

# NORTH DAKOTA Aviation Quarterly

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## MOCK BOMBING MISSION



*Bomber Mission brief to Sawyer.*

## DAKOTA TERRITORY AIR MUSEUM By Don Larson

Our most recent activity was on September 9th when we provided some WWII aircraft rides to many of our donors to the Wings of Freedom expansion project. Northern Neighbors day at Minot AFB was held on the 8th, and they had contracted with the Commemorative Air Force (formerly know as Confederate Air Force) to have the B-24 "OL 927" and the B-25 "Miss

Mitchell" at their show. The crews agreed to spend an extra day in the area and do some rides for our folks. In addition to the bombers, Tim McPherson came with his P-51 "Boomer" from Hope, ND, Dr. Hank Reichert's P-51 "Dakota Kid" was here from Bismarck, and Phil Petrik brought his T-28 from Sidney, MT. Warren Pietsch came up with the idea that we should put

together a mock bombing mission, including a pre-mission briefing. The donors that met the criteria for the rides also received a leather bomber jacket embroidered with our museum logo. The jackets were presented to them just prior to the briefing which was done in a typical WWII setting with Major Chad Grondahl, with the

*Continued on page 2*

*Air Museum from page 1*

91st space wing at MAFB conducting the briefing. The mission was to bomb the Rock Bottom ball bearing factory at Warren Pietsch's air strip near Sawyer, ND. They were told that the P-51s & T-28 would be flying cover for the bombers and that after departure from Minot International they would fly west to join up and then back over the air museum and head southeast to the target. After the briefing the participants were loaded into ¾ ton trucks and jeeps for the short ride to their aircraft (again those vehicles provided by some of the Military Vehicle Collectors Assoc. members) The bombers made their bombing runs and the fighters did some strafing runs, then all returned to the museum for a debriefing. Group pictures of the crews in the various aircraft were taken prior to departure and we provided framed 8x10 pictures for

each of the participants when they returned (thanks to digital cameras and color printers and Chris Grinna). This was one of the most gratifying activities we have done at our museum in a long time. Everyone involved was smiling from ear to ear. We want to thank everyone who helped make this a huge success.

We at the Dakota Territory Air Museum have had an extremely busy summer. As most of you know, we embarked on a \$450,000, 10,200 square foot expansion. The addition was added to our existing Oswin Elker Wing, and meant removing a portion of an existing wall before the new addition was enclosed. A couple of wind storms with the open end wall created a lot of dust and dirt inside and on the displayed aircrafts. Prior to connecting the two buildings, we had to move several of our displays into our original hanger which filled it to capacity and made it difficult

to properly display them to the public. In addition to all the construction, we have had record attendance this summer.

In mid June, we hosted the annual gathering of the North Dakota Military Vehicle Collectors Association. They had upwards of 70 pieces of military equipment from the 1940s thru 1970s. This group has also displayed many of their vehicles at the Fargo Air Museum. They have many very nicely restored units and draw a lot of attention from the public when they are put on display.

In addition, to the rides Sunday afternoon, we hosted

a social and catered dinner for about 100 folks of the 91st recon wing reunion which is now the 91st Space Wing at MAFB. Their reunion was held in conjunction with Northern Neighbors Day.

We have less than a month until we close down for the season. We will then have a few months to get ready for our 2008 Sweepstakes and the 2008 season.

Again, as a reminder, donations to either the Fargo Air Museum or the Dakota Territory Air Museum are tax deductible. We can certainly use your help either dollars or displays.



# CHAIRMAN'S CORNER

By Darrel Pittman



## Upper Midwest Aviation Symposium

Today we held our first Council meeting for the upcoming season. Transportation glitches caused us to change plans and hold it in Bismarck instead of Fargo. All in all we had a good meeting and now have a start on the UMAS planning to be held in Fargo at the Ramada Plaza Hotel. Dates are March 2-4, 2008. Start making your plans now to attend. We are looking forward to seeing you there. So come and enjoy another great Symposium.

## Fly-in report from Turtle Lake

The annual Turtle Lake fly-in was a tremendous success. We had 50 airplanes, 56 motorcycles and 1 motor home. The weather was great and the food was fantastic. As usual Ray and Diane Herr orchestrated an outstanding event. And yes I was there with Ray's/my trusty hand held radio.

## My heros have always been Airmen

In the last few years I've taken the opportunity to read more. My most favorite reading is about World War II aviation, (surprised)? I've read hard backs, soft covers, smaller ones and big ones. In reading each of them I always seem to have the feeling of being in the cockpit. Maybe I was I born too late, I don't know. But I find myself being a little envious. I know, you're saying, "You dummy, why?" I was too young for WWII. I look at those who went to war and consider them heros. Some did not come back.

I just finished a book written by Stephen Ambrose

about the 15th Army Air Force (AAF) stationed in Italy. It is a well written history and biography of the B-24 bomber crews that flew over the Alps on hazardous missions into the face of German flak. The crews that were interviewed recalled that the flak was so thick, that the sky was blackened and it appeared you could literally get out and walk on it. They said those bombers came back with engines hanging off the wings and huge holes in the airframe. The mechanics would work all night repairing them and they would be flying on another mission the next day. To me that's amazing heroism.

I had an uncle that flew 34 missions in a B-17 for the 384th bomb group. They were with the 8th AAF and were stationed in England. When he returned he finished medical school and was a doctor in Idaho Falls, Idaho. He passed away in December 2006. In January, Marlette and I went to Arizona and visited with my family. While there they shared some of my Uncle's war history. He was shot down twice and returned each time to fly more missions.

I was informed that Uncle Phil had written a poem when he was in England. It's never been published. I asked if I could share it with my aviation friends and they said, "Yes go ahead." It's titled "Song of the Airman." I was ten years old when he wrote it. I can remember him as a fun loving young man always joking and having fun in life. When he returned from the war he worked for my Dad briefly and his attitude toward life had drastically changed. When I read the poem it brought tears to my eyes. I'm sharing this first publishing with you. I hope it means as much to you as it does to me.

**Cleared for Takeoff, Darrel**

## *Song of the Airman*

Those Stallion clouds in pastures blue,  
A flashing wing the peace I knew  
On vicious gale that roam untamed  
Thru nameless spaces yet unclaimed,  
All of them magnets, high and free  
That tear my spirit relentlessly.

And I this nether dust must shake  
From off my feet and straightway break  
The petty bonds, the temporal foes  
That drag my soul thru earthly woes.

I'll leap upon that reckless breeze  
To seek my heart which joyous flees  
From cloud to sun, to rainbow's end  
Unwont to be imprisoned again;  
And well I know 'twill ever shun  
This mortal, earthward soon to run.

Alone with God in his own world  
I'll dip and soar with soul unfurled;  
To know once more that ecstasy  
Which wings alone instill in me.

*Phil Leavitt*



# FROM THE DIRECTOR'S CHAIR

By Gary Ness,  
Director,  
North Dakota  
Aeronautics  
Commission



IT IS TRUE! What has been classified as a rumor in the North Dakota aviation community and nationally is that I, Gary R. Ness, Director of the North Dakota Aeronautics Commission, did attend the National Association of State Aviation Officials (NASAO) Annual Convention and Trade Show. That annual gathering event of aviation state regulators and promoters, people who have the responsibility to maintain several thousand airports, more than the FAA from across this great country of ours, was held in Portland, Oregon this year. Yes, I did attend, and yes I did travel in a mode of transportation other than aviation.

I took a train from North Dakota to and from the Great Northwest of these United States.

Why, you say?

I have talked about going to the west coast and back on a train for many coffee breaks and many a dinner party over the years and I finally had a reason to partake in this mode of transportation that made a little sense. To tell you the truth trying to get a reasonable timetable and fare was driving me crazy as I planned the trip. During my decision making process my neighbor happened to stop over to borrow my lawn tractor and relate his last encounter with airline travel. During

the conversation I made an in jest statement, "You have just about convinced me to go by train to Portland for my annual convention."

His reaction was, "That's a good idea; remember our family did that two years ago, it was a great way to travel."

I confess, I have taken a lot of gruff from many people from many geographic locations.

I think I have figured it out... ALL are jealous that they didn't think of it or could travel in that manner.

The trip was just what I thought it would be, laid back, comfortable and restful. I had the opportunity to talk with many people of different backgrounds and interests, and read about a half of a book I've been trying to read for about a year. The best of the trip was when someone would ask, "What do you do for a living?" I would tell them the truth and then I would explain that I really wanted to see this part of our great country from that train like all "little boys". Besides that I got a great Senior Citizen discount which no airline has ever brought to the table.

NOW to put the record straight, there is no better way to travel than in a Mooney, Cessna, Beach Craft, Piper, Aeronca, Taylor Craft or any other airplane that you desire. I will not go into my feelings about airline travel because that has nothing to do with the great travel opportunities that one has with General Aviation Aircraft across this great country of ours. GA is the backbone of this country and

serves so many facets of the communities of this nation that it is uncountable. It has been the best way of life that anyone could live and work to represent the aviation community of North Dakota. You can forgive for one little slip, I did come back from the dark side.



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# TRIM TAB

By Bob Simmers



The leaves are starting to turn signifying now that we are about to change seasons. This also marks the return of some great flying weather. There are many fall fly-ins scheduled. I just returned from the Turtle Lake fly-in and what a great day. The weather was perfect and it appeared that everyone with a small airplane was headed for Turtle Lake. Before it was over, the ramp was crowded with nearly 50 airplanes and over 50 motorcycles. Oh, did I mention that the food was great? Congratulations to the crew at Turtle Lake for a job well done. Mark your calendars for the 3rd Sunday of September, 2008, for the return trip.

I have had several calls and discussions pertaining to airspace. Most of the questions pertained to transponder use in the different airspaces. So, that spurred this article.

When is a transponder with mode C required? The reg book says that a transponder with mode C is required in all "A", "B" and "C" airspace. It goes on to say that you must also have a transponder with mode "C" to fly above 10,000 feet unless you are within 2500 feet of the surface, so you cannot even get to Class "A" airspace without a transponder with mode "C". Remember that Class "A" airspace starts at 18,000 feet. To enter class "B" airspace, you must first penetrate the "mode C veil", the area that starts 30 nautical miles of the primary airport of Class "B" and extends from the surface to 10,000 feet MSL. Again you cannot get to class "B" airspace without flying into the "veil". Both Class "B" and class "C" require you to have a transponder with mode "C" above and below the lateral limits of the airspace, and up to 10,000 feet MSL. The last part of the regulation goes on to say that if you have a transponder installed and

if you fly in any controlled airspace, "E" or above, then your transponder must be on and transmitting the proper code. For any of the above uses, your transponder must meet the 24-month certification requirements.

Now, about communications. Only IFR traffic is allowed in class "A" airspace. You do not need permission to enter the mode "C" veil. Around class "B" airspace however you need to hear the response "cleared into class "B" airspace before you enter class "B" unless you are on an IFR flight plan. Class "C" airspace only requires that you establish two way communication. The generally accepted procedure is that if you have received a squawk code, then you have established

*I have had several calls and discussions pertaining to airspace. Most of the questions pertained to transponder use in the different airspaces.*

two way communication. If you are entering an area that has radar service but does not require a transponder and you have no transponder, and you wish radar service, then you should contact approach and inform them, "negative transponder". If you do not want radar service in such areas as Bismarck, Minot, Grand Forks, Fargo, or any other class "D" airport that does offer radar, then you may continue inbound and contact the tower outside of six miles from the airport. You may not enter the class "D" area until you have received permission from the tower.

I hope that this will serve as a refresher and help your understanding of the airspace system and its operation. Until next time, have a great flying fall.

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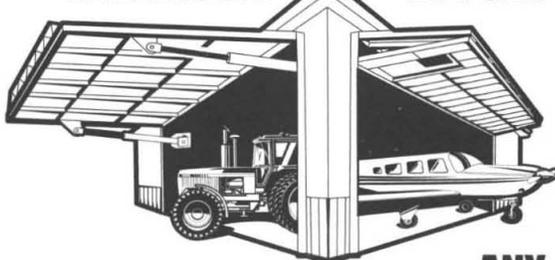
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## AAND

By Tim Thorsen, President

The summer construction season is almost at a close so airports are on to other business. As I have mentioned in a previous article, AAND and its member airports are concerned about pending federal legislation that funds the FAA and the Airport Improvement Program. Federal legislation is currently considering proposals that would add a user fee for certain types of General Aviation operations. These proposals could have a negating impact on North Dakota's 1,700 aircraft at 90 public airports.

Organizations supporting GA and participating AOPA have gone on record as opposing user fees, they point out that the general accounting office has essentially said that sufficient taxes are being collected under the existing scheme for funding of aviation. AAND members have previously voiced support for the existing funding scheme.

I urge individuals to make your position known to North Dakota Congressional Representatives as they consider this important legislation. This is an important matter and you should weigh in.

## NDPA

By Paul Hanson, President

Summer of 2007 has come and gone as have the fly-ins around the state. What now happens is the evaluations of how we flew during the summer and what we can do to continue our flying in the highest of standards.

One method is the attendance of safety seminars, whether it be in a group setting or online, through many of courses offer by different organization. With this in mind, I am reminded the Upper Midwest Aviation Symposium is headed our way in March 2008. Although it may be months away, planning is underway now to get a great agenda going.

Some topic areas for consideration are the light Sport aircraft, Sport pilot certification, ADS-B, Air safety courses along with the usual ATC round table, AFSS and other topics of concern. I would like to get more experimental sessions on building, certification, who to ask for help. If you have a suggestion or a speaker please contact me by mail at [ndpa@infionline.net](mailto:ndpa@infionline.net).

Question to all pilots, mechanics, and safety specialists. Are you signed up for the FAA Safety notification programs? If you are not signed up, do so now. Go to [faasafety.gov](http://faasafety.gov), sign up for the notification service. This email replaces the old flyers that were sent out. It is truly a great service.

If you are having a safety seminar or like event, NDPA does have some funds available to help sponsor these types of events. Please contact us with the date, location, topic and contact person at ([ndpa@infionline.net](mailto:ndpa@infionline.net)).

As time passes so does the face of aviation. We all romanticize the past as the golden times when things were progressing fast and furiously. Adventurers were in the news, records

## TURTLE LAKE MUNICIPAL (91N)

By Larry Mueller, Hillsboro

Each month, we hope to feature one airport as a great destination for general aviation. For our first feature, we would like to bring your attention to the Turtle Lake Municipal airport. Managed by Ray Herr, he is quick to tell us the grass runway (measuring 3200 feet long by 100 feet wide) continues to be meticulously mowed and cared for. They had their big fly-in on Sat, Sept 16th, from 7:30 am till 1:30 pm, serving pancakes, ham, and scrambled eggs. The following is a history of Turtle Lake Airport, provided by the Authority.

At the Sept. 20th, 1976 meeting of the City Council of Turtle Lake, they recognized the potential economic value and air travel to the

community and appointed five charter members to the Airport Authority. Members appointed were John Seeger, LeRoy Sundby, Mark Zwicker, Howard Anderson, Jr. and Vergil Haas. A mill levy was established for future construction and many sites were suggested but never established. In 1983, Mayor Arlo Begs appointed Ray Herr, Adolph Herring, LeRoy Sundby, Dr. Jon Seeger and Enander Johnson to the Turtle Lake Authority. The newly formed board was organized with Ray Herr as Chairman and Dr. Jon Seeger as Secretary-Treasurer.

Their goal of developing an airport became a reality in 1984. Twenty-six acres of land was purchased from Don and Arlene Pickett one-half mile south of the City

Cemetery on the southwest corner of Turtle Lake. The surrounding landowners were also willing to sign easements on the approach and slope area as is required by aviation regulations. The land was within two miles of the city and met state and federal requirements and met the needs set forth by the Airport Authority. Finances for the project were secured from a grant from the ND Aeronautics Commission for \$30,961, a FmHA bond for \$27,000, and existing mill levies of \$7,500. Edinger Construction was hired to do the earth work and Veigel Engineering of Bismarck was hired for the final surveying and certification work.

The 1985 value of the airport was approximately \$90,000. An estimated \$30,000 in materials and labor had been donated to complete the project by many in the

community and state. The Airport Authority continues to volunteer their services to maintain this facility. Since 1990, a well attended fly-in, drive-in breakfast has been held in September at Ray Herr's hangar. The event has been hosted by Trinity Lutheran Church. Around 565 people including 50 airplanes with pilots and guests, motorcycle clubs and the community turn out for the event each year.



*Pictured at left is Dianne Herr, Turtle Lake, and member of the North Dakota Aeronautics Commission. Turtle Lake Airport held their 17th Annual Fly-in and breakfast on Sunday, September 16th. The weather was very cooperative allowing 50 airplanes to fly in along with 60 motorcycles. 565 people were served breakfast. Pictured with Dianne is Gary Ness, Director, North Dakota Aeronautics Commission, in front of an RV8 "Dakota Boy" owned by Commission Chairman Robert Miller of Casselton.*

# GONE WEST

By Gary R. Ness



*On Friday, July 27, 2007, the North Dakota aviation community lost a great friend. Gerry Beck meant a great deal to a great many people. At the memorial service, held at the Fargo Air Museum, several hundred friends from across the country met to celebrate his contributions to their lives. A more fitting send off could not have been planned and attended better. A man of few words, but a man of true knowledge and the capacity to share his knowledge with all who showed an interest in his world of aviation. We will miss him but celebrate the fact that we shared the world of aviation with him.*

## WHAT A FANTASTIC CONVENTION!

By Katelyn Zimbleman

News from Katelyn Zimbleman - past IFF Farmerette 2006-07. In the words of Curtis and Gladys Phillips, "What a fantastic convention! We were educated, entertained, inspired and sustained. You did that with outstanding speakers, good food, entertainers, tours and your presence. . . thank you for all you did for us." Similar type comments were the refrain

after the Mandan convention. As the IFF Farmerette for 2006-07, I had the privilege of sharing our great state with IFF members and their families and was very proud of our North Dakota hospitality says Katelyn Zimbleman of Fullerton, ND. Katelyn relinquished her crown to Stephanie Shore of Kansas during the ND convention.

IFF Teens enjoyed many activities directed specifically toward them as well as participating in many of the IFF group events including entertainment, education and tours. A special part of the Teen

program is the Walk About and the Teen Capsule course which test our knowledge. I was awarded the Teen Capsule award and my brother, Adam was awarded the Walk About award this year. Adam has gone on to the University of ND to study commercial aviation this fall. We both will continue to be actively involved in the International Flying Farmers organization in the years to come.

Thanks for your interest and support.

Katelyn Zimbleman  
(Rosi Zimbleman)



Adam Zimbleman wins Teen Walk Around IFF 07-2007



Katelyn Zimbleman won Teen Capsule Award 07-2007 IFF Conv

# FOR THE AIRPORT RECORD

By: Gary R. Ness

Several months ago the FAA-HQ-Airports Office at 800 Independence Ave. contracted with GCR & Associates, Inc., a consulting firm that does inspection work and computer technical work for airports across the country. GCR was contracted to do a survey to ascertain and collect the "N" numbers of aircraft and ownership of same on all NPIAS airports. NPIAS = National Plan of Integrated Airport System, these 3300 airports are commonly called the "Federal Airports".

North Dakota has 54 NPIAS airports in the list of 90 in the State System Plan. Because of the initial poorly planned and executed survey questionnaire this information retrieval program became very controversial and confrontational. Over the last several months the FAA and GCR have apologized for the methodology and approach of the survey. Several aviation departments, offices and commissions have dealt with the information exchange after being contacted by their airports in their state system program.

The North Dakota Aeronautics Commission provided the "N" number information, accurate as possible, to our Airport District Office in Bismarck to fulfill the requirements of the FAA-HQ's. You should be aware that only "N" numbers of aircraft home based at the airports were submitted, ownership is not part of the reporting requirement at this time.

Why is this reporting necessary? The FAA does not, nor have they ever known what aircraft are being served by what airport. They do have the address of the aircraft from aircraft

registration, however that address may not match the airport of choice for its aviation activity.

With the pressure on the dollar today, what are the parameters for granting AIP grants for repair, maintenance or reconstruction to which airport? Some would say based aircraft, others would say activity. Both are right, large number of aircraft based at an airport provides larger number to the activity side of the ledger. However, sometimes the location of the airport and attractive events, facilities or business opportunities may create large number of aircraft movement without the based aircraft reported. It is important that the airport keep not only good information on aircraft based but those aircraft movements at their facility that are important to the community.

This reporting requirement will be a continual effort across the nation. The Commission will continue to be the conduit for the state airport community on this issue. We have the data base and the knowledge of your "N" numbers on each airport and we also have a good knowledge of activity, with cooperation and help from the local management. What began as a secretive, confusing and threatening activity has become a tool for providing not only good numbers of aircraft to the FAA but it validates the information that the state has in its data base.

At the Aviation Council's Symposium next March the AAND will have a session in the airports program related to this based aircraft inventory program.

We will be sending each airport some critical literature for your review. This information will be used in attending the session at the Symposium and your input will be used to help improve the program for the future.

# PRIVATE AIRCRAFT SECURITY

The U.S. Department of Homeland Security (DHS) announced today new efforts to further improve aircraft security in the United States. DHS is working to strengthen security associated with private aircraft by publishing a Notice of Proposed Rulemaking (NPRM) which will require more detailed information about arriving and departing private aircraft and persons onboard within a time frame necessary to assess the risks that certain flights may pose to national security.

DHS is working through U.S. Customs and Border Protection (CBP) to identify and vet passengers and crew on inbound and outbound international private aircraft, generally defined as non-commercial flights.

"This rule is designed to further protect the nation by improving our ability to identify threats on flights to and from the United States," said Homeland Security Secretary Michael Chertoff.

"We have a similar rule in place that allows us to assess the risk of commercial aircraft passengers on these flights and we are now taking steps to expand that capability to include passengers on international flights by private aircraft."

The NPRM, Advanced Information on Private Aircraft Arriving and Departing the United States, expands existing regulations that will require pilots of private aircraft to provide electronic manifest data for all persons traveling onboard to the United States Government one hour prior to departure to and from the United States by filing

manifest data via CBP's eAPIS system or an approved alternate system.

The NPRM would require operators of private aircraft to provide the following information no less than 60 minutes prior to departure from or to a foreign port or place: advance notice of arrival, complete passenger and crew manifest data and aircraft information to foster aircraft identification, tracking and communication.

DHS is considering a phased approach to implement the proposed security measures. Under Phase I, DHS will publish the NPRM to elicit public comments prior to issuance of a final rule and implementation of the new requirements. Under Phase II, and in close cooperation with the private aircraft owners and operators as well as foreign partners, DHS will develop methods and processes to address additional security vulnerabilities for international private aircraft operations at their last point of departure prior to entering U.S. airspace.

The Notice of Proposed Rulemaking is currently available at [www.dhs.gov](http://www.dhs.gov) and will soon be published in the Federal Register. Once published, persons wishing to comment on the proposed rule may access the Federal e-Rulemaking Portal at [www.regulations.gov](http://www.regulations.gov) and follow the instructions for submitting comments. Submissions must include the agency name and docket number: "USCBP 2007-0064."

For more information, visit [www.dhs.gov](http://www.dhs.gov).

# GOOD THINGS

By Gary R. Ness

Julie Munsey did a good thing. Tracy Briggs did a good thing.

By now, many have heard of Honor Flight, an effort to underwrite veterans' trips to the newly established World War II memorial in Washington, DC. Months ago, Tracy's husband brought a news item about that program to her attention (on Sunday morning, as they were preparing for church) a radio personality Tracy was inspired to present the opportunity to WDAY management.

Since then, through cooperation of many businesses, volunteers, Northwest Airlines, tens of thousands of dollars have been raised, and with Tracy personally extending approximately 30 hours a week of volunteer time, two flights have taken place and one more is planned for this fall, much to the enjoyment and appreciation of many local WWII vets and families.

Russell Christianson would have been one of the first in line to qualify for that trip. Joining the Army Air Corps in 1942 in Minot, he served in the European African Middle Eastern Theater as a B-24 navigator. Shot down on his last flight (his 49th and one he actually wasn't required to take), Russell spent nearly a year at Stalag Luft 1, Barth, Germany. Upon discharge, Russell earned the Distinguished Flying Cross and the Purple Heart.

Russell passed away in March of 2001 but fortunately he participated in an excellent hour-long video interview that is available at Dakota Territory Air Museum in Minot as well as the Fargo Air Museum. It's an incredible story.

What's this about Julie Munsey? Well, Julie is Russell's daughter. She not only generously shared the interview but contributed over \$700 to Honor Flight, so another veteran could attend the events and see the WWII memorial in her Dad's memory. Julie hopes that this will remind others to encourage documentation of military service. The stories should be told.

By the way, many will remember Russell (raised on a farm near Upham, ND) for his work with the Soil Conservation Service at Milnor, Edgeley and Jamestown. Being instrumental in developing the by-laws and constitution, Russell was the initial organizer of the Regional Soil Conservation Council and served as Executive Director for many years. Russell also served as President of the ND Chapter of POW. He was a National Guard Commander, NARFE President and member of the Jamestown VFW.

It is personally heartwarming for me to see veterans being recognized and honored. As one who was so tired of the guff we Viet Nam era vets endured that after discharge I removed the insignias from my flight jacket so I could wear it in peace, I celebrate the great CHANGE!

Please contact one of the air museums if you have an interview to share or know of someone who would be willing to document military service. The museums have held and are holding special military exhibits as well as war bird displays on an ongoing basis.

We acknowledge the air museums for providing such excellent historical opportunities.

[www.dakotaterritoryairmuseum.com](http://www.dakotaterritoryairmuseum.com) and  
[www.fargoairmuseum.com](http://www.fargoairmuseum.com)

In the memory and name of all veterans, thank you, 1st Lieutenant Russell, US Army Air Corps!

Thank you, Tracy and thank you, Julie!

# LISBON ENTHUSIAST



Many in the Lisbon community will miss Cindy and Marlin Haberstroh, but the aviation community of Lisbon and the Lisbon Airport Authority will especially miss Sunrise Spraying Service and Marlin, not only as our Airport Manager, but as our friend.

In the summer of 1989, Marlin and Cindy moved to Lisbon to join Ness Airspray with Oscar Ness.

When Oscar retired, Marlin continued the spray business, now Sunrise Spraying Service, Inc. Marlin has served as Airport Manager for many years and has been instrumental in all major developments of the airport to date.

As Marlin and Cindy begin their semi-retirement and move to Madison, Wisconsin, we will not say good-bye. We hope they return to North Dakota and Lisbon often to visit and continue to stay in touch. It's certainly not easy seeing good people and good friends move away.

It's difficult to express our gratitude and appreciation for everything Marlin has done for the Lisbon Airport. He's made a huge impact not only with the service he provides area farmers, but as a good friend to many.

With fond memories, the Lisbon Airport Authority wishes you both every success in your new business venture. Enjoy your semi-retirement, and take time to enjoy each other, your daughters and families, and keep flying!

Lisbon Airport Authority



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# WWII HONOR FLIGHT DEPARTS HECTOR

Back to News & Statistics

A World War II Honor flight departed Hector International Airport September 7, 2007. This was the second of three planned trips where WWII veterans travel to Washington DC, free of charge, and tour the World War II memorial, Arlington National Cemetery, Capitol Hill, and the Smithsonian Institute. This flight, the largest so far, had approximately 430 veterans and family members onboard.



The WDAY World War II Honor Flight is a combined effort between local businesses, veteran organizations, service and individuals to send WWII veterans to Washington D.C. to see the memorial built in their honor.

This two-day flight is the second of at least three planned by Honor Flight organizers. More than 100 veterans went on the first flight May 3-5. A third flight is planned Nov. 2-3.

The flights are being paid for with community donations.

For more information go to [www.wdayhonorflight.com](http://www.wdayhonorflight.com) or call Tracy Briggs at (701) 241-5240.

"John is a decorated leader," said Mo McGowan, TSA assistant administrator for security operations. "His background in law enforcement and security operations, as well as his previous experience as a federal security director, make him an excellent choice as our senior representative in North Dakota."

Hursey holds a Bachelor of Science degree from McKendree College and a Master of Public Administration degree from Golden Gate University

## REGIONAL ADMINISTRATOR, GREAT LAKES REGION

The FAA has announced that Barry Cooper, Manager, Chicago Area Modernization Program Office (OMP), will be the Regional Administrator for the Great Lakes Region.

Barry's current responsibilities include serving as the FAA's key focal point for major Chicago-area airport development initiatives. In this important role, he has interfaced on a daily basis with the airport sponsor, aviation consultants, airline representatives and state transportation officials, as well as, supported a detailed technical and environmental review of the OMP, which included development of a full Environmental Impact Statement (EIS).

Barry also established Runway Template Actions Plans (RTAPs) for each new runway/runway extension under the OMP as a part of the FAA's OEP New Runway's initiative, developed the Business Case needed to support NAS requirements associated with OMP implementation and briefed Congressional staff offices, DOT senior management and news media as requested.

Barry began his career as a Civil Engineer in the Airway Facilities Division in Great Lakes region in 1976. He has more than 25 years of experience with the FAA. He has held numerous management positions, including the F&E NAS programs, Chicago System Management Office (SMO), the Chicago NAS Implementation Center, the Logistics

*He will make a great addition to the leadership team!*

Division, Resource Management, Airway Facilities Division Executive Staff and the Safety/Standards Branch in the Airports Division.

The FAA would also like to take this opportunity to say Thank You to Chris Blum for providing excellent leadership as Regional Administrator for both Central and Great Lakes Regions for almost 18 months and to Stan Sieg for acting Great Lakes Regional Administrator for the last 3 months.

## NEW FSD FOR NORTH DAKOTA

The Transportation Security Administration (TSA) has named John W. Hursey as federal security director (FSD) for the state of North Dakota. He will assume responsibility for commercial airports in Fargo, Bismarck, Grand Forks, Minot, Dickinson, Williston, Jamestown and Devil's Lake.

Hursey was the first FSD for Northern Minnesota, leading the post 9-11 federalization of airports in Duluth, Bemidji, Brainerd, International Falls, Grand Rapids, Ely and Hibbing. He was selected as a charter member of the National FSD Advisory Council, representing FSDs throughout the nation to TSA senior leadership and the Department of Homeland Security. Before joining TSA, Hursey served 27 years in the U.S. Air Force, leading law enforcement, security and force protection operations throughout Europe, the Middle East, Africa, Korea and the United States. He retired from the Air Force as a lieutenant colonel.

# FAA-FSDO

By Dave Slaybaugh

First we at the FAA would like to thank the NDAC for such a fine and informative publication. Being relatively new in the North Dakota area it is nice to see and read about the many things happening in the aviation community.

In regards to Mr. Bob Simmers article in the "Trim Tab" section of Issue #76, which he talks about GPS updates, Mr. Simmers is entirely correct in the statement that the answers are found in FAR Part 43. 14 CFR 43.3(g) states: "Except for holders of a sport pilot certificate, the holder of a pilot certificate issued under part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot **which is not used under part 121, 129, or 135 of this chapter.** The holder of a sport pilot certificate may perform preventive maintenance on an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category."

Appendix A of 14 CFR 43 gives a complete list of preventive maintenance items that may be performed by the holder of a pilot certificate issued under part 61 on aircraft owned or operated by that pilot.

As far as keeping a maintenance record of the GPS update, we need to look a little further for the requirements to make a record of preventive maintenance

Looking a little closer at Part 43, 14 CFR43.5 states in part "**No person may approve for return to service any aircraft, airframe, aircraft engine, propeller, or appliance, that has undergone maintenance, preventive maintenance, rebuilding, or alteration unless--**

(a) **The maintenance record entry required by Sec. 43.9 or Sec. 43.11, as appropriate, has been made;**". 14 CFR43.7 covers persons authorized to approve aircraft, airframes, aircraft engines, propellers, appliances, or component parts for return to service after maintenance, **preventive maintenance**, rebuilding, or alteration. This rule states in part: "(f) A person holding at least a private pilot certificate may approve an aircraft for return to service after performing **preventive maintenance** under the provisions of Sec. 43.3(g)."

When we look a little further in Part 43 we find the requirements for a maintenance record entry. Specifically 14 CFR 43.9, Content, form, and disposition of maintenance, **preventive maintenance**, rebuilding, and alteration records (except inspections performed in accordance with part 91, part 125, Sec. 135.411(a)(1), and Sec. 135.419 of this chapter).

(a) Maintenance record entries. Except as provided in paragraphs (b) and (c) of this section, each person who maintains, **performs preventive maintenance**, rebuilds, or alters an aircraft, airframe, aircraft engine, propeller, appliance, or component part **shall make an entry in the maintenance record of that equipment containing the following information:**

- (1) A **description** (or reference to data acceptable to the Administrator) **of work performed.**
- (2) The date of completion of the work performed.
- (3) The name of the person performing the work if other than the person specified in paragraph (a)(4) of this section.
- (4) If the work performed on the aircraft, airframe, aircraft

engine, propeller, appliance, or component part has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.

It should be noted that Preventive Maintenance as defined in 14 CFR 1: "Preventive maintenance means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations," does not include any inspection as required by the aircraft maintenance requirements or additional ICA's (Instructions for Continued Airworthiness). Note: There is a special case for certain inspection items for primary category aircraft

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*We at the FAA would like to thank the NDAC for such a fine and informative publication. Being relatively new in the North Dakota area it is nice to see and read about the many things happening in the aviation community.*

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Reference 14 CFR 43 Appendix A(c)(31): The regulations also make it clear that removing and replacing self-contained, front instrument panel-mounted navigation and communication devices that employ tray-mounted connectors that connect the unit when the unit is installed into the instrument panel, (excluding automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)). The approved unit must be designed to be readily and repeatedly removed and replaced, and pertinent instructions must be provided.

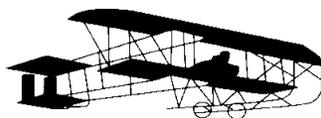
Reference 14 CFR 43 Appendix A(c)(32): Updating self-contained, front instrument panel-mounted Air Traffic Control (ATC) navigational software data bases (excluding those of automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)) provided no disassembly of the unit is required and pertinent instructions are provided is a preventive maintenance function.

Prior to the unit's intended use of the above units, an operational check must be performed in accordance with applicable sections of part 91 of this chapter.

In conclusion the regulations are quite clear that all preventive maintenance must be recorded in the aircraft maintenance records.

Everyone fly safe and please do not hesitate to contact the Fargo FSDO for any question that may come up.

# North Dakota Aviation



## HALL OF FAME

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Name of Nominee: \_\_\_\_\_

Birthdate: \_\_\_\_\_ If Deceased, Date of Death: \_\_\_\_\_

Current Place of Residence: \_\_\_\_\_  
(If applicable) \_\_\_\_\_

City and County in which this nominee's greatest aviation contribution(s) took place,  
with respect to this award:

\_\_\_\_\_  
City / County

**This Nomination is submitted by:**

\_\_\_\_\_  
**Individual or Corporation**

\_\_\_\_\_  
**Address, City, State, Zip**

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Telephone: (Home)

\_\_\_\_\_  
Telephone: (Work)

### **Instructions**

Each nomination will be judged according to the following criteria. Each category will be given equal weight in the judging.

- Major achievements in aviation in North Dakota.
- Significant contributions to the development of others in aviation in North Dakota.
- Special service to the state of North Dakota in aviation activities.
- Activities that bring credit to North Dakota aviation, either nationally or internationally.
- Significant contributions to the local community or the state of North Dakota that are not related to aviation (i.e.; service clubs, church related, political activities, etc).

Each entry must include information that meets each of these criteria. Each entry will receive a more accurate evaluation if the information is presented by category in the suggested order. Additionally, the nominee's achievements must be submitted type written, double spaced with the text limited to a maximum of four pages. If the nominee is selected, the nominator is responsible for a 5 x 7 photograph of the nominee.

Nominations are to be sent to:

**Aviation Hall of Fame, PO Box 5020, Bismarck, ND 58502 before November 30<sup>th</sup> of this year.**

If you have any questions please write or phone (701) 328-9650.





# Federal Aviation Administration

## Memorandum

Date: August 09, 2007

To: Director, Terminal Safety and Operations  
 Director, Enroute Safety and Operations  
 Director, Technical Operations Safety and Operations  
 Director, System Operations Airspace and AIM Safety

From: John T. Staples  
 Director of Flight Services Program Operations

Subject: New User Assessment Website for Lockheed Martin Flight Services

Lockheed Martin began consolidating 58 flight service stations into Hub and 16 continuing sites in February 2007. Since then there has been a gradual but significant increase in the number of complaints about services provided. To assist us in tracking, investigating, and resolving these complaints, we have developed a new web based comment/complaint form designed to be used by the Federal Aviation Administration (FAA), pilot community, and other government organizations that are serviced directly by Lockheed Martin Flight Services (LMFS). This also provides our customers with a vehicle to provide feedback on flight services in Alaska.

The new form can be accessed at: [fsfeedback.goysops.info](http://fsfeedback.goysops.info)

Please give the address the wildest dissemination possible throughout the facilities and offices within your organization that are customers of flight services. The more reliable feedback we receive, the better we can change to meet our customers' needs. If you have any questions, please contact Jeanne Giering, Manager of Flight Services Safety and Operations at (202) 385-7618.

## CALENDAR OF EVENTS

### Saturday mornings at Hillsboro Airport

Coffee is on from 9 am till 10:30 am. People can get more information at [www.flyhillsboro.com](http://www.flyhillsboro.com). Coffee and muffins every Saturday, with special program announcements from time to time. For further info, contact Larry Mueller at 701-436-4150.



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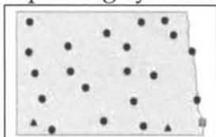
Marc Lepage  
Office: (701) 235-2041  
FAX: (701) 239-4235  
Home: (701) 280-9056

**WX REPORTING IN NORTH DAKOTA** *By ND Aeronautics Commission*

This winter, weather reporting will be better in ND. The Aeronautics Commission in cooperation with eleven airports, the FAA and three engineering firms have put together a state wide weather reporting system.

A grant (\$1.3 million) was given, by the FAA-BIS-Airport District Office, to the Aeronautics to construct eleven AWOS units across the state.

Those eleven airport communities transferred to the Aeronautics their AIP General Aviation Entitlement Funds and the three engineering firms representing those airports, in consort, coordinated the planning, design and construction of the units. The communities cooperating are: Oakes, Cooperstown, Cavalier, Grafton, Langdon, Rugby, Harvey, Linton, Watford City, Crosby and Carrington. The engineering firms are Kadmas, Lee and Jackson, Moore and Interstate. All the units should be up, running and certified by December 1, 2007. Phone numbers and VHF frequencies will be published soon. There are plans to have all the units in the state hooked into the national weather service reporting system by the end of 2008.



After completion this is what the weather reporting system will look like for the future.

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*NDPA continued from page 7*

were being broken and on and on. It would sound like we lost something along the way. I would take the view that history is history of accomplishments or failures from the past days. No matter how you look at history we are constantly making it each and everyday. A bigger question looms, how future historians will view the actions the we take today. We are definitely in a heady time with changes to the way things used to be. Progress is moving forward and those of us who can identify the changes and adapt to those changes are going to be the leaders of the future.

Education, training, evaluation will dictate how aviation future evolves. Whether current participants stay in aviation or drop out. In reading a recent article on the number of current pilots listed in the US, it was noted there was a large percentage drop. No specific reason given, don't think there is one, except pilot numbers are dropping.

So what can we do? Market aviation in a better way. Pilots buy airplanes, airplane must be maintained, someone must build the airplane, someone must finance the manufacture or purchase the airplane. The insurance, storage, airspace, the list goes on. Point is, we all work together to make this thing aviation happen. Question is, what role is each of us willing to play to make aviation a success and how far are we willing to take that role? I do not have a answer as of yet for my part. Contribution in one form or another is the key.

Fly safely

# A VIEW OF THE RUNWAY

By Larry Mueller

A neighboring airport manager stopped in to see me not long ago, and asked what kind of problems we had at our airport. I told him we have "too" problems. He misunderstood, and said "You have it nailed down to just two?" I laughed and said, "No, T-O-O. As in, too much grass to mow, too much snow to remove, too many lights to maintain, too much trimming..." Not long ago, Randy Aarestad and I were volunteering time to help put epoxy paint on the new FBO floor, and realized the only "too" we weren't having enough of lately was "too much fun." And so after several weeks of brainstorming, it has led to this - hosting Saturday morning coffee and rolls at the airport, adding a monthly electronic newsletter, and inviting to the airport both the aviation and non-aviation community.

Our first official "Saturday Mornings at 3H4" was held Sept. 22nd. We plan on serving coffee and rolls from 9 am to 10:30 am from now on every Saturday except for holidays. As we get going, we hope to add an occasional special program or activity. We also plan to invite Hillsboro 6th graders and their parents throughout each month for some Young Eagle

rides. With the monthly newsletter, we hope to provide an avenue to aviation activities not just at Hillsboro, but also at neighboring airports. As a special event for the first coffee and rolls, Chad Hanson, owner of On-Site aviation hosted an open house at the same time.

If you have aviation friends, please forward this to them. If you did not receive this e-newsletter directly from us and would like to be put on our mailing list, please send us your email at hillsboroairport@rrv.net. If you would like to have your name removed from the email list, please let us know at the same mailing address.

When I first moved back to Hillsboro and was appointed to the Airport Authority, Bob Miller, Casselton Regional Airport, said that if we were to build the Hillsboro Airport,

---

*If you have aviation friends,  
please forward this to them.*

---

we would need to not only maintain the airport, but bring the entire community out to the field. Using his words of wisdom, this is our latest attempt to continue building this beautiful airport. We hope to see you each and every Saturday at 3H4 (Hillsboro Regional Airport).



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The City of Bismarck, North Dakota is requesting sealed proposals for a second Fixed Base Operator at the Bismarck Airport. The Request for Proposals (RFP), including a description of the site and drafts of the Facility and Fuel Farm Leases will be available by October 22, 2007. A mandatory pre-bid conference will be held prior to the proposal due date. Copies of the RFP may be obtained by calling Timothy Thorsen, Airport Operations Manager, at (701) 355-1808 or emailing [tthorsen@nd.gov](mailto:tthorsen@nd.gov).



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## **GFK Flight Support To Build State-Of-The-Art Corporate Jet Center**

GFK Flight Support, in cooperation with the Grand Forks Regional Airport Authority, plan to build a corporate jet center in Grand Forks, North Dakota. In conjunction with the new airline terminal planned for Grand Forks International Airport, GFK Flight Support will break ground on a state-of-the-art, \$4.5-million dollar addition this September. Expected to be completed sometime in April 2008, this 45,000 square-foot, five-star facility will increase GFK Flight Support's heated hangar and aircraft support space to 130,000 square-feet making it the largest aircraft service center in the State. The facilities, staffing and equipment will allow GFK Flight Support to serve everything from airliners, the largest of corporate jets, and all personal aircraft

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