

NORTH DAKOTA Aviation Quarterly

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NDAC

Spring 2006

Chairman's Corner

By Fred Adams



Another Upper Midwest Aviation Symposium has come and gone. To all of you who attended the UMAS, thanks, and to those who missed it, sorry you missed out on many interesting programs and presentations. It has been my pleasure to be the chairman this year, but again it takes lots of others to put the program together.

Many people donated their time and energy to making this year's program a success. Thank you to all of you. Congratulations to all the award winners. Mr. Darrell Pittman will be the chairman for next year's UMAS which will be held in Minot, ND, at the newly expanded Holiday Inn.

The North Dakota Hall of Fame rededication has taken place. Thanks to the Bismarck Airport for allowing the Aviation Council to be able to display the North Dakota Aviation Hall of Fame in a

Continued on page 2

Career Days... ...A Success!



Flight simulators, from the Bismarck State College Technical Center, provided endless fascination for the 5th graders who attended Career Days during the last day of the Upper Midwest Aviation Symposium Wednesday at the ND DOT hangar in Bismarck. More symposium photos inside.

Incoming Chairman's Corner

By Darrel Pittman



Since moving back to North Dakota and becoming a member of the North Dakota Aviation Council, the Upper Midwest Aviation Symposium has always been one of the highlights of my year. I can't help but marvel at the way all the Council members work together to pull

off this astounding achievement. This last UMAS held in Bismarck displayed that togetherness to the utmost. I am proud to be a member of such an elite group and I take my hat off to the other members of the council. Thanks to all of you for your attendance and support.

I must give a special thank you to the four ATC managers – Dave Cink (GFK), Jim Swenberger (FAR), Ken Wingenbach (BIS) and Joe Morgan (Princeton AFSS) – who helped me during the question and answer period at the Tuesday afternoon

session. They came all this way on their own time. As we discussed in the session, the FAA is undergoing some big changes now, and we can expect to see more in the future. There is an increased emphasis on safety, complicated by dwindling budgets and management oversight. These changes are already having an affect on us, so we, in the aviation community, need to stay informed.

I especially enjoyed the presentation given by General Eldon Joersz. In my early

Continued on page 2

Chairman from page 1

new location within the new Bismarck Commercial Airport Terminal.

The Friends of the Wall program will be coming together soon and will provide on-going financial support for this program. Thanks to the North Dakota Aeronautics Commission for their part in this process along with the NDAAA for their multi-year donation to this program.

This year's General Session Speaker Mr. David Brant, Senior Vice President, Product Engineering Cessna Aircraft Company; Monday Noon speakers Mr. Chris Blum, FAA Regional Administrator and Mr. Henry Ogrodzinski, NASAO President; and Lisa Piccione, NBAA Sr. Vice President, Government Affairs all talked about **USER FEES**.

General Aviation is in a real dog fight on this issue. The

Airlines are grouped together and make a strong voice in Washington. The good thing is, most all the groups, AOPA, NBAA, NATA, and GAMA are also solidly talking. In the presentations you heard, and I say-again, it is time to make your individual voice heard. Write your congressional leaders and let your voice be heard.

Thanks to the exhibitors and our corporate sponsors. We had several new corporate sponsors this year and not to forget those who continue to support aviation every year. The Aviation Council tries to hold the cost of the UMAS in check and these folks are a big part of that. THANKS!

This year we tried a couple different things, a Sunday airport tour, bus service in Bismarck for Sunday afternoon, the Bismarck Aircraft Modelers Club who put many of their airplanes up overhead in the

exhibit area.

I need to say thank you to my employer, Basin Electric Power Cooperative who allowed me the time to participate in supporting aviation in North Dakota and their contribution as a Main Runway Sponsor this year. All 10 of the full or part time aviation staff were able to take in part of the program this year. Thanks to them for their extra work which allowed me the time to participate.

Drop us an email and let us know what you liked or disliked and what you might like to see in the future. Bring a friend next year to Minot for the Upper Midwest Aviation Symposium.

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Trent Teets

Incoming Chair from page 1

FAA career I was an air traffic controller at Oakland ARTCC, working the sector airspace over Beale AFB. I'm sure the General and I communicated a few times during his SR71 flights.

As the by-line heading indicates, I was elected the Council Chairman for the upcoming year. We are already planning another outstanding event in Minot for next year. With all the council members helping as they did this year, we promise to give you another great Symposium. We hope you will join us there.

In my last quarterly article, I told you of a possible change in my career. That change has happened and Friday, March 10th, was my last day at the MOT tower. So you will no longer hear my voice over the

air from MOT. You may still hear me at some of the Fly-ins around the state, or in my airplane enroute to a fly-in. As of Monday, March 13th, I can be contacted at the State Civil Air Patrol Headquarters located at Fraine Barracks in BIS (328-8190), give me a call.

Regardless of the fact that I'm no longer an active working air traffic controller; I believe "once a controller, always a controller." It's an achievement in my life that I will never forget. Thank you all for being part of that. See you next year in MOT.

Until then...

"Cleared for Takeoff."

Darrel



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FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautics
Commission



About a week ago in Washington, DC, another state aviation director asked me how we get such a great group of speakers at the Councils Symposiums. My answer was simple, "The aviation community, through the Council, does the heavy lifting and gets the job done." What a great event for North Dakota aviation. I'm not being a cheerleader either. It was a great event. Look at the speaker list that the Council put together. No other state organization can boast such a lineup.

Civil aircraft manufacturing was well represented by Mr. David Brandt, of Cessna. The sharing of his insights and honesty to the audience was refreshing. The future of the industry is in great hands with people like David at the helm of aircraft companies such as Cessna. David's effort to bring us the message should be appreciated by all. The only negative thing that I would have to say is that the attendance could have been just a little better for a General Session. Next year, we will work on that effort.

Chris Blum of FAA and Henry O. of NASAO gave us the best Lewis and Clark partnership show on issues near and dear to our hearts since the first partners passed through the territory. Myths and Truths on both sides of the industry should be a continuing discussion as the best for the industry.

The issues have to be understood on both sides of the table. I have always wondered why the industry and the regulators have to be so far apart on some issues when the industry is the life-blood of the nation, and isn't that most important?

Lisa Piccione gave the attendants at the luncheon a clear perspective on how important the industry is to business and business' importance to the industry. NBAA is a powerful and well-run organization and is becoming much more than a voice in Washington; it is becoming a national leader in the alphabet groups on the Potomac River Town. I have to give special thanks to NBAA for the honor of the "Silk Scarf," I had no idea that was coming, and all the gyros were tumbled for a while. Lisa and Paul Smith, thank you.

The nation's leading aviation institution of higher education, UND, was again well-represented by Dean Bruce Smith. We are honored each

him for a bio, his answer was, "Just say I'm an Irishman from Washington that likes airplanes." Bill, thank you, there are definitely some FAA people that are here to help.

The best of the best was a complete surprise, and glory be, he was from North Dakota. Eldon W. Joersz, Major General, USAF (ret), a Hazen native, and, to no surprise, an NDSU graduate, was the hit of the NDPA program.

A couple of years ago, we used a program theme for a speaker, "A NEED FOR SPEED." This program from Eldon gave us the SPEED and the insider look at the "SKUNK WORKS." I could have listened for more time than was allotted. Thank you, Eldon, for your contribution

Look at the speaker list that the Council put together. No other state organization can boast such a lineup.

year to hear from Bruce, who is the best of morning session speakers. The exciting world of aviation education and the directions that are available for the future are completely mind boggling. Where will we be 40 years from now? GPS, ADS-B, UAV's, SATS, AGATE, JPATS, and VLJ's will be the initials that will be replaced, like LORAN, MLS, VOR, DME, TACAN, FSS, ADF, DR NAV are being replaced today. Dr. Smith is the right leader to be at the helm of UND/JDO for the adventure to the most exciting second 100 years in aviation. Bruce, thanks for the attention that you and wife, Ann, give the Symposium each year.

The NDPAMA group had a great presenter in Bill O'Brien of FAA/DC. He was the highlight of the mechanics' program. Like the World Wide Web said about Bill, he is the mechanics' mechanic. When I e-mailed

to the event with such a great presentation, from one North Dakotan to others.

ANOTHER COMMENT:

The aviation industry in the United States is under fire from many a direction and, I can report, to my disappointment, from the current administration with its 2007 budget. In the 2007 budget, the administration has completely zeroed the funding for the General Aviation Airport Entitlement Program, this program has revitalized the GA airports across the nation with dollars to perform work on airfields that we have not had a chance to do in the history of the Airport Improvement Program. The funding for snow removal equipment, equipment buildings, small terminals, hangars and fueling systems has been cut from the 2007 FAA budget. That is a direct reduction to the North Dakota Federal GA program of \$7 million. That

is money that has helped the communities across the state to redevelop the infrastructure on the GA airport system. The next time you fly this summer, look around the airports in the state and see how they have been improving. Why, because of the funding, and the imaginations and local support of the communities and people that love their airports, plus the effort put forth to use the funding provided by the Congress in Washington for the GA national system. Now the administration and the FAA, within its budget, are trying to take this program away. Why? No explanation given as of this time, more on this later.

The buzz from Washington on the FAA Reauthorization legislation that will come in FY '08 is not that good either. If you read any of the aviation magazines, you know some of the issues. Please pay attention, there is great pressure on all budgets because of the world events and, of course, something has to be done to finance those events with funds from others, however, you need not completely change the funding method that has helped develop the aviation infrastructure. The airline industry's effort to change the funding method to work in their favor is complete highway robbery. The National Association of State Aviation Officials (NASAO) has taken a strong position against all the efforts to gut the Aviation Trust Fund. If you want to read three (3) one-page position papers on these issues, just call the Commission office, we will send you copies, 701-328-9650.

Thank you for your attention and, with the summer coming quickly, I hope to see you at the fly-ins in the North Dakota airport system. Remember, pancakes and sausage give out a great smell in the morning. Take care and keep the greasy side down.

TRIM TAB

By Bob Simmers



Greetings!

The symposium is history. If you missed it, you missed one of the most interesting sessions that I have ever attended. Having one of our own North Dakotans talk about his experiences as one of eleven Black Bird Pilots was most entertaining.

Let's talk about spring. It's about time to get the old bird out and see if it will still fly. We know the airplane will, but what about you? It's time to reevaluate your skills. We know the currency things like three takeoffs and landings within the preceding 90 days, and we know that we still need that medical, and of course, the kids gave us that new wallet for Christmas, but did we get our license transferred from the old to the new. When was that last biannual flight review? Some of the other considerations are: How are our map reading skills, and our weather interpretation skills? Can we still figure weight and balance?

This is the time of year when I start to think about the weather traps that are out there. The trend lately has been a southwesterly flow that has been bringing in a lot of moisture. If you have been watching, there have been close temperature/dew point spreads, even during the middle of the day. That increases the chance of reduced visibilities and lowering ceilings late in the day. Remember that here in ND, the reporting points are almost 100 miles apart, and that means that there could be unforecasted weather between those reporting points. It also seems that the trend lately has been for more isolated severe weather than I can remember. With the thunderstorm season soon to follow, extra caution and time must be taken to make sure that there are no developing thunderstorms or that a fast-moving cold front is not on its way. With all of the new computer sites available to get weather reports, and now the FSS superstation in Princeton, you have better weather reporting available to you than ever before. One problem that I see is trying to get two or more sources that will agree on what you can expect during the next 24 hours.

We are upon one of the two best flying seasons of the year. I hope to see you at some of the fly-ins this summer. If you have any topics that you would like discussed, please e-mail me at bobs@c-ram.net. Have a great flying spring.

NDAAM

By Don Larson, Executive Director

The Dakota Territory Air Museum in Minot wishes to thank all those who stopped by our booth at the Symposium earlier this month. Many of you were very much interested in our 2006 Sweepstakes airplane, the 1939 J-3 Cub. We have had more interest in this airplane than any of the others we have given away.

Entries in the Sweepstakes are selling quite fast. If you want to be involved, don't wait until August, because, at the rate they have been selling, we will probably sell out before then. The drawing will be August 20th.

Our museum will open again for the season by the middle of May.

We will be hosting a number of performers and their aircraft, and MAFB "Northern Neighbors Day," July 8th, including the Canadian Armed Forces demonstration team – The Snowbirds. We are planning an afternoon and evening at the museum on July 6th. Anyone who would like to fly or drive into Minot to join us for this event is certainly welcome. The plans are not finalized as of this writing.

In August, we will be hosting a group from the B-52 Reunion that will be held at MAFB and in Minot.

We have our 20th Annual Membership meeting scheduled for April 28th at the museum. Hard to believe that we have been around that long already.

Our museum is open from mid-May to mid-October each year. It can be a very enjoyable stop for a couple of hours, if you are in the area. You can also fly into Minot International and taxi directly to the museum.

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FLYING THE PRAIRIE

By John Christopher Fine

"If it doesn't fly, we don't want it," Doug Anderson said. He is the Executive Director of the Fargo Air Museum located in a large hangar at the Fargo Hector Airport in North Dakota.

The place is a wonderland of working aircraft and memorabilia. All the planes fly and museum staff and volunteer pilots fly them regularly, take them on tour, and use them at air shows.

For anyone who loves flying, the history of aviation, warbirds and adventure, Fargo Air Museum is the first place to stop in North Dakota.

We took up a Cessna L 19 Bird Dog, a recent donation to the museum. The plane had only about a thousand hours on it when the family of a pilot donated it to the museum. While 3,500 L 19's were manufactured, only about 200 remain flying.

"The owner loved to fly it and

the family felt that its tradition would be kept up here," Doug said, admiring the Korean-Viet Nam Wars era vintage high wing spotter plane.

Bill Cowden, a former F 16 North Dakota Air National Guard pilot and furloughed Northwest Airlines DC 9 First Officer, did the pre-flight and taxied the L 19 onto the apron. Bill is a staff member at the museum and flies most of the aircraft as an ATP, and rated A & P, airframe and powerplant mechanic.

The L 19 was cleared for takeoff. The former Forward Air Controller had plenty of power. The mission was to rendezvous with Doug Anderson in a Cessna 152 over the prairie so that Doug could get aerial photographs of the new museum acquisition.

Bill and I had time to check out nearby airports in West Fargo and Cassleton. "A lot

of the farmers and ranchers that fly don't feel comfortable coming into Fargo with the large jets so they use the other airports that are nearby," Bill said.

"Usually when an engine quits in this area, you can get the aircraft down safely. Especially in the fall when the fields are cut. It's so flat around here," 78-year-old Vic Gelking said. Vic, owner of Vic's Aircraft Sales, is a flying legend in North Dakota. His hangar is next to the Fargo Air Museum.

Vic's antique Russian Antonov AN 2 Colt twin wing is on display in the museum.

"I've had nine forced landings," Vic said. "This Comanche is my favorite. I have pictures of it on my hats," Vic said. The veteran flyer pointed out another reason he favored low-wing aircraft.

"In this part of the country,

you can tie the controls so they don't shake and set the brake. There are strong winds around here. With a low wing, there is a good chance your plane will still be there. With a high wing, there is a good chance it will be damaged. That's one reason I like the low wing," Vic said.

High winds figure into flying in North Dakota. "We have a lot of runways in all directions. There can be a crosswind and we'll still be able to land into the wind," Doug Anderson said.

"You can crab in, then kick it out, or you can slip the entire final," Bill Cowden added, describing landings in cross winds.

"Typically, slip the entire final and land on one wheel. Fly tail to ground, have the wind corrections in and maintain the middle of the runway," he added.

"The rule is if you can fly here you can fly anywhere because other places have less wind," Doug laughed. "Boeing was just

Continued on page 9

GUEST EDITORIAL: Can I Count On You?

By Ray Rought, Director, MN-DOT Office of Aeronautics

The warmth and spirit of the holiday season always bring pleasure. But the cold winds and blowing snow of winter can quickly make one forget the friendliness and warmth of the season as we use hand tools of various types to chip ice off our cars. By the time that is done, our faces stiffen with the cold, and our hands can hardly hold the scraper. Then, finally, we get in the car and stamp our feet, trying desperately to get blood flowing again. We silently pray the battery will have enough power to turn over the engine as we turn the key in the ignition. After a heart-stopping growl and sound as if the battery just had its last gasp, the engine fires (albeit reluctantly), and we are soon able to gently nurse it with the gas pedal until it begins to run more smoothly.

There is no heat yet, but at that point, we are now simply grateful the car is running! Then we gingerly pull onto the road and slip and slide for the next 20 minutes until we gently ease into a parking spot at the airport. Finally!

Yes, aviators will suffer most anything — from oppressive heat to unbearable cold — just to fly for a couple of hours, even if just to get the proverbial \$100 hamburger. But isn't it worth it? You bet it is!

The joy and freedom of flying is nearly unmatched in any other realm. Where else can you look up and see the cloud-free, unlimited-expanse of azure blue sky, and then with a slight shift of gaze, look out at miles of undulating, sparkling, snow-covered ground? Nowhere else, except in flight. When

you know that beauty and the feeling it brings to you, it is nearly impossible to hold that inside without wanting to tell someone about it.

So, PLEASE, go tell people about the wonders of flight, tell kids, share with community groups, and share with your community leaders too. Use what you have learned though your experience with aviation to inform, educate, and motivate people to take a serious look at the fun of flying and the opportunities that are part of the aviation industry.

As 2006 begins, I implore you to make it a goal for your new year, to get out into the community and start talking about aviation to non-aviators. Share the excitement! Share the possibilities! Share the thrill! Let people know how important aviation is to

everyone's daily life. Educate and inform your local and county leaders about aviation. Share with them the value of the airport and how it benefits your community.

The new year is ahead and there are opportunities to make this the greatest year aviation has seen in a long time...but it takes the efforts of everyone — from the top federal leaders to the weekend flyer with a J-3 in his T-hangar. It takes all kinds to make a good thing great!

Can I count on you??

Ray Rought has been the Director of Minnesota Aeronautics since 1986. This is reprinted from the MN Aeronautics Bulletin from the MIDWEST FLYER Magazine; December 2005/January 2006 issue.

CALENDAR OF EVENTS

APRIL

Fly-In Breakfast

April 30
0730-1300 Grafton
Contact:
R. Scott Pearson
701-696-2224, 352-0271

JUNE

Fly-In Breakfast

June 4, 2006
Washburn Municipal Airport
Contact:
Deb Wilson - 701-462-3370

Wings, Wheels, and Rotors

June 10
Noon - 3:00 p.m.
Bismarck Airport
Executive Air
Static display of aircraft and
classic cars
Contact:
Reid Vogel
marketing@executive-air.com
Ph: 701-258-5024

Fly-In Breakfast

June 17, 2006
Beulah Airport
Contact:
Kevin Lee
701-873-2259, 701-873-2311

125th Jamestown City Anniversary

June 28, 2008
Jamestown
Contact:
Jennifer Eckman
701-252-6466

JULY

Airshow

July 7, 2006
Minot AFB
Contact:
Lieutenant Porter
701-340-3636

Planes on the Plains

July 16, 2006
Cassellon Airport
Contact: Robert Miller
701-347-5519

Fly-In Breakfast

July 22, 2006
Northwood Airport
Contact:
Chris Susie
701-330-2210

Grand Forks AFB Friends and Neighbors

July 22
Contact:
(Don't have right now)

AUGUST

Planes on the Prairie

August 13, 2006
Dickinson
Contact:
Charity Speich
701-483-1062

SEPTEMBER

Fly-In Breakfast

September 17, 2006
Turtle Lake Airport
Contact:
Dianne Herr
701-448-2253



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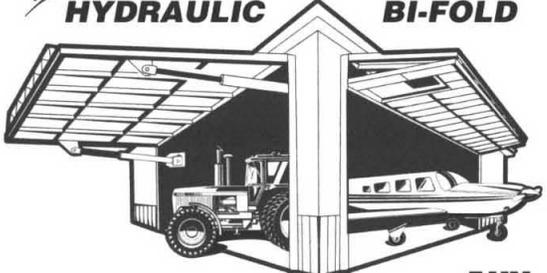
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ND Leaders Fight to Keep Hooligans Flying

Fargo's 119th Fighter Wing Likely to Receive C-130 Aircraft While Awaiting New Mission

Washington-North Dakota's congressional delegation and Governor met with top National Guard leaders today to press for new and expanded missions for the 119th Fighter Wing of the North Dakota Air National Guard.

In the meeting with Lt. Gen H. Steven Blum, chief of the National Guard Bureau, and Brigadier General Charles Ickes III, Deputy Director of the Air National Guard, the congressional delegation and Governor urged the Pentagon to quickly finalize plans to base Light Cargo Aircraft (LCA) at Fargo's Hector Field. They also received word from the generals that C-130 Hercules cargo aircraft will likely be assigned to Fargo as a temporary flying mission to maintain personnel levels at the base as the Happy Hooligans transition from flying F-16 fighter aircraft to Predator Unmanned Aerial Vehicles (UAVs) and the Light Cargo Aircraft.

"While we are eager to get the Hooligans in the virtual cockpits of UAVs, their tremendous flying record indicates they can contribute even more with an additional flying mission. Piloting the Light Cargo Aircraft would be a great fit and we are urging the Guard to base this mission in Fargo," the delegation and Governor said in a joint statement.

In the meeting in Senator Conrad's Capitol Hill office, Generals Blum and Ickes detailed plans to base LCA at Fargo's Hector Field. The planes, which are capable of carrying 50 troops, would be used for both national defense and natural disaster response.

General Blum has indicated that the Hooligans are at the head of the line for the LCA funding which is requested in the Pentagon's budget for fiscal year 2007.

While pilots from the 119th Fighter Wing are slated to retire their F-16 jets next year, the LCA will not be available until about 2009. Happy Hooligan pilots are expected to begin flying Predator UAVs by the end of 2006 but the difference between the personnel needed for the Predator unit and the F-16 unit could create a temporary reduction in staffing at Hector Field. The delegation and Governor have been fighting for an additional, temporary mission for the Hooligans to ensure there are no personnel cuts between the retirement of the F-16s and the arrival of the LCA.

Responding to the North Dakota leaders' request, the generals detailed an LCA transition plan for Hector Field that includes temporarily stationing four C-130 aircraft at the base. The Air National Guard complex in Fargo will require renovations and new construction to host both the Predator UAVs and the Hercules cargo transports. The President's budget includes \$5.5 million for a new Predator Operations Complex at Fargo's Hector Field.

"The Hooligans are some of the best pilots in the world. For the security of both North Dakota and the nation, we need to keep them in the air," the North Dakota leaders said. "We need to ensure that there is a continuous flying mission for the Hooligans."



LifeLine Pilots Supports General Aviation

Obtaining a pilot's license and securing an airplane demonstrates one's true commitment to the passion of flying. Combine a passion for flying with a passion for helping those with transportation needs and you'll understand Wanda Whitsitt's desire to found LifeLine Pilots. In 1981, Mrs. Whitsitt decided to start using her piloting skills to assist individuals needing medical treatment unavailable in their immediate area. What started out as a small grass roots effort to help those in her community with free transportation has grown to include approximately 500 pilots and a coverage area that includes over 15 states throughout the Midwest.

LifeLine Pilots is committed to facilitating free air transportation through volunteer pilots for financially distressed passengers with medical/humanitarian needs. Mission coordinators work diligently to make the process of placing a volunteer pilot with a qualifying passenger as simple as possible for all those involved. Through their generosity, volunteer pilots are the heart of our mission and success.

The words of LifeLine Pilots' volunteers express their reasons for taking part in charitable flying;

"I love to fly. I also like to help people. I am going to go flying one way or another, so I might as well put the fuel, time, airplane, etc., to good use. I don't fly for work. I don't have family to visit in far-off places. I found myself just keeping my skills current for no real purpose. LifeLine missions provide a real, meaningful purpose." Kenneth Jarosch, Illinois Volunteer Pilot

"Meeting a need and receiving appreciation makes for a very satisfying experience. Lives have been touched, sometimes extended, and friendships made. Because of this, flying transcends personal pleasure and becomes a shared, deeply enriching experience for all." Lewis Young, Kansas Volunteer Pilot

As LifeLine Pilots celebrates its 25th year of service, the organization continues to seek gracious pilots willing to serve the ever-growing demand of those with transportation barriers. To

take advantage of this wonderful opportunity to use your piloting skills as a volunteer, call their office at 800-822-7972 or send an email to mail@lifelinepilots.org. Information is also available at the website, www.LifeLinePilots.org.



NDPA

By Paul Hanson, President,
North Dakota Pilots Association.

Another year of planning for the Upper Midwest Aviation Symposium has come and gone. The 2006 Symposium showed us the future now, and what the succeeding decades will bring. There are some interesting things happening in the world of aviation.

A quick recap revealed an update on FSS services, now being administrated by Lockheed Martin. A number of former FAA flight service employees joined Lockheed Martin to make the transition easier for all. We are quite lucky to have a very competent administrator for the area in Joe Morgan. I have known Joe for many years and he is one person who will strive to

Other things of interest were session and speakers from Cessna Aircraft, Lockheed's infamous Skunk Works. Retired General Al Joersz, an SR71 pilot, did two presentations. One on the Skunk Works and the other on flying the SR-71. Both had standing room crowds. Sometime in the near future the Hazen Museum will have a video of his talks available for viewing. North Dakota can be proud to boast having two ND-grown pilots who flew the SR-71 and set records for speed and altitude.

Garmin Avionic representative Wayne McGhee, informed the audience of the latest innovations in the Garmin line of products and where they think this new technology is headed. An interesting product for airport and weather reporting was presented by David Wartofsky

2006 symposium showed us the future now and what the succeeding decades will bring.

achieve excellence. Mr. Morgan is looking to increase the level of service in this area. If you are in the Princeton, MN area, look up Joe and he will help you in any way possible.

As a side note, the facility in Grand Forks will be operational for about one year. At that time Grand Forks, ND, and Huron, SD will be closed and all FSS services will be out of Princeton, MN. That facility will have coverage over North and South Dakota, Iowa, and Minnesota.

All communication frequencies and telephone numbers are the same as before the switch-over. When talking with the flight service people, please, please, be specific as to who you are, where you are and what you need. They are not mind-readers and neither are the rest of us. Good communication goes a long way.

of Potomac Aviation. It is called Super Unicom or Superawos. You can look it up on the web at www.superawos.com, quite interesting.

From the education standpoint, sessions on aircraft icing, GPS ops, Autopilots and Risk Management were presented. For the younger set of people, a career day for the 5th & 6th graders was held, with great demonstrations on the different areas of Aviation.

I thank all the presenters, NDAC members and, of course, all those who attended the symposium and for making it what it was. As one person told our ND Aeronautics commissioner, "You guys know how to do it right." Again, thank you all for a great 2006 Upper Midwest Aviation Symposium. We will see you in Minot next year (2007) at the Holiday Inn. Be safe and have fun flying.

New Faces at the Federal Aviation Administration In Fargo



David (Dave) Slaybaugh has joined the Federal Aviation Administration, Fargo Flight Standards District Office as the Assistant Manager. Dave moved here from Springfield, Illinois, with his wife Antonia, a Registered Nurse, and they reside in West Fargo. Dave has held an aircraft Mechanics Certificate with Inspection Authorization for over 44 years, and is an Airline Transport-rated pilot with over 11,000 hours and is a certificated flight instructor. Dave has been with the FAA for over 7 years, and is looking forward to working with the North Dakota Aviation community.



Vance Emerson has joined the Federal Aviation Administration (FAA) as an Aviation Safety Inspector Airworthiness-Avionics in the Fargo ND Flight Standards District Office. Vance has brought several years of experience working in the aviation industry in the maintenance and avionics specialties to the FAA. Vance has worked for the United States Air Force, Army, and most recently, for the Fargo Jet Center. Vance resides in Fargo with his wife Amy, who is employed by the Fargo Police Department.

THE FUTURE OF AVIATION IS NOW

THE UPPER MIDWEST AVIATION SYMPOSIUM MARCH 5 - 7, 2006



The North Dakota Aviation Hall of Fame was created by the North Dakota Aviation Council. The mission of the Hall of Fame is to honor those individuals who have made outstanding contributions to the state's aviation industry.



Gary, Ed, Jr., and Joan proudly display the plaques that will be displayed for Ed Skroch, Sr., in the North Dakota Aviation Hall of Fame



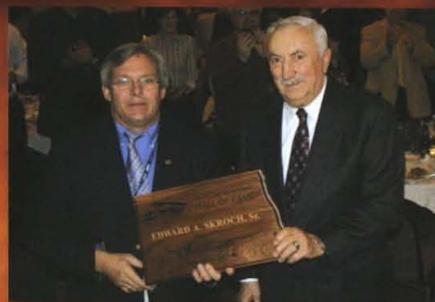
Gary Ness (left), Chairman of the North Dakota Aviation Hall of Fame and Bismarck City Commissioner Bryce Hill unveil the new sign that now hangs in the Bismarck Airport, inviting guests into the new Hall of Fame.



Earling Rolfson, from New Rockford, accepts the 2005 Airport of the Year, General Aviation, from Charity Speich.



Honored guests of the North Dakota Aviation Hall of Fame during the ribbon cutting.



Ed Skroch, Jr. receives a plaque from Fred Adams in honor of his father, Ed Skroch, Sr., on his induction to the North Dakota Aviation Hall of Fame.



A busload of curious aviation enthusiasts get a first-hand view from the Bismarck Air Traffic Control Tower.



Guests at Executive Air Taxi mingle around their static air display on Sunday.



Sunday's entertainment included bus tours to Basin Electric Power Cooperative's hangar (above), as well as the North Dakota Army National Guard, Bismarck Air Traffic Control Tower, Bismarck Airport Fire/Rescue Facility, Bismarck Airport, Executive Air Taxi Corporation and Aircraft Management Services, who offered a fine static display.



Milton Purvis (left) and Vern Rodgers flanked by a plane on exhibit from the Bismarck Aircraft Modelers club, Monday night during Exhibitor's night.



Bill O'Brien, FAA-Washington, during NDPAMA's Part 43 renewal credit class on Monday.



The Dakota Territory Air Museum was one of many, many exhibitors during this year's symposium in Bismarck.



Maury Cook, Gary Ness, Chris Blum and Henry "O" during an intense conversation prior to Monday's lunch.



Bruce Smith, UND/JDO School of Aerospace Sciences was Monday's breakfast speaker.



Eldon "Al" Joersz, the world's absolute speed record-holder and North Dakota native, presented two sessions Tuesday. One on the Lockheed Skunk Works-Yesterday and Today, and one on flying the SR-71 Blackbird.



The Lifeline Pilots organization promoting their booth.



Terry Fleck, the "Attitude Doctor," kept everyone laughing during Tuesday night's banquet.



J.B. Lundquist was one of the lucky winners of the United Express airline tickets.



Dale Townsend of Carrington was a lucky winner of a set of Allegiant airline tickets.



Mike Gunia receives two tickets from Darrel Pitmann. Tickets were donated by United Airlines.



David Brand, Senior Vice President, Product Engineering, Cessna Aircraft Company, was one of Monday's featured speakers for this year's symposium.



Darrel Pittman awards another set of airline tickets Tuesday night at the Banquet.



Tuesday evening's entertainment began with Lynn Rose Terry. Her smile and voice were a pleasant addition to the evening.



Newly elected Chairman of the North Dakota Aviation Council Darrel Pittman, along with Chris Adams and Todd Schwarz, hand out door prizes at Exhibitors Night.



Outgoing Chairman of the North Dakota Aviation Council, Fred Adams, also received the Order of the Silk Scarf Award.



Monday's luncheon guests, Chris Blum (left) and Henry Ogrodzinski (right), along with Gary Ness, show off the new North Dakota Aviation chart.



Gary Ness, Director of North Dakota Aeronautics, receives the prestigious Order of the Silk Scarf Award from NBAA Senior Vice President Lisa Piccione.

THE FUTURE OF AVIATION IS NOW

THE UPPER MIDWEST AVIATION SYMPOSIUM MARCH 5 - 7, 2006

AWARDS



Chad Martin (center) was presented with the "Certified Flight Instructor of the Year" award by the FAA.



Bill Wocken and Greg Haug, Bismarck Municipal Airport Director, are presented with the 2005 Airport of the Year award, Commercial Airport for the Bismarck Municipal Airport by Charity Speich.



Sheila Pitzer with the ND Aeronautics Commission receives a 15-year award from Bob Miller.



Mike Budziszewski (center) receives the "Aviation Maintenance Technician of the Year" award by the FAA.



Robert Miller, member of the North Dakota Aeronautics Commission, awards Roger Pfeiffer for 25 years of dedicated service.



Jim Montgomery (center left) and Paul Vetter (center right) receive the Certificate of Excellence Diamond Award from Ken Snyder (right) and Chris Blum (left) from the FAA.



Audrey Baird was honored with the "Wright Brothers" Master Pilot Award for 50 years of flying.



Leland Brand also was honored with the "Wright Brothers" Master Pilot Award for 50 years of flying.



Mark McCann receives Mechanic of the Year Award from Trent Teets, NDPAMA.



Bruce Smith, UND, receives the Certificate of Excellence Diamond Award from Ken Snyder and Chris Blum from the FAA.

AAND

By Charity Speich

Greetings to all from Dickinson! I hope everyone is catching the Spring fever that I've had since the beautiful weather at the Upper Midwest Aviation Symposium. Thanks to all who participated in this great event. We had speakers on many topics including: security, automated weather, flight training assistance program, NOTAMS, grants, pavement management and more. This year, we also added a \$25 gift certificate giveaway to AAND members at each session. Thanks to Interstate Engineering, Kadrmass, Lee & Jackson, Moore Engineering and Ulteig Engineers for their contribution of the gift certificates. The AAND board of directors does their best to put on a program that will interest all airports in the state. I would encourage you to contact someone on the board to express your thoughts about the Symposium. Your newly elected board of directors is as follows:

Charity Speich, President,
Dickinson Theodore Roosevelt Regional Airport
dickinsonairport@ndsupernet.com

Jim Lawler, Vice-President and AAND Representative to NDAC,
Mandan Municipal Airport
mdnairport@btinet.net

Clint Torp, Secretary/Treasurer,
Devils Lake Municipal Airport
manager@devilslakeairport.com

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tthorsen@state.nd.us

J.D. Karhoff, AAND Representative to NDAC,
Minot International Airport
karhoff@web.ci.minot.nd.us

I would also like to congratulate Bismarck Municipal Airport and New Rockford Municipal Airport on their 2005 Airport of the Year awards. Finally, I would like to thank Erling Rolfson for his past service as President of AAND. I look forward to seeing everyone at another great Symposium in Minot in 2007.

Prairie from page 5
out here with their 777. Did a lot of touch and gos then went back to Seattle," he added.

"There are a lot of reasons this airport is good for private pilots," Shawn Dobberstein, Executive Director of the Fargo-Moorhead Hector Airport, said. "We have the infrastructure. We just finished resurfacing our 9,000-foot runway. We have great FBO operations here. The Fargo Jet Center is very aggressive in national and international marketing to attract corporate aviation," Dobberstein added.

"We are a full-time international port of entry and have a full-time and a part-time customs inspector," the airport director said, adding, "We have a tremendous operating team that keeps the airport open 24/7 in snow events with 24/7 firefighting and aircraft rescue in cooperation with the Air National Guard. Our FBOs provide service 24/7. Not many airports can boast that."

Service really was a breeze. A tour of the Fargo Jet Center

(FJC) revealed mechanics on duty that specialized in every type of aircraft. There is fuel service for every need.

"We maintain 9 to 15 mechanics on duty to work on aircraft. We've got maintenance, avionics for radios, a flight school, a charter division; we've got a sales department and are the Cessna dealership for North Dakota, Minnesota and western Wisconsin. We have a marketing department and a line service department," Dan Parker explained. Dan is the Line Service Manager for FJC.

FJC fuels commercial aircraft at the passenger terminal as well as general aviation. "We have companies come up here to test their aircraft. We get cold weather and cross winds," Dan said.

"Fargo is a very easy airport to get in and out of for the little guy. Elevation is 900 feet. The North-South runway is 9,000 feet, the East West runway is 6,800 feet long. There is an ILS approach. We have a smaller

Continued on page 11



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“I Was Almost Shot Down Today”



It came out of the sun from the morning's eastern sky. It was small and fragile-looking, but it had a deadly, eerier appearance. My well-tuned instinct turned me into the attack and waited for the movement from the foe. It didn't come; the foe didn't do as I anticipated. It didn't high yo-yo or low yo-yo. It just kept flying along the Missouri River Valley as if it was on a tour of the Lewis & Clark Trail. I wanted a fight. I wanted to turn and burn. Shoot and shoot and duck and dive. How the hell is a fighter pilot going to keep up his skills if the foe doesn't do something erratic? After

coming to one's senses, taking a deep breath and reminding oneself that we aren't in the hills of France or the valley of the Rhine River but truly in the Missouri River Valley. It isn't 1917 — it's 2006 and the “foe” is just Pete, with whitescarf and helmet, in his Pietenpol Air Camper. An aircraft that is named and built by Peter Korwin, Bismarck. There will be no Snoopy and the Red Baron fight today, nor any other day. Just the opportunity to enjoy seeing a well-crafted home-built, which has come to be the pride of the area. Thank you, Pete, for the opportunity to savor, for a short period of time, the thrill of the possibility of one last dog-fight for one of

the fans of aviation history and preservation. This model and ideal home-built aircraft has been built and flown by the public for 75 years. Mr. Bernard H. Pietenpol made an enormous contribution to the world of sport aviation

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Aircraft Registration Starts Heating Up

by Michael Lenz

Reprinted from *FAA Aviation News, Jan/Feb 2006*. Those pilots who have signed up for automatic electronic mail from the FAA Safety Program (FAASTeam) recently received a message titled: **Aircraft Owners and Operators – Check your Registration**

This is causing quite a stir!

The Federal Register (December 9, 2005, volume 70, Number 236, Page 73323) gave the background on this effort.

of the deficiency, (2) a pilot deviation will be filed on the operator, (3) operator may be denied access to the National Airspace System (NAS) [emphasis added]. In the event the 20 FAA Aviation News operator is not the owner, the operator and owner will be notified of the deficiency and both will be subject to any action deemed warranted by the agency in accordance with local, state and federal

status in the FAA's Aircraft Registry were treated as an administrative deficiency, and with limited FAA resources, it was not a top priority when compared to safety-related efforts. That has changed. In the public's eye, having thousands of aircraft operating with questionable registration is not acceptable. Aviation, and that's all of us, must have our house in order – even at the administrative level. "Pretty close" isn't good enough any more!

Finally Some Good News

Pilots can check the registration of the aircraft they will be flying, whether it's rented or owned, quite easily. Log on at <http://registry.faa.gov/aircraftinquiry/> and click on the inquiry by "NNumber," and type in your N number.

The information that will be provided on your N number includes a "Status" which is shown in the right hand column. If the status is shown as "Valid," then the aircraft registration is okay. However, if the status is shown as "In Question," "Certificate Terminated," "Undeliverable Triennial," or any other status besides "Valid," then the aircraft is very likely not properly registered. If, after reviewing this information, you have further questions about the validity of your aircraft registration, you can contact the Aircraft Registration branch toll free at 866-762-9434. People in the Oklahoma City area, international customers, and government FTS users should call 405-954-3116. This is probably an excellent time to make sure that all your information is correct and up to date.

The details on how this will all be implemented are still being finalized. The FAA is working closely with the other security agencies involved. We need everyone's help to make this work. Pass this information on to other aviators, particularly aircraft owners.

In 2003, a change was made to the FAA's Aircraft Registration system that changed the status of records containing information that would render a certificate of registration ineffective, if true, to reflect a status of "In Question."

In 2003, a change was made to the FAA's Aircraft Registration system that changed the status of records containing information that would render a Certificate of Registration ineffective, if true, to reflect a status of "In Question." In most cases, this is due to the owner failing to update the aircraft registration with any changes at least every three years, as required. In other cases, incomplete information may have been submitted, such as after the sale of an aircraft. There are thousands of aircraft that are now "In Question."

The Federal Register notice reads (and this is where the heat gets turned up): "On [February 1, 2006] operators of identified aircraft with questionable registrations and/or no Transportation Security Administration (TSA) required security measures/waivers will be: (1) Notified

regulations." Pilot Deviations and being denied access to the NAS are strong stuff! Why now?

Some Background

The FAA and TSA believe that it is in the interests of national security and aviation safety to ensure that only properly registered aircraft operate within the NAS. Consider all of the emphasis of special use airspace after 9/11 and specifically Temporary Flight Restrictions (TFR's) and the Washington, DC, Air Defense Identification Zone (ADIZ) procedures. Add in the well-publicized events where this airspace has been violated, and you can see why the heat is being turned up; and having thousands of aircraft of "questionable" registry can no longer be tolerated.

For the years prior to 9/11, the shortcomings of a number of aircraft in questionable

Prairie from page 9

general aviation runway. Pretty much anything you want done on a plane you can get done here in Fargo," Dan said.

Bill Cowden has a friend at Casselton Airport. When we finished the photography session with Doug, we flew by to say hello. Then we flew to nearby West Fargo Airport.

These paved airports are well-maintained, although not radio controlled.

An economic boom in the Fargo-Moorhead area is obvious from the air. Wheat fields near the cities are being built up with housing. The Red River of the North snakes its way through the center of the City, dividing Fargo, North Dakota from Moorhead, Minnesota.

Many landmarks are visible from the air. Large white tent-like structures over the Hjemkomst Center stand out. The white Teflon-coated fiberglass covers masts of a replica Viking ship that was sailed from from Duluth, Minnesota to New York City then across the Atlantic to Norway.

A replica of an ancient Norwegian church on the center's grounds has been built amidst lush plantings near the river.

It is said that trains pass through Fargo every twenty minutes. The railroad tracks are easy landmarks to follow in or out of the city.

Below, yellow and amber wheat fields swayed in the wind. Bright sunflowers poked their faces up, and lush green sugar beets and soybean crops stretched as far as the eye could see.

It is hard to imagine what folks on the ground think when they see vintage warbirds flying over their farms and ranches. The Museum's Japanese Zero is one of the few remaining that fly and the museum staff have some of the very few pilots able to fly a Zero. The Zero was restored and is owned by Gerry Beck.

Gerry is another flying legend who came to Wahpeton 30 years

Continued on page 14

EAA's Women In Flight Program

We want you to be among the first to know about an exciting opportunity for women and high school girls who are interested in taking the first steps in learning how to fly. This spring, EAA will again host the Coffy Gregory Women in Aviation Program at the EAA Air Academy facility in Oshkosh. The program consists of two parts. AeroScholars, a web-based curriculum that includes EAA's Fundamentals of Aviation course, which starts participants on their journey

informational sessions will be held with female leaders in the aviation profession.

Space is limited, so act quickly. To qualify, participants must be in the 10th grade or older, and should not have taken the FAA Private Pilot Written Exam yet. Program registration includes participation in the web course, and the weekend experience including meals and lodging. Participants must provide their own transportation to and from Oshkosh. The closest

This spring, EAA will again host the Coffy Gregory Women in Aviation Program at the EAA Air Academy facility in Oshkosh.

to taking the FAA Private Pilot written test and earning two college-level credits. The second portion of the experience is a weekend residence program held in Oshkosh, featuring presentations and activities to encourage more interest in pursuing flight.

Best of all, there are a number of full scholarships (valued at \$850) available through Young Eagle Coordinators. Perhaps a former Young Eagle has expressed an interest in learning to fly. Possibly some of your dedicated ground support crew are ready to pursue their own dream of flight. You can help by nominating someone from your local area to attend the program.

The date of the resident portion of the program is from Friday afternoon, May 19, through Sunday, May 21, 2006. While in Oshkosh, participants will enjoy a flight (weather permitting) and begin working on the Aviation Fundamentals course with EAA mentors. In addition,

commercial carrier airports are Appleton (ATW) or Green Bay (GRB) airports. EAA will provide shuttle service to and from these designated airports.

This is a unique opportunity. Florence Coffy Gregory, a long-time EAA member and aviation enthusiast from Rockford, Ill., was one of the first licensed female pilots in the country. Her vision and generosity have made this program possible, because she knew the joy of flight and wanted to share her passion with future generations of women. Through her generosity, we can do just that. With your help, a group of deserving and enthusiastic women will follow in Coffy Gregory's footsteps. Application form is attached.

For additional information for the 2006 Coffy Gregory Women in Aviation Program, please contact Marion at the Air Academy office, (920)426-6820, (888) 322-3229 (toll-free) or airacademy@eaa.org.

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High School Students Learn Math Through Aviation

If you were the teacher for an Applied Math class, how would you bring real-life applications of Math into the classroom? If your husband was a pilot/instructor named Owen Blickensderfer, you could get him to come and teach your class for a day. That is just what Ann Blickensderfer, a Math teacher at Mott/Regent High School did. Owen Blickensderfer came to Ann's classroom to challenge students to solve math problems that pilots must consider when planning for a flight. They covered time/rate, fuel burn, and weight and balance problems. The students had a field trip the next day to the Mott Municipal Airport where they learned the fundamentals of preflight

inspection and flight safety. After a short review of basic airplane math, they went for an airplane ride. It was the first time in a small airplane for all three students. Ashley Erickson had recently joined the Civil Air Patrol, so the flight had extra significance for her.

Owen has the use of a 1968 Cherokee 140. He took time from his job as the maintenance man at a nursing home to help teach the class.

"Pilots must have a working knowledge of basic mathematics to fly aircraft safely," says Mr. Blickensderfer. "Math skills are important in any walk of life. Whether you balance a checkbook or estimate a construction job, math is essential." Math is easier for students when

it makes sense for real life. The three students agreed that going for an airplane ride was more exciting than going to school. (Anyone

want to disagree?) Mrs. Blickensderfer will continue to find ways to make Math real for her students.



Prairie from page 11 ago as a crop duster. Wahpeton is about 56 miles south of Fargo where the Boix de Sioux and Ottetail Rivers come in to form the Red River that flows north to Lake Winnepeg in Canada.

It is an easy flight. Gerry bought his first warbird in 1982. He restored that Corsair, and was launched on a career that has this intrepid pilot into everything from P 51 Mustangs to an ancient B 25 that Gerry and his wife Cindy and friends got into flying condition after it sat in the mud on a field in Rockdale, Texas.

"Gerry bought it at a sale in the fall of 1984. The B 25 had not been flown in 25 years," His wife Cindy said. "I'm a student pilot forever," Cindy smiled. "I took a look at it. Weeds were growing up around the plane. There was soil inside the fuselage. That was my job to clean it out," she added.

Gerry and Cindy spent three weeks in a motorhome getting the B 25 flyable. Gerry had to hire a pilot since he was not certified in the B 25.

They landed at Wahpeton on February 3, 1984, in the midst of a snowstorm. The pilot Gerry hired wouldn't land it. He wasn't used to snow, so Gerry landed it," Cindy laughed.

Gerry Beck's hangars and shops at the Wahpeton Airport are a treasure trove of vintage aircraft parts. They manufacture parts for warbirds like the P 51 Mustang. Gerry has many of his planes on loan to the Fargo Air Museum, like the Japanese Zero, the Corsair, and he has donated the B 25, which is a long way from being restored.

About 80 miles north of Fargo is Grand Forks, home to the University of North Dakota John D. Odegard School of Aerospace Sciences. It is worth a pilot's visit to the school for a tour and perhaps an orientation course in their High Altitude Chamber (HAC).

It is the only HAC in the U.S. used for training. The chamber simulates hypoxia, enabling pilots and students to know the symptoms and to be able

to observe them in others. The University also has a Vertigon disorientation chamber.

"We've done tests on private pilots. When they cannot see, they crash the aircraft in two minutes," Justin Place, a senior at the Odegard School said.

Many other facets at Odegard offer pilots a chance to see and observe air controllers in actual training conditions, enter a circular screen dome room akin to Imax to see celestial bodies or view training films, or see radar training in progress.

Eastern North Dakota is more than museums, aeronautic schools, antique planes and modern user-friendly airports. It is a place to fly where the open spaces of America, its abundance, and vast and beautiful lands, make the spirit soar.

"I didn't get my license until I was 40," Doug Anderson laughed in the Fargo Air Museum hangar. He was punching out dog tags on an original 1941, World War II, Graphotype machine. "You usually don't have to twist my

arm to fly," he called over his shoulder as Bill and I headed for the field.

SERVICE INFORMATION FOR PILOTS

Aeronautical charts, information and a comprehensive airport directory to all North Dakota airports are available free from: **North Dakota Aeronautics Commission, PO Box 5020, Bismarck, ND 58502-5020, telephone 701-328-9650.**

Visit their website at: www.state.nd.us/ndaero.com or e-mail them at ndaero@state.nd.us.

TOURISM INFORMATION

A guidebook to North Dakota, highway maps and brochures, are available free from the North Dakota Division of Tourism by calling toll-free **1-800-435-5663** or by visiting their web site at www.ndtourism.com.

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The Family That Flies Together...



L to R: Eric, Nathan, Leonard, Joseph and 1947 Cub

Ever since he was a small boy, Leonard Johnson wanted to fly, but it wasn't until he was a teenager that he had a chance, when someone gave him a ticket for a ride. From that time on, he hunted and trapped until he had enough money to buy the fuselage of a plane that had been in a flood and was up a tree in Montana. He put the plane in a neighbor's garage and spent the next four years covering

it, taking lessons by mail, and using an old washing machine engine to power the saw he needed in his work. That was the Curtis Wright Jr. He sold that airplane when it became apparent that he wasn't going to be able to get gas because of the Second World War.

Leonard bought another airplane, a 1947 PA-11 Cub, after the war and still flies that plane.

The first of his sons to get a pilot's license was his second son David, who lives in Colorado, then Richard, who lives in Alaska, and finally his youngest son Eric, who lives in Turtle Lake.

His grandson Nathan Tafelmayer, son of Norm and Kirsten Tafelmayer, from Cooperstown, was the first grandson to earn his wings and is now a commercial spray pilot.

Matthew and Joseph Johnson, sons of Eric and Lona Johnson, took lessons at the same time while Matthew was a senior and he earned his wings just before graduation. Joseph was a sophomore when he first soloed on his 16th birthday and earned his license at age 17.

Leonard is now 92-years-old and still flies.

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