



THE NORTH DAKOTA AVIATION COUNCIL PRESENTS:
THE 2007 UPPER MIDWEST AVIATION SYMPOSIUM
 INFORMATION: 701-328-9650

AVIATION Discover the Magic

SUNDAY, MARCH 4, 2007 — TUESDAY, MARCH 6, 2007
HOLIDAY INN (701-852-2504) — MINOT, NORTH DAKOTA



SKIP HOLM
 Heavy Metal Pilot
KEYNOTE
GENERAL
SESSION
SPEAKER
 Monday
 March 5, 2007
 4:30 pm
 Exhibition Rm.

SYMPOSIUM
"ICE BREAKER"
SUNDAY
MARCH 4, 2007
5:00 PM – 9:00 PM
DAKOTA TERRITORY
AIR MUSEUM

COUNCIL
AWARDS & ND
AVIATION HALL
OF FAME
INDUCTION
BANQUET
TUESDAY
MARCH 6, 2007
6:00 PM – 9:00 PM
COLISEUM ROOM



KATE LANG
 Deputy Assoc.
 Adm. for Airports
WASHINGTON
PERSPECTIVE
 Monday
 March 5, 2007
 2:30 am
 Rhodes Rm.



BEN TRAPNELL
 UND/JDO
BREAKFAST
SPEAKER
 Monday
 March 5, 2007
 7:30 am
 Exhibition Rm.



BRUCE SMITH
 Dean UND/JDO
BREAKFAST
SPEAKER
 Tuesday
 March 6, 2007
 7:30 am
 Exhibition Rm.



JERI ALLES
 GLA-Airports
PRESENTER
 Tuesday
 March 6, 2007
 2:30 pm
 Rhodes Rm.



HENRY OGRODZINSKI
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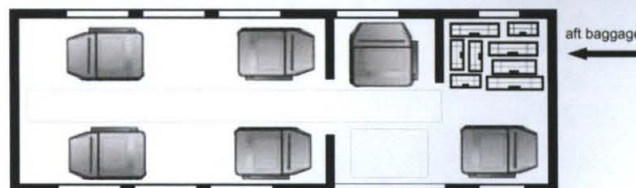
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NORTH DAKOTA

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NDAC

Winter 2007



SKIP HOLM "Heavy Metal Pilot" To Be Keynote Speaker

Skip Holm – in the aviation industry that name is synonymous with speed and "Fast Big Iron". He is a North Dakota native with a love of flying that came a little late in life. Skip is quoted, "I did not even see, hear, feel or fly an airplane until I was 18." Mr. Holm points out that he grew up on a farm in North Dakota and as the song goes: "With the cattle and the wheat and the folks that can't beat. I say hello-ta North Dakota, and I just can't say goodbye."

The North Dakota Aviation Council has said: "Come on home and visit!"

A Dickinson native with a BS degree in engineering from North Dakota State University and an MS from University of Southern California in Aeronautical Engineering/Systems Management,

Skip has led an aeronautical life that is very diverse and more interesting than most. His billfold holds an FAA Pilots Certificate ATP, Acrobatic endorsement, level 1, Aerial Coordinator and various types of certificate endorsements that cover more than 20 aircraft. Skip's United States Air Force career spanned from 1966 to 1992, and a stop at Lockheed Aircraft "Skunk Works." His career report has 163 combat missions in F-105's and 189 in F-4E's adding up to 1,172 hours of combat time. His engineering education led him to "Skunk Works" for production test



Continued on page 2

Chairman's Corner

By Darrel Pittman



December has been a very busy month. I'm late with my article and I'll have to make amends with the editor (sorry Amy). Last June the NDNG started a remodeling project in the building my office is in. Since then I've moved three times. The

last time (hopefully) was on Thursday, December 7th. That same night I traveled to FAR for an FAA meeting concerning the FAR radar situation. That was the first of three trips to FAR, each close together in a short span of time. Plus, we had a council meeting in MOT thrown into the mix. Oh well, my Dad always told me, "They can't hit a moving target."

REMEMBERING AMERICAN HEROS

Recently, I was honored to be the

master of ceremonies at the North Dakota Veterans Cemetery, south of Mandan, ND, for the "Wreaths Across America" program. If you are not familiar with it, they have a great web site, www.wreathscrossamerica.com. Nationally the Civil Air Patrol has become involved with the program. This was the first time since it began 15 years ago that the program has gone national. The ceremony was

Continued on page 2

put on simultaneously at 230 Veterans Cemeteries across the nation. The Bismarck, ND, CAP squadron was tasked with coordinating the effort locally and it went well. The script I followed was not hard, but it became difficult to read because it made me rather emotional and teary-eyed. We had a great turnout and the visitors enjoyed the ceremony.

SAFETY

Some council members had a meeting with the FAR FSDO recently. Part of the conversation was about the new safety program. The safety sessions that we have all become familiar with are gone! The FAA now has established a new program called FAASTeam. The North Dakota safety office is now in RAP. Those of us who were safety counselors before had to re-apply to be part of the new program. As of now, we do not know if we will be part of the program or not. The FAA is still trying to iron out the wrinkles before we will see a finished project. We need to wait and see what the outcome will be. In the mean time, fly safe and stay aware. Remember the "old bold" pilot saying.

While I'm on the subject of safety, let's all keep in mind that we are now officially in the wintry-weather season. Flying and driving conditions can change at any given time. The deer population has become very hazardous on the highways and roads. They have actually caused one fatal accident. Our CAP Wing is not immune either. One of our officers lost control while trying to avoid a herd of deer. The vehicle was totaled but fortunately no injuries occurred. "Wisdom is not always acquired by age, but by

experience as well."

UPPER MIDWEST AVIATION SYMPOSIUM
"Aviation - Discover the Magic"

For those that don't already know, the "UMAS" is just around the corner. Your Aviation Council is hard at work putting together another great Symposium. The dates are March 4 - 7, 2007, which include another great morning career day session planned for Wednesday, the 7th. As I reported in another article, we have made career days an integral part of the Council's charter. We are hoping for a big gathering of young students who may become interested in an aviation career. If you have a talent or are interested in helping, let your Council representative know. As always, we have some exciting presentations and speakers to awe you. There will be a special event planned. So, be there and help us celebrate. Look for two more inductees into the "North Dakota Aviation Hall of Fame." Want to know more? Visit our web site at <http://www.ndac.aero>.

Call in your flight plan to the Minot Holiday Inn and reserve your place for a few great days of fun and interesting education. You can find an application in this issue of the *Aviation Quarterly*. Don't wait, send it in now and avoid the last minute rush. Look up Jim or me up when you get there and close your flight plan.

CLEARED TO LAND

Skip Holm, from page 1

pilot work involved in F-22, F-117, U-2R and numerous other classified fighter aircraft projects. Mr. Holm's total flight time is approximately 14,000 hours in everything. A-4, A-6, A-7, A-37, BD-5J, BD-10, F-4, F-5, F-11, F-15, F-16...and the rest of the alphabet down to the YAK-55. His racing pedigree has aircraft that all of the racing aviation industry fan base would recognize: Rare Bear, Tsunami, Voodoo, Mr. Awesome, Yak Attack, Risky Business, Platinum Plus, Bearcat, Blind Man's Bluff, Wild Wind, P51-B Believer, Critical Mass, Sumptin Else, along with the most famous of them all, DAGO RED. Reno Air Race Unlimited Class awards consist of Gold Flight Winner in 1981, 1984, 2000, 2003. He holds the World Unlimited Closed Course qualifying record of 450.085 miles per hour in 1981 and 497.787 in 2002; World Unlimited Close Course lap record of 512.164 miles per hour in DAGO RED in 2003; World Unlimited Closed Course race record of 506.509 miles per hour in 2003 in DAGO RED. He received the THOMPSON TROPHY twice for records with DAGO RED. He has done TV commercials for "Honda," "Genuine Draft Miller Beer," "Chuck Yeager Pepsi" and "Red Knight Airshows." His movie resume' contains "Hot Shots," "Mission of the Shark," "Navy Seals," "The Right Stuff" and "Deal of the Century" technical advisor.

Do you remember the opening credits to the TV program, "Six Million Dollar Man"? Do you also remember the T-33 that was the out-of-control maneuver? That was Skip.

From the prairies of North Dakota to the desert of the California, it is a trip to hear about. Come to the "Upper Midwest Aviation Symposium" in Minot, "The Magic City," March 4, 5 & 6, 2007, and hear about DAGO RED and the aviation career of North Dakota native Skip Holm.



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FROM THE DIRECTOR'S CHAIR

By Gary Ness,
Director,
North Dakota
Aeronautics
Commission



Where have all the flowers gone? Well that is what is being said throughout North Dakota as I write this article. We, in Bismarck, have received ten and one half inches of good old SNOW. It has been a long time coming. The ranchers and the farmers from across the country feel that this is the first good indication that the drought is over.

Not many people in the general populous would understand what moisture means to aviation. One of the largest facets of our industry is directly involved with moisture.

That fact is, Agricultural Aviation, which from our latest study, generates 82 million dollars of total impact to our state's economy, and these last three years have been a struggle for the aerial applicators. Let's hope that this moisture we have just received will trigger more moisture for the agricultural segment of our citizenry and our industry.

I was reviewing some old paperwork that I found while giving my office the end of year cleaning. I found some articles from the last time the control of Congress changed hands.

Do you remember 1994? That is the last time that control of the House of Representatives and Senate changed political hands. The Republicans took over from the Democrats and the aviation industry was watching very closely and discussing what would happen to the industry from the words from the Hill in Washington, DC. We are at it again.

The House and Senate have changed political hands and the guessing game is on.

The Administration has put out feelers on several different fronts on the financing of the

FAA and aviation programs in general. There have been many rumors of changes to the fuel and ticket tax structure and "user fees" to help improve the infrastructure needs of the industry. Most of the money that comes to aviation goes into infrastructure, such as air traffic facilities, which now are called ATO, then airports. A large percentage of the general operating expenses of the FAA also comes from funds from the Airport and Airway Trust Fund. Trust Fund is easily defined: It is for the airports and airways of the United States. The Trust Fund method in financing is ok. It needs no change; it provides the funding needed to keep our aviation system in great shape. It just needs to be managed better and the general fund needs to provide the funding for the management called the FAA. The Trust Fund was never meant to provide funding for the FAA administration. It was meant to be used for the Airport and Airways. It is working and don't let anyone tell you it isn't doing the job. The management funding for the FAA should come from the General Fund of the U.S. budget. All citizens benefit from the aviation system and should provide the funding of the management.

With these changes in Washington, you now have an opportunity to let your representatives in the Senate and House know that those changes that will be put to the new leadership really need a close look. Change can be good, but with the Airport and Airway Trust Fund, no change is the best for today and tomorrow. Take the time to read what you can find in the aviation magazines, *Flying*, *Private Pilot*, *AOPA*, *General Aviation* and *Pacific Flyer*, etc.. Develop your independent opinion and let our congressional leaders know what you think is best for your industry.

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TRIM TAB

By Bob Simmers



Farewell to the World's Greatest Aviator

On December 19, 2006, the world's greatest aviator navigated beyond the surly bonds of earth. This man will never be in the Aviation Hall of Fame, but he will be remembered by all that knew him, for he had a way of touching everyone he met. His formal education was limited but his continuing education was an everyday event. He served in WWII and then earned his Private Pilot License on the GI Bill in 1947. His incentives were the bad winters and his self-need to serve the community around him. When the roads closed due to snow, and the rivers ran over their banks from spring runoff, and the rural communities were cut off from the supplies and services, he needed to deliver food, mail and medical supplies to his neighbors and his family. Skis became necessary, but he could not afford them, so he built them. Soon he joined the ND Flying Farmers, served as its president for four years and eventually served on the board of Directors for the International Flying Farmers. His flying days were not incident-free. He left the landing gear hanging on the pasture fence a couple of times, destroyed a couple of props and lost a couple of skis, but his love and respect for flying never diminished. Each mishap was a learning experience. He grew from it. He had many stories of ferrying sprayers, crossing the mountains, flying the pastures, each one filled with his compassion for not only flying, but for life.

He learned to recognize his limits and in 1972, he sold his last aircraft, a 1960 182. You may remember stories of the kid who looked to the sky every time an airplane was overhead and how someday that kid would become a pilot. Well, even after he sold his aircraft, he could be seen in the farmyard looking at airplanes as they flew overhead. Every time I returned to the farm with an aircraft, he would drop everything that he was doing and would stand in the yard as long as he could hear the oh-so-soothing sounds of the engine.

His life was more than flying. He was a farmer, flyer, businessman, blacksmith, director, commissioner, leader, statesman, teacher, writer, husband, father, grandfather, great-grandfather and most of all – a friend. He stood for integrity, responsibility, accountability and above all – honesty. He taught respect and challenged those around him to think.

He has risen to new heights and now dances in the skies on laughter-silvered wings. Each time I fly, it will bring me closer to him and I will miss him, for he was not only the world's greatest pilot, he was my dad.



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NDPA

By Paul Hanson, President

As time draws near to the annual symposium, several hot topics are emerging for the pilots' association. One of these concerns is the proposed implementation of user fees for general aviation aircraft. The debate centers around how to fund the FAA. The airlines feel they are paying more than their share for the support of the system. General aviation, particularly business jet aviation, is the main target of not paying their fair share. What the airlines are advocating is a two-tier system, one of fuel tax and the other of how much time an aircraft is in the system.

The question that arises is, after the establishment of a user fee on business aircraft, will the general aviation pilots flying a turbo prop or vlj,

as well as piston aircraft, be caught up in the mix? As I see it, the latter is a very good possibility.

Reference is always made to Canada, Germany and France that have user fee systems as the way to go. Nice thought, but our current system is not even close to what those other airspace systems are. We are two to four times larger and more active. If user fees pass, is the system activity of general aviation going to shrink to accommodate the usage of the system?

Another area of concern is the so-called stakeholder (users of system), Director proposal (i.e. who directs where funding goes). The stakeholders of the NAS could be tilted toward the airline airspace and airport usage, with small general aviation airports and airspace pushed to the end of the finance line where they may get funding, if the funds

are available.

The last thing on this issue is the ability of the FAA to modernize from an analog system to a digital system without wholesale shutdown of the system, section-by-section.

For ND pilots particularly, the next issue of UAV's is heating up. There are a lot of questions as to the operation aspects of these vehicles. The concept is great, but how is this going to affect our daily lives? IFR flights would be affected to a smaller degree than VFR, in my opinion. Train of thought: IFR traffic are already in the system and with positive control will be able to avoid contact with a UAV. VFR flight would be subject to a greater risk of conflict with UAVs not being in positive control of ATC.

The area of concern is along the border of North Dakota with Canada.

Last, but not least, is funds

the NDPA has available. In the past couple of years, not many things have been done, and we need to expense some of these funds for projects. One possible use of the funds is to help sponsor a courtesy car at some of the smaller GA airports. NDPA could pay for key lock boxes with a specific code for NDPA members and specific paint scheme identifying it as an NDPA-sponsored courtesy car. Details would have to be worked out.

Another idea is the NDPA sponsorship of safety seminars in the eight major cities of the state. We would need a local representative to set up in each city.

With this food for thought, NDPA is looking forward to a great symposium, with the above topics to be discussed at length. I urge all North Dakota pilots to attend the symposium this year at the Holiday Inn Minot, March 4-7, 2007.



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NDPAMA – Maintenance Records

By Dan Kasowski

No aircraft is considered airworthy by the FAA until the weight of the paperwork exceeds its maximum certified weight (or so goes the old joke). We in aviation are always complaining about the amount of paperwork the FAA, in its infinite wisdom, makes us do. Any aircraft owner or mechanic who has gone through the process of getting new equipment installed in their aircraft, or major repairs approved, know that sometimes it seems excessive and burdensome.

The maintenance records for an aircraft (what most of us call the aircraft and engine logbooks) are a very important responsibility of aircraft ownership. They are critical in our ability to maintain an aircraft properly. They also play a crucial role when we try to sell an aircraft. If you doubt this, just try to sell an aircraft whose logbooks have been lost!

The FAA requires us to keep maintenance records for our aircraft. In fact, there are several separate FARs that define what records must be kept, for how long, and by whom.

These regs define the minimum records that aircraft owners must keep. But they also leave quite a bit to the judgment of the persons doing the recordkeeping (usually the aircraft owner and the technician). As responsible aircraft owners, I believe we can and should be doing more than the minimum required by the FARs.

Whose Responsibility?

Most aircraft owners assume that maintenance records are the responsibility of the technician or maintenance shop. How many of you leave your logbooks at the maintenance shop? How many of you never look at them? The FARs are very clear on placing primary responsibility for both maintenance and recordkeeping on the aircraft owner, not the technician or maintenance shop. If you are not clear on this concept, you need to dust off that FAR book and review the following regs:

- * 91.405 Maintenance required
- * 91.407 Operation after maintenance
- * 91.409 Inspections
- * 91.411 Biennial altimeter/Mode C
- * 91.413 Biennial transponder
- * 91.417 Maintenance records
- * 91.419 Transfer of maintenance records
- * 91.421 Rebuild engine maintenance records

Owners who never review their aircraft logbooks **may not** be in compliance with the FAR's. For instance, FAR 91.405 says:

"Each owner or operator of an aircraft...(b) shall ensure that maintenance personnel make appropriate entry in the aircraft maintenance records indicating that the aircraft has been approved for return to service."

and FAR 91.407 says:

"(a) No person may operate any aircraft that has undergone maintenance...unless... (2) the maintenance record entry required by Far 43.9 or 43.11. as applicable, of this chapter has been made."

As an owner-operator, how ya gonna do this without looking at the logbooks!! It is highly recommended that owners always keep their logbooks in a safe, secure place, and never keep them on file at their maintenance shop (as many owners do). Another mistake is to carry the records in the aircraft—this is definitely not recommended.

While the FARs place sole responsibility for maintenance recordkeeping on the aircraft owner, they simultaneously place responsibility for recording and signing off maintenance work on whomever actually does the work (generally, but not always the technician). These regulations appear in FAR 43, a portion of the regs most pilots are not familiar with as they apply mainly to the aircraft technician. But, if you're an aircraft owner, and are held responsible for your aircraft records, this is stuff you should really know. The pertinent Part 43 regs include:

- *43.2 Overhaul vs. rebuild
- *43.3 Persons authorized to do maintenance
- *43.5 Return to service after maintenance
- *43.7 Persons authorized to return to service
- *43.9 Maintenance records (general)
- *43.11 Maintenance records (inspections)
- *43.12 Falsification of maintenance records

FAR 43.3 is what gives you, as an aircraft owner who holds a pilot's certificate but not an A&P license, the authority to do preventative maintenance on your aircraft without the requirement for an A&P to be looking over your shoulder or signing off on your work. FAR 43.9 says that when you do such preventative maintenance,

you are required to log it and sign it off. FAR 43 appendix A(c) defines what kinds of maintenance is considered to be "preventative maintenance," and therefore is legal for a non-A&P owner/pilot to perform the work.

What must be logged?

For the majority of us who operate under FAR Part 91, the basic requirements for keeping maintenance records are in FAR 91.417. This regulation specifies what information must be recorded and how long these records must be preserved.

You are required to keep records of any maintenance, preventative maintenance and alterations — plus records of 100-hour, annual, progressive and other required or approved inspections—for the airframe, each engine, propeller and appliances of an aircraft.

For all such maintenance and inspections, FAR 91.417 requires that the following items be recorded:

- * A description of the work performed, or a "reference to data acceptable to the administrator."
- * The date the work was performed.
- * The signature and certificate number of the person approving the aircraft for return to service. (In the case of preventative maintenance performed by a non-A&P owner, this would be the owner's signature and his pilot's certificate.)

In addition, FAR 91.417 requires the following additional information to be maintained in the aircraft maintenance records:

- * Total time in service of the airframe, plus each engine and propeller.
- * Current status of any life-limited parts.
- * Time since last overhaul of all items required to be overhauled at a specified TBO.
- * Current inspection status of the aircraft, including the time since the last inspection.
- * Current status of applicable Airworthiness Directives, including method of compliance and, for reoccurring AD's, the time and date when the next action is required.
- * Copies of all 337s required for major alterations.

Continued on page 12

Join the Council and the ND Aviation Community In Honoring **ROGER PFEIFFER**, Assistant Director North Dakota Aeronautics Commission



Come and Join the Aviation Community in Celebrating at the Luncheon Honoring Roger

MONDAY - NOON
March 5, 2007
Holiday Inn, Minot, ND.

It started in his hometown of Redstone, Montana. Roger had a common problem of itchy feet and a need to see the country. After high school and a stint in Alaska on the DEW Line (only old guys will remember the Dew Line), as a roust-about with a supply company, flying to all sorts of facilities and in all types of weather, there, in adverse conditions, an aviation career was planned.

Roger returned to the lower 48 and graduated from American Flyers and pursued his career on the plains of North Dakota. His first employment was with Dickinson Air Service.

At that airport, he learned the big and little things about aviation and how it works or does not work, as a flight instructor, charter pilot, snow plower, grass mower and mechanic's helper.

He also met his wife of 42 years, Sally, from which came a family; a daughter, Karmen

and son Linden, and created three grandsons with another grand (?) on the way.

His first employment with the state, as a pilot, was with the Highway Department, which lasted 13 years. Roger has a record that will never be matched; he has flown, for inventory reasons, every, yes every, section line in the state of North Dakota, TWICE. Think of it, every section line twice; result — you can't get him lost in North Dakota. There is a blemish though, Roger spent 23 months on the dark side; he was employed by the FAA in the Flight Service Station in Minot.

In 1980, Roger returned to state service as the Assistant Director of the Aeronautics Commission to then Director Harold Vavra. With the Mooney 21 first, and then the C-337, they were the wings of the Commission with Roger at the yoke.

Roger holds a commercial, multi-engine; instrument ticket, with more than 16,000 hours of flight time in 40 different aircraft covering most of United States.

Roger is known in more communities and airports in the state than any governor he has flown. As a matter of fact, Roger has served six governors in his career. He is a long-time member of the board of the Flying Farmers of North Dakota. Roger is the recipient of the National Association of Aviation Officials', "Distinguished Service Award", in 1997. The ND Aviation Council honored him with the "Special Service Award to North Dakota Aviation" in 1998. After a lifelong career in North Dakota aviation and his many hours in the sky.

FLIGHT SERVICES: PAST, PRESENT, and FUTURE

Joe Morgan, Operations Manager

By now, almost everyone is familiar with the sequence of events that has occurred in Flight Services. If you missed it, here is a very brief review. On February 1, 2005, the FAA awarded a contract to perform flight services in the lower 48 states, Hawaii and Puerto Rico to Lockheed Martin (LM) Corporation. This was the result of a public/private competition following Office of Management and Budget Circular A-76 guidelines. On October 4, 2005, LM assumed responsibility for delivering flight services. Our desire at Lockheed Martin was for a transparent change in service providers. We believe that

change was successful.

We retained many (not all), incumbent employees. We continue to follow the same policies and procedures used previously by the FAA. In fact, the FAA now provides oversight of all flight services. Because this is a performance-based contract (with financial incentives and penalties), the oversight is accomplished through verifiable and measurable metrics known as Acceptable Performance Levels (APLs). At the Upper Midwest Aviation Symposium (UMAS) this year, I will be discussing these APLs in depth and answering any questions you may have about the delivery of

Flight Services.

You have my commitment that serving you is our Number one priority. The details about our upcoming new suite of equipment (Flight Services 21 or FS21), our automation tools, our use of the internet, and services after the closure of the Grand Forks AFSS, are subjects that, due to limited space here, I will go into detail in Minot. Our new website: www.afss.com currently allows pilots to provide feedback (after registering on the site), of either a positive or negative experience. This site will be expanded in the future and will allow for much more interaction with the aviation

community.

Being able to provide quality and timely service to you in the future never looked as bright as it does today. With dedicated employees, new equipment and a work ethic you all know very well — we can hardly wait. I will be providing timelines, dates, and giving you the up-to-the-minute details in March. I hope everyone reading the *Quarterly* will pass the word, and I hope to see everyone at the symposium in Minot. Until then, I can be reached at joe.h.morgan@lmco.com, or by calling (763) 389-7101. Thank you. Call us for a briefing, and fly safely.

Sunday, March 4, 2007

Upper Midwest Aviation Symposium – March 4–6, 2007

	AAND Rhodes Rm	NDPA Aegean Rm	NDAAA & NDAC Exhibition Rm	NDPAMA Ionian Rm
11:00 am to 12:00 pm				NDPAMA Annual Business Meeting 11:00 am – 12:00 pm
NOON MEAL — On Your Own or Organizational Meetings				
1:30 pm to 2:20 pm	NO AAND PROGRAM	Introduction to FAA-FAAS Team What It Means to the Pilot Gary Knaggs – Mech ND/SD Steven Hoogerhyde – Ops ND/SD	ND Aeronautics Commission Aerial Applicators Mandatory Security/Safety Meeting 1:00 pm – 3:00 pm	Unison Industry Gina Van Slyke 1 HOUR IA – Renewal Class
2:30 pm to 3:20 pm				Aero Recip 1 HOUR IA – Renewal Class
3:30 pm to 4:20 pm		Lost and Crossed Q & A Discussion Period		CND - Heaters 1 HOUR IA – Renewal Class

REGISTRATION
Holiday Inn
Galleria Lobby
10:00 am – 4:30 pm

NDAC COUNCIL MEETING
Forum Room
12:00 Noon
Working Lunch for Board Members

EXHIBITORS SETUP
12:00 Noon to 6:00 pm
Coliseum Room

ICE BREAKER: Dakota Territory Air Museum — 5:00 pm to 9:00 pm

Shuttle Bus Schedule – Buses will pick up and return to the Airport from hotel (Look for time schedule in hotel lobby)

Monday, March 5, 2007

Upper Midwest Aviation Symposium – March 4–6, 2007

	AAND Rhodes Rm	NDPA Aegean Rm	NDAAA & NDAC Exhibition Rm	NDPAMA Ionian Rm
8:00 am to 8:50 am	Presidents Welcome Erling Rolfson President, AAND Opening Ceremony 8:30 am	See Exhibition Room 7:30 am Speaker	UAV's – What They Mean to North Dakota 7:30 am Ben Trapnell UND/JDO	Repair of Composite Aircraft 8:00 am Cirrus Aircraft Design 2 HOURS IA – Renewal Class
9:00 am to 9:50 am	State Airport Program Gary Ness & Mark Holzer NDAC	The Airline Industry Related to General Aviation Douglas Marshall UND/JDO		
10:00 am to 10:50 am	Airport Signage & Carrousel Hangars Steve Aldinger – IE Airpark Issues Nick Gludt-Moore Eng.	GARMIN Co. What's New Wayne Mcghee		FAA-FSDO Maintenance Records 1 HOUR IA – Renewal Class
11:00 am - 1:20 pm: LUNCH IN THE EXHIBIT HALL – Coliseum Room – WITH EXHIBITORS AND VENDORS NORTH DAKOTA AVIATION INDUSTRY LUNCHEON ROGER PFEIFFER APPRECIATION DAY Join the Council in honoring Roger for his years of service				
1:30 pm to 2:20 pm	Airfield Ops Lighting, Mowing & Snow Removal Tony Myra, CRYOTECH J.D. Karhoff - MOT Troy Estes - BIS	UAV's and the Private Pilot Ben Trapnell UND/JDO		FAA-FSDO Maintenance & the Pilot 1 HOUR IA – Renewal Class
2:30 pm to 3:20 pm	The Washington Perspective Kate Lang Deputy Associate Administrator for Airports	Legal Avenues for Pilots Brett Venhuezin UND/JDO		FAA-FAAS Team What it Means to the A & P Gary Knaggs 2 HOURS IA – Renewal Class
3:30 pm to 4:20 pm	Engineer Negotiations Rick Ennen - KLJ Tom Neigum - KLJ Wetland Mitigation Jon Scrapper, UEI	FAA-ATCT Roundtable ND Tower Chiefs		

CONTINENTAL BREAKFAST
Exhibition Room
7:00 am

BREAKFAST SPEAKER
Benjamin M. Trapnell
Exhibition Room
Council Room
Forum Room
7:30 am

REGISTRATION
Galleria Lobby
8:00 am – 5:00 pm

EXHIBIT SETUP
Coliseum Room
8:00 am – 10:00 am

EXHIBITORS' MEETING
Coliseum Room
10:15 am

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

SPOUSES' PROGRAM
9:30 am – Noon
With Lunch
Atrium Conf. Room
Tours: Pointe of View
Winnery/Davey
Pottery

General Session — 4:30 pm to 5:30 pm Exhibition Room

Keynote General Session Speaker : Skip Holm – "Heavy Metal Pilot"

Exhibitors' Night — Coliseum Room — 6:15 pm to 9:30 pm for Symposium Ticket-holders

Exhibit Hall — Coliseum Room — Open to Public 7:30pm to 9:30pm

Tuesday, March 6, 2007 Upper Midwest Aviation Symposium – March 4–6, 2007

	AAND Rhodes Rm	NDPA Aegean Rm	NDAAA & NDAC Exhibition Rm	NDPAMA Ionian Rm
8:00 am to 8:50 am	Runway Safety Program FAA Regional Certification Office <i>John Lott – FAA-AGL</i> 8:30 Start Time	FAA - Wings Program <i>FAA-FSDO</i> 8:30 Start Time	Breakfast Speaker <i>Bruce Smith</i> 7:30 Start Time	Chadwick Helmeth 8:00 Start Time 1 HOUR <i>IA – Renewal Class</i>
9:00 am to 9:50 am	HOT TOPICS Airport Roundtable Panel Discussion <i>Steve Johnson, GFK</i> Moderator	AOPA - HOT TOPICS <i>Bill Hamilton</i> Central Area Rep.		Eagle Fuel Cells 1 HOUR <i>IA – Renewal Class</i>
10:00 am to 10:50 am	AAND Business Meeting	FAA Regional Report <i>GLA-Administrator</i> GLA-Airports <i>Jeri Alles - GLA-6</i>		Unison Industry Ignition/Magnitos 1 HOUR <i>IA – Renewal Class</i>
11:00 am - 1:20 pm: LUNCH IN THE EXHIBIT HALL – Coliseum Room – WITH EXHIBITORS AND VENDORS Speakers: Henry M. Ogradzinski, NASAO President and CEO Topic: What is Up in Disneyland East				
1:30 pm to 2:20 pm	FAA Airports Program <i>Steve Obenauer</i> <i>BIS-ADO Staff</i>	AFSS Update <i>Joe Morgan</i> <i>Lockheed-Martin</i>		Prop Works 1 HOUR <i>IA – Renewal Class</i>
EXHIBITOR BREAKDOWN 2:30 PM				
2:30 pm to 3:20 pm	FAA Regional Report <i>GLA-Administrator</i> GLA-Airports <i>Jeri Alles - GLA-6</i>	NDPA ANNUAL MEETING 2:30 pm to 4:20 pm		AVTANTAX 1 HOUR <i>IA – Renewal Class</i>
3:30 pm to 4:20 pm	Why Market Your Airport?? <i>Mike Seminary - M2</i>			NDPAMA ANNUAL BUSINESS MEETING
ND AVIATION COUNCIL ORGANIZATIONAL MEETING 4:30 pm — 5:15 pm, FORUM ROOM				

CONTINENTAL BREAKFAST
Exhibition Room
7:00 am

BREAKFAST SPEAKER
Bruce Smith
Dean UND/JDO
Exhibition Room
7:30 am

FORUM ROOM
Council Room

EXHIBIT AREA OPEN
Coliseum Room
10:30 am – 2:30 pm

SPOUSES' PROGRAM
9:30 am – Noon
With Lunch
Atrium Conf. Room
Tours: Lowe's Garden
Center/Margie's Art
Glass Studio
(Stained Glass Demo)

SOCIAL HOUR
Coliseum Room
6:00 pm – 7:00 pm

INDUSTRY AND ASSOCIATION AWARDS AND ND AVIATION HALL OF FAME BANQUET
Social from 6:00 – 7:00 pm in Coliseum Room, Banquet in Exhibition Room at 7:00 pm
Vocal Entertainment: **Lynn Rose Terry**
Banquet Entertainment: **Gordon "Crazy Fingers" Lindquist**

NDAC ELEMENTARY EDUCATION PROGRAM	LOCAL AREA 5TH & 6TH GRADE STUDENTS INVITED
WEDNESDAY March 7, 2007	Educational Program Will Be Held At The DAKOTA TERRITORY AIR MUSEUM
TWO SESSIONS: 9:30 am to 12:00 pm and 1:00 pm to 3:00 pm	PROGRAM TO INCLUDE THESE TOPICS:
	<ul style="list-style-type: none"> • <i>FAA Air Traffic Control</i> • <i>Civil Air Partrol</i> • <i>ND Army Air Guard</i> • <i>Aviation Mechanics</i> • <i>Photography and Aviation</i> • <i>Young Eagles</i> • <i>Charter Pilot</i> • <i>Airport Management</i>

SPOUSES' PROGRAM	
ALL PROGRAMS WILL BE FROM 9:30 AM TO NOON AND WILL START IN THE ATRIUM CONFERENCE ROOM LUNCH WILL BE PROVIDED BOTH DAYS	
MONDAY March 5, 2007	TOURS: <ul style="list-style-type: none"> • <i>Pointe of View Winery</i> • <i>Davey Pottery</i>
TUESDAY March 6, 2007	TOURS: <ul style="list-style-type: none"> • <i>Lowe's Garden Center</i> • <i>Margie's Art Glass Studio (Stained Glass Demo)</i>

The North Dakota Aviation Hall of Fame Selects Two

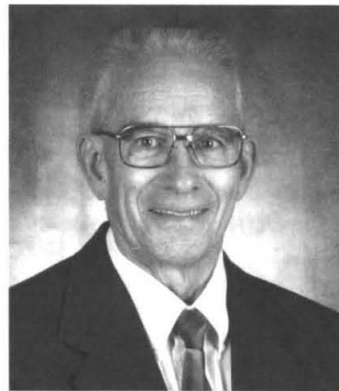
The Selection Committee of the ND Aviation Hall of Fame has announced the selection of Robert J. Miller of Casselton and Kenneth Koehn of Devils Lake for induction into the North Dakota Aviation Hall of Fame. The Hall of Fame will honor these two gentlemen at the ND Aviation Council's Upper Midwest Aviation Symposium, March 4, 5 & 6, 2007, at the Holiday Inn, Minot. The selection was based on their achievements, significant contribution to others, promotion, development and support of the aviation industry on a national or international stage, along with significant contributions to the local community, outside of aviation. The Hall of Fame strives to honor North Dakotans of distinction.



Robert J. Miller, a native son of Casselton and Cass County, began, as a young man, his aviation career in the agricultural aviation business. He served in the United States Air Force during the Vietnam War, compiling more than 600 hours of combat flight during 1000 sorties. Robert was one of the first flight instructors at the UND/JDO School of

Aerospace Sciences. Miller retired from Northwest Airlines as a captain with 32 years of service in Convair 580's with North Central Airlines, DC-9's for Republic and Northwest, finishing his career in Boeing 757's. His development and promotional efforts created the state's largest and busiest General Aviation facility at the Casselton Regional Airport. Miller has served on the ND Aeronautics Commission for 21 years, the last 10 years as Chairman. He is a community leader with a tireless approach to solving problems and a special interest in developing start-up businesses in the community.

Kenneth Koehn served as airport manager of the Devils Lake Municipal Airport for 18 years, before retiring in 2005. He served, with distinction,



in many capacities, including President, of the Airport Association of North Dakota, a statewide organization of airport management. Ken was very active with the National Committee of Cities and States for Air Service, which led the legislative effort to secure continued funding for the Essential Air Service (EAS) Program, a US-DOT subsidy

funding program for airline service to small town USA. His efforts to recognize and record the history of the "OX-5 Club," which consisted of early pioneer pilots who purchased surplus engines and aircraft after WW-I, created a reunion of family members of these pioneer aviators. He is a past member ('81) of the North Dakota House of Representatives. His effort to provide better air service to the Devils Lake region has helped in the development of the National Guard Training Center at Camp Grafton which attracts soldiers from all 50 states and several foreign countries.

His developmental and promotional abilities in the community were pivotal to the construction of a new "state-of-the-art" airport terminal at the Devils Lake Municipal Airport in 2005.

Meet the RIIEPer

Vance Q. Emerson, Aviation Safety Inspector

I often hear the following statement from pilots and mechanics, "I was told to never say anything to the FAA". Well the FAA has taken yet another step forward in addressing this for safety sake. The Runway Incursion Information Evaluation Program (RIIEP) was developed in order to prevent runway incursions by pilots and mechanics, by promoting dialogue between the FAA and the operator, in order to determine the root cause of runway incursions. When the FAA automatically pursues enforcement action, the only dialogue that occurs is typically through legal channels and the true root cause of the incident is difficult to determine. Now I want to make one thing crystal clear before I give you more information on the program. This is not an amnesty program. You will not be absolved of all sins committed while in control of an aircraft. As an incentive to promote participation in the program, the FAA plans to forego punitive legal enforcement actions (certificate suspension for a fixed period or civil penalty) and instead use administrative action, which involves no finding of violation, provided:

1. The nature of the apparent violation does not indicate that a certificate-holder lacks qualification to hold a certificate;
2. The apparent violation was inadvertent;
3. The apparent violation was not a substantial disregard for safety or security;
4. The apparent violator has a constructive attitude toward complying with the regulations; and

5. The apparent violation does not indicate a trend of noncompliance.

The typical scenario of a pilot/mechanic deviation while taxing/moving an aircraft would go something like this.

1. A report will be made to the Flight Standard District Office (FSDO) from ATC.
2. The FSDO will assign an Aviation Safety Inspector (ASI) to investigate.
3. The ASI will contact the pilot/mechanic via phone or in person.
4. The ASI will ask the pilot/mechanic if he/she would like to voluntarily participate in the RIIEP.
5. If the pilot/mechanic says "no," then an interview will occur and the ASI will initiate an investigation.
6. If the pilot/mechanic says "yes," then an interview will occur from an established format and the ASI will enter the information into the RIIEP database.
7. The ASI will then initiate the administrative action and close the case.

Now, I know all of you are thinking "administrative action" sounds pretty severe. Administrative action involves a warning notice or letter of correction. These will stay on the record for two years and are utilized as a means to track recurring noncompliance with the Code of Federal Regulations.

For more information go to the FAA runway safety website at: <http://www.faa.gov/runwaysafety/>.

You can order training CDs or participate in online training produced by the FAA and the Aviation Safety Foundation (ASF) that will give you credit for the Wings and AMT programs.

Fly safe and look out for the other guy.



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How long must we keep records?

FAR 91.417 goes on to define how long such maintenance records must be retained by the aircraft owner:

- * Records of maintenance work and inspections performed must be kept until the work is repeated or superseded by other work, or for one year after the work is performed.
- * Records of total times-in-service, times since overhaul, current inspection status, current AD compliance and Form 337 forms must be retained permanently and transferred with the aircraft when it is sold.
- * If following an 100-hour or annual inspection the aircraft is signed off as unairworthy and the inspector furnishes the owner a list of

unairworthy items, that list must be kept until all the unairworthy discrepancies have been corrected and the aircraft is returned to service.

I find this rather interesting! The FAA is saying that whenever I change my engine oil and filter, I can legally throw away any records of prior oil and filter changers. Or when the aircraft goes through and annual inspection, all records of previous annual inspections may be discarded. It also says that if I replace three cylinders at mid-TBO, records of that may be destroyed a year later. Does any of this make sense?

I suppose it does from the FAA's regulatory perspective. As far as the FAA is concerned, an aircraft is either airworthy or unairworthy. If the aircraft has just gone through an annual inspection and has been signed off by an IA, that's all the FAA needs to know. It doesn't matter to the FAA

whether the aircraft has spent the last five years flying cargo every day, or that it has spent the last five years inactive, out of annual, rotting away in an old barn somewhere.

But suppose you bring your aircraft to the local maintenance shop:

"Those main tires look pretty worn," says the very professional, talented technician. "How long has it been since you replaced them?"

"Beats me," replies the typical pilot type. "All I know is that it has been more than a year. All maintenance records older than that have been destroyed by authority of FAR 91.417(b)(1)."

Or suppose you are a prospective purchaser. You ask to inspect the aircraft logbooks and find out that only the most recent annual is logged, and that all records of maintenance work going back more than a year have been destroyed by the aircraft owner. Would you buy this aircraft?

I don't know about everyone else, but when I'm looking at performing an annual inspection or a pre-buy inspection on an aircraft, I want to see detailed maintenance records going all the way back to when the aircraft was new. Although not required by the regs, complete records can provide an excellent "warm fuzzy" for how the aircraft was taken care of by previous owners. Consequently, maintenance records that are missing, are incomplete or have gaps in them will raise all kinds of red flags.

Beyond the FARs

It is extremely important for every aircraft owner to take control and responsibility of their aircraft's maintenance records. Keep them detailed and complete...maintain the kind of detail you'd like to see if you were buying an aircraft...

FILMMAKER BRIAN TERWILLIGER COMES TO MOORHEAD/FARGO FOR SCREENING



Director/Producer Brian Terwilliger will attend the screening and will engage the audience in a question and answer session after the film.

The event is sponsored by Concordia College, Moorhead, Fargo Jet Center/Fargo Flight School, Hector International Airport and the Fargo Air Museum. For more information about the film, go to www.onesixright.com or www.fargopilot.com

Proceeds from the ticket sales and sales of the One Six Right DVD at this event will benefit the EAA Young Eagles Program the Fargo Air Museum and the Fargo Film Festival.

A screening of the groundbreaking documentary "One Six Right: The Romance of Flying," will be held at 7:30 p.m., Feb. 15, at the Fargo Theatre. Tickets are \$7 and will be available at the door.




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***Pre-Registration Fee:** (You must register for the Symposium and be a member of one organization below)

Member (\$100 after Feb. 23rd) \$75.00** _____

Spouse \$35.00 _____

Awards/Hall of Fame Banquet \$30.00 x _____ no.= _____

**Registration Fee includes admission to Symposium, exhibit area, speakers and meals (banquet extra)*

Organizational Dues: (circle amounts)

AAND — Airport Association of North Dakota

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Regional Commercial Service Airports \$100.00 _____

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NDAAA — North Dakota Agricultural Aviation Association

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NDAA — North Dakota Aviation Association

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NDFE — North Dakota Flying Farmers \$65.00 _____

NDPA — North Dakota Pilots Association

Membership (Voting) \$12.00 _____

Associate Member (Non-pilot) \$10.00 _____

NDPAMA — North Dakota Professional Aviation Mechanics Association

Member (Voting) \$20.00 _____

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NDEAA — North Dakota Experimental Aviation Association

(Includes National and Local Dues) \$55.00 _____

NDAAM — North Dakota Association of Aircraft Museums \$35.00 _____

GRAND TOTAL \$ _____

Do not mail registration form after February 23, 2007

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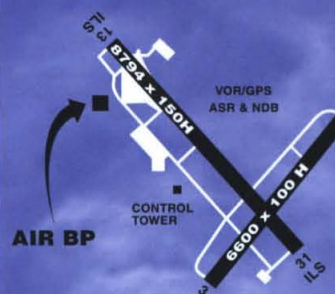
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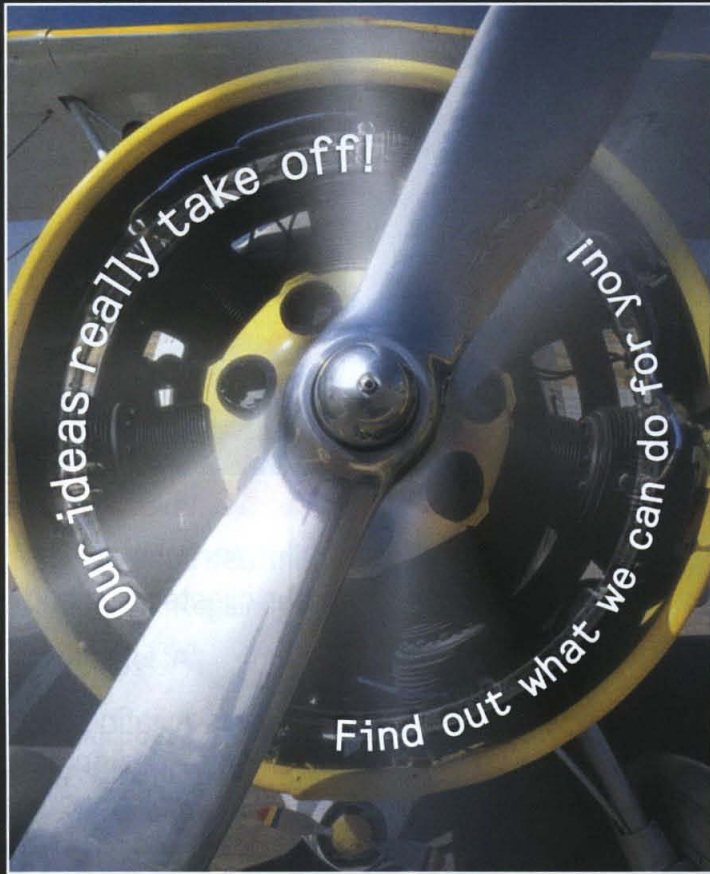


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