

Aviation Quarterly

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NDAC

Summer 2006

DJ Meberg shows Ty and Summer Sturm the ins and outs of a helicopter at the Army Aviation Support Facility in Bismarck.



1-112TH HOLDS AVIATION DAY

Story and photos by Sgt. Ann Knudson,
Joint Force Headquarters

The 1-112th Command Aviation Battalion held an open house called Aviation Day on June 15 at the Army Aviation Support Facility, Bismarck. There was all kinds of military equipment to see, hear, touch, taste, and smell: helicopters, humvees, trucks, a bridge boat, an armored personnel carrier, tents, weapons, night vision goggles and MREs. There was also face painting, cotton

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Chairman's Corner

By Darrel Pittman



In 1953, I was 18 years old and just out of high school. Like most teenagers, I had visions of setting the world on fire. I had lots of vim and vigor and was willing to tackle anything. "Look out world here I come." I already knew everything there was to know, agreed? After all, I knew the make and year of every car and airplane built, what more did I need to know? Sound familiar?

That year, we celebrated the 50th year of powered flight. A couple of years later when I joined the Air Force, I had the imagination, desire, and drive to become the next Waldo Pepper, Paul Tibbets

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Chairman from page 1

or Greg Boynton. However, because I did not take the time offered to me to go to college, I did not go on to achieve that fame.

As I think back, those were exciting times worldwide. In aviation, we were just entering the jet age and that meant big changes. And changes kept coming.

As I think back, those were exciting times worldwide. In aviation, we were just entering the jet age and that meant big changes. And, changes kept coming.

In the 50's we thought, wow, how can this get any better! Today technology has given us so many new and exciting options that it's hard to decide which product we want. It's mind-boggling. The airline industry is using equipment that is so astounding you wonder how the pilots are keeping up with it. Our general aviation aircraft are now able to have similar equipment. In the Civil Air Patrol we have a new C182/T that is equipped with a Garmin G1000 glass cockpit. This is an amazing piece of gear. You and I can now purchase a Garmin 396 for \$2195, on sale, through Sporty's. I don't have that much aviation money to spare, but I'm getting tempted.

OK, so where am I going with this? Well, back then, we had the CAA, which became the Federal Aviation Administration, and they had to grow along with the industry. The FAA became the rule making agency. When the midair collision over the Grand Canyon occurred, it became apparent that more Air Traffic Control was needed. Then, many new changes started happening. Controllers were hired and trained to apply the new separation rules. Some

old technology was improved and radar was being used to help the controller's separate the aircraft. Today's modern technology is even making radar look as if it may become obsolete.

The new rules included keeping aircraft and engine maintenance records and pilots had to be medically fit to fly. That was OK because it made the flying public more aware of

the responsibility of flying.

At some point along the line the FAA got more involved and acquired more power which included inspection and enforcement authority. Consequently, today it causes many in the aviation industry to distrust the FAA.

At the same time, the FAA's big thrust was safety. This is a cause that I have always been involved in. The FAA had employees whose only job requirement was promoting safety to the pilot groups. Usually there was one, possibly more, depending on the size of the state. Those folks were dedicated and would travel around giving the FAA Wings safety seminars, and they were respected. Sometimes they would designate a locally qualified person as a safety counselor/coordinator (I was one of those) to help. The FAA's focus is still on safety, now concentrating on airports and runways. If you haven't already noticed it, the FAA has downsized the safety program, eliminating the safety person in each state down to one person for possibly three or four states. I am told that there is to be no local counselor/coordinator. If the existing local C/C wish to remain in place, the cost of the

materials needed to do the job will be out-of-pocket. Does that picture show you something? Our safety person now comes out of the FAA's RAP office. The dedicated and respected safety expert we had is now an investigator in his old office.

In my last article, I mentioned the FAA's budgetary constraints and management oversight. Question? What's next? Are we looking at user fees? I hope not. I have some of my own ideas that I will not go into now; that's another article. Only time will tell. You can help by writing your legislators, urging them to vote against user fees. But get a tight grip on your billfold, it appears flying is going to get more expensive!

In closing, remember, regardless of what you read in the newspapers, it is important that we support our excellent friends in aviation. Enjoy the remainder of the summer and the great local fly-ins, see you there.

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FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautics
Commission



The summer is here! In some areas of this fair state, the grass is green and the flowers are in full bloom. In other parts, it is dry and crackly when you walk across a field. That's the state of North Dakota. The weather changes, not only hourly, but the extreme degrees of the pendulum swing are always a favorite game of the population. The NE could be wet and muddy and the SW begging for any kind of H₂O. Total travel time in an airplane is about 1½ to 2 hours, at most 3, of flight time, to see the differences in this great state. This time of year, I look forward to attending the annual fly-in breakfasts — a great way to see

the state and have some fun.

Never mind if you hear, "Where the hell is he/she going this time?"

Get in your bird or your friend's bird or any kind of flying machine, and attend a minimum of three breakfast fly-ins this summer. Take a good look at the schedule and make plans to attend, via air, at least three gatherings of Eagles, somewhere in the Great State of North Dakota. Try the pancakes and sausage at each place and do what I do. Judge them! That is the fun time of the trip, it gives you something to look forward to and something to remember about the airport and the town/city it supports.

The best part of the fly-ins is participation. By the time you read this, some of the fly-in's have been completed. The participation has been

excellent and the turnouts from the communities have been heart warming. Where else can you have the recreational opportunities you can have in an aircraft, plus the best of conversational processing from good friends, young and old?

I have tried to find the roots of "Fly-In Breakfasts." I have come across a treasure trove of history about aviation and its beginnings (aviation was on the eighth day). I found the exact time and date of the first fly-in. It happened in Burlington, Iowa, on July 8, 1921 at 9:30 am. A group of traveling "Barn-Stormers," flying surplus WWI aircraft, was making an early morning sortie, flying cross the state. They happened to spot, circle and land at an annually held outdoor "Our Benevolent Brothers" Lutheran Church morning service and

"Potluck" breakfast social. Well, it seems that this band of veterans felt that a group of religious people having an outdoor service in the middle of newly cut and stacked hay field were prime candidates for the aerial group's talents and the opportunity for an air show and a top-notch chance for "Rides for \$5.00."

Being the social people these Norwegian Lutherans are, they shared their breakfast potluck and bought a few rides and enjoyed a short air show with the veterans showing off their abilities as the "Intrepid Men in Their Flying Machines." Thus, this started the "Fly-In Breakfast" of yesteryear and this tradition has continued, and I hope will continue for many more years in the future.

I hope to see you at a few of the remaining "Fly-Ins."

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TRIM TAB

By Bob Simmers



Greetings!

To blow or not to blow. It's hard to believe that just two days ago the wind was blowing in excess of five miles per hour, and today the sprayers are wondering where to go, as the air is so calm that they cannot count on it to control their drift. Again the weather patterns seem to be very extreme. The news last night reported that Houston, Texas, had in excess of 8 inches of rain in a very short period of time, causing extreme flooding, while a fire raged out of control on the other side of town, moreover, the wild fires continue out of control in west Texas.

It's that time of year again when agricultural aviation takes over at most of the airports in North Dakota. This is the time of year when communication and traffic patterns at the smaller airports are very important.

Communication is more than talking on the radio. Most agricultural aircraft do not have radios, so how do we communicate with them? First, you should announce your position and intentions in "the blind." This will alert anyone on the ground that may be listening to the Unicom that you are in the area. Most all of the small airports in North Dakota have pilot-controlled lighting systems installed. Use those lights to communicate with non-radio aircraft that you are in the area by activating those lights. If the pilot sees those lights on, it prompts him to use more caution in the area of the airport.

Traffic patterns are your best hope, to see and be seen. The use of your landing and recognition lights will aid in the "be-seen" process. Your correct position in the traffic pattern will be your best chance to be seen by the agricultural pilot and will enhance your ability to see other traffic in the area.

The key to safe summer flying in the vicinity of our great general aviation airports is lights. Light up your aircraft and light up the airport for your best chance to be seen.

If you have topics that you would like researched and commented on, you may contact me by e-mail at bobs@c-ram.net.

Have a great flying summer!

New Addition at the Federal Aviation Administration In Fargo



Donald (Don) LeClair has joined the Federal Aviation Administration (FAA) Fargo Flight Standards District Office (FAR FSDO) as an Aviation Safety Inspector Airworthiness-Maintenance in Fargo, ND. Don moved here from the Anchorage Alaska Flight Standards District Office. He has held an Aircraft Mechanics Certificate with Inspection Authorization for over 30 years. Don has been with the FAA for 5 years and is looking forward to working with the North Dakota Aviation Community.

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Hoeven Presents \$1 Million to UND For UAV Center Of Excellence

BISMARCK, N.D. – Gov. John Hoeven, today, presented a \$1 million check to the University of North Dakota (UND) for its Center of Excellence for Economic Development in UAV's and Simulation Applications. The Centers of Excellence funding will leverage an additional \$2 million in matching funds for the project.

The Center will partner with private industry to bring new Unmanned Aerial Vehicle (UAV) and related business ventures to North Dakota. The Center will provide:

- Education and training development for the integration of UAV's into the civilian aviation industry.
- Human flight performance research on UAV's and simulation applications.
- Research and development of UAV payload sensors and ground-based cockpits.

"UAV's hold tremendous potential for both military and civilian applications," Hoeven said. "This Center at UND Aerospace will ensure that North Dakota is at the forefront of research and development of this new technology. It will also help to support and strengthen the UAV missions coming to Grand Forks Air Force Base, both Predator and Global Hawk."

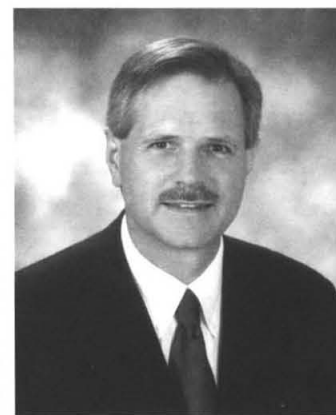
Private-sector partners in the venture include Lockheed Martin, Frasca International, Alion Science and Technology, and Cirrus Design. The Center is projected to create 25 jobs over the next two years.

"We greatly appreciate the support of Gov. Hoeven and the Centers of Excellence program as we create our Center of Excellence for Unmanned Aerial Vehicles. Our world-renowned

John Odegard School for Aerospace Sciences has been a pioneer in aviation training through the development of ab initio training – essentially street-to-cockpit – and the use of technology. We are excited now that our Unmanned Aerial Vehicle Center will be shaping the future of aviation. We see a great partnership continuing between UND, the Grand Forks Air Force Base, the federal government, the State of North Dakota, and the private sector," said UND President Charles E. Kupchella.

The UND Center of Excellence for Economic Development in UAV's and Simulation Applications was funded in the second round of Centers of Excellence grants in 2006. To date, 11 projects have received \$20 million in grants through the program. These projects have already leveraged more than \$70 million in additional funding.

Centers of Excellence are hubs of research and development on the campuses of the North Dakota University System around which related businesses expand and dynamic new businesses cluster. The Governor's initiative provides up to \$50 million for Centers of Excellence. The dollars will be leveraged with private and federal matching funds to generate a total investment in new jobs and businesses of more than \$150 million.



North Dakota Governor John Hoeven

Construction Grants for Air Carrier Airports Awarded for 2006

On May 11, 2006, the North Dakota Aeronautics Commission issued grants to the air carrier airports totaling \$628,131 for the 2006 construction season.

Eight commercial airline service airports were awarded \$628,131 as shown in Figure 1.

"The main focus of the grant requests this year was Grand Forks terminal parking, Fargo's terminal master planning effort, Bismarck's new taxiway rehab, and Minot's terminal apron rehab.

The Jamestown, Dickinson, Devils Lake and Williston airport needs this year were related to snow removal equipment and airport fire and rescue equipment storage buildings." reported Commission Director Gary R. Ness.

How Construction Grants for Air Carrier Airports for 2006 were distributed

Bismarck.....	\$138,685
Devils Lake	\$39,990
Dickinson.....	\$7,427
Fargo	\$146,552
Grand Forks.....	\$154,424
Jamestown	\$71,980
Minot	\$49,225
Williston	\$19,848

Figure 1

CALENDAR OF EVENTS

JULY

Fly-In Breakfast

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

Grand Forks AFB Friends and Neighbors

July 22, 2006
Starts at 9 am
Admission is Free
Contact:
701-747-5023

AUGUST

Planes on the Prairie

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

SEPTEMBER

4th Annual Fly-In Pancake Breakfast

September 9, 2006
Edgeley, North Dakota
8 a.m. to 12:00 p.m. (CST)
Contact:
Jim Johnson
701-493-2168

Fly-In Breakfast

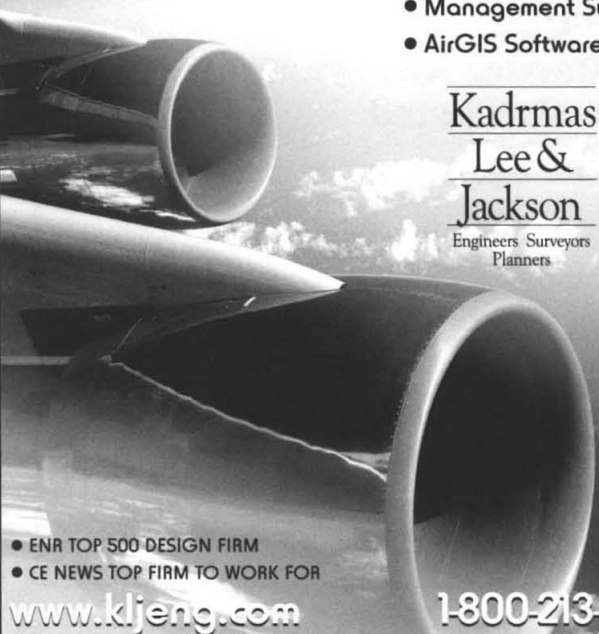
September 17, 2006
Turtle Lake Airport
Contact:
Dianne Herr
701-448-2253



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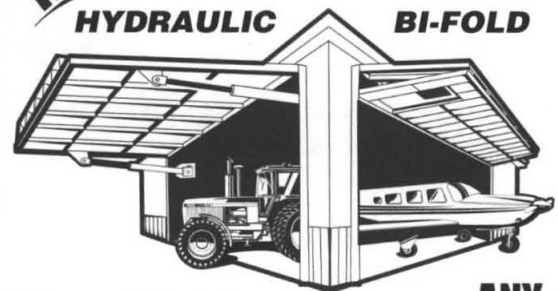
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In Memory of A. Scott Crossfield

Maurice E. Cook

A. Scott Crossfield died when the plane he was flying encountered a thunderstorm and crashed on April 19, 2006. He was 84 years old. He was in North Dakota as the banquet speaker at the 2004 Upper Midwest Aviation Symposium.

Most will remember Scott Crossfield as having been the first pilot to fly a rocket plane at twice the speed of sound. He will also be remembered as an aerodynamicist member of the design team and the first test pilot of the legendary X-15 rocket plane that expanded the flight envelope to over seven times the speed of sound and took us to the threshold of space. He once said, "There is no history, only biography." Scott Crossfield's biography is the history of the rocket pilot era.

We will all remember him for his achievements in the advancement of aerodynamics and a few of us will remember him for his faith in creativity of the human mind and the challenge and opportunity for those he referred to as, "our aspiring young aeronauts." He said that, "We must unburden our young folks of the idea of 'special people.'" And, he hoped that the lessons that they are being taught were like these:

"What is left still to do is boundless, unlimited, infinite, and is there for them to do." And that, "There is no divine assignment to those who do things, the opportunity is for all and probably within the grasp of most."

He was an active sponsor of the Civil Air Patrol Aerospace Education Program that trains teachers to teach Aerospace to grade school children. I asked him once why just grade school children. He felt that we needed to plant the seeds of such knowledge in their young minds while they could still sit in wide-eyed wonder at what they saw and heard, without embarrassment or the distractions that come later when they become young adults.

Most called him "Scotty." I could never bring myself to address him other than as Scott or Mr. Crossfield, but just this once, "goodbye, Scotty." It was a privilege to have known you. We will miss you.

*"There is no
history, only
biography."*

*Scott Crossfield's
biography is
the history
of the
rocket
pilot era.*



Aeronautics Commission Awards State Airport Grants

On May 12, 2006, the North Dakota Aeronautics Commission issued grants to the general aviation public airports totaling \$474,267 for the 2006 construction season.

The following general aviation airports received funding as follows:

1. Ashley	\$24,020	28. LaMoure	\$3,073
2. Beach	\$9,563	29. Langdon	\$6,134
3. Beulah	\$19,143	30. Leeds	\$70,000
4. Bottineau	\$4,000	31. Linton	\$3,450
5. Bowman	\$7,000	32. Lisbon	\$40,298
6. Cando	\$4,382	33. Maddock	\$7,500
7. Carrington	\$6,114	34. Mandan	\$37,875
8. Casselton	\$6,210	35. Mohall	\$2,734
9. Cavalier	\$953	36. Mott	\$2,451
10. Cooperstown	\$3,054	37. New Town	\$1,805
11. Crosby	\$2,755	38. Northwood	\$3,945
12. Edgeley	\$722	39. Oakes	\$9,307
13. Ellendale	\$7,536	40. Park River	\$5,686
14. Enderlin	\$5,720	41. Parshall	\$8,529
15. Garrison	\$4,726	42. Rolette	\$1,010
16. Glen Ullin	\$7,460	43. Rolla	\$7,008
17. Grafton	\$7,335	44. Rugby	\$2,578
18. Gwinner	\$3,372	45. St. Thomas	\$10,000
19. Harvey	\$16,720	46. Stanley	\$8,945
20. Hazen	\$2,280	47. Valley City	\$2,247
21. Hettinger	\$7,970	48. Wahpeton	\$10,771
22. Hillsboro	\$11,273	49. Walhalla	\$4,753
23. Kenmare	\$3,412	50. Washburn	\$2,813
24. Killdeer	\$5,478	51. Watford City	\$2,873
25. Kindred	\$2,681	52. West Fargo	\$13,932
26. Kulm	\$19,000	53. Wishek	\$2,314
27. Lakota	\$9,357		

"These state grant funds are invested to improve airfield safety, and assist in repair, maintenance and reconstruction of airport pavements. A strong interest is shown for new hangar facilities, self-fueling systems, snow removal equipment and maintenance buildings to house same. The cooperation of the local airports, FAA Airports District Office with the Airport Improvement Program (AIP), and the North Dakota Aeronautics Commission has strengthened the state's 81 general aviation airports' infrastructure," reported Gary R. Ness, Director.

The revenue source for these general aviation airport grants is derived from the 4% tax on aviation motor fuels and aircraft excise tax in North Dakota.

NDPAMA: The Mechanic's Signature

By Dan Kasowski

It's illegal to fly after maintenance until a mechanic signs a maintenance-record-entry approving the aircraft for return to service. So what do you do if the mechanic says, "I can't sign it off"?

Picture this: You're away from homebase when your airplane develops a minor problem. Actually, we will call it pilot error (that's cause we like to pick on pilots), as you were landing, your feet got a little heavy (actually we think you were trying to make the first turnoff!) and you smoked the tires. During taxi to the ramp, you notice a thump, thump, thump, and while performing a post-flight inspection (we know all good pilots do this), you noticed very deep flat spots on one of your main tires and there were actually cords showing. So you scurry over to the local repair shop and ask if they would replace the tire. After having coffee, talking on your cell phone, and doing what-ever it is you pilots do, you return to check the progress of your aircraft. The technician has completed the tire change but points out a dent in the wing leading edge and offers you an estimate to repair the dent. You're not very happy about this, and explain to the technician that you are going to take your airplane to your regular technician back home. But the technician tells you, "Sorry, I can't sign off your airplane in this condition."

Can he do that? What's your opinion?

In this case, the technician cannot withhold his signature from the maintenance logs. FAA regulations do not permit a mechanic to ground an aircraft or hold it hostage in this fashion!

You're probably asking yourself, "how can this be?" Doesn't a technician have the right to decide when he or she is or is not comfortable signing off a maintenance logbook entry approving an aircraft for return to service? Surely a technician is not compelled to sign off an aircraft that he doesn't consider airworthy. If a technician didn't have such discretion, wouldn't their signature become meaningless?

preventative maintenance. In particular, the meaning of the technician's signature in the maintenance logbook is entirely different, and it's essential for both technicians and aircraft owners to understand the difference clearly.

Signing off inspections

If an owner/operator puts his aircraft in the shop for an FAA-mandated inspection (e.g., an annual inspection or 100 hour inspection), then the rules of §43.11 apply. The inspecting

them? Can the inspecting technician simply refuse to sign the maintenance logs until the owner cries "uncle" and agrees to authorize the repairs?

No, he can't. The FAA anticipated this possibility, and §43.11 provides guidance for the technician in this situation. It calls for the technician to "sign off the inspection as unairworthy" and to give the signed and dated list of discrepancies and unairworthy items to the aircraft owner.

Once the inspecting technician has done this, the annual inspection is complete and the inspecting technician's job is finished. His signature disapproving the aircraft for return to service attests (at least in theory) that every molecule of the aircraft is airworthy except for those items on the unairworthy list he provided the owner. The aircraft cannot be flown legally until the owner corrects the discrepancies (under certain circumstances an owner may obtain a special flight permit). The owner is free to hire any mechanic he wishes to correct them. There is no requirement for the owner to have the aircraft re-inspected for another 12 calendar months (or 100 hours, or whatever).

Signing off repairs

In the case above, as the aircraft owner/operator, you did not authorize the technician to do an annual or 100 hour inspection of the aircraft. You simply asked him to replace a main tire. Since you did not authorize an inspection, the rules of §43.9 apply.

Under those rules the technician is required to make a maintenance record entry that includes the date, a description of the work performed, the

...the rules for logging and signing off inspections are dramatically different than the rules for logging and signing off maintenance work...

This is such a confusing issue that even A&P's get confused about it (as clearly was the case with the technician in this case). Nevertheless, the answer is clear and unambiguous if you take time to read and understand the relevant regulations.

The regs

The FAA regulations concerning maintenance appear in 14 CFR Part 43. The rules governing maintenance records and sign offs appear in §43.9 and §43.11. Records of maintenance other than inspection appear in §43.9 while §43.11 deals with records of inspections.

You will find that the rules for logging and signing off inspections are dramatically different than the rules for logging and signing off maintenance work such as repairs, alterations, and

technician is required to look at the entire aircraft from wingtip to wingtip and from spinner to tailcone. He must verify that it meets all airworthiness requirements. He must verify that the aircraft meets type design, is in condition for safe operations and complies with all applicable airworthiness directives.

The mechanic's signature in the logbook approving the aircraft for return to service after such an inspection attests (at least in theory) that every molecule of the aircraft is airworthy. This is an impossible standard, of course, and it's often said a technician "signs their life away" when they sign off an annual inspection and approves the aircraft for return to service.

What if the inspection reveals some discrepancies that make the aircraft unairworthy and the owner is unwilling to repair

name of the person performing the work, and a signature and certificate number of the technician approving the work.

There is a big difference from §43.11. Quoting directly from §43.9:

"The signature constitutes the approval for return to service only for work performed."

In other words, the technician's sign-off of a repair, alteration, or preventative maintenance does not attest that the aircraft is airworthy; it only attests that the work he performed is airworthy. Thus, the only legitimate reason for a technician to withhold their signature after performing repairs, alterations or preventative maintenance would be if the work they did was unairworthy!

Clearly, the mechanic has an ethical obligation to point out the dent in the leading edge to the owner and advise the owner that he does not consider the aircraft safe for flight with the dent. However, the mechanic is completely out of line if he refuses to sign the §43.9 logbook entry for the tire change or otherwise attempts to force the owner into not flying the aircraft. It is the owner's decision whether or not the aircraft is safe to fly, not the technician's.

Under the regulations, the technician is responsible for doing the maintenance as directed by the owner, and doing it in an airworthy fashion. The owner is responsible for the airworthiness of the aircraft and determining whether or not it is safe to fly. Assuming that the aircraft is not being used commercially, the only exception occurs once a year, when the aircraft undergoes an annual inspection...then and only then, is the technician tasked with determining if the aircraft is airworthy.

NDPA

By Paul Hanson, President NDPA

A week ago, I sat down to write about some of the issues facing general aviation. I was particularly aiming at the "User Fee" arena that is rearing its head. Or how I was going to point out the difference of USA aviation and that of other countries and their fee structures.

But, this morning I became obsessed with another thought. Freedom as we define it. Just what is freedom and how do we achieve it? Is it a right or a privilege? I do not know the correct answer, but I do know we banter the word around quite freely.

Thinking a little, I remembered a passage from a book, *Cashflow Quadrant* by Robert T. Kiyosaki, dealing with land and real estate. The question posed by Mr. Kiyosaki was, "What does real estate mean." In his research, the word "real" referred to that of the royal, and "estate" related to land. The inference being - all real estate is really royal land. Taking this meaning further, "the land of the government." With this line of thought, I question, "Do we really own our private property, especially with the clause in the Constitution referring to eminent domain, meaning the government can take private property for the good of the people?" Of course, proper compensation administered. Ever ask why eminent domain was included in the Constitution?

Forward this line of logic to our national airspace. And ask the question, do we have the freedom to fly where ever and when ever we want? Or, is it a privilege bestowed upon

us by the government, saying we will let you do this action provided you do not hurt or threaten anyone else. Is the NAS the people's private airspace, or the government's airspace and are they just letting us use it? The eminent domain of the NAS could be construed as the classification of the airspace and how the user will be controlled as to their use of the airspace and/or how the user must pay for that use.

Over the course of time, close to thirty years of on and off flying for me, the regulations have been getting more and more all the time. Each time, saying, no, you cannot do this or that, without penalty. As each regulation, order, procedure, etc., is put forth, are our privileges being controlled to protect us, or simply to appease some general sentiment? Granted there are rules that are needed

to make aviation safe and for the safety of the general public. I understand this portion, what I question is, at what point does the freedom of the privilege granted become a crime to possess the privilege? Hopefully, we are nowhere near this predicament.

We all talk about freedoms and what the freedoms mean and truly are. The question still remains, is there an actual freedom/freedoms or is it really just a privilege granted by the royals of the land?

All of this is food for thought and debate. We cannot afford to get caught in a situation where "We, The People of the United States of America" are relegated to that of fiefdoms' governance of the past; or are we there and just don't know it?

I wish everyone a safe, joyful flight. Pass on the enjoyment of aviation to someone else.

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Continued from page 1

1-112TH HOLDS AVIATION DAY

candy, hot dogs, free lanyards, and tours of the facility.

Humvee rides were very popular. Jerry Imus tried one and said, "When John Glenn went up (into orbit), the capsule looked fancy on the outside, but inside it was the bare minimum to make it move. It's the same with everything military."

"The helicopters were the best part," pronounced Nicholas Zuraff, son of Warrant Officer One Russ Zuraff.

"The helicopters were cool," agreed Mark Wiche, of Lincoln.

Nicholas, Mark and many other kids, had the chance to climb into a Kiowa, a Huey, and a Blackhawk helicopter, and got to watch helicopters take off and land on the grass close by.

"There were two primary reasons to hold this event," said Major William G. Watson, Executive Officer of the 1-112th and OIC of Aviation Day. "We wanted to enhance community relations, and we wanted to get some recruits. Our goals were 30 leads and 250 visitors. We had over 500 attendance, we met our goal with leads, and we even signed somebody up today."

"The battalion appreciates the way Bismarck-Mandan supports its troops. This is a way to show appreciation to the community."

Aviation Day was part of the 1-112th's Annual Training. That training included convoys, MOUT, firing on the range at Camp Grafton South, setting up a remote site at Carrington Airfield, and the retirement of Maj. Bob Taylor after 28 years in the military.



Transportation Secretary Mineta Steps Down; Industry Loses Longtime General Aviation Friend

Frederick, MD - The June 23 announcement of the resignation of Transportation Secretary Norman Y. Mineta is a big loss to the Aircraft Owners and Pilots Association (AOPA) and general aviation (GA). His resignation will be effective July 7.

"During the 16 years I have been the president of AOPA, Norman Mineta always had an open door for us," said AOPA President Phil Boyer. "Whether it was during his tenure as a U.S. Representative for San Jose, the chairman of the House Aviation Subcommittee and the House Public Works and Transportation Committee, or as the Secretary of Transportation, he always welcomed and valued what we had to say regarding GA.

"If he saw a friend across a crowded room, he'd always reach out with a warm greeting and treat them like the only person in that room. Too often, those in politics or government are only looking for all the right hands to shake or ears to bend. Norm truly valued personal relationships - and I will miss that," Boyer lamented.

"It is critical that the Bush Administration chooses a successor who has the same level of understanding of the value of general aviation as Norman consistently displayed. He understood the importance of GA pilots and promoting safety. That's one reason he has repeatedly opposed user fees on GA."

The first time Mineta directly told AOPA members

that he would not fund the FAA with user fees was at AOPA Expo in Tampa, Fla., this past November. "I can tell you right now from my perspective, [the solution] will not be user fees," he said. Mineta has been the only Secretary of Transportation to speak live to AOPA members at the AOPA Expo.

While he was a member of Congress, he led the charge that made privately owned, public-use airports eligible for AIP funds.

But, there is something Mineta told AOPA members he couldn't understand: Encroachment, and why airports that existed before new houses ended up getting

the National Civil Aviation Review Commission.

"Norm has spent a career working extremely hard to advance aviation," Boyer said. "On a professional level-as well as personal-his departure is a major loss. He always sought me out in a crowd, offering a warm handshake and smile. In that regard, he was unique-especially given the stature of his position. We wish him the best as he enters this next phase of his remarkable life."

The more-than-408,000-member Aircraft Owners and Pilots Association has represented the interests of general aviation pilots since 1939. General aviation includes all flying except the scheduled airlines and the military. Nearly two-thirds of all U.S. pilots, and three-quarters of the GA pilots, are AOPA members.

Editors: AOPA provides two important resources for covering general aviation news - an online newsroom (www.aopa.org/newsroom) and a television studio and uplink (www.aopa.org/satellite). Contact us for more information.

"It is critical that the Bush Administration chooses a successor who has the same level of understanding of the value of general aviation as Norman consistently displayed."

He reiterated his stance on FAA funding again during a House Appropriations Committee hearing in March, saying, "there will not be any user fees," further explaining, "User fees impact safety. Our department is all about safety!"

Mineta worked closely with AOPA to protect GA immediately after the 9/11 terror attacks. "He called us right after 9/11 to tell us how the government was going to get the National Airspace System back up and running," Boyer said. "He talked to us about getting GA back in the air and sought our input."

Mineta also understood the importance of funding GA airports through the Airport Improvement Program (AIP), which gives federal money to airports in the form of grants for maintenance and improvements.

the short end of the stick.

"A person buys a house next to a busy airport, and in two days complains about that airport," he told members at AOPA Expo 2005. "That's something I've never understood." He explained that while GA pilots worked to educate their elected officials, he would do his part by having the Department of Transportation put pressure on local agencies and withhold funding from airports that didn't comply with land-use requirements.

Mineta's recognized role in support of GA goes back more than two decades. In 1987, AOPA honored Mineta's ongoing contributions to the advancement of general aviation by awarding him with AOPA's prestigious Hartranft Award. And the association worked with him in 1997 when he chaired

"Norm has spent a career working extremely hard to advance aviation."

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Recreational Airstrips

By Brian Rau

Have you ever wished you could visit your favorite recreational activity site by air? Hiking, biking, golfing, hunting, fishing, outdoor musicals, camping, and swimming—North Dakota has it all. The only problem is that most of the recreational places are not close to an airstrip. North Dakota does have a couple of great recreational airstrips that I know of (Riverdale and the Peace Gardens), and probably some that I am not aware of. There are many other areas of the state that would be well-served by having a recreational airstrip nearby. More recreational airstrips in the state would generate revenue for aviation in the state. Recreational airstrips are low impact trailheads, would serve as emergency landing sites, and could bring money into areas of the state that depend on tourism. If you are interested in or have comments about the possibility of an organization promoting recreational airstrips in the state, please contact myself, Brian Rau, 701-486-3414, medfly@daktel.com, or Paul Belzer, 701-225-0385, psbelz@yahoo.com. This will be a pilot-sponsored organization and will only be successful if interested pilots support it.

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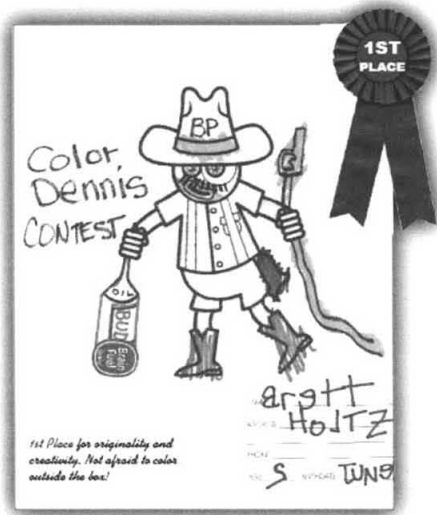
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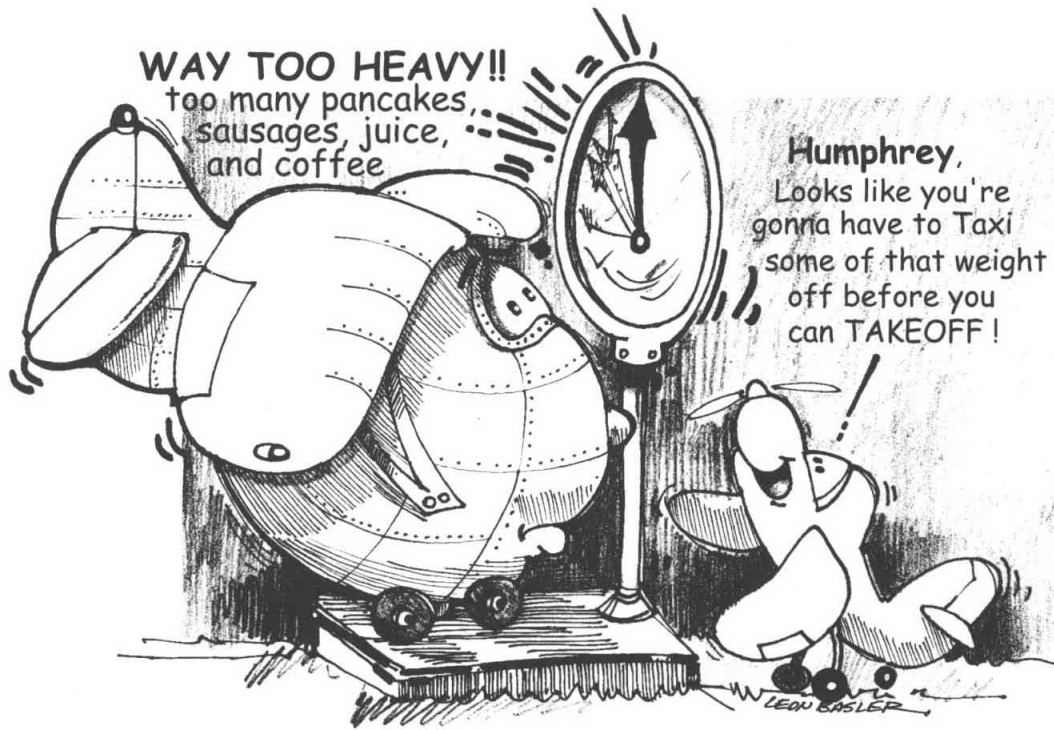


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