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SUNDAY, MARCH 5, 2006 — TUESDAY, MARCH 7, 2006
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SPECIAL EVENT



**ND AVIATION HALL OF FAME
REDEDICATION AND RIBBON CUTTING**

SUNDAY, MARCH 5, 2006
5:00 PM – 6:00 PM

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SUNDAY
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**COUNCIL AWARDS &
ND AVIATION HALL OF FAME
INDUCTION BANQUET
TUESDAY
MARCH 7, 2006
6:00 PM – 9:00 PM
DAKOTA BALLROOM**

SPEAKERS



DAVID W. BRANDT
VP, Cessna Aircraft
**GENERAL
SESSION
SPEAKER**
Monday
March 6, 2006
4:30 pm
Heart and Sheyenne Rm.



ELDON W. JOERSZ
Maj. General, USAF Ret.
**PRESENTER
TWO CLASSES**
Tuesday
March 7, 2006
7:30 am and 1:30 pm
Heart and Sheyenne Rm.



LISA PICCIONE
NBAA Sr. VP,
Government Affairs
**LUNCHEON
SPEAKER**
Tuesday
March 7, 2006
Exhibit Hall



CHRIS BLUM
FAA Great Lakes
Regional Administrator



HENRY OGRODZINSKI
Henry "O"
President of NASAO

**LUNCHEON SPEAKERS
The Future of Aviation -
Federal and State Perspectives**
Monday, March 6, 2006
Dakota Ballroom



BRUCE SMITH
UND/JDO School of
Aerospace Sciences
**BREAKFAST
SPEAKER**
Monday
March 6, 2006
7:30 am
Sheyenne Rm.



TERRY FLECK
"Doctor Attitude"
**BANQUET
SPEAKER**
Tuesday
March 7, 2006
7:00 pm
Dakota Ballroom

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NORTH DAKOTA Aviation Quarterly

NDAC

Issue #70 www.ndac.org Winter 2006

Chairman's Corner

By Fred Adams



Check your calendars as the Upper Midwest Aviation Symposium is getting closer. As your Aviation Council works on this project I would like to give you some idea of the things being offered.

Speakers – the committee is working on the final details for the speakers and this is the latest information.

- We will have Mr. David Brant, Senior Vice President, Product Engineering with Cessna Aircraft Company, speaking on Tuesday afternoon for the General Session. Listen to what is happening on both the single engine and jet models. If it is happening now, who better than the person who is in charge of engineering details on various models?
- Monday noon will be the National and State briefings from FAA Regional Administration, Mr. Mike Blum and NASAO President, Mr. Henry Ogrodzinski.
- Tuesday noon will be the Senior Vice President, Government Affairs for the National Business Aviation Association (NBAA). Ms. Lisa Piccione will be speaking to us on what is happening in Washington, DC.
- The early morning 7:30am presentations will be by Dr. Bruce Smith from UND on Monday and Mr. Al Joersz will talk about "Lockeed Skunk Works – Yesterday and Today" on Tuesday morning.

Many of the individual organizations are already finalizing their programs

Continued on page 2



SETTING: On July 28, 1976, Joersz strapped into his SR-71 at Beale AFB and, with a full fuel load, drove south to the airspace above Edwards AFB, California. Cruising faster than a rifle bullet at over 80,000 feet, Joersz set the world's absolute speed record of 2,193.167 miles per hour over a 15/25 kilometer straight course—becoming the world's fastest pilot of an air-breathing airplane—a record that still stands today.

Eldon W. "Al" Joersz's distinguished career as a combat fighter pilot, world speed record holder, and exceptional military leader began in the small town of Hazen, North Dakota. Born to a proud farmer and professional baker, he graduated Hazen High School in 1962 and enrolled at North Dakota State University. In 1966, he received a Bachelor of Science Degree in Mathematics and an Air Force commission from the North Dakota State University Reserve Officer Training Corps. After completing pilot training at Laughlin AFB, Texas, and checking out in the F-105D Thunderchief at the 563 Tactical Fighter Squadron at McConnell AFB, Kansas, Joersz was assigned to the 354th Tactical Fighter Squadron at Takhli Royal Thai Air Force Base, Thailand, in 1968. Joersz flew 158 combat missions over North Vietnam and Laos—logging over 450 combat hours in the Thunderchief. After serving as a T-38 Talon instructor pilot at Laredo Air Force Base, Texas, Joersz was selected to fly the SR-71 Blackbird. While in the 9th Strategic Reconnaissance Wing at Beale AFB, California, Joersz routinely flew faster than three times the speed of sound on classified reconnaissance missions around

Continued on page 2

Chairman from page 1 with lots of interesting programs and speakers.

The Sunday afternoon program will have a different SPIN to it this time. Buses will be available from the Ramkota Hotel to the Bismarck Commercial Terminal starting at 3:00pm. The following facilities have given an initial "yes" to providing tours of their respective facilities.

- North Dakota Army National Guard – Tours depart the hotel at 3:00 to 4:05 and 3:40 to 4:45
- Bismarck Air Traffic Control Tower – Tours start at 3:00 from hotel; 3:35 and 4:00 from Terminal
- Bismarck Airport Fire/Rescue Facility – Tours start at 3:00 from hotel; 3:35 and 4:00 from terminal
- New Bismarck Airport Terminal – First bus leaves hotel at 3:00, last bus back to hotel departs terminal at 6:50
- New North Dakota Aviation Hall of Fame

location Grand Opening – Commercial Terminal Building at 5:00. Bus available from Terminal Building to the following Facilities every 20 minutes

- Executive Air Taxi Corporation (static displays)
- Tours start at 3:20 and end at 6:35
- Basin Electric Power Cooperative (Corp. flight dept. location) - Tours start at 3:20 and end at 6:35
- Aircraft Management Services (static displays) - Tours start at 3:20 and end at 6:35

The "ICE BREAKER" Food and Beverage will start at 7:00 at the Ramkota Hotel in the Courtyard area.

Monday night is set up for the Exhibitors and the exhibit area will be open from 6:15 to 9:30. Stop by and visit with them. Food and beverages will be available for all registered attendees plus a cash bar will be available.

Tuesday night is the annual AWARDS BANQUET. We

will have one new North Dakota Aviation Hall of Fame inductee. There will also be various awards from the member organizations, the FAA and others. The social hour starts at 6:00 and the banquet at 7:00 sharp. Entertainment will be provided by the "Attitude Doctor" Mr. Terry Fleck. Come and join us in good food, a good laugh, and recognition awards. The program will be over by 9:00.

Wednesday will be Career Day. Up to 200 fifth and sixth graders will arrive at the ND DOT hangar. The young folks will be split into smaller groups and be given 10 minute briefings from one of several different areas with the Aviation Careers, then move to the next speaker and spend all morning listening and asking questions about different careers in Aviation.

Your ND Aviation Council is working on the final details for all this and more. Come and join us starting Sunday, March 5, 2006.

Speed from page 1

the globe. On July 28, 1976, Joersz became the fastest man to pilot an air-breathing aircraft—setting the world's absolute speed record of 2,193.167 miles per hour over a 15/25 kilometer straight course. In 1978, Joersz attended Air Command and Staff College at Maxwell AFB, Alabama, and also earned a Master's of Business Administration from Auburn University. Following staff assignments in Washington, DC, Joersz was selected to command the 1st Strategic Reconnaissance Squadron at Beale AFB. In 1983, he attended the National War College at Fort McNair, Washington, DC, before serving as the 92 Bombardment Wing Deputy Commander for Operations at Fairchild AFB, Washington. After briefly serving as the vice commander for the 5th Bombardment Wing, Minot AFB, North Dakota, he was selected as the 410th Bombardment Wing Commander at K.I. Sawyer AFB, Michigan. Following this tour, Joersz was reassigned to the Pentagon in Washington, DC, where he held multiple positions such as: Assistant Director for Joint

National Security Counsel Matters (where he was selected for flag rank); Deputy Chief of Staff, Plans and Operations, Headquarters, US Air Force; and Acting Deputy Assistant Secretary of Defense for POW/MIA Affairs. In 1992, Joersz was selected to command the 4th Wing, Seymour Johnson Air Force Base, North Carolina. Subsequent tours included Chief of Staff for Allied Air Forces Southern Europe (NATO), Naples, Italy, and a tour with the Department of Energy in Washington, DC. Joersz retired as a Major General in 1997 having flown over 4,500 hours in the F-105D, T-38, SR-71, B-52, KC-135, KC-10 and F-15E. He earned three Distinguished Flying Crosses, the Defense Distinguished Service Medal, the Legion of Merit, and 13 Air Medals. Joersz continues his aviation service today as the Director, Business and Strategy Development, Lockheed-Martin Advanced Development Programs at the "Skunkworks"—the birthplace of the SR-71 Blackbird. He currently resides in Palmdale, California, with his wife Carol and one of their three children.



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Trent Teets

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FROM THE DIRECTOR'S CHAIR



By Gary Ness,
Director,
North Dakota
Aeronautics
Commission

2006—You have to be kidding me? What happened to 2005? To 2004, for that matter?

The year 2003 was supposed to be the year of celebration --- the year to end all years --the high water mark of aviation, the 100 year celebration. The pinnacle. All that could be had been. Right? Wrong, oh buffalo breath. Aviation sailed right through the following years, continuing to give us things to be proud of and wonder about.

In 2005 SpaceShipOne reached the outer limits and came back -- twice! The aviation magazines are full of the world's new and different ideas about how airplanes will be built and how they will be powered. The new horizon of aviation is more exciting than it has ever been. Reason? The curiosity and creativity of Man.

Amid the excitement and accomplishment, it's worth it to pause for a moment to consider what could slow this push for more inventive design and power? Man.

We have a legal system that tends to be suspicious of things that are inventive. All sorts of questions arise. "New and different" arouses suspicion as well as the fear of lawsuits. The Tort Reform Actions of the 90's have helped the aviation industry to some extent. Has it helped enough to get the new ideas to the market that will give the industry the power it had in the past?

The Tort Reform Activists,

(this writer was one), envisioned the cost of aircraft and cost of insurance to decrease with the formulation and passage of the act and the legal safeguards put forth to strengthen the aircraft manufacturing industry. Presently, the price tags of the new aircraft and the insurance costs that accompany the airframe are not what the reformers thought of as the price for the normal American pilot type. There are still some expectations that have not been totally met with enough reform to make it more cost effective for the normal Joe to get back into the air again.

The Sport Pilot Certificate is a small start towards the "OLD DAYS". But are we going to retreat to those days? I hope not. Look toward the future, not the past. Look at the list of new aircraft and equipment that goes with it and rejoice with glee that we won't be flying by steam gauge instruments and cork float gas gauges. We will be flying the carbon fiber, fly-by wire, glass cockpit airframe of the future. The new age is here, the computer age is upon the world and aviation creativity of the future will take full advantage.

Now it is time for all involved to come to the table and make it work at all levels. The regulatory agencies and the alphabet groups in Washington and the industry from across this country should come together in a large community and join in entering the NEW AGE OF AVIATION. This FORUM should look at making the entry level of cost

more competitive with the rest of today's recreational endeavors. The costs of boats and motorcycles and motor homes are at the same level of today's aircraft. Why then, are we not growing in the aviation industry? Regulations??? What does it take to become a boat operator in a busy harbor? What does it take to drive a 35-foot motor home into downtown Chicago? What does it take to drive your motorcycle though the Black Hills to Sturgis? If I make an error in any of those venues what are my consequences?

If I make a simple error in the aviation industry what are my consequences and what are the comparisons? This warrants more discussion. And, we'll do so in this column next time.



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TRIM TAB

By Bob Simmers



Greetings to all and I hope that you had a Happy Holiday.

We would anticipate that winter would be arriving soon, however, some winter flying procedures should be observed. Frost is the early indication that winter is coming and frost has been abundant recently. Some recent accidents have changed the thought process of flying with frost on the wing. In some circles it was acceptable to polish the frost until it was smooth then depart. It is now no longer an acceptable procedure. Polished frost has been a contributing factor in a couple of recent accidents. For those of you that leave your aircraft outside this time of year, it is a good idea to take extra time when inspecting the propeller and spinner as snow gets blown into the spinner, melts, then freezes. It creates quite a vibration when the engine is started. Engine preheat is a must, however, that preheat should be done early and slow. A cold soaked engine will take as long as a couple of hours for the heat to reach the inner most parts of the crankcase. The expansion rates of the different metals that are part of the modern aircraft engine cause the tolerances to become unpredictable and premature starting without uniform heat will cause additional stress, and wear and in some cases may cause bearings to spin and pistons to score. Preheating the cabin will also increase the life of some very expensive instrument and avionics. Winter flying is one of the best times of the year to fly, however extra precautions and extra time must be taken to insure that things all work properly and smoothly.

You must also be aware of the rapidly changing weather systems. Just because it is nice at your departure point, does not guarantee that it will remain that way long or that it is that way 100 miles away. One of the reasons that we fly is because we can get from one spot to another in a short period of time. That also means that we have the capacity to fly from one weather system to another and with these different systems comes different weather. Remember that high pressure usually represents colder, clearer weather and low pressure is usually accompanied by warmer, wetter weather. When checking the forecast for a destination, remember to also check the current temperature dew point spread. The closer they are, the better the chance of some restriction to visibility and the lower the ceiling. If the temperature

dew point spread is close at noon, it is a safe bet that less than VFR conditions will exist later that afternoon.

I had an inquiry about road landings in North Dakota. We have several sets of rules that apply. The FAA regulations do not prohibit road landings but you must be extra cautious about obstructions in the right of way. Things such as mail boxes, road signs, power lines, power line guide wires and trees, not to mention traffic, must all be observed. There is always the regulation about reckless operation that must be considered when making the decision to land on the road. The state of North Dakota does not endorse road landings and has made it clear that they will not accept any liability for such. The sponsor (Township, County, State, or Federal Government) should be contacted before landing on roads. Probably the most restrictive and overlooked portion of road landing is your own insurance carrier. Most insurance policies are void if landing at an unimproved surface except in the case of an emergency.

It's time to think about the Symposium which will be held in Bismarck this year. Start making your plans to attend as there is something for everyone. Watch for information on the Symposium in this publication. Hope to see you there.

Until we meet again, safe and happy flights
Bob Simmers

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NDEAA

By Darrel Pittman

SHORT BIOGRAPHY

I know there may be some of you that have said, "I can't wait until I retire," I've said it myself. That day came for me the first time in 1990 when I retired from the FAA. Well, as most of you know, I continued on in my career by teaching Air Traffic Control. Then the Contract Tower Program in Minot came along and I opted back into active air traffic control and management. I have loved every minute of it. My ATC peers and pilots have made it an experience that I will never forget.

I just had some surgery and was out of commission for a short period. I can't begin to tell you how good it feels when the pilots say, "That you Darrel?, It's good to have you back and hear your voice."

I started in 1955 with the Air Force, then went with the FAA thinking that some day I would give it all up. In 1981 when the strike occurred I watched as some friends were fired. They lost everything including the hard earned retirement they cherished. I watched as peers retired and then passed away. I was determined to not let that happen to me. So, I kept on working and liking it. Well, I'm reluctantly planning on leaving MOT tower and ATC for another possible position.

Yes, even though I may

quit giving ATC instructions I'm not totally retiring yet. I'm considering another position.

SAFETY

Just a reminder that the winter weather season is upon us and it's ever changing. One week it's pretty decent and the next week it will be horrible.

So remember to use good common sense when flying and driving. A little frost can ruin your whole day both in the air and on the road. Most of us are pilots and drivers so I may be preaching to the choir. One of my

controllers has a very good saying, "Sometimes the choir needs preaching to also". Be careful and have a safe, happy holiday season.

AVIATION SYMPOSIUM

The "Upper Midwest Aviation Symposium" is in Bismarck this year at the Ramkota-Hotel. Please use the registration form in this issue of the Quarterly. NDEAA and the NDPA will again combine our efforts for the daily sessions. We are working on some good and informative sessions for you this year. Larry Taborsky and I (mostly Larry) are trying hard to bring you something special, hope it works out. Mark your calendars and file your flight plan for Bismarck and join us at the Ramkota Hotel March 5-7, 2006.

Cleared to land, Darrel



NDAAM

By Robert Miller

These are good days for Chapter 317. We have a lot going for us, not the least of which is the planned Clyde Smith recovering class scheduled for this coming April. We hope that you are considering joining in this program, and that you will be attending our monthly meetings at the Air Museum on the second Monday of each month.

Your newsletter editor will be away from the scene for a while. As you may already know, we have about 120 recipients on our regular e-mail list, and many more receiving our snail mail missives. In my absence most of those names have been passed to your secretary and treasurer. They will either keep you up to date on chapter activities, or pass the minutes on to me. If they are passed to me, I'll stir my usual BS into the mix and send the result on to you. In either case, the snail mail postal mailings will not go out again until sometime in April. If you know anyone in this last category, please share a printout of any e-mail sent to you.

Season's best wishes to you and yours.

The Registration Form is found on page 14. Don't miss out on the fun. Fill out and send it in today

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NORTH DAKOTA PROFESSIONAL AVIATION MECHANICS ASSOCIATION MECHANIC OF THE YEAR

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

Name: _____ FAA Certificate No.: _____

Address: _____ FCC License No.: _____

_____ Telephone No.: _____

Employer: _____

Employer's Address: _____

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

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



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

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

Name: _____ Address: _____

Employed by: (Name and Address) _____ Position held: _____

Date: _____ Signature of person submitting entry: _____

FOR SELECTION COMMITTEE USE ONLY

MAIL ENTRY FORM TO: Morgan Stroh, 2204 7th Ave. N., Grand Forks, ND 58203 – OR: Hand deliver to a NDPAMA Council Member before 3:00 PM, Monday, March 6, 2006.

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

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

NORTH DAKOTA PROFESSIONAL AVIATION MECHANICS ASSOCIATION

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

Senior Vice President Of Cessna Aircraft Company Will Be General Session Speaker



David W. Brant (Dave)
Senior Vice President,
Product Engineering
Cessna Aircraft Company

Dave serves as the Senior Vice President, Product Engineering at Cessna Aircraft Company. He manages and directs the day-to-day activities of new aircraft design, development and certification as well as sustaining engineering for all aircraft in production. Dave serves as a member of the Cessna Senior Leadership team reporting to Cessna's President and CEO, Jack Pelton.

Dave originally joined Cessna in 1974 and served

in various design and flight test engineering capacities until 1980. He re-joined the Cessna team in 2001 as Director of Airworthiness, Engineering Flight Test and Product Safety. Prior to that, Dave served as Senior Vice President of Operations and Strategic Planning at Galaxy Aerospace. Prior to Galaxy Aerospace, Dave spent 12 years with Learjet in various capacities including Director of Program Management Aerospace Division, Vice President

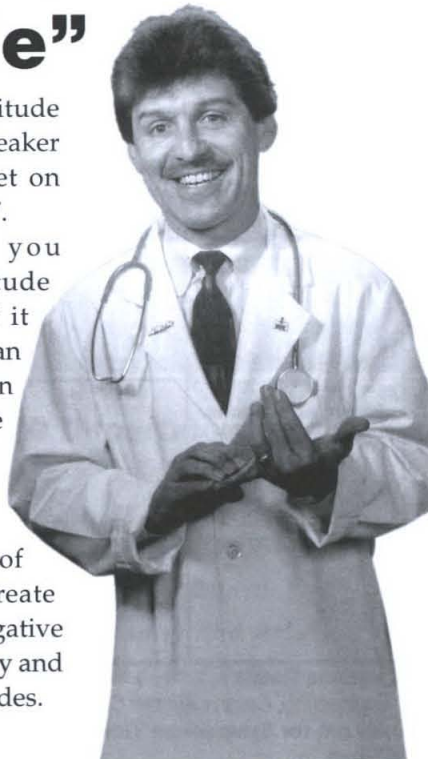
Government Aircraft Programs, Vice President Product Development and Vice President Strategic Planning and New Business Development.

Dave holds an ATP and he is type rated in various Citations and has over 3,000 hours of flight time. He has a B.S. in Aeronautical Technology from Arizona State University, and a M.S. in Management from Friends University in Wichita, Kansas.

Banquet Speaker Will "Adjust Your Attitude"

Terry Fleck the "Attitude Doctor" will be the speaker for this year's banquet on Tuesday night, March 7.

Terry will help you discover if your attitude is worth catching. If it needs adjusting, he has an action plan for you! Learn how to create a positive impact on attitudes, diagnose the cause of a negative attitude, clarify goals, get rid of clutter in your job, create new strategies, cure negative attitudes collaboratively and prevent negative attitudes.



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Sunday, March 5, 2006

Upper Midwest Aviation Symposium – March 5–7, 2006

	AAND Heart	NDPA Governor	NDAAA & NDAC Sheyenne	NDPAMA Cannonball	NDPAMA Room 3160
10:00 am to 10:50 am	NO AAND PROGRAM			Prop Works <i>Jeff Peckett</i>	
NOON MEAL — On Your Own or Organizational Meetings				NDPAMA Annual Business Meeting 11:00 am – 12:00 pm	
1:30 pm to 2:20 pm	NO AAND PROGRAM	NASA Icing For General Aviation Operations <i>DVD Presentation</i>	ND Aeronautics Commission Aerial Applicators Mandatory Security/Safety Annual Meeting 1:00 pm - 3:00 pm <i>ND Division of Emergency Service (ND-DES) ND Ag. Dept. NDSU Extension</i>	Goodyear Tires <i>Richard Brown</i>	Fire Training Part 139 Certification 1:00 pm - 4:00 pm
2:30 pm to 3:20 pm		General Aviation GPS Navigation <i>DVD Presentation</i>		IA Renewal Aviation Greases <i>Ed Barnes Exxon/Mobil</i>	Airport Fuelers FBO's Individuals
3:30 pm to 4:20 pm		General Aviation and Auto Pilot Ops <i>DVD Presentation</i>	TOURS OF AIRPORT TERMINAL - FBO'S FFA-ATC TOWER AND FIRE STATION ND ARMY GUARD AVIATION UNIT TBA at Ramkota Inn		Hands-on Practical Training BIS Airport Fire Station 4:30 pm - 5:30 pm

REGISTRATION
Court Yard
Room 1208
10:00 am - 4:30 pm

**NDAC
COUNCIL
MEETING**
Room 1258
12:00 Noon
Working Lunch

**EXHIBITORS
SETUP**
12:00 Noon
to
3:00 pm
Dakota Ball Room

BISMARCK AIRLINE TERMINAL ND AVIATION HALL OF FAME REDEDICATION AND RIBBON CUTTING 5:00 PM

ICE BREAKER RAMKOTA COURTYARD 6:00 PM

Monday, March 6, 2006

Upper Midwest Aviation Symposium – March 5–7, 2006

	AAND Heart	NDPA Governor	NDAAA & NDAC Sheyenne	NDPAMA Cannonball	NDPAMA Room 3160
8:00 am to 8:50 am	Presidents Welcome <i>Erling Rolfson</i> Automate Your Weather <i>Cheri Haynes Vaisala Co.</i>	TFR-ADIZ The Affect on General Aviation <i>Bill Hamilton Central Region AOPA</i>	7:30 am Breakfast Speaker <i>Dr. Bruce Smith, Dean, UND/JKO School of Aerospace Studies</i>	PART 43 (IA Renewal Credit) <i>Bill O'Brien</i> FAA-Washington THREE PERIODS 8:00 am - 10:50 am	
9:00 am to 9:50 am	Runway Safety <i>Tameka Lester FAA</i>	NDEAA-NDPA <i>Open Forum</i>	North Dakota Aeronautics Commission Listening Session		
10:00 am to 10:50 am	Security Threats in North Dakota <i>M-2 - Mike Seminary ND DES TSA</i>	SuperAWOS Potomic Aviation <i>Gary Loff</i>			
11:00 am - 1:20 pm: LUNCH IN THE EXHIBIT HALL - Dakota Ball Room - WITH EXHIBITORS AND VENDORS The Future of Aviation — Federal and State Perspectives Speakers: Chris Blum, FAA Great Lakes Regional Administrator and Henry "O", President of NASAO					
1:30 pm to 2:20 pm	Flight Training Assistance Program FTAP <i>Roger Pfeiffer</i> NOTAM Changes <i>Jeff Peterson - FAA</i>	North Dakota Air National Guard The New Mission		Major Repairs and Major Alterations (IA Renewal Credit) <i>Bill O'Brien</i> FAA-Washington THREE PERIODS 1:30 pm - 4:20 pm	
2:30 pm to 3:20 pm	Bowman EA Process <i>Jon Tonneson, Ultieg Eng.</i> Jamestown Runway Project Lessons <i>Steve Aldinger, Interstate</i>	Risk Management <i>Les Ellingson FAA-FAR-FSDO</i>			
3:30 pm to 4:20 pm	FAA-ADO-BIS Grants and More <i>ADO - Staff</i>				

**CONTINENTAL
BREAKFAST**
Sheyenne Room
7:00 am

**BREAKFAST
SPEAKER**
Dr. Bruce Smith
Sheyenne Room
7:30 am

REGISTRATION
Court Yard
Room 1208
8:00 am – 10:00 am

EXHIBIT SETUP
8:00 am – 10:00 am

**EXHIBITORS
MEETING**
10:30 am

**EXHIBIT AREA
OPEN**
10:30 am – 3:00 pm
Dakota Ball Room

**SPOUSES'
PROGRAM**
Brunch and
*Antique Doll
Restoration*
9:00 am
Room 1202

General Session — 4:30 pm to 5:30 pm Heart/Sheyenne Room

General Session Speaker : *David W. Brant — Senior Vice President, Product Engineering, Cessna Aircraft Company*

Exhibitors Night — "AROUND THE WORLD WITH FOOD" — 6:15 pm to 9:30 pm for Symposium Ticket Holders

Exhibit Hall Open to Public 7:30pm to 9:30pm

Tuesday, March 7, 2005

Upper Midwest Aviation Symposium – March 5–7, 2006

	AAND Heart	NDPA Governor	NDAAA & NDAC Sheyenne	NDPAMA Cannonball	NDPAMA Room 3160	
8:00 am to 8:50 am	Engineering Forum Hangars/SRE Fueling/Terminals Steve Weiland-KLJ Nick Gludt-Moore Eng. Rich King-Ulteig	See Sheyenne Room	7:30 am Lockheed Skunk Works Yesterday & Today Eldon W. Joersz USAF Ret.			CONTINENTAL BREAKFAST Sheyenne Room 7:00 am
9:00 am to 9:50 am	Pavement Mgmt. John Ronsberg Zimmerman Company Wildlife Control Phil Mastrangelo USDA	Garmin and GA Wayne Mcghee		Mine Field Avoidance Mechanics (IARenewal Credit) Bill O'Brien FAA-Washington THREE PERIODS 8:00 am - 10:50 am		BREAKFAST SPEAKER Eldon W. Joersz USAF Ret. Sheyenne Room 7:30 am
10:00 am to 10:50 am	AAND Annual Business Meeting	Aviation Legal Advocates Brett VenHuzien UND/JDO				EXHIBIT AREA OPEN Dakota Ballroom 10:30 am – 2:30 pm
11:00 am - 1:20 pm: LUNCH IN THE EXHIBIT HALL – Dakota Ball Room – WITH EXHIBITORS AND VENDORS						
Business Aviation Today						
Speakers: Lisa Piccione, NBAA Sr. VP, Government Affairs						
1:30 pm to 2:20 pm	North Dakota - PCI Airport Ride Profile Justin Gerhardt - KLJ Joe Bischoff - AP	Faster Than A Speeding Bullet Flying the SR-71 Eldon W. Joersz USAF Ret.		Exxon Mobil Aviation Lubs for Turbines Ed Barnes		SPOUSES' PROGRAM Old Governor Mansion – Tour and Lunch Room 1202 10:00 am
EXHIBITOR BREAKDOWN 2:30 PM						
2:30 pm to 3:20 pm	Aviation Economic Impact on ND Christy McLachlan Mark Holzer	ATC Roundtable FAA Wings Program Ken Wingenbach Jim Swenberger Jeff Peterson		Aircraft Tech Publishers Ron O'Dea		SOCIAL HOUR Courtyard 6:00 pm – 7:00 pm
3:30 pm to 4:20 pm	Roundtable Forum Marketing The Airport Charity Speich Shawn Dobberstein Christy McLachlan	NDPA Annual Meeting		NDPAMA Business Meeting		
ND AVIATION COUNCIL ORGANIZATIONAL MEETING						
4:30 pm — 5:15 pm, ROOM 1258						

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

Dakota Ballroom, Social from 6:00 – 7:00 pm

Banquet Speaker: Terry A. Fleck — The Attitude Doctor

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March 8, 2006

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TO
11:00 am

1:00 am
TO
3:00 pm

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- *Weather Modification*
- *Civil Air Patrol*
- *Airport Management*
- *Young Eagles*
- *Air Ambulance*

NDPA

By Paul Hanson, President NDPA

Question: What is the fastest manned, turbine powered aircraft? It is made out of titanium, conceived during the infamous Cold War era. It dashed from London to New York in three hours and some odd minutes. Yah, you got it, Blackbird, SR-71.

One of the fastest made, turbine powered aircraft in the world. Retired from USAF missions; it still lives on as a research vehicle. Originated at the famous Lockheed Skunk Works during the late 50's and early 60's it is still revered as one of the most fascinating aircraft ever built.

Pilots made of steel flew this aircraft, Yah; you know fighter jock type, right. No more of the straight and level big jet type flew this aircraft. Yes, they flew with nerves of steel, the metal of pilots flying missions unarmed, alone over territory not of the most friendly.

This year, the Upper Midwest Aviation Symposium has the delight and honor of having North Dakota raised SR-71 pilot Al Joersz. Al is currently working for Lockheed Martin. Al will be giving two talks, one the history of the Lockheed Skunk Works, and the famous Kelly Johnson, second on flying the SR-71. He is not an engineer, but he is a pilot. It should be a couple of very interesting sessions to attend.

What Next?

Over the past couple of years we have been hearing about "USER FEES". Canada currently has such fees for use of its airspace and service and many of the developed nations worldwide have these fees. Problem is nowhere in

the rest of the world does an air system exist like the one in the United States. Many of the services we have today were created for safe dependable air travel. More commonly known as the commercial airline. Right now the airlines are pushing for user fees for general aviation. Although details on their choice of fees are not clear, it does appear the airlines feel general aviation is not putting its "fair share" into the pot of funding for operation of the FAA budget. Current funding is done partly through the aviation fuel tax. Another chunk of FAA funding is from the general funds of the US government. Now herein lies the big rub that must be addressed. If General Aviation is forced in to user fees for funding of the FAA services (budget) where does it end? Would we be subject to certification fees, both pilot certificate and medical, on top of the fees charged for examinations? How about higher aircraft registration fees and fees for service of ATC and the now privatized FSS?

A look next door to Canada, certain elements of aviation, the current fee structure is being seriously looked at for an increase.

Looking at other countries' aviation activity with user fees, one can see that the average person is not able to participate.

The U.S. does have a very unique aviation system, unparalleled and envied by many.

The airlines use the system more than any one, as a by-product, General Aviation should be able to use the same system and pay a reasonable share. After all, the airlines pass the cost on to the consumer. Not many in the General Aviation arena have that luxury.

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ARE YOUR ANNUALS, ALL OF THEM, COMPLETE?

By Todd Schwarz

This time of the year I start thinking about the Cherokee's annual check up. The costs are, as all expenses, relative. An \$800 hose sounds like a lot of money until it is compared to the cost of losing an engine when the old one blows. Cheaper yet if the result could be a flaming crash. Funerals are a lot more expensive than a hose which, in this light, is cheap. Very cheap. Safety really is cheaper in the long run.

Safety is a common theme in aviation. No good pilot would think of flying a plane without a good pre-flight. Neither would a good pilot let their passengers fly without a fastened seat belt. The reason for all of these safety precautions is that besides FAA regulations, we don't want the flight to be our last. We also want to do everything humanly possible so that if the unthinkable happens we, and our passengers, can live to fly another day.

My flight instructors drilled safety. Certain old adages were repeated to instill them in my mind. Many of these echo in my mind while preparing and flying. "There are old pilots and bold pilots but there are no old, bold pilots." "A good pilot is a safe pilot." "A good pilot does not take unnecessary risks." All good thoughts and applicable principles to more than the way too few hours we spend in the air. Those of you who have read my articles in the past are now wondering where is the punchline. I am

sorry but there is not one this time. Yes, even I can be serious sometimes. My purpose here today is not to amuse but to remind. You see, not one of the pilots I admire and respect would ever think of flying an unsafe plane or ever permit a loved one to be in it. All too often this is not applied to other parts of our lives. More to the point, other than your last flight physical, when was your last physical? How about your spouse? To the ladies in our lives, and I am sorry if this is too personal, when was your last mammogram?

Those of you who do not know me personally may be wondering why do you ask. Those of you who do know me personally know why. Last year the most important person in my life, my wife Shelly, who has always been much more responsible than I, went in for her annual exam. A lump was found. A few sleepless nights later a mammogram was done and looked suspicious. This led to a biopsy and the dreaded unthinkable results, cancer. Then came fear, disbelief, anger, denial, and then acceptance. Next came questions. I would have rather been facing a blown oil line at 6,000 feet, as I would have known why and been able to control things. This was one time neither of us had much control, but knew that just like flying, knowledge is power.

The week after this jolting reality check was spent

gaining knowledge. Meeting with doctors. Researching and reading. Crying and praying. A lot of praying. Most importantly learning, then deciding that this most feared condition was not going to win. Without going into every detail, the fight was like Mike Tyson in his prime. Quick and decisive. Shelly won. So did two beautiful kids and a very thankful husband.

Military pilots have told me that after every mission there is a debriefing. They do this to examine how things went wrong or right and to see why they succeeded or failed. The purpose for a debrief is to maximize future successes while reducing chances of failures. Here I will share some of the good things we learned from our debriefing.

First, don't be consumed by the nay-sayers. Cancer is not a death sentence. It can be and

is beaten every day. Second, early detection dramatically increases your chances for a complete cure. Yes, I said cure. Those are the words of, a least in our opinion, the world's best oncologist, John Reynolds MD., and the staff at Medcenter One right here next to the Big Muddy. Third, the best cancer care has nothing to do with location and everything to do with people. Lastly, when faced with the real possibility of losing someone you love more than life itself, both of you can, and will be, stronger from that day forward, forever.

This debrief has a bold printed and highlighted point: aircraft care and personal health care are different but very similar. A plane that just does not look, sound, or feel quite right will be checked further. If you can not correct

Continued on page 12

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Annuals from page 11

the matter you take the plane to a respected NDPAMA member until it does. Even if your plane looks, sounds or feels right you still have it annualized because a good pilot is a safe pilot. A good pilot avoids unnecessary risks. Additionally, a good pilot/spouse must take the same care with themselves and their loved ones in and out of the plane.

After reading this article look into the mirror and at the ladies in your life and ask, where applicable, "When was your last complete, not just flight type, physical?"; and/or "When was your last mammogram?" The answer may be frightening and so may be the results of the test, but no matter what the results, you will have options and more of them if it is done earlier rather than later.

You all remember options as part of flying. Keep as many options open to you as long as you can to increase your odds of the desired successful end result. It applies in more than just the wonders of flight but even to those who never climb into cockpit. It applies because we want them there when we climb out of the cockpit as much as they want us. Ask the question even if it is a little too personal, as the life you save could be yours or someone whose life means even more to you than your own.

So until we meet again, keep your prop out of the dirt, and ask the questions above until the answer is that it was done or is scheduled very soon. Trust me, it is that simple and important. For more information go to AmericanCancerSociety.org.

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The Future Of Aviation — Federal And State Perspectives Will Be The Luncheon Topic For Monday With Two Seasoned Speakers



Christopher R. Blum was appointed Regional Administrator of the Central Region of the Federal Aviation Administration in August 2001.

Biographical Summary: April 1999 to August 2001 - Manager, Air Traffic Division, Great Lakes Region, EV-02. January 1996 to April 1999- Assistant Manager, Air Traffic Division, Central Region, FM-15. March 1992 to January 1996 - Air Traffic Manager, Kansas City ARTCC, Central Region, GM-15. February 1991 to March 1992-Manager,



Henry M. Ogrodzinski assumed the leadership of the National Association of State Aviation Officials and the non-profit NASAO Center for Aviation Research and Education in 1996. NASAO represents the state government aviation agencies, serving the public interest, in all 50 states, Guam and Puerto Rico. He is the first person in the 74-year old association to hold the title, "President and Chief Executive Officer". Before undertaking his responsibilities at NASAO, which is

headquartered in Silver Spring, Maryland, in the metropolitan Washington, DC area, he held a number of other senior management positions in different sectors of the aviation community.

He began his career at the Delco Electronics Division of General Motors at its Milwaukee facilities. He has also worked as the Director of Policy and Planning for the Experimental Aircraft Association (EAA) in Oshkosh, Wisconsin, the EAA Director of Corporate Communications, the General Aviation Manufacturers Association (GAMA) in Washington, DC,

Vice President of Marketing and Communications and a Corporate Officer for Gulfstream Aerospace Corporation, in Savannah, Georgia, President and CEO of United States Air and Trade Show in Dayton, Ohio.

Operations Branch, Central Region, FAA, GM-15. November 1989 to February 1991 - Assistant Air Traffic Manager, Kansas City ARTCC, Central Region, FAA, GM-15. August 1986 to February 1991 - Area Manager, Miami ARTCC, Southern Region, FAA, GM-15. June 1985 to August 1986- Assistant Manager, Traffic Management, Miami ARTCC, GM-15. January 1981 to June 1985-Area Supervisor, Miami ARTCC, Southern Region, FAA, GM-15

Education, Professional Memberships And Licenses: 1969 - Florida Atlantic University, Business Management. 1968 - FAA Commercial Pilot's License and Instrument Rating. 1967 - Miami-Dade Jr. College, Associates Degree, Aerospace Science. 1966/65 - University of Miami, Business Management

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FLIGHT TRAINING ASSISTANCE PROGRAM (FTAP)

Gary R. Ness, Director

The Aeronautics Commission has developed a flight training assistance program for community airports that have a need for a flight instructor (CFI). This effort is to assist airports and communities in an attempt to increase the pilot numbers on the airports.

The Flight Training Assistance Program (FTAP) is offered to rural public-use airports not served by an active flight instructor. The FTAP is designed to help defray the cost of flight instructors to and from the airport. This assistance is to the extent of the cost of such

transportation, either by aircraft or motor vehicle in amounts authorized by state law.

Included in the package mailed to the airport authorities in late December was an application for the program and additional related information.

The North Dakota Aeronautics Commission will provide funds up to 75% of the amount paid to the CFI. The community and/or the airport authority has a 25% stake in the program.

If any community has interest and has not received the information please contact Roger Pfeiffer at the Aeronautics Office at 701-328-9650.

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"Business Aviation Today" By Lisa Piccione Will Be The Topic For Tuesday's Symposium Luncheon



LISA PICCIONE

NBAA

Senior Vice President,
Government Affairs

Lisa Piccione serves as National Business Aviation Association (NBAA) senior vice president, government affairs. In this position, she oversees NBAA's legislative and political activities involving the Administration, U.S. Congress, state, local and international government, and the aviation community to ensure the safety, efficiency and acceptance of business aviation.

Piccione comes to NBAA having held senior lobbying posts at Delta Air Lines and the Airports Council International-North America (ACI-NA). She also has served as a top aide to several members of Congress, including Rep. Peter DeFazio (D-OR), the ranking member on the House Subcommittee on Aviation.

From January, 1995 to the present, Piccione was director, government affairs for Delta Air Lines, where she managed the airline's legislative priorities and contacts with members of Congress. Her major legislative initiatives included the Airline Stabilization Act, Aviation and Transportation Security Act, VISION-100, AIR-21, voluntary customer commitments and aviation war risk insurance.

In addition, Piccione was vice president, governmental affairs and facilitation for Airports Council International-North America from 1990 to 1993. In that role, she served as liaison with members of Congress, Congressional committees and Administration officials on aviation issues and ACI-

NA priorities. She also was responsible for contact with key FAA, DOT, U.S. Customs, INS and USDA staff on legislative and regulatory issues. She planned and organized legislative conferences and prepared testimony, issued briefing material and position papers for ACI-NA members and Congress.

Piccione served as chief of staff/legislative director for Rep. Maria Cantwell from 1993 to 1995; senior legislative assistant and later staff director for Rep. Peter DeFazio from 1986 to 1990; and legislative assistant for Rep. Robert Young from 1983 to 1986. She holds a B.A. in political science from the University of Missouri-Columbia.



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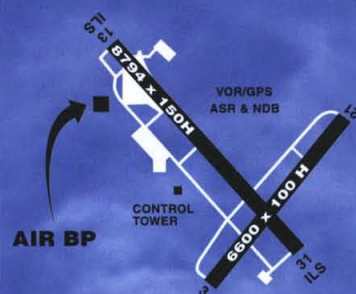
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