	SATS & YOU <i>John Boehle</i> EASE, LLC		ND Aeronautics Commission Listening Session	FAA-FAR Aircraft & Powerplants	
10:00 am to 10:50 am	M2 GA Airport Security Communications Planning Program <i>Mike Seminary</i>	Flying In Canada Their Rules		Agricultural Applicators License Fee Increase Hearing	FAA-FAR-FSDO Maintenance & Mechanics	
11:00 am - 1:20 pm: LUNCH IN THE "GREAT HALL" WITH THE EXHIBITORS/VENDORS						
1:30 pm to 2:20 pm	Regional Airservice How it Affects Your Community <i>EASE, LLC</i>	Tales of Exams <i>Bob Simmers</i>			Aerospace Welders <i>Tom Heid</i>	Exxon Lubrication <i>Ed Barnes</i>
2:30 pm to 3:20 pm	Cost Effective Fence Sealcoats 10 years <i>UEI, Engineers</i>	The Pilot & The Controller <i>ATC Communications</i>			Prop Works <i>Jeff Peckett</i>	Dallas Airmotive <i>Phil Reinbold</i>
3:30 pm to 4:20 pm	Special Use Airspace & North Dakota <i>Col. Rick Utecht, NDANG</i>				RAPCO <i>Mike Lotzer</i>	C & D Heaters

CONTINENTAL BREAKFAST
Exhibit Hall
7:00 am

BREAKFAST SPEAKER
ND & SATS
Mr. John Boehle
Executive Room
7:30 am

EXHIBIT SETUP
8:00 am – 10:00 am

EXHIBIT AREA OPEN
11:00 am – 2:00 Pm

SPOUSES' PROGRAM
Scrap-Booking
Creative Memories
Club Room III
9:00 am

General Session — 4:30 pm to 5:30 pm Board Room and Executive Room Combo
Speaker : Alan Klapmeier, — Cirrus Aircraft Design Company.

EXHIBITOR NIGHT — GREAT HALL — 6:15 pm to 9:30 pm for Symposium Ticketholders
Open to Public 7:30pm to 9:30pm

Tuesday, March 8, 2005 Upper Midwest Aviation Symposium – March 6–8, 2005

	AAND Conference Rm	NDPA Directors Rm	Board Rm	Executive Rm	NDPAMA Prairie Rm	NDPAMA Frontier Rm	
8:00 am to 8:50 am	Airport Insurance/State Fire & Tornado <i>LePage NDSRT</i>	FAA Flight Review & Currency <i>Les Ellingson</i>		Breakfast Speaker <i>Dr. Bruce Smith, Dean UND/JDO School of Aerospace Studies 7:30 am</i>	Friction Stir	ALL DAY CLASS NATA NATIONAL AIR TRANSPORTATION ASSOCIATION	
9:00 am to 9:50 am	Aviation Roundtable How Things Affect Your Community <i>S. Johnson-Moderator</i>	FAA-AFSS <i>David Christy</i>			Welding <i>Bill Arbegast SDSMT</i>		
10:00 am to 10:50 am	AAND Annual Business Meeting	Garmin Whats New in GPS			Honeywell-Chadwick-Helmuth Balancing		
11:00 am - 1:20 pm: LUNCH IN THE "GREAT HALL" WITH THE EXHIBITORS/VENDORS							
1:30 pm to 2:20 pm	Departure Miniums How They can Affect Your Airport <i>KLJ Engineers</i>	FAA — "The Future" <i>Cecelia Hunziker FAA Regional Director</i>			Tempest Vacuum Pump <i>John Herman</i>	FUELS TRAINING FAA-FAR PART 139 APPROVED COURSE PRESENTED BY TEXACO	
EXHIBITOR BREAKDOWN — 2:00 pm							
2:30 pm to 3:20 pm	State of The State Aviation Report 2005	NDPA Annual Business Meeting			Care & Upkeep of Aircraft Interiors <i>Cemone Oberg</i>		
3:30 pm to 4:20 pm	FAA-ADO Grant Program Eligible Items Bis-ADO Staff		NDPAMA Business Meeting				
4:30 pm — 5:15 pm: COUNCIL MEETING — PRESS ROOM							

CONTINENTAL BREAKFAST
Exhibit Hall
7:00 am

BREAKFAST SPEAKER
*Dr. Bruce Smith
UND/JDO*
Executive Room
7:30 am

EXHIBIT AREA OPEN
11:00 am – 2:00 pm

SPOUSES' PROGRAM
Downtown Shopping Club Room III
9:00 am

SOCIAL HOUR
The Great Hall
6:00 pm – 7:00 pm

AWARDS AND ND AVIATION HALL OF FAME BANQUET – 7:00 PM

Social from 6:00 – 7:00 pm

Banquet Speaker: Steve Stark as Teddy Roosevelt — FIRST PRESIDENT TO FLY

Spouses' Program

Monday, March 7, 2005
9:00 am
Holiday Inn – Room TBA



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Open Letter and Invitation to the North Dakota Ag Aerial Applicators

Dan Kasowski, Chairman of ND Aviation Council • Gary R. Ness, Director of the ND Aeronautics Commission.

This year the Upper Midwest Aviation Symposium will be held at the Fargo Holiday Inn. March 6, 7 & 8, 2005.

Each year the Aeronautics Commission holds its Mandatory Aerial Applicators Safety/Security Meeting in conjunction with the Symposium.

This year is no different. The annual classroom meeting is scheduled for Sunday, March 6th at 1:00 pm to 3:00 pm in the Board-Executive Rooms at the Fargo Holiday Inn.

Neither the ND Agricultural Aviation Association (NDAAA) nor NDSU Extension will be holding classes or chemical recertification at

this year's Symposium.

This is going to give all the aerial applicators an opportunity that has not been available in the past. Join in on the other facets of aviation that many of you are involved in at your airports.

Are you considered the Airport Manager? Look for the class information from the Airport Association of North Dakota (AAND).

Do you run an A & P shop on your airport? Look for the class schedule for the ND Professional Aircraft Mechanics Association (NDPAMA).

Are you a pilot? Join the ND Pilots Association (NDPA) as their classes bring all the newest and

best to the table.

If you answered YES to any or all these questions, the Upper Midwest Aviation Symposium has something that will keep you interested and connected to what is new and different within the industry.

After the Aeronautics Commission meeting, register for the Symposium and join the industry at the Open House at Fargo Jet Center, followed by the Symposium "ICE BREAKER" at the Fargo Air Museum. This will kick-off two more days of education and fellowship. The Symposium schedule will allow you to find out about the newest and best with airport management,

mechanical know-how and the newest and best gadgets for pilots. Join the aviation industry and community of North Dakota in its 30th plus year of industry Symposium.

AT PRESS TIME

New Airport Managers

Jamestown Aripport
Jennifer Eckman

Devils Lake Airport
Clinton Torp

More to post in next issue.



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AAND

By Erling Rolfson, President

The Association had a busy fall with the completion of many projects and a record amount of \$35 million put into the 2004 airport infrastructure in North Dakota. New Rockford has completely remodeled the hangar and it looks sharp. Devils Lake and Williston are busy with their new terminal construction. It will be a toss-up when the project is completed and when Kenny retires. Great job Kenny, we are going to miss you. Richard King has moved on as Jamestown Airport Manager and is now working for Ulteig Engineering. Jennifer Eckman will start in mid-February. They also have completed the remodeling of their terminal.

Another big project is the new terminal in Bismarck.

This is large and will be an excellent upgrade to the Bismarck operation. The new 16/34 runway in Fargo is also completed and it looks great for over an \$18 million investment. The Grand Forks Air Base will get a new runway. Construction will start this spring. The military presence in North Dakota is huge. The Air Bases, Air Guard and Army Guard have a large aviation impact upon our state and the economy.

The annual convention in Fargo will be outstanding, as always. AAND has put together an excellent program that every airport manager, airport board member, pilot, aerial sprayer, mechanic, etc., should not miss it. We will cover everything you need to know to stay current. It is a great refresher course, from the grass to you concrete guys and gals.

Derek Tysdal Promoted To Service Manager For Way-point Avionics Inc.



Way-Point Avionics Inc. has promoted Derek Tysdal to Service Manager of its Fargo office. Tysdal will be responsible for the planning, direction and coordination of activities within the company located in Fargo Jet Center, Inc. at Hector International Airport, Fargo, ND.

Tysdal has been employed by Way-Point Avionics since May 2002 and resides in Fergus Falls, MN.

Way-Point Avionics is a certified avionics repair station providing radio and electronic systems repair on aircraft – including the sales, service and installation provider for Rockwell Collins, Honeywell, Garmin and other leading avionics manufacturers – from its offices in Fargo and Bismarck, ND.

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NDAAA

Tri-State Aerial Applicators Convention

Aerial applicators from North Dakota, South Dakota and Minnesota will enjoy an educational and informative event at Shooting Star Casino in Mahanomen, MN, as they convene for the first time in history. Besides the opportunity to interface with other professional aerial applicators, attendees will have the opportunity to visit with the vendors; enhance their knowledge by attending Dr. Dennis Gardisser's technology session; the PAASS Program and Extension Service programs (including an update on the Worker Protections Standards that will now be enforced by the ND Agricultural Department); recertify in ND, MN and SD; and fulfill the mandatory meeting requirement of the ND Aeronautics Commission (by attending the PAASS Program).

All registered aerial applicators in North Dakota were sent a brochure and registration form in December 2004. If you did not receive a form, or have questions, please contact Cindy Schreiber-Beck at 701-642-5777. Early convention registration is \$200 for NDAAA operator members (plus \$100 NDAAA dues) and includes all classroom sessions, all breaks, Tuesday's Welcome Reception, Wednesday's Lunch and Hospitality Night, Thursday's Breakfast and the \$60 NAAA PAASS fee. If you plan to recertify in North Dakota, you must attend the education sessions on Wednesday (registration at 8 am) and the ND Extension Service Program on Thursday morning.

The NDAAA annual meeting will be held at 5 pm on Tuesday, February 15, 2005. Please be present to participate in the dialogue about current legislation, towers, Worker Protection Standards and the NDAAA 2005 Advertising Campaign.

The New Threat

By Meg Godlewski

In August, two NBC reporters were arrested when they decided to "test" airport security by seeing how easy it would be to hijack a sightseeing helicopter. They didn't get past the office staff at the FBO at the St. Louis-area airport and were arrested. The reporters told authorities there were other reporters around the country attempting to do the same thing.

No charges were filed against the reporters because no federal, state or local laws were broken.

A few weeks later a news crew from a television station in Minnesota drove around their local GA airport attempting to ascertain the level of security. They were able to drive through a gate and gain access to the ramp. The TV crew noted that they had not broken any laws.

These pseudo-terrorists can be as troubling as the real thing, noted Henry Ogradzinski, president and CEO of the National Association of State Aviation Officials.

"Not only do we have to worry about real terrorists who can hurt us, we also have to worry about pretend terrorists who want to give us a black eye," he said. "We've warned all our members that the media are out there probing our security."

BRAVE NEW WORLD

"Despite what the TV media would have us believe, security at GA airports is not what it was on Sept. 10, 2001," says Ogradzinski.

In the days following the attacks, virtually every publicly owned airport in the United States increased security in a very visible way. To many pilots, it seemed that the security measures were done in large part to placate the non-flying public.

The real security measures were developed in boardrooms across America. After Sept. 11, NASAO contacted its members and advocated that they in turn contact the airports under their jurisdiction so that each airport could develop its own security plan before Uncle Sam did it for them.

"Because one size does not fit all," Ogradzinski admonished. "Instead we are relying on the intelligence and integrity of the airport sponsors or managers to develop a plan."

The result of these meetings is a list of federally endorsed guidelines for airports. The list is published online at NASAO.org.

Tim McClung, marketing manager for the Iowa Department of Transportation Office of Aviation, concurs. His department recently earned a NASAO award for having the most innovative state program for ensuring security at general aviation airports.

According to McClung, state aviation officials and local representatives from TSA visited every publicly owned airport in Iowa, where they met with local airport and community officials.

The meetings were attended by everyone in the community who had a connection to the airport.

"With their input we were able to develop a notebook of best practices for GA security," he said. "This was a proactive issue. At some airports the biggest problems we have are not potential terrorists, but kids getting in and using the runway for drag racing."

McClung notes that the Aircraft Owners and Pilots Association Airport Watch program is the backbone of

continued on back page

FAA Grants Help GA Airports

By Mark J Holzer, NDAC

In 2004, FAA's legislation permitted revenue-producing facilities such as fueling systems and hangars. Airport sponsors were allowed to apply only if their pavement and safety projects were in good shape.

This eligibility created excitement for self-service credit card fueling systems, costing \$50 - \$70,000 per installation, based on above-ground double-walled tank sizes. Garrison undertook the first complete installation, while Valley City upgraded just the credit card self-service pumps in 2004.

Hangars are a more complex decision in choosing design, such as T-hangar, multiple bays, roundtable circle hangars or large hangars. Large hangars may require tugs and an operator responsible to move planes without wing dings. Location of hangars on airports requires FAA site review and possible taxiway or apron new construction. General aviation terminals (pilot lounges) and snow removal equipment storage can be added to a hangar design layout.

Both of these projects require a business plan that FAA will approve prior to grant approval. Business plans can be prepared prior to grant approval. Business plans can be prepared from guidelines provided by FAA ADO office in Bismarck.

A consultant is suggested to get bids if a project exceeds \$100,000, or 3 quotes, if below. The ND Aeronautics Commission supports the consideration of establishment of revenue-producing facilities as a method to increase aviation activity at the local airport. Contact our office for more information.

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NDFF — North Dakota Flying Farmers\$65.00 _____

NDPA — North Dakota Pilot's Association

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NDPAMA — North Dakota Professional Aviation Mechanics Association

Member (voting).....\$20.00 _____
Associate Member (non-voting).....\$10.00 _____

NDEAA — North Dakota Experimental Aviation Association

(Includes national and Local Dues).....\$55.00 _____

NDAAM — North Dakota Association of Aircraft Museums.....\$35.00 _____

CLASS — Fuel Quality Assurance Class (Tuesday) (Check here) _____

CLASS — Fire Safety Class Class (Wednesday) (Check here) _____

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* Registration fee after February 25, 2005 is \$100.00.

New Threat

continued from page 13

the Iowa security measures.

"At each airport we visited we left behind a stack of the GA security brochures that AOPA developed," he said. "We also made sure the 1-866-GA-SECURE number, a telephone number to report suspicious activity, was posted at all of the airports."

Airport signage is a big part of the brave new world, says McClung. "It clearly defines where people should be and where they shouldn't be on an airport. It lets them know they are being watched.

THE AFTERMATH OF A MEDIA ATTACK

It has been nine months since the CBS Evening News broadcast its story about what it perceived as a lack of security at Waynesboro-

Eagles Nest Airpark (W13) in Virginia.

When the interview was set up, John Trissel, the airport manager, was led to believe that the story was about life on an airpark. However, when the camera was turned on, the questions were about security at general aviation airports.

The story, which aired on Jan. 14, gave the impression small airports are attractive to terrorists because of their lack of security. Trissel was painted as an expert on security at GA airports.

Trissel told the reporters about the airport watch program, the locked hangars, the use of prop locks and the motion detectors on the ramp that are tied to alarm systems inside the homes, but that information, along with the fact the airpark is a gated

community, was edited out.

After the story aired, Trissel received approximately 200 hateful emails from around the country.

"I just don't talk to media any more. It was a very souring experience," Trissel said, quickly adding, "except for you guys because I know you. You should consider yourselves lucky."

On the upside, Trissel reports that security measures at the airpark have increased over the year. For example, 10 hangars have been built.

"We're trying to get all our aircraft under cover and we're almost there," he noted proudly.

The airport watch program also is working well, he added. "We have about 20 homeowners who share the duty," he said.

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NDPAMA

Expect this coming symposium to be the best ever, with an enthusiastic staff planning each detail based on the things that worked best in the past and fixing those spots that needed adjustments. Lots of airplanes, lots of vendors, lots of room and of course the best hotel pool in North Dakota! Topics being looked at for the pilot's sessions include:

- 1) Canadian regulations that might trip you up when you fly up there.
- 2) How to make sense of what the radar picture in the cockpit and on the internet is telling you.
- 3) Working with GPS, understanding GPS approaches and pitfalls.
- 4) Temporary Flight Restrictions and recent gotcha's.
- 5) What the examiners are seeing as common problems in the biennial flight reviews.

Anything else you'd like to see? Give us a holler, but do it soon. The annual Pilot's Association meeting is going to be one of those ones designed to shake things up in the state, and by that I mean in a good way. The meeting is intended to use the talents of all of the different kinds of aviators we have in our group and decide how to make the Pilot's Association even stronger and more effective. Topics to be discussed include the use of all of North Dakota's airspace for military operations, how to help promote aviation to produce new pilots, deciding what air fields most need our time and attention to make the state more pilot-friendly and what is the most effective use for our association funds.

Gear up for the Symposium! Send us your inputs!

Paul Hanson (Chairman) and
Larry Taborsky (Vice-Chairman)

NDPAMA

Greetings! I hope you've had a pleasant holiday season. Well, March is on the horizon and I just wanted to let you know what we have scheduled so far for the Symposium.

On Sunday, March 6th, we will be co-sponsoring with Fargo Jet Center, Fuels Product Integrity Training. This program is recognized by NATA and meets partial requirements for FAR 139 requirements. The fire-fighting training will be scheduled for Wednesday after completion of the Symposium for those wanting 139 certification. We will also have our first NDPAMA business meeting after this training, time to be announced at a later date.

Monday, March 7th, we'll assemble as a group for presentations from Warren Jensen, M.D., UND's Flight Surgeon and the Fargo Flight Standards District Office. This will be the only time the Federal Aviation Administration will be presenting, so, if you are using the Symposium for IA renewal, you must attend their two hours of training and have it recorded. After lunch, we are scheduling two classes per hour for the rest of Monday and all day Tuesday, March 8th, providing you with a variety of training opportunities. Of particular interest - on Tuesday, March 8th, William Arbogast of the South Dakota School of Mines and Technology will talk about friction stir welding. This new technology is being used to join the fuselage halves on the new Eclipse jet.

I would like to report that I have been assured by our website committee, our NDPAMA website will be up and running by March. I've seen the preliminary site and I think it will prove to be quite interesting.

The Scholarship Committee has had some discussions and we hope to be able to present a plan at one of the business meetings during the Symposium.

This year's Symposium is looking to be an excellent opportunity for education and interaction and I hope to see you all there.

Morgan Stroh, President, NDPAMA



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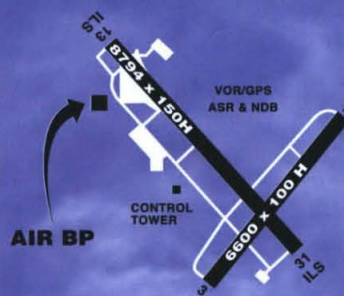
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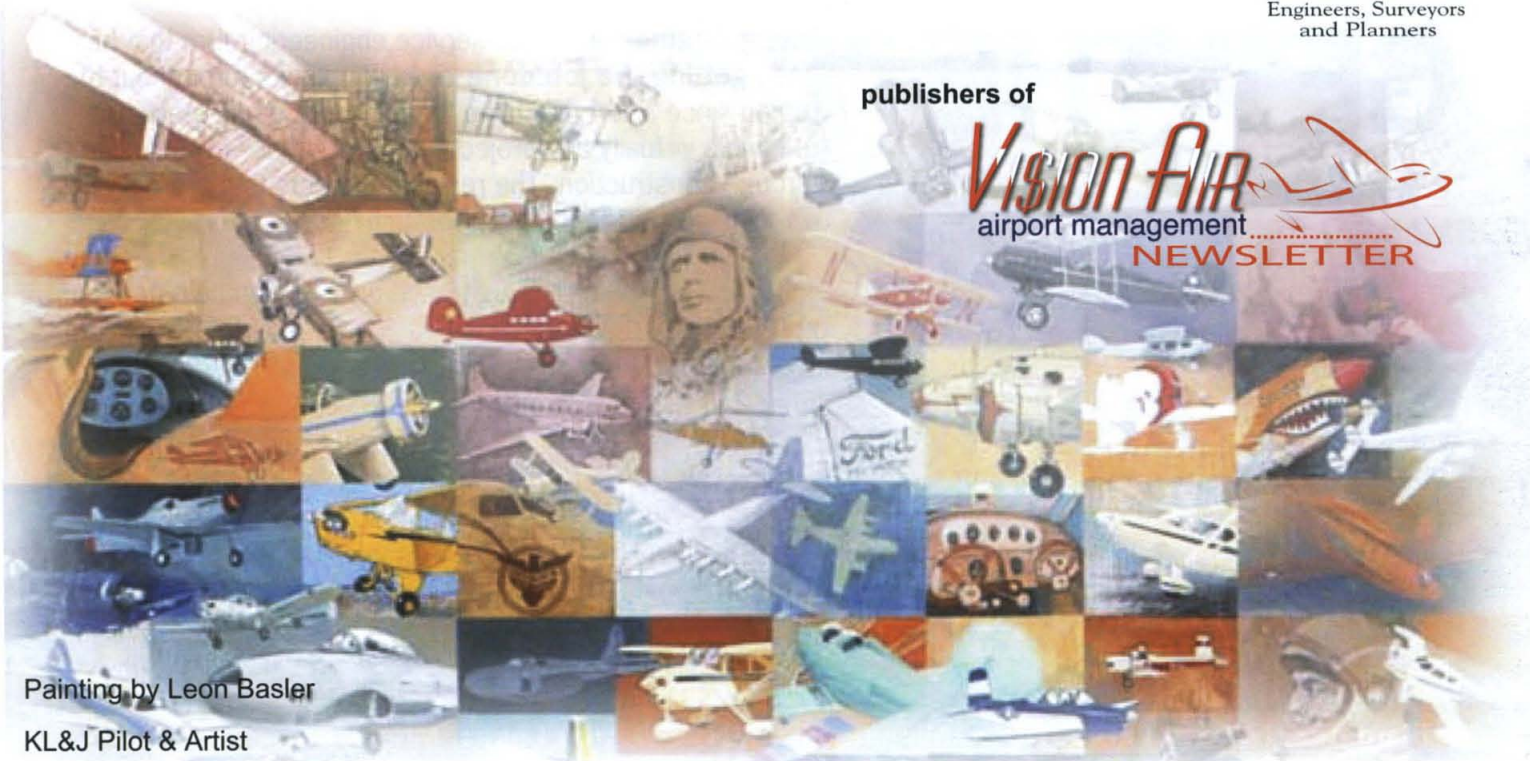
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