

NORTH DAKOTA Aviation Quarterly

Issue #75

www.ndac.org

NDAC

Spring 2007

Hall Of Famers



Newest North Dakota Aviation Hall of Fame inductees, Robert Miller and Kenny Koehn, along with family and friends, settle in for the bus ride back to Devils Lake and Casselton Tuesday night after the Hall of Fame Banquet which brought to an end the 2007 Upper Midwest Aviation Symposium in Minot. More group fun and photos inside.

Chairman's Corner

By Darrel Pittman



AVIATION - DISCOVER THE MAGIC is now part of our history. The Minot North Dakota Holiday-Inn can lay claim to the first ever Upper Midwest Aviation Symposium (UMAS) held in the Magic City. The North Dakota Aviation Council (NDAC) is pleased to say thank you to all those folks in Minot that made our

Symposium a success.

I have been re-elected as your Chairman for the coming year 2007/2008. I'm not sure of the meaning of this. Either I did a good job or it means they will continue to elect me until I get it right? That being said, I would like to thank all the 2006/2007 Council members for the great job they did with this year's Symposium. It takes all of us working together to make a Symposium come together like it should. The Council will have a few new faces and names that many of you

will be familiar with. I urge you all to get acquainted with a Council member and thank them for the dedicated volunteer service they are willing to give for the North Dakota Aviation community.

We had a great Symposium in Minot this year and we are very happy about that. Our special speakers and entertainers were outstanding. Some made us concerned and some even made us laugh. If you did not attend, I would like to tell you

Continued on page 2

Chairman from page 1

about what you missed. Our morning speakers were Ben Trappnell (Monday) and Bruce Smith (Tuesday), both from the Center for Aerospace Sciences (CAS) at the University of North Dakota (UND), great job! Bill Hamilton from AOPA, he always does well. Kate Lang from the FAA National headquarters spoke to the airport group, they enjoyed it. Jeri Alles from the FAA Great Lakes Region, interesting topic, good job. Henry Ogrodzinski (Henry "O") electrified the crowd with his knowledge of the new FAA proposal. After that you wanted to run right out and write to Senator Dorgan and tell him to vote against this legislation. Skip Holms, our general session speaker, packed the room and told us of his flying exploits, what an aviation career he's had. At our Banquet the performers were Lynn Rose Terry, what a beautiful voice; and Gordon "Crazy Fingers" Lindquist gave us a piano comedy act that was great, I laughed until I cried. He ended with a patriotic song that had us all standing and singing. I may have missed some names, but if you did not attend, you missed it all.


The 2008 Symposium is in Fargo next year at the Ramada Plaza Hotel. We have some major issues we are dealing with this coming year. So I urge you to attend, get involved and don't miss out on what we are doing on your behalf.

The FAA has placed a controversial funding proposal in front of our Legislators in Washington, DC. This proposal concerns user fees and an increase in aviation fuel taxes. The presenters we had were

very knowledgeable about the issue and guided us well in our thinking. Write to your Legislators, especially Senator Dorgan. Urge them to vote NO on the Next Generation Air Transportation System Financing Reform Act of 2007. Our current system is not broken. The airlines are just trying to shift more tax burden onto general aviation. General aviation is already paying a fair share. We need every one working together on this, otherwise it will be costing us a lot more to fly. I can't afford it, can you?

The Council accomplished two career day events this year. One was held in Bismarck at the DOT hangar. The attendance was fantastic and the young people really enjoyed the opportunity to learn about aviation. Larry Taborsky did a great job coordinating this event. The second occurred in Minot at the Dakota Territory Air Museum just after the Symposium. Again, we had a tremendous turn out of young people and it went equally well. J.D. Karhoff also did a good job coordinating this one for us. The Council thanks both of these gentlemen for their diligent efforts. As I've reported before, this is part of the Council's chartered activity now and it's going over great guns. These young folks are the future. Come and join us in helping make new aviation enthusiasts. We need them, we need you. Stay tuned, more to come, til next time. —

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North Dakota Aviation Quarterly
Official Publication of the
North Dakota Aviation Council
Phone (701) 328-9650
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North Dakota Aviation Quarterly
Published January 15, April 15,
July 15, October 15
Send Address Changes To:
North Dakota Aviation Quarterly
ndaero@nd.gov
P.O. Box 5020,
Bismarck, ND 58502-5020
www.ndac.aero

FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautics
Commission



What to write about? That is always the thought that passes through the mind when the time comes to scribble something for the "Quarterly." Most times we look to something that is fuzzy or fun. Sometimes it's historic and thoughtful. Sometimes it is informative and we hope worthwhile. The worst of the effort reveals frustration and anger. This time it is with disappointment.

I have been at this job 20 years and in aviation most of my life, from actual diaper flights with 374 hours of baggage compartment time, to "Grey Eagle" status.

I have been on the low end of the food chain as a "loader" on an aerial applicator business; a carrier qualified Naval Aviator, Chairman of the National Association of Aviation Officials with the honor of being invited to the White House to talk about Essential Air Service to the "Heartland." I have been humbled by many things and honored with the chance to participate on the national aviation scene. Last month, particularly February 14, 2007, the Administrator of the Federal Aviation Administration, Ms. Marion Blakely presented the Administration's proposal for the Reauthorization of the FAA. As I sat and watched the FAA presentation on the web's streaming video, I couldn't believe what I was

witnessing. First, we have the new term for the building of the new foundation for the Next Generation Air Transportation System, "NexGen."

There was talk, in the presentation of the shortfall that will be coming for the Aviation Trust Fund. No solid facts revealing the reasons or the advent to that shortfall, just that there will be a shortfall. The Congressional

95% of the trust fund taxes but only account for 73% of the cost of the air traffic system. Well, so be it. The costs of creating this large system is because of the airlines and passenger they carry. The airports are larger and the terminal bigger to accommodate the activity that they create. The aviation industry outside of the airlines does not need the infrastructure that was created for the airlines, nor the magnitude of the air traffic control system, thus that argument in my mind

whole will find better places for their money on investment and recreational activity.

The FAA (read Airlines) wants to create a "Governance Board".....

The **Air Transportation System Advisory Board** of 13 members. Looking at the make up of that board gives the power to the airline industry. The membership is as follows: 1-FAA, 1-DOD, 3-with Fiduciary Responsibility (Wall Street?), 1-Airports (AAAE-ACI-WHO?), 1-General Aviation (AOPA, NATA, EAA, NAAA) 1-Business Aviation (NBAA),

1-Cargo (FedEx, UPS, USPS, Airborne, DHL, Evergreen,?) 1-Manufacturing (Cessna, Piper, Cirrus, Adams, Eclipse, take a choice). Then this little statement, "One (1) representative each of Major Air Carriers (Carrier Group I), National Air Carriers (Carrier Group II) and the Regional Air Carriers (Carrier Group III), as previously defined by the Secretary of Transportation". You have FAA on the Carrier side on everything - 4 votes.

Members with Fiduciary Responsibility - 3 votes, DOD-1 vote. The way I do the math that the FAA and Airlines have 8 votes on a 13 member board.

FAA 8 to Aviation 5 every time. No thank you.

Going to the airline industry to help reinvent your funding and system infrastructure is worse than the proverbial "Fox in the Hen House." Why in the world would anyone go to the airlines or listen to their advice? That industry has only one major element that is not in or has been in bankruptcy. The airline industry, as a whole, has shown the best

Going to the airline industry to help reinvent your funding and system infrastructure is worse than the proverbial "Fox in the Hen House." Why in the world would anyone go to the airlines or listen to their advice?

Budget Office (CBO) has said "not true" in their report to Congress. I've read that report and at least I can understand the CBO's facts and figures. The administration has said that the 35-year-old taxing structure is old and needs change, no real evidence given just that it's old and we should change it. If we don't create a "stable funding stream, there will be long lines and endless delays and stranded passengers the likes we've never seen".

My Grandpa used to say, "Poppy Cock." Then we get to the good part, the airlines.

We have to be balanced and fair. The FAA has come up with a formula from a **cost allocation study** which says the commercial users (airlines) and their passengers pay over

should not be on the table. The proposal to eliminate the ticket tax that has funded a great program over those 35 years is wrong-headed. This author has never, never heard a passenger complain about the Trust Fund Tax on the airline ticket that they purchase. The Administration is also proposing hybrid funding mechanisms; the term "user fees" was used just once related to turbine commercial flights. General aviation and all piston-powered flights will pay higher fuel taxes, up to an increase of 50 cents a gallon. If you want to kill off the GA community, do this. The General Aviation segment of the industry will literally crash. The Recreational Aviation will dry up. The industry as a

Continued on page 4

Director's Chair
Continued from page 3

way to offend and demean customers, offend and demean employees, offend and demean best business practices is by ignoring all the logical methods of doing business. They sell their product at a loss and then blame everyone in the room for the bleeding of their corporate bottom line.

find within the legislation a little part saying, that actions of the Administrator related to fees and other charges can not be challenged "judicially." What I know of that is, there can be no court action that can be put into affect to stop some cynical direction of regulation or creation of fees or charges determined by the Administrator. Does the Constitution and Bill of

There is no need for a "Governance Board". Congress is the FAA's Board of Directors. That board reports to us, the taxpayer, we don't need a board made of anyone else taking actions with no regard to the taxpayer.

They have dumped retirement programs on the federal doorstep, even after Congress came to the table with a long term fix for fully funding their pension shortfalls. They have gone to state legislatures for bailouts, they have gone to airports for concessions on fees and charges at facilities that they lease or rent. There is no one they haven't cried to with their problems. The airlines are not the part of the industry for anyone to ask for or take advice.

There is no need for a "Governance Board." Congress is the FAA's Board of Directors. That board reports to us, the taxpayers, we don't need a board made up of anyone else taking actions with no regard to the taxpayer.

If you have more reading to do for extra credit you will

Rights come to play here some where?

The real headache was created by what the Administrator said, "We've listened carefully to our stakeholders over the last 18 months." Well, Madam Administrator, if you had listened, you would not have brought this creation to the public to start a fight in just about every segment of the industry. I'm getting to be that "Grey Eagle" and I'm really tired of the FAA always taking the other side of the bridge on just about any issue that comes to the national scene. That other side always creates a fight.

My Grandmother would always say, "Would your Mother be proud of you for that?"

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NDAAM

By Don Larson, President

We, in Minot appreciated the opportunity to host the 2007 Upper Midwest Aviation Symposium. It was the first time the Symposium was held in the Magic City. The Dakota Territory Air Museum hosted the Ice Breaker on Sunday evening with a real nice turnout. We estimated somewhere around 200 folks had a real good time. All kinds of positive comments from those in attendance, and a real good atmosphere for socializing.

We, at Dakota Territory Air Museum, kicked off our 2007 Sweepstakes at the UMAS. The Nice 1947 Cessna 140 was on display at the Ice Breaker for potential Sweepstakes winners to drool over. We are selling a

maximum of 2000 entries again this year. Last year we sold out a couple of weeks before the drawing, which is August 19th this year. You

Box 195, Minot, ND 58702.

Those attending the Ice Breaker had an opportunity to see a model of our 10,000 square foot expansion this

out. We are excited about this expansion in that we will be creating a new image of our museum with a complete new entrance. There are lots of folks who have stepped up to the plate and committed pledges of financial support. We will accept monthly, quarterly, semi-annual or annual pledges for up to 5 years, and either by check or credit card. Remember donations are all tax deductible.

We are seasonal and will be opening again for the 2007 season the middle of May and be open seven days a week until the middle of October.

These are very exciting times for our museum. If you have the opportunity, stop by this summer. Our doors are open 10 am to 5 pm Monday thru Saturday.

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can buy your chances online at dakotaterritoryairmuseum.com via credit card or mail your requests to DTAM - P.O.

summer. The contractor delivered the steel last week and will begin construction as soon as the ground thaws

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TRIM TAB

By Bob Simmers



Greetings and welcome to spring!!

Great flying weather is here, although we cannot complain about this past winter. It has certainly been a great flying winter, in spite of record snow falls in certain areas of the state.

With the continued advancement of the GPS systems, I have been involved with discussions about GPS updates. The question continually arises, "Can I install a database update in my panel mounted GPS unit. The answers are found in FAR part 43.

FAR 43.3 references who can perform preventive maintenance and states in part:

Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations.

(a) Except as provided in this section and Sec. 43.17, no person may maintain, rebuild, alter, or perform preventive maintenance on an aircraft, airframe, aircraft engine, propeller, appliance, or component part to which this part applies. Those items, the performance of which is a major alteration, a major repair, or preventive maintenance, are listed in appendix A.

(g) 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.

The regulation clearly states that any pilot can perform preventive maintenance on any aircraft that he

owns or operates. Appendix A to part 43 provides a complete list of the items that may be maintained as preventive maintenance. Appendix A states in part:

(c) *Preventive maintenance.* Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations:

(31) Removing and replacing self-contained, front instrument panel-

With the continued advancement of the GPS systems, I have been involved with discussions about GPS updates. The question continually arises, "Can I install a database update in my panel mounted GPS unit. The answers are found in FAR part 43.

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

(32) Updating self-contained, front instrument panel-mounted Air Traffic Control (ATC) navigational software databases (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. Prior to the unit's intended use, an operational check must be performed in accordance with applicable sections of part 91 of this chapter.

Not only does it allow for you to update the front load database, but allows you to remove the panel mounted units that have the database card in the rear, replace the card and reinstall the unit provided that the operators manual for that unit outlines the procedure.

So, what does all of this mean?? It would seem that from a regulation stand point that you need to keep a record of this "preventive maintenance." In visiting with the FAA offices in both North and South Dakota, they have not been able to say either, Yes, you need to keep a record, or, No, you do not need to keep a record. The GPS manufacturers are of the position that this is not preventive maintenance. But, they do recommend that you keep a record of the updates.

All of that being said, it would appear that it would be a good practice to develop a GPS Database Status Sheet and keep it in your aircraft with the update information, date, signature and any other information that you may feel will benefit you in making sure that when you preflight that you can determine the status of your database.

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NDPAMA

By Rod Brekken, President

First of all I'd like to commend the NDAC on a very successful Upper Midwest Aviation Symposium. The Minot site worked out very well. Attendance was down a little, but I think everyone had very good accommodations and the meeting rooms worked out very well for all of the NDPAMA presentations.

NDPAMA members looking to extend their IA qualifications diligently attended the renewal classes offered at the symposium and I think most came away with a renewed outlook on situations that could have or have arose for them while working on aircraft and/or completing paperwork requirements for continued airworthiness. We all need to remain attentive to the task at hand and be sure we've dotted the "i's and crossed the "t's when it comes to inspections, repairs, alterations and also the paperwork. We need to set up our work environment so that interruptions are kept to a minimum, enabling work to be completed in an orderly and timely manner.

There was an excellent representation of vendors present at the symposium offering a variety of information, improved practices, and aviation products available to us in the maintenance field. We deal with a number of these excellent companies on a weekly and sometimes daily basis ensuring a constant supply of approved parts and products for the aircraft we maintain. Approved products go hand in hand with approved maintenance practices.

As the symposium came to a close, NDPAMA conducted its annual business meeting to outline concerns for the coming fiscal year and elect members to its board of directors. NDPAMA selected a committee to develop a Scholarship Program for eligible A&P students enrolled or enrolling in accredited Part 147 programs. A suggestion of \$1000 was made as the amount of the annual scholarship. The committee of Ken Foltz, Dave Teets and Mike Aarestad will be meeting in the coming months to develop guidelines for the Scholarship Program and present the committee's proposal at the 2008 Symposium NDPAMA business meeting. In order to maintain the caliber of vendors and presenters we have been fortunate to have had in the past years, Gary Johnson will be polling NDPAMA members at large this summer and fall, asking them to make suggestions and/or provide cooperation in obtaining vendors and presenters for the coming years. Moving to the position of President is Rod Brekken of Casselton, ND. Elected to the position of Vice President was Jeff Faught of Bismarck, ND. Nominated and elected to the position of NDPAMA secretary was Lloyd Ouellette of West Fargo, ND.

We'd like to congratulate Morgan Stroh, as the NDPAMA Mechanic of the Year, for his dedication to excellence in aircraft maintenance safety. Morgan has been a mainstay to this end and well deserves this recognition.

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THANKS for all the Memories.



I want to thank the aviation community for the special program and luncheon held in my honor in Minot during the Upper Midwest Aviation Symposium. A heartfelt thank you to Larry and Amy Taborsky for the slide show they put together, which was very special. Thank you to the Aeronautics Commission for the silver watch, engraved box and caricature picture done by local pilot and artist Leon Basler.

A thank you to my daughter Karmen who made the trip out from Minneapolis, my wife Sally, and my cousins Eileen, Ray and Greg Wettak from Montana, who all attended the luncheon. Thank you to all for attending and for the gifts and cards.

Thank you to the NDAAA (Ag group) for the Model J-3 Cub which is just like the one I first soloed in back in 1959, and to the North Dakota Aviation Council for the Model Cessna Skymaster, just like the one I have flown for many years with the Aeronautics Commission. I am honored to have received letters from Governor John Hoeven and AOPA's Bill Hamilton signed by Phil Boyer.

A cake and coffee farewell was held at the Commission office in Bismarck on my last day of work on March 30, 2007. I really enjoyed visiting with the many people that took the time to stop out. Thank you for that and for the many cards, gifts and well wishes.

I had a great career in aviation. I have made many acquaintances and special friends over the years in the aviation community. I hope to keep in touch with many of you.

Sally and I plan to spend more time with our four grandkids in the Minneapolis area and hope to travel south in the winters.

Thanks for all the memories. Keep the greasy side down.
Roger Pfeiffer

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Magic Minot Welcomes
 Upper Midwest
 Aviation Symposium



North Dakota Aviation Council president Darrel Pittman gives a fine interview for the local TV station.



Someone who always has a smile and a kind word is Carol Simmers, enjoying herself at this year's Ice Breaker.



UND's flight simulator kept the pilots in the crowd on their toes.



A surprise magician got the Monday night crowd on their feet with his wacky magic.



Always a big hit is the annual Ice Breaker, which was at the Dakota Territory Air Museum.

AVIATION Discover the Magic

The Grand Forks Flight Support team was one of many exhibitors that graced our symposium this year.

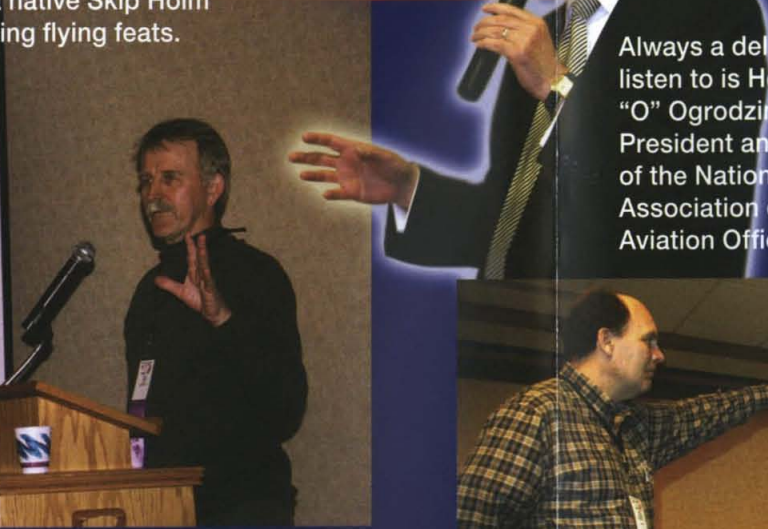


FAA and ATCT during a roundtable discussion.



No symposium would be complete without Bruce Smith, Dean UND/JDO.

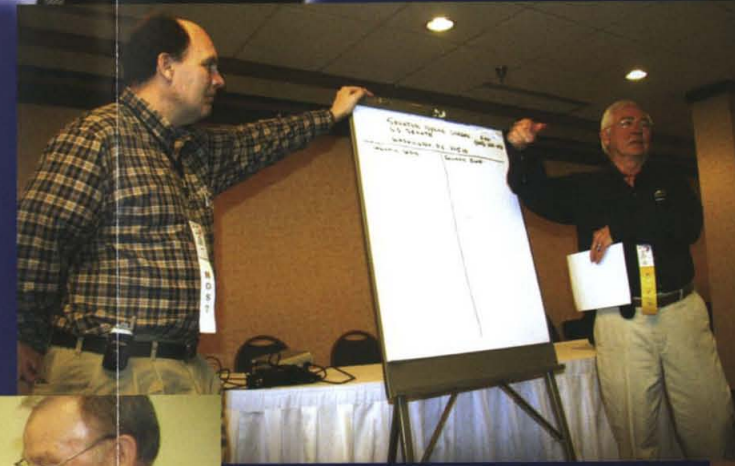
Keynote speaker and North Dakota native Skip Holm entertains the crowd with his amazing flying feats.



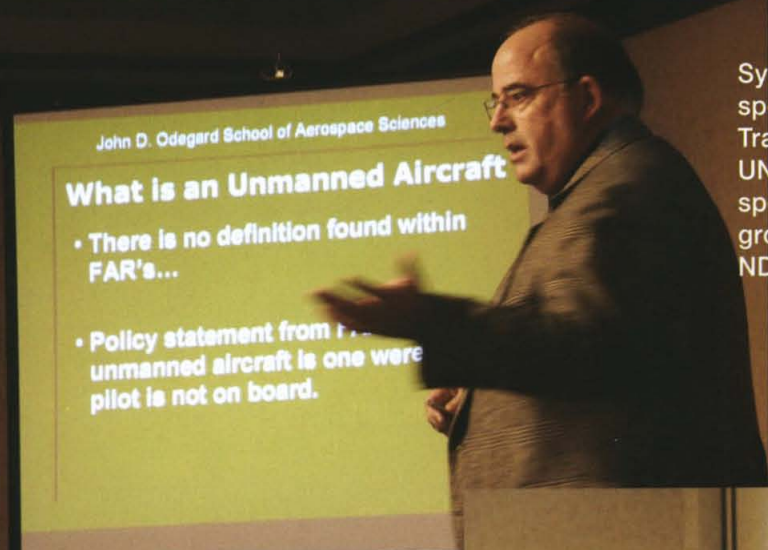
Always a delight to listen to is Henry "O" Ogrodzinski, President and CEO of the National Association of State Aviation Officials.



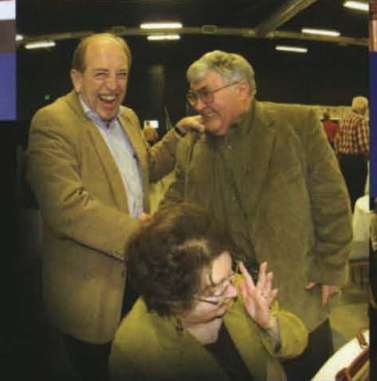
Kate Lang, Deputy Associate Administrator for Airports, gives the "Washington Perspective" Monday in the Rhodes Room for AAND.



NDPA President Paul Hanson, left, and AOPA's Bill Hamilton cover the "HOT TOPICS" facing today's pilots.



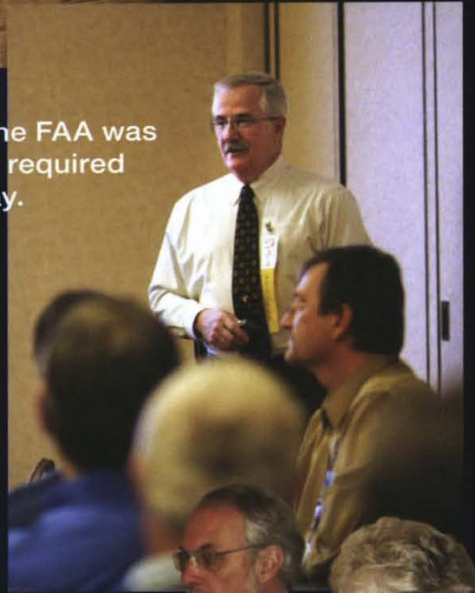
Symposium speaker Ben Trapnell, with UND/JDO, speaks to a group in the NDPA class.



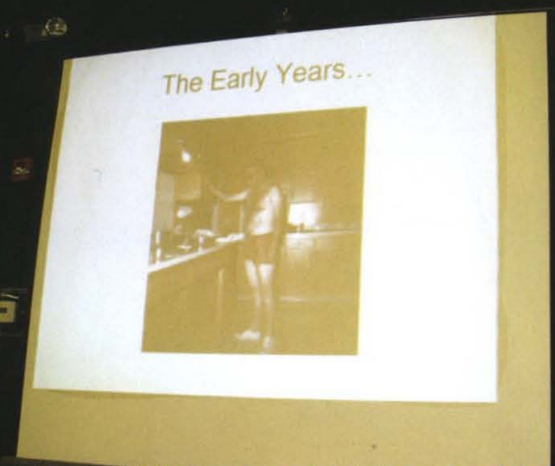
One of the more popular activities is the giving away of all those door prizes!



Ken Snyder with the FAA was part of NDPAMA's required classes on Monday.



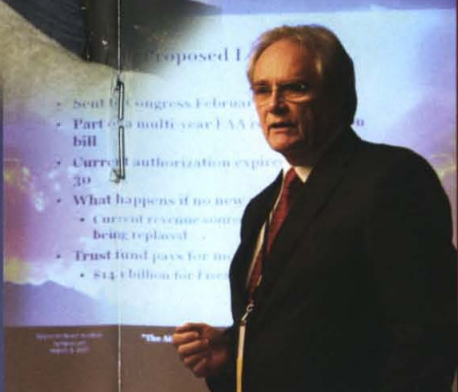
(R) Jeri Alles, FAA Great Lakes Region and (L) Steve Obenauer, FAA, Bismarck answer questions during an airports session on Tuesday.



Roger Pfeiffer was certainly the man of the hour as he was honored with a heartwarming slide show honoring his 39 years of state service.



Roger Pfeiffer was truly touched as long-time friends and family stood in his honor at the Monday lunch.



Doug Marshall, UND/JDO talking to Pilot's group.



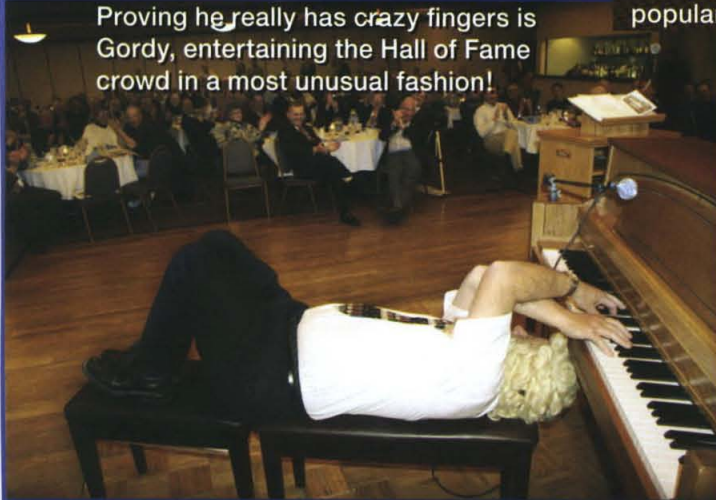
KLJ's Mike Seminary talks on the importance of marketing your airport.

AVIATION Discover the Magic



Entertaining the crowd before the Hall of Fame banquet is the ever popular Lynn Rose Terry.

Kenny Koehn shows off a keepsake after being inducted into the North Dakota Aviation Hall of Fame.



Proving he really has crazy fingers is Gordy, entertaining the Hall of Fame crowd in a most unusual fashion!



A man of many names Gordy "Crazy Fingers" Lindquist has worked with entertainment giants including Bob Hope, Red Skelton and George Burns!



Awarded Mechanic of the Year is Morgan Stroh, left, presented by Mike Gunia, NDPAMA.



Bob Miller, center, was honored as one of two inductees into the North Dakota Aviation Hall of Fame.



"2006 Commercial Airport of the Year." Jamestown Regional Airport. (L-R) Merle Bingham, Art Todd, Johnny Klingenberg, Jennifer Eckman, Manager, Jamestown Apt.



"2006 General Aviation Airport of the Year," Lisbon Municipal Airport. (L-R) Marlin Haberstroh, Manager, Nancy Sitz, Chairman Lisbon Municipal Airport Authority, Gary Ness.

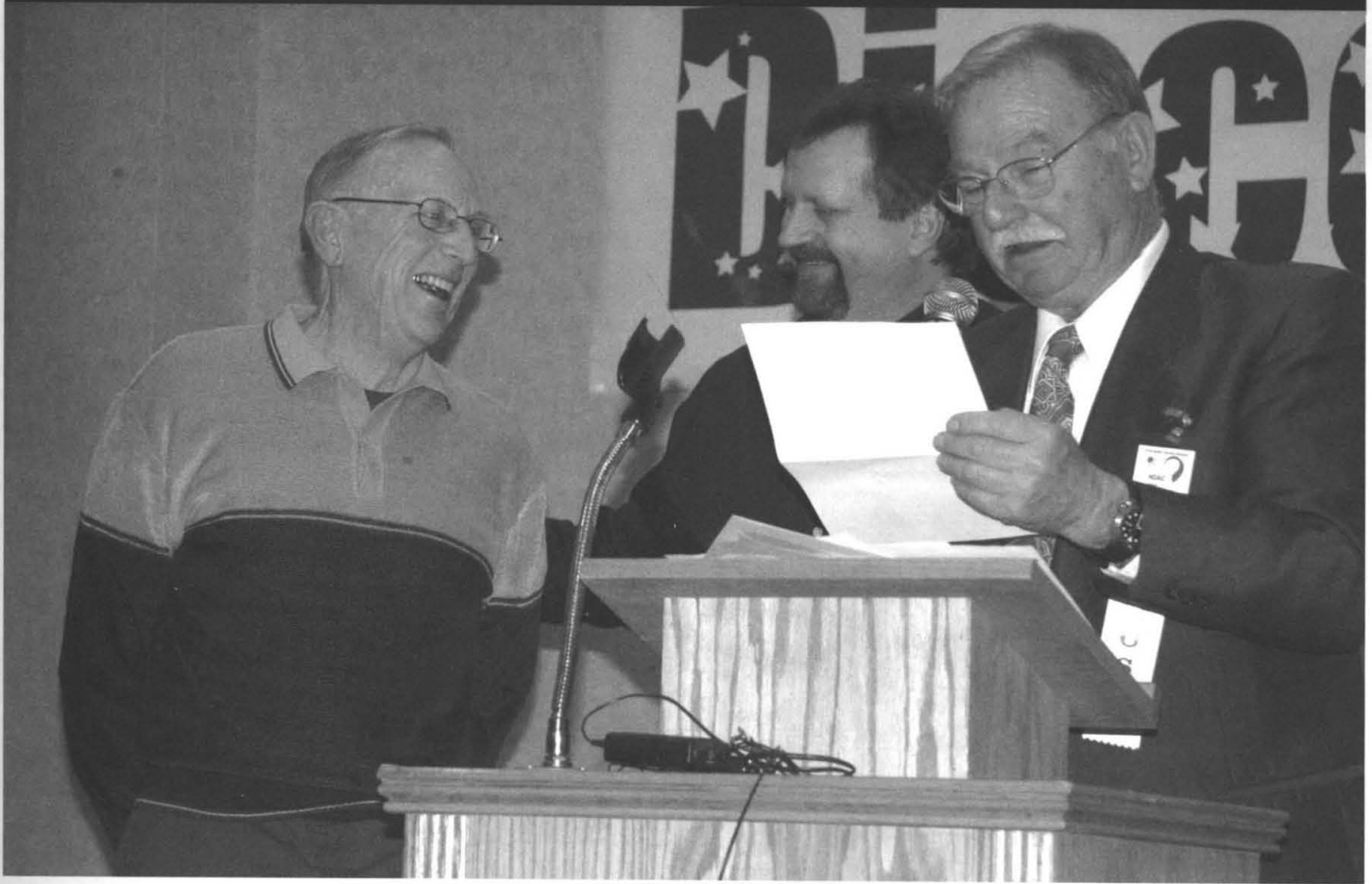
Career Day

held for 500 kids

Your North Dakota Aviation Council has sponsored 5th and 6th Grade Aviation Career Day as part of the the Upper Midwest Aviation Symposium for many years. The event is normally held in the city which hosts the symposium, but after a very successful event last year, the Bismarck schools requested that it be held in Bismarck annually. This year, approximately 200 5th-graders in Bismarck and 300 5th and 6th-graders from Minot had an exciting sampling of the many different aviation careers. "Real Trooper" awards go to the people who donated their time and vocal cords to help out in both career fairs: Jeff Faught of ND Game and Fish, Bob Simmers of Aircraft Management Services, and Mike McHugh and his aviation students from the Bismarck school system. The teachers and children commented that this was the best field trip they've taken, and both sites are planning for a repeat event next year. If you are interested in educating and motivating today's youth or promoting aviation to future generations, please contact a council member to get on the list for next year's events in Bismarck, Minot, or Fargo.



Wright Brothers Master Pilot Award



Ray Schafer, left, is happily honored as Darrel Pittman reads aloud his flying accomplishments just before he awards Ray with the Wright Brothers Master Pilot Award for 50 or more years of safe flying during the Hall of Fame Banquet Tuesday night.

The Wright Brothers Master Pilot Award recognizes the efforts of pilots who have followed and continue to follow the precaution and awareness of safe operations. Most of all, FAA recognizes pilots who have contributed and maintained safe flight operations for 50 or more consecutive years of piloting aircraft.

Awarded to:
Raymond Schafer
March 6, 2007

Ray obtained his student pilot certificate on July 27, 1956. He first soloed on August 10, 1956 with Mr. James Grimstad who

soloed him.

He then obtained his commercial pilot certificate in May 1962. He flew as a part-time charter pilot for Capital Aviation Corp. and OK Aviation in Bismarck, ND and did a little winter-time aerial fox hunting in the late 60s when it was not considered illegal. He continued to fly as a charter pilot from the early 1970s through June, 2003 and was involved in the Civil Air Patrol where he flew a J-3, L-13, L-19, PA-11 & PA-18. He also flew power-line and pipeline patrols and conducted aerial fish and railway survey flights. He also did some banner-

towing. He attended the Army Aviation Training School in Fort Rucker, Alabama and obtained his multi-engine rating in a C-310 in April, 1984. The ND Army National Guard sent him to flight training for single and multi-engine aircraft, and at age 60, Ray retired from the National Guard in 1994. His experience in the National Guard required training and the use of night-vision goggles. His past 50 years have gained him valuable experience as a private, commercial, and military pilot. Ray has flown all over the US, however he has never flown to Alaska,

but has not ruled out a possible future trip. He now has a total flight time of 8,646 hours, of which 2,044 hours are in a Huey helicopter. He has flown in 61 various fixed-wing aircraft including 5 different types of helicopters.

People always know when Ray is out flying because of his unique and distinguished voice. His love for flying has become a big part of his life and he is recognized for the many contributions to aviation safety. Ray is well respected by many people in the aviation community and we wish him many more years of safe flying.



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- Youth Flight Activities
- Annual Fly In (held in summer)

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Goose River Golf Club – 9 hole golf course (701-636-5556)
Hillsboro Inn Hotel – Pilot special \$38/night (701-436-5501)
Museum's (Plummer House and agriculture museum)
Goose River Park (swimming pool and camping)

Dining:

- Burger King
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- Country Hearth
- Paddle Wheel
- Pizza Ranch
- Sports Bar and Grill
- Stop n Go Deli

Night Life:

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- Paddle Wheel
- Vets Club
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- Granny's Bar

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NDPA

By Paul Hanson, President

Challenge!! Writing an article for ND Aviation Quarterly with a mental block of so many things to write about. Where does one start?

I could talk in length on how successful the Upper

been many other state aviation conferences patterned after this one. We must be doing something right.

Now we have to focus on the next few months on getting "things done." One is get as many pilot people to weigh in in the proposal of user fees. Written letters to our congressional delegation is the best. Before you write, educate

safety sessions for different parts of the state. We have set up a specific committee (three from the west side and three from east side of state) to help in promotion of such events. Additionally NDPA members are encouraged to enlist new members to our ranks.

What else can we do? Ask a non-pilot to go fly with you. We need to promote aviation better. If some one approaches you and wants to know about flying and become a pilot, please help guide this person into the right direction. I do know the interest in flying is out there, we just have find it and nurture it along.

With these thoughts in mind I will get off the soap box, let us go out and have some fun flying and teaching others about the great adventure of Aviation.



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By the way, thank you to all of the organizers, exhibitors, and especially those who participated in the Symposium. It was a team effort even if you did not know you were on the team. We do have something to be proud of as an Aviation conference. Since its inception there have been many other state aviation conferences patterned after this one. We must be doing something right.

12

NORTH DAKOTA AVIATION QUARTERLY

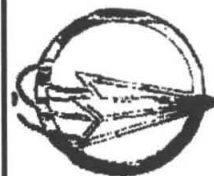
Midwest Aviation Symposium went, which overall was as success with minor glitches, some disappointment with a speaker or two not being able to attend. Nothing dramatic, because no matter what happens addition course plan is implemented and things go on.

By the way, thank you to all of the organizers, exhibitors, and especially those who participated in the Symposium. It was a team effort even if you did not know you were on the team. We do have something to be proud of as a Aviation conference. Since its inception there have

yourself on the issue and frame the concerns with questions that can be asked.

Unmanned Aircraft, Unmanned Aerial Vehicles and a whole host of other synonymous names will appear as the FAA grapples with how to cope with these type of remote control vehicles. How they will interact with the current aircraft and our system of controlling air traffic. It should be interesting to watch, so try and keep up on the latest verbiage.

Now down at the state level is where a concerted effort is needed. NDPA has committed funds to help sponsor education,



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Mark Malmberg II Earns Aviation Designation



Fargo, ND – Fargo Flight School Pilot Mark Malmberg II, received a GOLD SEAL flight instructor certificate from the Federal Aviation Administration (FAA). Malmberg is an instrument flight instructor at the Fargo Flight School. He has six years of aviation experience. He also holds an advanced ground school instructor certificate and teaches evening aviation classes. The GOLD SEAL certificate is intended to identify an instructor who has high personal qualifications and good records as an active flight instructor.

Mike Paulson, Director of the Fargo Flight School, appreciates Malmberg's efforts, "Mark not only has the textbook knowledge, but also the instructional flight experience to pass on to those learning to fly."

Mike Paulson, Director of Fargo Flight School, Receives His Master CFI Accreditation



Fargo, ND – Fargo Jet Center, Inc. takes pride in announcing a significant aviation accomplishment on the part of Michael Paulson, the Chief Flight instructor at Fargo Flight School and a resident of Fargo, ND. Recently, Mike's accreditation as a Master CFI Certificated Flight Instructor (CFI) was renewed by the National Association of Flight Instructors (NAFI), his professional aviation education association. To help put this

achievement in its proper perspective, there are approximately 90,000 CFIs in the United States. Fewer than 500 of them have achieved that distinction thus far. The last eleven national Flight Instructors of the Year were Master CFIs, while Mike is one of only five North Dakota aviation educators who has earned this prestigious "Master" title. Mike is also a lecturer at North Dakota State University and serves as a pilot examiner as well as FAA Team rep (safety counselor for the Federal Aviation Administration's Fargo office)

Dear Gary and Staff

Thank you for including me in your mailing of the Quarterly! I've read it from cover to cover several times. A couple of messages do come out loud and clear. 1. Make sure to go to the breakfast fly-ins. 2. A lot of airports are in for some improvements by the looks of the funds being doled out.

Since my move to Georgia and a small town that's a little bit bigger than Valley City, I've been to the airport twice. Once to just find it and once to see if it really was there. There may be activity, but I never hear any airplanes. Unlike my home in Valley City, I heard airplanes every day and many nights. A story comes to mind, I listen for airplanes all of the time and one evening I thought that I heard something familiar. Off in the distance I heard the drone of an engine. Someone has an Ultra-light flying out there. Sounded low, just above the trees, so I peeked between the branches to get a glimpse of the thing. There are a LOT of trees around here and I wondered about the wisdom of flying so low since the engine sounded a bit erratic. It was then that my ears and eyes came into sync and I spotted a guy with a chain saw cutting up a tree. So much for that UltraLight. I guess that I need aircraft recognition 101 again!

We were treated to an aerobatics demo on the 4th of July. Not at the airport, but over a large pond in a park. The man was flying a Yak55M. His flight path was from southeast to northwest and he did his aerobatics over the center of the pond. With short cross country flights to and from the pond. Definitely not the type of show that the Pietsch boys put on, but there was lots of smoke and noise! There were two country bands playing while the man and his flying machine "thrilled" the crowd. I enjoyed the music a bunch.

On the serious side of things, I see and hear the buzz words "User Fees" and also see that everyone is up in arms to put an end to it. The thing that I haven't seen is, "who pays what, for getting what?" I know that I pay for a license tag on my car, pay road gas tax on my fuel and pay to renew my driver's license. Are these not "User Fees" so that I can use the highway systems and streets of our country? Add to that, we are by law required to have \$\$\$\$ of liability insurance on our cars, just in case. I'm glad that I had my flying and aviation fun while it was still a joy to do. I fear that the arena is open for the right kind of hustler to take charge of things and there will be user fees! 'nuf sed.

Dan (PAMA) did a good job of clearing the air on log entries. Now even us flyboy types can understand it... I was wondering if Dan has aspirations of getting into the FAA and lecturing mechanics like the Irishman from Washington, DC.

I'm enjoying the retired life, but do miss the part of my life that involved airplanes and the folks that I dealt with over the years.

Y'all take care, goin' fishig' –Flip Miller, Fitzgerald, GA

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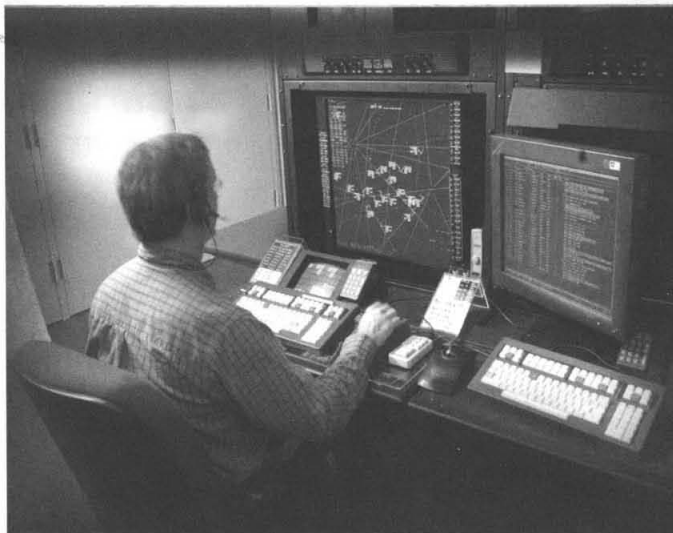
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CALENDAR OF EVENTS

APRIL

Ag Sprayer Days

April 27, 2007, Friday - Jamestown Airport (depending on weather)

Showcasing Aerial Application

- Brats served. Contact:

Darwin Remmick, (701)-320-7315

MAY

Fabric Restoration Seminar

May 4-6, 2007 - 8 am - 5 pm - Fargo

Hector Int'l Airport

Hosted by Fargo Jet Center

Contact: Paul Schroeder

(701) 428-3743

Friday Fly-day

May 11, 2007

Devils Lake Regional Airport

A one-day celebration promoting

youth in aviation. Contact:

Patricia Traynor - (701) 662-5833

Young Eagle Program

Fly a 6th Grader

May 13, 2007, Sunday, - 5:00 p.m.-

Hillsboro Municipal Airport

All help would be greatly

appreciated! Contact: Larry Mueller

(701)-436-4150/430-1444

JUNE

Fly-In Breakfast, Beulah

June 16, 2007, Saturday

8:00 am to 1:00 pm

Beulah Municipal Airport

Contact: Kevin Lee, (701) 873-2311

Fargo Airshow

June 16-17, 2007,

Saturday and Sunday

Fargo Hector Airport. Contact:

Darren Anderson, (701) 241-1501

Plane Fun 2007 Hillsboro Fly-In

June 28, 2007, Thursday, 5:00 p.m.

to dark

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Airport, Contact: Larry Mueller

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Kevin Hermanson (701)-320-7919

Casselton Planes on the Plains

July 22, 2007, Sunday

Casselton Regional Airport. Contact:

Bob Miller (701) 347-5519

Fly-In Breakfast, Northwood

Municipal Airport

July 28, 2007 - Saturday

Contact:

Dave Korsmo (701) 587-5161

Rich Altendorf (701) 587-5171

Drag Racing

July 28-29

(Weather contingency August 4-5)

Jamestown Drag Racing Association,

Jamestown Apt. Glenn Christianson.

SEPTEMBER

Turtle Lake Fly-In

Sept. 16, 2007, Sunday

Turtle Lake Airport

Contact: (701)-448-2252

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