

Aviation Quarterly

Issue #76

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NDAC

Summer 2007

Canadian Pipes & Drums



The Khartum Temple Pipes and Drums from Winnipeg, Manitoba, Canada, makes a stop at the Grafton fly-in. Members of the Pipes and Drums group are George MacDonald, George Peterson, Creighton Kerr, Kline Virtue and Ray Kirby with pilot Don Uhlenberg from Great Lakes. The Young Eagles at the Grafton fly-in, which was sponsored by EAA chapter 380, also had a great day flying many young kids.

Chairman's Corner

By Darrel Pittman



How much do you remember about your aviation history? The other day Gary Ness and I were talking about some of the things we could recall about our careers. His—Navy, mine—Air Force. Most of you will probably laugh at how that conversation went. Actually it wasn't like you might think. We talked about

hanging out at the little airports, all the old airplanes, and then about our military adventures. Some of you may have heard them before.

It caused me to start reflecting back on my aviation career. It's amazing how much has happened in that period of time.

When I started controlling (I can see Fred Adams smile now, it was after the Wright Brothers), we did not have computers. Radar was very limited. The military had radar first. When civilian air traffic control got radar, it was mostly in

the big approach controls. The enroute centers separated traffic by time, altitude and speed, using position and altitude reports. Radio communication was also limited and the reports came mostly through the flight service radio stations, ARINC, or the airline companies. When the commercial jets started flying coast, to coast, the civilian controllers (then CAA) had to travel to the military long range ground control intercept (GCI)

Continued on page 2

radar sites to MONITOR the flights. Many of the civilian controllers did not have much, if any, radar experience and the military controllers aided them; I was one of those military controllers.

I remember the midair collision over the Grand Canyon between a United Airlines DC6 and a Transworld Airlines DC7. That event led to the gradual installation of radar in the enroute centers. I recall visiting Salt Lake City Center and observing the twelve-inch monitor that had been installed for the Farmington, Utah radar site. That radar site now gives coverage to the famous Grand Canyon crash scene. It was incredible to watch when a position report was requested. The pilots did not realize we had that capability yet, and some of the time the reports were not exactly correct.

Now let's fast forward to the transponder systems. The first one was called "Interrogation Friend or Foe" (IFF). It had three modes to operate on, one, two and three. Mode one and two were mostly assigned to the military. Mode three was for civilian use and not all aircraft were equipped. It was not too long before things got better. Transponders improved and we got newer equipment. Next we got ten channel encoders. That's when code eleven hundred (1100) became an IFR code and code twelve hundred (1200) became a VFR code. We had specific codes for high altitude positive control airspace (PCA) and codes for climbing to high altitude. PCA then was at twenty-four thousand (Flight level 240). Again many of the codes were for military use. We were able to assign just about any

double digit and double zero code we needed except those assigned for security reasons. The controller (now FAA) was living pretty high. We had radar and good transponder codes to use. What else did we need?

Well, we did not have to wait long for the engineers to determine that we needed a better widget. Along came the 4096 code transponder and a big sophisticated computer. This computer assigned discrete transponder codes, gave us altitude readout and digitized radar. All the radar sites were fed into the computer and we got the best discernable signal it could provide. Man, we were living now!

All we had to do was put up with the construction needed to house all that equipment. Every center in the country got a new fancy wing added on that was as large as the control room we worked in. This was just to put all the automation into. Then we had to learn how to use all that stuff. This took well over two years for all the controllers nationwide to get up to speed.

Remember I said big computer? We all know what computers will do; they get contrary. They refuse to work properly, they lose information or they lock up. Yes, we needed a backup system for the computer system. So "Direct Access Radar Channel" (DARC) steps up to the plate. What is it we asked? Well, it was our old radar reworked into a digitized form with limitations due to direct radar site capability. It was better than the real old way of "say your position and altitude."

The approach controls got automated before the centers and they liked it. The data entry keyboards were different. I recall the toughest time for

me was when I transitioned between the two options and tried to use the different data entry keyboards.

When I retired from the FAA I was at Minneapolis approach (MSP). Since then the systems have improved tremendously. The last time I visited the center in Farmington, MN, I was thrilled at some of the new innovations. I'm told they have even more now. The radar coverage still needs to improve. When I was the manager at Minot (MOT) Federal Contract Tower (FCT) it was very apparent that better radar coverage was needed. Hopefully some day that might improve?

After fifty plus years I've retired from ATC (March 2006) and now work for the Civil Air Patrol (CAP), but I really miss being in ATC. Recently a young friend was hired by the FAA. I have high hopes of seeing him go a long way. He is a graduate of the UND ATC School. That is a growing premier program and I applaud Bruce Smith and his group for the job they do. I recall being involved in that program; I would do it again. It was gratifying to help the young talent interested in being in ATC.

Today, when I'm out flying around in my Skyhawk (C172), I enjoy listening and talking to the controllers. It gives me a feeling of still being involved. It's always difficult to find something to write about. So I hope I have not bored you too much with my short history lesson. I tried not to let it get too lengthy. I probably could ramble on and fill up the entire Aviation Quarterly with more trivia. But, I better just say:

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FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautics
Commission



Thirty four years ago I was hospitalized in Grand Forks for a back problem. My roommate was an older man in his late 70's, hospitalized for a much more serious ailment. The friendship we struck up stemmed from trying to make the best of a tough moment in your life. He was a retired railroad man with a 42-year career of service to the Great Northern Railroad and was proud of his service. We exchanged stories about traveling on the rails and the yarns that I had heard and he had experienced. In my college years I had used the "Western Star" and the "Empire Builder" to travel to Havre, Montana, and then a "Gallopig Goose" to Great Falls a few times to visit my favorite Auntie. That discussion of passenger travel came up because it was

related with the then change of train travel to AMTRAX. His shocking statement to me was; "The railroads decided they did not want to carry human passengers, so they made rail travel a horrible experience so the public would quit riding." My roommate passed to the West a couple of days later so we never really got a chance to try to fix that outcome.

Why did I tell that story? Well, have you traveled lately? Has your neighbor traveled lately? Has a relative traveled lately? Has anyone you know traveled lately? Oops, I do mean; "Have you or yours traveled via an airline lately?" Well, if you have, the statement from Milton Krabbenhoff in 1973 probably could be a baseline on your response and a question that begs to be asked. "Has the airline industry decided to make the traveling experience so bad that the public will quit flying?"

In my position I receive a fair amount of information exchange with the traveling public. I know that I'm a target

that could only get the negative reports of the normal citizens' frustration with air travel. That is taken into consideration and is part of the analysis of the situation. A known; the airline industry has not taken that railroad corporate attitude or direction. Reason; there is no money in hauling wheat, corn and barley in aluminum tubs. HOWEVER, they are acting like it. The "Cattle Car" quote comes to mind. The "Bad Attitude" employee, the "Surly Attitude" employee, the "Discourteous Turkey" also comes to mind. Let face it, air travel has changed, it isn't like it was, nor will it get back to its perceived "Golden Years."

Is it too hard to expect BASIC decencies? The 80's and the reduction in customer friendly service, the 90's and the strike effects and other financial difficulties gave the industry some struggles. Where did the industry level their excuses to explain the problems, "DEREGULATION" was the standard answer. They (Government) deregulated the industry so it (GOV) was blamed for the airline industries problems/failures.

The airlines were about to run

out of the "DEREGULATION" excuse in 2001 because the public was starting not to believe the reason/excuse. 1979 to 2000 gave the management of the airlines many a year to change their way of doing business, no, the industry just decided to point to DeReg and continue.

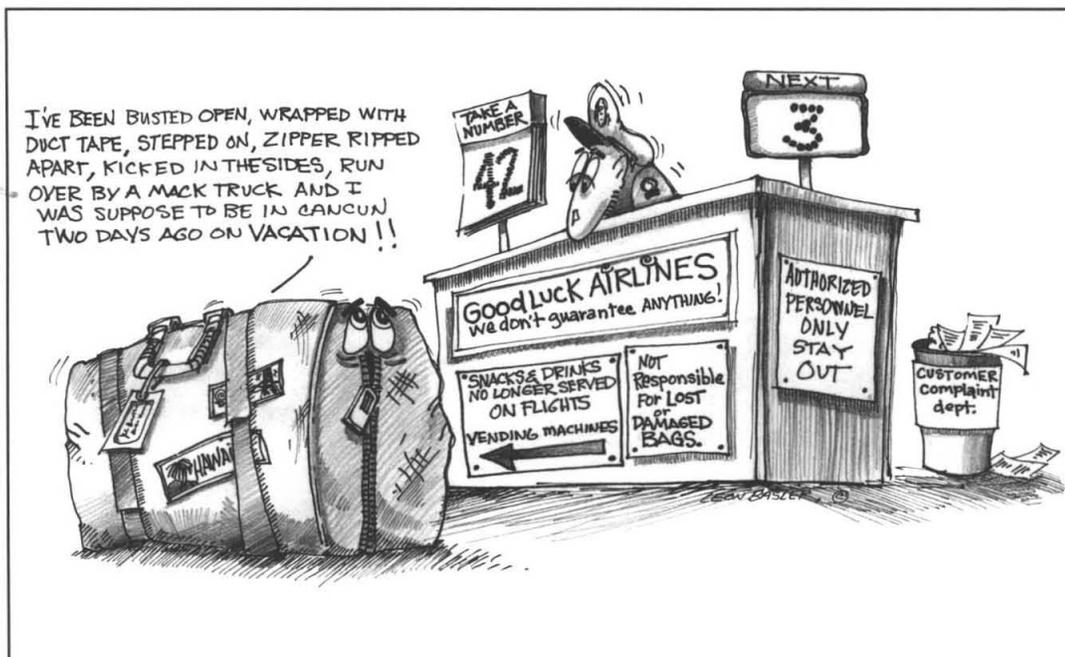
The public's patience was wearing thin on the DeReg finger pointing effort, and then 9/11 happened, a terrible, terrible act that will never completely heal. The airlines where hurt by the impending confusion but their way of doing business continued, but they changed their target for reason/excuse to 9/11. Well the whole industry, less one "Legacy" carrier, has gone though bankruptcy. They are reorganized, they are down-sized, they are "lean and mean" and self-declared efficient.

Over five years ago, a well-dressed airline arrival passenger emerged from the luggage area, stomped to the curb, threw his briefcase on the cement, looked to the sky and yelled "I HATE ---!" (Name of airline omitted for obvious reasons.) A total stranger standing right next to him, shouted "ME, TOO!" Has anything changed in five years?

NOW, how about remembering the three things that make a success of any endeavor;

"CLEAN, COURTEOUS AND ON TIME"

Special Note: The artist who has helped the "North Dakota Aviation Quarterly" look so good over these last four years is leaving the printing shop of choice to become an instructor in "Graphic Arts" in a higher-education position. Thank you Tom Marple, we hope to continue a relationship in the future.





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NDAAM

By Don Larson, President

The summer 2007 season at Dakota Territory Air Museum is marching on. We had numerous school field trips at the museum this past spring. The young folks really enjoy aviation history.

Our "Wings of Freedom" expansion has been somewhat curtailed this spring by all the moisture. The steel started going up this past week (6/11). The addition will be adding slightly over 10 thousand square feet to our museum and creating a new entrance. Our fund raising efforts for the addition have been going very well. We have a lot of

friends who have stepped up to the plate and contributed nearly 75% of our expansion costs. On September 9th, we will be giving WWII bomber and fighter rides to many

like to get involved with a tax deductible donation, please let us know (701-852-8500). We are accepting pledges up to five years. We will also accept monthly credit card

on the 2000 maximum entries. Last year we reached the 2000 entries nearly three weeks before the drawing. If you want to have a chance to win our beautiful Cessna 140, you can send us a note, call us at the museum or visit our web site at dakotaterritoryairmuseum.com (sweepstakes entries can be purchased with VISA, Master Card or Discover). The 2007 drawing will be August 9th (our mailing address is P.O. Box 195, Minot, ND 58702).

As I have mentioned numerous times in my article, we are accepting donations of memorabilia and aviation related artifacts. If you have any items you would like to display or donate, please give us a call.

The summer 2007 season at Dakota Territory Air Museum is marching on. We had numerous school field trips at the museum this past spring. The young folks really enjoy aviation history.

of our friends—that is the same weekend as Northern Neighbors Day at Minot Air Force Base. If anyone would

payments for any pledges or single donations.

Our 2007 Sweepstakes is well past the half-way mark



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TRIM TAB

By Bob Simmers

Wow, what a wet 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-mounted navigation and communication devices that employ tray-mounted connectors that connect the unit when

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.

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 you may feel will benefit you in making sure that when you preflight, you can determine the status of your database.

HAPPY FLYING

NDPA

By President Paul Hanson

FLY-IN'S

Summer Flying is in full force for pleasure and good old get-togetherness. Participating in a fly-in is not only fun, but also you just never know who may show up or who you will meet. At an early season Fly-in at Grafton, ND, hosted by EAA Chapter 380, one such surprise happened. First, it was a day for the Young Eagles program to have success in giving many rides to area youth. Second, it was a day to be entertained by a group with drums and bagpipes. The Khartum Temple Pipes and Drums from Winnipeg, MB, Canada, happened to drop by after being invited. So, for a nominal charge (food) the group strutted their stuff. It is not at every fly-in that you get serenaded, you and your airplane's picture taken with bagpipers.

NATIONAL DEBATE

The debate is heating up as to whether the current FAA funding is sustainable for the future or if a new method is needed. A new method for funding is User Fees "Taxation." Provided other government entities (GAO, OMB) are half-way correct in their assessment of FAA funding, there should be enough funding for the FAA and the improvements to the next generation airspace systems, as being proposed.

A question that comes to mind, "Who is to benefit the most from the next generation system?" It would appear general aviation is the front runner with airlines in a strong place. Years ago, 1950-60's, the airline had the leading-edge technologies, with general aviation wishing they had something like the airlines. In recent decades, GA has had

unprecedented access to the most current and advanced technology available. Thus making it possible to compete with airline travel. Is the crop of general aviation jets and light aircraft becoming a threat to the revenue stream of the airline?

It is interesting to read in newspapers, trade journals, hear on the TV news, reports on how the airlines are suffering massive profit loss each year, interruptions in flight and so on. Yet the aircraft are maxed out on capacity, point to point are less expensive than others, their union personnel take wage compensation cuts, bankruptcy filings, the list goes on.

Since the airlines are the ones pushing the "user fee" (surcharge) one begins to wonder if this is a bailout method (as was after Sept. 11, 2001), a way of stifling competition from business jet aircraft, or a way to keep the airlines in business as usual with their great system. Personally, I saw a flaw in the system 25 years ago. It was one of those things that, on a small scale, it works fine. On a large, massive scale you get what we have today, working, but not working. Maybe it is the airlines that need to change the way they do business, i.e., charge amounts needed to make a profit. Yeah, I know it will cut down on the travel of the "consumer" American public, which pays for the entire system, one way or another.

No matter how you slice the issue, user fees or surcharge, United States of America aviation is the most efficient, effective system in the world for the general populace. Why on earth would we want to change to a system based on others of the world, where basically, it is for the wealthy only.

FAA WINGS PROGRAM

Many of us are familiar with the wings program—Pilot Proficiency Program. Instituted many years ago through Safety Seminars conducted with the FAA Accident Prevention Specialist, this program helped spawn a decline in aircraft accidents through education. For many years, it could be said of the accidents that occurred, those who had taken Wings training were not among the statistics. I believe this generally true today. With the change of the FAA structure these past few years, so has the Wings program.

Just recently the automated Wings—Pilot Proficiency Program became active. It is internet based through the web site FAA Safety.gov. To access the program you have to be a registered user of FAA Safety.gov. It is simple, just go to the site and sign up. Many of you already are

users have signed up if you receive FAA Safety notices. These notices may be safety seminars, information runway incursions or notice of a serious safety issue that would affect you and your aircraft. If you have not signed up, please do so.

The basic wings program is still intact, now you can get the ground portion of the wings program from the internet via an interactive program on the FAA Safety site. You no longer have to attend a safety seminar. NDPA has funding available to support a safety seminar in your area. So please contact us to help setting one up.

FAA personnel conducting the onsite safety seminars are part of the FAA FASST Team. Steve Hoogerhyde from South Dakota FSDO out of Rapid City, is one of our FFAST Team Representatives. Steve would be glad to assist you in answering any questions.

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7 | NORTH DAKOTA AVIATION QUARTERLY

AERONAUTICS COMMISSION AWARDS STATE AIRPORT GRANTS

On June 21, 2007, the North Dakota Aeronautics Commission issued state grants to the general aviation public airports totaling \$591,474.90. Following are the general aviation grants awarded:

| | | |
|--------------------|---|-------------|
| Ashley | Rubber crack filling (crack sealing) | \$4,730.00 |
| Beulah | Crack sealing | \$1,475.00 |
| Beulah | Reconstruct apron, replace beacon, replace fuel system | \$40,639.00 |
| Bottineau | SRE (Snow Removal Equipment) bldg floor, pave taxiway | \$2,568.00 |
| Cando | SRE Bldg, pilot terminal, crack sealing | \$7,840.00 |
| Carrington | Install automated weather system, hangar, crack sealing | \$4,299.00 |
| Carrington | Rehab apron, construct auto parking lot | \$13,011.00 |
| Casselton | Rehab runway end lights, concrete sealing | \$2,596.00 |
| Cavalier | Install automated weather system | \$3,070.00 |
| Cooperstown | Update terminal, Airport Layout Plan (ALP), crack sealing | \$4,627.00 |
| Crosby | Install AWOS, construct pilot terminal, crack sealing, ALP update | \$10,371.00 |
| Edgeley | Construct new runway turf, land acquisition, crack sealing | \$13,406.00 |
| Ellendale | Construct hangar, land, approach zones | \$10,430.00 |
| Enderlin | Crack sealing | \$1,650.00 |
| Enderlin | Airport Layout Plan | \$8,500.00 |
| Fessenden | Repair existing hangar frames, windows, etc. | \$2,453.00 |
| Garrison | Fueling system, crack sealing - supplement | \$118.50 |
| Garrison | rack sealing | \$5,075.00 |
| Glen Ullin | Construct access road, parking area, crack sealing | \$5,325.00 |
| Grafton | Install automated weather system, grade safety area, crack sealing | \$4,892.00 |
| Gwinner | Purchase land approach zone | \$4,299.00 |
| Harvey | Install automated weather system | \$3,699.00 |
| Hazen | Construct hangar, apron, crack sealing | \$8,415.00 |
| Hettinger | Construct hangar, apron, crack sealing | \$2,793.00 |
| Kenmare | Construct and widen taxiway, crack sealing | \$6,419.82 |
| Kindred | Construct taxiway, access road, crack sealing, relocate hangar | \$5,014.00 |
| Kulm | Construct turf runway, land, grading, lighting, | \$46,402.00 |
| Langdon | Update ALP, approach survey, Crack sealing | \$5,172.00 |
| Linton | Install fuel system, Crack sealing, Install automated weather system | \$6,237.55 |

| | | |
|---------------------|--|-------------|
| Lisbon | Construct apron expansion, signs, access road | \$3,684.00 |
| Maddock | Construct apron, purchase mower, sewer system, lights | \$13,038.00 |
| Mandan | Reconstruct taxiway | \$13,750.00 |
| Mayville | Airport Layout Plan, environmental study, crack sealing | \$4,284.00 |
| McVille | Hangar roof repair | \$3,250.00 |
| Minto | Crack sealing | \$8,895.00 |
| Minto | Construct runway, purchase land, construct taxiway | \$63,695.00 |
| Mott | Purchase land, approach zones | \$708.00 |
| New Town | Crack sealing | \$900.00 |
| New Town | Seal runway and markings, rehab, runway lights | \$23,500.00 |
| Northwood | Construct SRE Bldg., crack sealing | \$2,762.00 |
| Oakes | Install automated weather system | \$3,092.00 |
| Oakes | Crack sealing | \$3,062.00 |
| Park River | Runway rehab design, crack sealing | \$1,326.00 |
| Parshall | Construct apron expansion, access road, fuel system | \$8,428.00 |
| Rolla | Construct SRE Bldg., crack sealing | \$4,747.00 |
| Rugby | Install automated weather system | \$3,101.00 |
| Rugby | Crack sealing | \$4,254.00 |
| St. Thomas | Reconstruct apron | \$19,881.00 |
| Stanley | Purchase hangar, crack sealing | \$3,573.84 |
| Tioga | Reconstruct and extend runway | \$41,948.00 |
| Tioga | Rehabilitate airport access road | \$42,500.00 |
| Valley City | Construct hangar, apron, eng. | \$11,439.00 |
| Valley City | Crack sealing | \$10,120.00 |
| Wahpeton | Construct hangar | \$3,615.00 |
| Wahpeton | Terminal building remodeling | \$10,285.00 |
| Walhalla | Construct SRE bldg., pilot terminal, crack sealing | \$7,525.00 |
| Washburn | Update Master Plan, Airport Layout Plan | \$2,356.61 |
| Watford City | Install automated weather system, hangar supplement | \$4,013.58 |
| West Fargo | Seal coat, crack sealing, rehab taxiway, apron expansion, SRE floor | \$26,477.00 |
| Wishek | crack sealing | \$2,129.00 |

These state grant funds are invested to improve airfield safety and assist in repair, maintenance, and reconstruction of airport pavements. A strong demand is shown for new hangar facilities, automated weather systems, self fueling systems, snow removal equipment and maintenance buildings to house the equipment. The cooperation of the local airports, the FAA Airports District Office under the Airport Improvement Program (AIP), and the North Dakota Aeronautics Commission has strengthened the state's 82 general aviation airport infrastructure," reported Gary R. Ness, Director.

"The revenue source for these general aviation airport grants is derived from the 4% tax on aviation motor fuels and the aircraft excise tax collected in North Dakota. These state aviation taxes are invested back into aviation to support a \$120 million general aviation economy in North Dakota," reported Ness.

AERONAUTICS COMMISSION AWARDS STATE AIRPORT GRANTS

On June 21, 2007, the North Aeronautics Commission issued state grants to the air carrier airports totaling \$ 846,223.50. Following are the air carrier grant amounts awarded:

| | |
|------------------|---------------|
| Bismarck..... | \$ 165,041.50 |
| Devils Lake..... | \$46,457.00 |
| Dickinson..... | \$24,961.00 |
| Fargo..... | \$263,703.00 |
| Grand Forks..... | \$ 214,038 |
| Jamestown..... | \$8,875 |
| Minot..... | \$104,988 |
| Williston..... | \$18,160 |

"The main focus of the grant requests this year were varied from the terminal expansion at Fargo to wildlife hazzard mitigation at Grand Forks to a sander truck at Devils Lake and Dickinson. The \$ 846,228.50 state funding assists in the match for the FAA's Airport Improvement Program projects and the local level. These state grant funds are invested to improve airfield safety and assist in repair, maintenance, and reconstruction of airport pavements", reported Gary R. Ness, Director.

"The revenue source for these airport grants are derived from the aviation fuel tax, excise taxes collected on aircraft purchases and state general fund. This funding supports a \$861 million annual economic impact aviation system at the eight commercial North Dakota airports", reported Ness.



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INTERNATIONAL PEACE GARDEN'S *75th Anniversary*

An estimated 6,000 People Attended the International Peace Garden's 75th Anniversary.

"We couldn't be happier with the attendance, volunteers, vendors, entertainers, staff, the coverage by press, radio and television, and the events. Everything played out as planned and that's a good thing," stated

Kathy McGhan, co-organizer of the event. "It was a fun-filled day for all ages. We are extremely pleased with the attendance; over 6,000 people came out to enjoy the festivities. People told me throughout the day and the following day how much fun they had and said it was like stepping back in time seeing old antique cars, kites sailing, and large crowds of people strolling through the garden and having conversations and picnics in every nook and cranny. This is what makes all the time and effort that went into the planning of this event so worthwhile."

Highlights of the day included the Antique Car Show, a book signing by Fargo author Roxane B. Salonen, drummers, story tellers, a kite exhibition, guided garden tours, and a main stage featuring the Tribute to Peace, a vintage fashion show and tea, and performances by Lefty's Little Steppers, Métis Dancers, Miss Peace Garden Alyson Wilhelmi, and a hand bell choir. The International Music Camp also hosted dance and

choral concerts throughout the day. "The weather could not have been better," said Aggie Buhler, co-organizer of the event. "The day was absolutely perfect with great entertainment & weather. It was so awesome to see so many people out enjoying the events."

The International Peace Garden is a botanical garden on the North Dakota and Manitoba Borders. For more information about this one of a kind garden go to www.peacegarden.com.



"The day gave way to two hot air balloons giving tethered rides to many guests late into the dusk, in view of the illuminated Peace Tower, capping off a perfect day of Peace."

NORTH DAKOTA HAS AIR!

What do you mean by that? Over the last two months the air museums of the state have been showcased in two widely distributed regional magazines.

The North Dakota Living publication of the ND Association of Rural Electric Cooperatives headliner/cover story was the Dakota Territory Air Museum.

The Fargo Air Museum was a featured article in the Spring/Summer 2007 issue of Western Canada Aviation and Aerospace.

What does that tell us? We have a deep history in aviation and there are many dedicated people in the state that have a passion for aviation and the ideas to present that history to the general public.

When you walk into either one of the facilities you see that each has a special love of aviation and each building has its way in displaying the important product the industry.

DAKOTA TERRITORY AIR MUSEUM

A dream of many local aviation enthusiasts in 1986, it became reality with the first hangar being built in 1988. It was the host for the official North Dakota Centennial Air Show in 1989.

The organization created and produced the Centennial Mail Flight called "Hundred Airports in a Hundred Years." The event was an official sanctioned effort where the US Postal Service in partnership with the North Pilots Association, Airport Association of North Dakota and the ND Aeronautics Commission organized and

flew the US Mail to each and every airport in North Dakota. The airports, which at that time numbered 100, became for a short time, the focal point of the village, town and city when an open cockpit biplane arrived overhead and

was dedicated on July 6, 2000.

Mr. Oswin H. "Moose" Elker, a WWII Flying Tiger and a resident of Surry, ND was the benefactor and in his will, made the addition possible. Mr. Elker's collection of medals



Photo by Amy Taborsky

invited people to come to the airport and receive the staged airmail for the day. Each city/airport received that day's commemorative postmark on a special envelope from the USPS for this event. It was an adventure that spawns many a story from the participants on the ground and in the air.

A second building was completed in 1990. The third building, the OSWIN ELKER

and various other personal items are at the museum.

Exhibits both inside and out of the interconnected complex are vast and varied. There are three birds that stand out in the collection. They include a T-33; A-7 Corsair II and a C-47 "Gooney Bird" that are the main focus as you arrive at the facility. Once inside, you are met with many an aviation wonder. It is worth your time

and energy to take that trip to Minot and find this facility on the North side of the Minot International Airport. Come on, walk, drive, ride horse or fly in to visit the "Dakota Territory Air Museum."

The Dakota Territory Air Museum was a dream of many local aviation enthusiasts in 1986, and it became reality with the first hangar being built in 1988. It was the host for the official North Dakota Centennial Air Show in 1989.

Contact: Dakota Territory Air Museum, Minot International Airport, Box 195, Minot, ND 58701, (701)852-8500, www.dakotaterritoryairmuseum.com

THE FARGO AIR MUSEUM

Located on the South side of Hector International Airport across from the Fargo Dome, Fargo, North Dakota, it has been in existence since 2001. The present museum is the first of two envisioned buildings to house the best collection of flyable war birds in the state of North Dakota, or even the central United States, definitely the display rivals the EAA Museum in Oshkosh, WI, or the National Air and Space Museum in Washington, DC.

This building was also a "hangar of dreams" in 1997. Ten aviation nuts created a board of directors, came together with an idea, and began the vision to build a facility to house/showcase an estimated \$15 million dollar collection of authentically restored aircraft. Phase One is a modern 22,500-foot building with a full-length and full-height "front window" that is the talk of the town. The planned Phase II will be an identical main building with a 10,000 square foot two-story Interpretive and Administration Center.

This building was also a "hangar of dreams" in 1997. Ten aviation nuts created a board of directors, came together with an idea, and began the vision to build a facility to house/showcase an estimated \$15 million collection of authentically restored aircraft.

That is the plan for the future; today you can wander around the floor and look at the P-51 Mustang, P40 Warhawk, and A Navy TBM with President George H.W. Bush's wartime aircraft, a PT-17 Boeing-Stearman Kaydet and a Super Corsair F2G-1D.

The "Super Corsair" owned by Robert Odegaard, Kindred, ND, has been called "one of the nicest restored airplanes," by Don Lopez, former deputy director of the Smithsonian National Air and Space Museum. The Goodyear F2G-1D "Super Corsair," is one of only three in existence. Gerry Beck, Wahpeton, ND, is also a large contributor of aircraft to the effort with a Japanese A6M "ZERO," the only original one flying in the United States.

The display is what you would want to call a "Living" museum, one aircraft can be gone and another setting in its place "overnight." There is an awesome display of Agricultural Aviation Application, an important aviation industry in the state. That is what makes the Fargo Air Museum the

blessed aviation 'hall of good things.' Besides the aviation collection this a great collection and showcases the evolution of flight, starting with a complete replication of the "Wright Flyer" which was an award-winner from the day it was completed.

If you are even close to the city of Fargo, on either I-29 or I-94, make your way to 1690 19th Ave. North, Fargo, ND. (701)293-8043, www.fargoairmuseum.org

Footnote: Other aviation displays in North Dakota can be found at:

1. Bonanzaville, USA
West Fargo, ND
www.bonanzaville.com
2. Hatton-Eielson Museum
Hatton, ND
www.eielson.org

Photo by Amy Taborsky



ENGAGEMENT PROPOSAL BY *Air*

Compliments of the Napoleon Homestead

Over the years, there has been a variety of ways guys have proposed to their future brides. On Saturday, October 28, 2006, Lance Weigel, a Napoleon area native, and the son of Char and the late Wendy Weigel, hooked up a 14-ft cultivator to the tractor and went to work. What he came up with was a unique marriage proposal to his fiancée, Jenny Brendel, also a Napoleon native, and the daughter of Ellene and Raphael



Brendel, rural Napoleon.

Lance came up with the idea and sketched it out on a computer and then transformed his idea into reality with the 60' x 100' letters which ask the question: "Jenny, will U marry me? Lance." He said the actual cultivation part only took about 30 minutes.

The challenge lied in getting his fiancée to fly over the area. "This has been something I've been working on and I tossed the idea around at work," said Lance. According to Lance, a co-worker at Associated Pools in Bismarck, where



Jenny Brendel and Lance Weigel inside the airplane which flew over Lance's proposal.

Lance works, has a son who has a pilot's license, and he agreed to assist Lance with his proposal. Now, I still needed to convince Jenny to fly with me, as she's never flown before, said Lance.

Lance told Jenny that he was missing two calves and he knew this pilot who needed to acquire time behind the wheel of a plane, and that he would be willing to come to Napoleon and look for Lance's calves. According to Lance, Jenny said "Ya, right, you're never going to find them." But she agreed to go for the ride. They boarded at the Napoleon Airport on Sunday, October 29th, and flew southwesterly toward the Weigel farm where Lance could see his 'handi-work' from quite a distance. It was as the plane got closer that Jenny too noticed. Lance said she was pretty shocked, and he was pretty nervous, but she accepted his proposal.

Lance said the part of the missing calves was true, but the pilot didn't need any hours, he just helped pull off a very unique proposal.

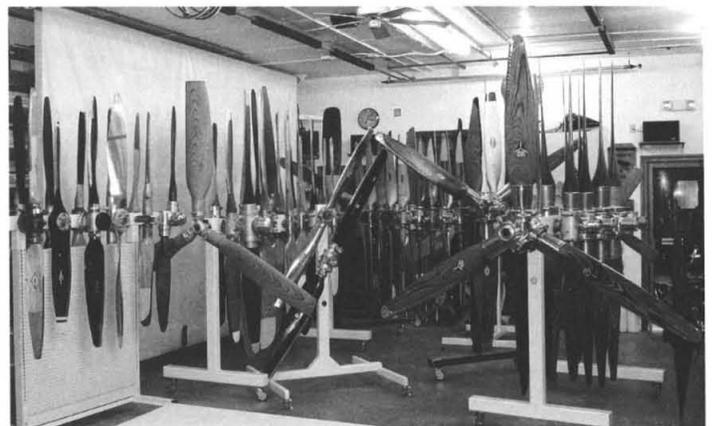
Once they landed back at the Napoleon Airport, Lance said he got down on one knee and officially proposed, and Jenny graciously accepted. The couple has set an August 25, 2007, wedding date.

WHERE HAVE ALL THE PROPS GONE?

By Gary R. Ness

As youngsters, many of us "Hangar Rats" noticed a wooden, typically broken prop leaning in a corner of a hangar or dimly lighted office attached to that hangar. These props usually had been a part of local aircraft that had deviated from the normal nose attitude, causing the prop to meet the ground or another hard object. Every so often you would hear a story or two about the retirement of that wonderful piece of history...the best prop that ERCO or Freedman ever made. That rarity could be a solid wooden prop or a "wondrous" wooden, ground adjustable, variable pitch, controllable prop from the "golden years" of aviation. There was a good possibility that to this day you or the owner of the hangar could not come up with an ID on the specific prop in question.

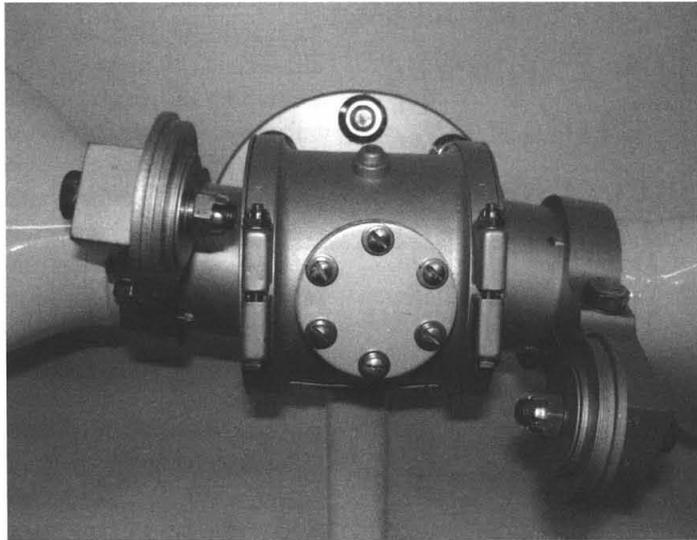
Well, this author knows who you could call for the background information if you ran across a wooden, ground



adjustable, variable pitch propeller. His name is Monte Chase of Mandan, North Dakota.

At age 17, Monte was given his first propeller by Uncle Bob as a memento of his first solo flight. Little did either of them know that it would fuel a passion for a one-of-a-kind collection. Over thirty years of hard work and seventy-two propellers later, he has a collection guaranteed to make any knowledgeable aviation enthusiast say: WOW !!!

With propellers from twenty different manufacturers, the collection represents perhaps the most exciting years of aviation history, spanning the period from 1926 to 1947. This period is named the "golden years" because of the countless advances in aviation technology that occurred, many expeditions undertaken and the numerous records set. There was major progress made in the industry and the public was intensely interested in aviation events and the speed factor of the



aircraft. The names of air-race pilots and aerobatic flyers were in the headlines and newsreels at the movie houses, much like NASCAR today.

The development of these propellers started shortly after World War I when the aviation industry was tiny and Depression-bound and many of the factories were not mass producers but custom-piece-work builders. Metal propellers had replaced the early wooden fixed pitch propellers during the mid 20's and 30's. But by January 1941, nearly a year before Pearl Harbor, manufacturers could no longer get aluminum-alloy for use in light and commercial aircraft. The nation's entire production of aluminum was being used for military purposes and the U.S. went from producing as few as 3,000 planes a year before 1939, to responding to the wartime needs that saw more than 96,000 aircraft produced annually by 1944, another WOW.

These events set up the reason for this collection. The shortage of aluminum led manufacturers to design ground adjustable, variable pitch and constant speed propellers for general aviation and small military trainers using wooden or composite propeller blades with steel hubs.

Propeller manufacturers - Engineering Research Corp (ERCO, Flottorp, Freedman Burnham, Sensenich "Skyblade", Hamilton Standard, Standard Steel, Beechcraft "Roby", Hartzell "Hartzite", McCauley, Hoover Hydraulic, Everel Propeller Corp,

Aeromaster, Aeromatic, Continental Aviation Sky Power, Maynard DiCesare, Annesley, Westinghouse Micarta, Curtiss Reed, Fairey Redd, and Camfield - are all represented in the Chase Collection. I suggest that readers Google each and every



manufacturer's name to see how many are still a part of the wonderful world of aviation.

Wooden propellers are scarce due to the short period of production (roughly eight years), and the conditions that affect them. Bird strikes, moisture and rock chips from undeveloped runways made it difficult to keep them balanced and flying. The props were easily damaged and hard to repair, which led to most of them being removed and exiled to their home in that dark corner of the hangar.

Monte showed me actual prototypes as well as multiple



one-of-a kinds, and first production serial numbers with new, old stock that has never been in service. My best-of-the-best is the 1937 Everel Model E-88 Blade 1-38-A. It's a single-bladed, counter-weight balanced propeller that was displayed on a J-2 Taylorcraft-A with a Continental A-40-A. I would bet the ranch that the FAA would not certify that model today!

When you walk around and take time to admire the collection you want to just sit down and soak up the

Continued on back page

NEW OWNERSHIP



Brockway Moran & Partners, Inc. and Meridian Venture Partners announced that they have completed the sale of Executive Air Taxi Corporation to Mr. Kelly Cermak, Executive Air's CFO, Mr. Paul Vetter, Executive Air's General Manager, and local businessman Mr. John G. Miller. Together, the new ownership brings more than 60 years of experience with general aviation, management and leadership to Executive Air.

"I have the highest respect for Executive Air's new owners, and we wish them a very successful and rewarding future. The company is in great hands with

professionals that are extremely knowledgeable and experienced with respect to the general aviation industry. Our future plans include utilization of Executive Air as a service provider," said Fred Buttrell, President & CEO of Med-Trans Corporation. Med-Trans Corporation, headquartered in Dallas, Texas, is a leading provider of air ambulance programs in selected locations throughout the United States, focused on

establishing partnerships with leading hospital systems, medical centers and EMS agencies. Med-Trans currently operates a fleet of 21 Bell helicopters through 17 programs across nine states.

Kelly Cermak, who has been with Executive Air for 23 years said of the ownership change, "We are extremely excited about having ownership in

"I have the highest respect for Executive Air's new owners, and we wish them a very successful and rewarding future."

Executive Air Taxi Corp. remain at a local level. The beauty of the transaction was obtaining the most valuable asset, the retention of the professional and dedicated staff. They possess years of experience, one of whom has been with the company for over 30 years. We will continue to offer

services as in the past with an aggressive plan to expand those services, in addition to adding new services."

In his new role as Chief Operating Officer and co-owner, Paul Vetter stated that, "I am excited and confident about the future, and having ownership in the company I am passionate about is a dream come true. Success is built upon and around relationships. Our success would not be possible without our dedicated staff, our loyal customers, the support of the team from the FAA, as well as airport and city leaders working jointly with us in order to achieve our goals. Executive Air is the region's premier aviation center and is the leader in the aviation community with an impeccable safety record, I look forward to providing for the needs of our clients and staff in order to keep it that way."

Executive Air Taxi is a full-service, fixed-base operator (FBO) located at the Bismarck, North Dakota, Municipal Airport. Executive Air's services include aircraft charter, maintenance, rental, and management, parts sales, flight instruction, airfreight, and fuel sales. Executive Air is the only authorized Bell, Cessna, Cirrus and Beechcraft Service Center in the Upper Midwest.



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Flight Services for the 21st Century

ND AFSS by Jeff Peterson, Manager

"We're not your everyday FAA. In fact, we're not the FAA at all..." I'm still amazed at the number of pilots I speak with that are unaware that flight services have been provided by the **Lockheed Martin Corporation** since October 4, 2005. Hello aviators, my name is Jeff Peterson, Manager of the North Dakota AFSS, located in Grand Forks, ND. The face of flight services has changed and I think you're going to like it; here's a little background:

FS21 is the latest step in what has been a 20-year program to modernize and consolidate the flight service system. As I mentioned above, the program is no longer in the hands of the FAA, but in the very experienced and capable grasp of the Lockheed Martin Corporation. What began in the 1970's with 305 flight services stations, 3,700 specialists, teletype and rotary dial telephones will, by August 2007, become a state-of-the-art "virtual" Flight Service Station. By "virtual" I mean that wherever you call from, you'll be automatically transferred to the next available briefer and one that is specifically trained for your area of interest; many of the same briefers that you've gotten to know over the years have already moved to one of these new FS21 facilities. The basic setup involves the use of three hub facilities and a network of 16 satellite or "continuing" FSS facilities serving the entire United States and Puerto Rico (except for Alaska which was retained by the FAA). Not only will you receive personalized service but you will also be able to

interact with the briefer using your home or office computer and the Pilot Web Portal www.afss.com.

Web Portal features:

A personal home page that can be customized with selected weather products for your specific area of interest.

You will have access to the same weather products, NOTAMs, TFR's, and SUA's as your briefer.

Briefings will now include all applicable Local NOTAMs; eliminating the need to call the out-of-state destination AFSS for additional information.

A personal profile that can include your favorite flight plans, routine and emergency contact information and aircraft performance data.

Links to other aviation information and events.

Benefits:

Enhanced safety by improved common situational awareness between pilots and specialists.

More personalized and efficient service (due, in part, to pilot provided profiles).

Optional notification by e-mail or text message for hazardous weather and TFR alerts that impact your filed flight plan (future enhancement).

Airport authorities will have a single exclusive toll-free NOTAM phone number that will route the caller to the appropriate Flight Data position for NOTAM formatting and dissemination.

A separate phone number for automated Telephone Information Briefing Service (TIBS).

1-800-WX-BRIEF (1-800-992-7433) will not change; simply dial the same number and your call will be automatically directed to a briefer that specializes in your area.

The three hubs mentioned previously are located in Ashburn, VA (Eastern Service Area), Ft. Worth, TX (Central

Service Area), and Prescott, AZ (Western Service Area); North Dakota falls within the Central Service Area. The Princeton (MN) AFSS will be providing your pilot weather briefing services during the hours 0600-2200 (with overflow going to the FTW Hub). The Ft. Worth facility will provide all Inflight, Flight Data and NOTAM services 365/24/7. Radio calls will not change; simply call Grand Forks Radio, announce what radio outlet you're using, and the Grand Forks Sector of the Ft. Worth Hub will answer. A specialist that is specifically trained for your area of operation will provide your services. All 3 Hubs and 16 continuing sites will be electronically linked by the FS21 system; therefore, all information is shared and instantly available throughout each facility. Because of this, search and Rescue functions will also be streamlined; locating the last radio contact from a missing aircraft will be much faster because all facilities are now using the same database. All FS21 workstations will run Flight Winds software; a vast amount of information is stored in Flight Winds and not all of it weather related, i.e., NAVAID and NOTAM information is electronically stored, categorized, and updated, as are instrument approach charts and airport information from the Airport Facility Directory. The result is that your briefer will no longer have to sift, literally, through volumes of publications to search for airport data; it's now just a matter of a few keystrokes; all great stuff and we think you're going to love it.

The Grand Forks FSS began operation in 1938, originally on the second floor of the airport terminal building located on the old airport. In 1966 we moved to the new airport west

of town and were housed on the second floor of what is now the Airport Authority building. In 1987, following the closure/consolidation of all ND Flight Service facilities we moved to our present site south of the University's flight school. Our final day of operation was July 9, 2007.

We're a small facility in a small aviation community; most of our employees have been serving you for 20 plus years, many of us for more than 30. You may be just a voice on the phone or radio, but you've become family to us. I think I can speak for each of our employees when I say that we're going to miss wonderful North Dakota and its great aviation atmosphere. We look forward to talking with you again from our new home; whether it is Ft. Worth or Princeton, Minnesota. Thank you North Dakota; it's been a great flight!



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In Memoriam

Joe Parmer 1925-2007

Joe started his career at Hector Airport on January 1, 1947, he retired December 1, 1996. Exactly 49 year and 11 months. Joe said many a time nobody should work for 50 years.

Joe Parmer was the ultimate gentleman—a class act—a great role model.

The example of exemplary character, integrity, leadership, honesty, volunteerism and patriotism – he had great morals and demonstrated compassion towards others. Joe had a real passion for creating opportunity for people. I know that hundreds of American Legion baseball players were fortunate to be able to interact with Joe. I know he had a positive impact on each person he knew.

I know I am a better person for knowing Joe Parmer.

From the Eulogy for Joe Parmer by Shawn Dobberstein

"In Memoriam" Alan Peiler, Bismarck

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2006 is a Great Year to Buy or Sell, Call Me!

NEW FBO AT THE HILLSBORO REGIONAL AIRPORT

The Hillsboro Airport Authority announces the addition of a Full Service Maintenance Facility at the Hillsboro Regional Airport.

The Hillsboro Airport secured a Federal Aviation Grant to construct a 100' X 70' maintenance hangar. Construction of the hangar was completed February 1, 2007, allowing On-Site Aviation, Inc. to open its doors for business.

On-Site Aviation, Inc. began in 2005 based off a rural Northwood, ND farm with a grass strip, specializing in "On-Site" mobile aircraft maintenance. Relocating to the Hillsboro Airport enables On-Site Aviation, Inc., to expand its business and services, providing a more accessible location to a wider variety of customers. On-Site Aviation, Inc., continues to

provide 24/7 on-call, mobile services for emergency aircraft repair.

The owner, Chad Hanson, a Northwood, ND, native, has

graduated from NCTC in Thief River Falls with an Airframe and Powerplant Certificate, continuing on to receive his Inspection Authorization.



been involved in aviation his entire life. He started flying at age 14 and currently holds a commercial pilot's license. He

Over the past seven years, Chad has worked on a wide variety of aviation aircraft ranging from J3 Cubs to KC 135 Tankers. He has a strong background in Ag Aviation due to his experience as an Ag Pilot/Mechanic. Chad also serves in the ND Air National Guard.

On-Site Aviation, Inc. is now capable of handling all general aviation and agricultural aircraft maintenance, providing services including, but not limited to; minor and major repairs and alterations, aircraft annuals, engine overhauls, fabric recovering, and complete restoration and refurbishment.

They continue to ensure customer satisfaction through friendly service, quality workmanship, and their "stand behind our work attitude" at a highly competitive rate.

We invite you to visit the Hillsboro Regional Airport and the new FBO anytime. To access additional information, visit the airport website at www.flyhillsboro.com or the new FBO website at www.onsiteavation.com.

FUTURE FUELS, UAV REGS GET ATTENTION ON CAPITOL HILL

It's hard to get anywhere without a plan. That's why Congress wants the FAA to focus on two areas critical to general aviation: the future of avgas and the regulation of unmanned aerial vehicles (UAVs). "Rep. Mark Udall (D-Colo.), chairman of the House space and aeronautics subcommittee, has shown strong leadership by sponsoring this badly needed legislation," said AOPA President Phil Boyer. "We need to address how existing aircraft will be affected by alternatives to leaded avgas, and we need to make sure that UAVs meet the same standards as certified aircraft. It's about our future as well as our safety."

The bill would provide \$750,000 over three years (beginning in fiscal year 2008) for research into modifying existing piston engines so that they can burn unleaded aviation fuel. The bill would also require the FAA to develop a 'roadmap' for the program.

As far as UAVs are concerned, the bill would require the FAA to submit a plan for testing and integrating UAVs into the National Airspace System. There are currently no federal regulations for the certification or operation of UAVs. AOPA wants to make sure the vehicles operate safely and don't result in more flight restrictions for pilots.

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beauty of the production, the grain in the wood, the many layers of composite, the many different designs of the props air foils and the gleam of the metal trims, the age-old designs of the company decals, plus the wonders of man's imagination that created the mechanical apparatuses called the hubs. The most wondrous is the industrial and utilitarian workmanship that created an

art form that the world of art does not know.

Building a complete collection of this size and rarity has taken years of searching for parts, reference materials and original manuals from all over the US and Canada, along with extensive research and impeccable, painstaking restoration. Tucked away in a woodworking shop in a small North Dakota town is the largest privately-owned collection of its kind in aviation

history. Thank you, Monte.

I have been told that fewer than fifty people have ever had the opportunity to personally view this museum-quality collection. A collection of this size and quality needs to find a home to be presented to the public. It would be an unprecedented addition to any museum.

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Dave Korsmo (701) 587-5161
Rich Altendorf (701) 587-5171

Drag Racing

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(Weather contingency, August 4-5)
Jamestown Drag Racing Association,
Jamestown Apt., Glenn Christianson

7th Annual Planes on the Prairie

Sunday, August 12, 2007
9:00 a.m. - 3:00 p.m.
Breakfast - 9:00 a.m. - 10:30 a.m.
Airshow by Rob Ator, Remote Control Aircraft Display
Contact: Matt Remynse (701) 483-1062

Turtle Lake Fly-In

Sept. 16, 2007, Sunday
Turtle Lake Airport
Contact: (701)-448-2252

North Dakota Aviation Quarterly
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