

FAA SCORES POINTS WITH THE FAASTeam PROGRAM

By Larry Taborsky, NDPA

The FAA has scored a winning idea by the formation of the FAASTeam. The FAASTeam representatives are aviation people from your community who are challenged with providing communication between the local FSDO and the local user groups. We need to determine what the most important issues are for our aviation community, listen to what the hot topics are for the local FSDO, and help to come up with an understanding between the two groups. The FAASTeam program managers, based out of Minneapolis and Rapid City, are part FAA (they still carry briefcases) but part aviation (they got rid of their neck ties). The FAASTeam representatives met on the

Continued on page 2



Photo by Amy Taborsky

Steve Hoogerhyde, back center, FAA FAASTeam Program Manager, conducts the September 6th meeting in Bismarck.

CHAIRMAN'S CORNER

By Rod Brekken



WELL, HANG ON TO YOUR HATS!

Here we go again! We begin with the first fall meeting of the North Dakota Aviation Council. Our first meeting is somewhat of an informal

affair where new council members elected last March begin to become acquainted with the inner-workings of the council. They learn their responsibilities just in case they weren't outlined for them before they were elected by the respective aviation groups they will represent on the council. Don't worry, there isn't a test, or a grade, or a mandate they must follow. Actually, there is

very little written down describing the year that faces them.

It's a tried and true plan that is pretty much followed every year. The plan has always worked well. As years go by, there are small changes made and different concerns addressed that make that year particularly memorable, but the plan usually works out well.

Continued on page 3

first Saturday in October for their yearly training event. Many ideas were discussed in the meeting, including:

-The web site—faasafety.gov—is large and growing, loaded with good information, and a good tool to keep you informed, up-to-date and safer. You, and everyone else are busy, but I urge you to set a date to visit this site each month and see what you can find. For instance, did you know that the Cessna 172G you’ve been looking to buy has 13 Airworthiness Directives that need to be considered? You can find that info easily by following the links. Did you know that there are TWO forms to send the FSDO as soon as you buy the plane—AC Form 8050-1 Registration Application and AC Form 8050-2 Bill of Sale? That information is there as well.

-The site has online resources for pilots and mechanics that can give you solid information on almost any aviation subject. Having troubles with crosswind landings? A section called, “Maneuvering- approach and landing- winds on approach and landing” is available.

- The Wings program is new, quite different, and not well understood. Navigating through the FAAsafety.gov web site to establish your training goals and attaining the next level of wings certification may be challenging to some. The pilot’s association will hold a session on the Wings program at this year’s symposium in Bismarck. The classes taken at the symposium that can be applied to your individual Wings program will be listed on the FAA web site so that you can get Wings credit for attending, and the class will help you to make sure that you get credit for attending.

-The aviation field is full of great people who deserve credit for the work they do, but are reluctant to “blow their own horns.” Everyone does better when they are noticed and appreciated, whether it is in marriage, the work place, or at the grocery store. You could make the world a better place by showing appreciation to someone who does a good job for you, and rewarding them with recognition at this year’s awards ceremony. The following are awards programs for which you may find more information about on FAASafety.gov.

- **Aviation Maintenance Technician**
- **Charles Taylor Master Mechanic**
- **General Aviation Industry Awards Program**
- **The Wright Bothers Master Pilots Awards**

Lastly, the FAASafety.gov web site includes a list of your local FAASTeam representatives along with their addresses and telephone numbers. The representatives have expertise on weather, aero medical, maintenance and airport design, among others. When you need help or information, this group loves to talk aviation and has the resources to find you an answer. You are not alone. I urge you to register on the FAASafety.gov web site. Your e-mail address will be the only way that you can receive information from the FAA that used to be sent with those blue postcards. Registering on this site is free, and allows you to receive announcements for local events, lets you get Wings credit for the events that you do attend, and information that could make you a safer and better pilot.

AIR FORCE WELCOMES PUBLIC INPUT ON PROPOSED ENVIRONMENTAL ACTION

GRAND FORKS AIR FORCE BASE, N.D. – The Air Force is preparing an Environmental Impact Statement (EIS) to analyze the potential environmental consequences associated with the proposed beddown and flight operations of unmanned aircraft systems (UAS) at Grand Forks Air Force Base, N.D.

The proposal would restructure airspace in the vicinity of Grand Forks to allow for the safe training and operations of UASs.

These modifications would include establishing a restricted area above the base, converting a portion of the existing Tiger and Devils Lake Military Operations Areas to restricted airspace, expanding the Camp Grafton restricted area for the use of non-eye safe lasers, and creating restricted corridors to link the training areas with the base. The use of non-eye safe lasers at Camp Grafton would be contained within the existing boundaries of Camp Grafton using all appropriate safety measures designed. The airspace changes would allow UAS pilots to receive the training necessary to remain proficient in the operations of these aircraft.

Additional information can be found on the project Web site at <http://www.grandforksuaseis.com>. All public input should be received by Nov. 21 to ensure inclusion in the draft EIS. People wishing to mail comments or provide further input should send them to: Mr. Doug Allbright, HQ AMC/A7PI, 507 Symington Drive, Scott Air Force Base, Illinois 62225. For questions about UASs, contact Air Combat Command (ACC) Public Affairs at (757)-764-5007.

It's a plan that has been nurtured by names like Person, and Daniels, and Ness, and Stramer, and Lawler, and Simmers, and Adams, and Miller, and Pfeiffer, and Beck. The list contains names of current and past council members, and past and present commissions members. Some are aviation enthusiasts, visionaries or just good "plane" people. The list of names I have here is incomplete. The unnamed are people from all walks of aviation life who unselfishly gave their time and talents so that a greater aviation good could come about and flourish. We, as current and fellow council members, need to reflect on the guidance these great leaders have afforded us and carry on the solid tradition.

As we begin our planning this fall for the upcoming symposium in Bismarck in March of 2009, many traditions will be continued. Along with these traditions, new and different means of educating the public to the many facets of North Dakota aviation need to be explored. As the council looks at these different avenues, we will bring some of them to the symposium event. Many of them will be lauded as grand ideas that will be accepted by all and will promote and benefit aviation. Some of them may not work as well, but life is a learning process and we will learn from these as well.

As a final note, I would like you all to seriously consider attending the upcoming 2009 symposium. Some of you have been there every year, some not as often, and some very seldom. I want to thank each and every one of you, whether you have been a steady attendee or have only been there occasionally. We will do our best to make this a memorable and meaningful symposium for you.

ROD BREKKEN, CHAIRMAN, NDAC

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STATE AVIATION NEWS

By Mark Holzer, Aeronautics Commission

The summer of 2008 was promising for airports and aviators in North Dakota. Some significant improvements are the nine new AWOS units installed across ND, 24 airport inspections completed, \$20 million of federal, state and local airport improvement grants issued, surveys of LPV – GPS approaches and new air service announcements at commercial airports.

AWOS – 9 airports in 2008 used their FAA funds to team with the North Dakota Aeronautics Commission to install Automated Weather Observation Systems. The units are at the following locations operating in test mode:

Airport	Telephone	Frequency
1. Beach	(701) 872-9225	118.175
2. Cando	(701) 968-3625	118.325
3. Hazen	(701) 748-2443	118.675
4. Mandan	(701) 663-0271	118.225
5. Rolla	(701) 477-0055	118.125
6. Stanley	N/A	N/A
7. Tioga	(701) 664-4490	118.575
8. Valley City	(701) 845-9117	118.725
9. Walhalla	(701) 549-3402	118.175

We anticipate that in November the FAA will issue the certification of the systems at airports in North Dakota for official flight planning. Twenty AWOS systems have been installed over the past two years. Future plans are to disseminate to NWS and post on-line to aviation weather web links. Better aviation weather equates to safer flying for all of us.

Airport Inspections – The Commission has inspected 28 airports under the FAA 5010 airport master records plan. The airport inspections collect and update information on based aircraft, phone numbers, fueling types, snow removal information, airport approach obstacle clearance, estimated aircraft movements, lighting schedules and other information used in Airport Facility Directories (AFD).

The state's 82 general aviation airports are inspected in 3-year cycles. FAA personnel from certification offices in Chicago inspect annually the state's 8 commercial airports. Current knowledge of airfield conditions and contacts help ease our air travel experience.

Airport Grants – The 2008 FAA program was challenging as Congress withheld 25% of funds until early July. Thus, airports had reduced projects, delayed or worked on 2 grants this year. Bids were taken in March and April for May grants. Asphalt prices increased 42% over the last 3 years. With inflationary concerns of rehabilitation of 50 million square feet of pavement in state airport system, the Commission obtained a \$ 475,000 FAA planning grant for airport pavement condition index (PCI) work.

State grants issued on June 5, 2008, by the five member Commission totaled \$ 1,598,845 to 65 out of the 90 public airports in the state. Federal grants are matched by the state at 2.5% of total. State non-federal grants are matched at a 50% level. State grants have priority consideration for crack sealing, seal coats, obstruction removal, runway approach zone acquisition and pavement overlays. In 2008, Beulah runway overlay will be achieved for \$575,000 total project.

Surveys LPV – The establishment of GPS – IFR procedures is an airport manager's goal to enhance instrumental weather flying. Local airports must provide community medical and emergency access for air taxi operators. To modernize the airport, GPS approaches exist today in over 30 general aviation airports. Fifteen airports this summer will be surveyed by an FAA hired consultant. The cost of the surveys are \$40,000-60,000 each which FAA is sponsoring. It is a great safety benefit in bringing new GPS procedures called Lateral Precision with Vertical Guidance (LPV). This GPS procedure offers glide path precision and lower minimums. Airports in western North Dakota do have additional demand from oil and energy transient aircraft requiring GPS procedures. The airports to be surveyed are

6D8	Barnes County Municipal
BIS	Bismarck Municipal
D09	Bottineau Municipal
46D	Carrington Municipal
2C8	Cavalier Municipal
DIK	Dickinson – Theodore-Roosevelt
GWR	Gwinner-Roger Melrose Field
5H4	Harvey Municipal
D55	Langdon Municipal
Y19	Mandan Municipal
HZE	Mercer County Regional
06D	Rolla Municipal
RUG	Rugby Municipal
D60	Tioga Municipal
S25	Watford City Municipal

Airline Service – The state's 8 commercial airports will improve airline seat capacity with a 5.9% increase in Sept. 2008 vs. Sept. 2007. In a report prepared by SH & E for the Commission, the news is very favorable as declines in South Dakota were 1.5% and 10.6% in Minnesota. A total of 345 weekly departures by airline aircraft occurred in September 2008. The weekly seats available out of North Dakota at the eight commercial airports total 21,918 seats.

Some new service routes in 2008 are:

- 1) Fargo – Orlando direct
- 2) Bismarck – Phoenix / Mesa direct
- 3) Grand Forks – Las Vegas direct
- 4) Williston – Gillette direct
- 5) Jamestown – Minneapolis direct

Communities and airport officials must communicate passenger demands to airline management. Air service marketing is considered normal expense as a community must sell itself. Airlines do not take an active role in the local marketing.

The year of 2008 has a lot of success stories. This article is pointing out a few. The year is not over and aviation does have a good story to tell. Spread the news to your city council or county commission that airports help North Dakota's economy grow!



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By Bob Simmers

TRIM TAB

With hardly a whisper, the duration of your medical certificates has a new expiration date. This past summer the FAA issued a NPRM, and when completed, issued a change to the duration of your medical certificate with an effective date of IMMEDIATELY. As you will remember, a few years back the FAA changed the duration of the 3rd class medical to 36 calendar months if you had your medical certificate issued before your 40th birthday. Didn't help me, but it did help a lot of you. This summer, the government made additional changes to the expiration dates of various medical certificates. Following is the explanation taken directly from the new regulations, FAR 61.23.

If you hold	And on the date of examination for your most recent medical certificate you were	And you are conducting an operation requiring	Then your medical certificate expires, for that operation, at the end of the last day of the
(1) A first-class medical certificate	(i) Under age 40	an airline transport pilot certificate	12th month after the month of the date of examination shown on the medical certificate.
	(ii) Age 40 or older	an airline transport pilot certificate	6th month after the month of the date of examination shown on the medical certificate.
	(iii) Any age	a commercial pilot certificate or an air traffic control tower operator certificate	12th month after the month of the date of examination shown on the medical certificate.
	(iv) Under age 40	a recreational pilot certificate, a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	60th month after the month of the date of examination shown on the medical certificate.
	(v) Age 40 or older	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	24th month after the month of the date of examination shown on the medical certificate.

TRIM TAB (Continued)

(2) A second-class medical certificate	(i) Any age	a commercial pilot certificate or an air traffic control tower operator certificate	12th month after the month of the date of examination shown on the medical certificate.
	(ii) Under age 40	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	60th month after the month of the date of examination shown on the medical certificate.
	(iii) Age 40 or older	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	24th month after the month of the date of examination shown on the medical certificate.
(3) A third-class medical certificate	(i) Under age 40	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	60th month after the month of the date of examination shown on the medical certificate.
	(ii) Age 40 or older	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	24th month after the month of the date of examination shown on the medical certificate.

So, what does all of this mean or what has changed? It appears that a 1st class medical allows the ATP under 40 to exercise his/her privileges for 12 months instead of 6. And it allows the Private, Recreational, Sport and Student Pilot under the age of 40 to exercise those privileges for 60 months (5 Years).

HAPPY LANDINGS
Bob Simmers

ANOTHER SEASON IS HERE, ARE YOU READY?



By Darrel Pittman

UPPER MIDWEST AVIATION SYMPOSIUM "2009"

It's time for our monthly meetings to start again and I want to remind you to begin thinking about the 2009 UMAS. It will be in Bismarck this year at the Ramkota Hotel. The dates are March 8-10, 2009.

These next meetings will be to plan another great program for the 2009 UMAS. You can contact the hotel now and make your reservations, 701-258-7700. Then look for the registration form in the January issue of the AQ. Fill it out and send it in. Remember, registering early will save a lot of time on the first day of the UMAS.

EMERGENCY LOCATOR TRANSMITTERS (ELT)

I feel I need to write again about the upcoming ELT frequency change to 406 MHz. It becomes effective on the 1st of February 2009. Have you started to make the change to the new unit? Now is the time to start getting familiar with the use of it and when it needs to be serviced.

I've had questions about the change. Are the frequency 121.5 and the existing ELT going to be illegal to use in our aircraft after that date? The answer is no, it will not be illegal, yet. However, the time may come. So, for now, just remember 121.5 will no longer be monitored by the satellite after February 1st, 2009. Another question is why must they change the frequency? That's a difficult question to answer! The answer is a combined response. Accuracy of signal, limited distance of signal, frequency management and Federal compliance. Most of you have seen the ads on TV about the change to High Definition and digitized signal transmitting. Well this is tied to the same Federal ruling. Each year, the Air Force Rescue Coordination Center (AFRCC) gets hundreds of ELT signals from a satellite in the sky. The satellite monitors the emergency frequency for distress signals. When they get a signal, they activate a search to find the location of the signal. The Civil Air Patrol (CAP) is charged with responsibility for all inland SAR efforts. They have the equipment to seek out the signal either by air or ground searches. The new ELT frequency will make the SAR effort more efficient and effective. Exact pinpointing of a location could save the Air Force a lot of time and money. More importantly—a life! As a CAP mission pilot, I would say once everyone is using the new ELT, it should make SAR's quicker and less costly.

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The new frequency will be monitored by the satellite. The new ELT distress signal can be more accurately located by the use of GPS Latitude and Longitude. It can be accurate to less than 100 yards. If the owner wishes to purchase the additional options, the ELT can identify the owner's name, address, phone number and aircraft the equipment is installed in.

FAASAFETY.GOV

On September 6, 2008, we had a statewide safety conference in Bismarck. This conference was for FAA safety representatives only and it was held at the airport conference room. Steve Hoogerhyde, the FAA safety manager for North Dakota and South Dakota, conducted the meeting. He reviewed the website for us and then talked us through the system called SPANS. That is a program where we as safety representatives can input information on any/all upcoming events for our location. Important to remember, if you wish to be notified of safety events and meetings, you MUST be registered on the FAASafety.gov website.

EDUCATION AND FLY-INS

In the last issue, I mentioned our education effort. Be sure we are still working on this and it continues to be an agenda item for the Aeronautics Commission. I recently received some information that Cindy Schreiber-Beck, Maurice Cook and I will preview for the program. We will have more about that at a later date.

By the time you read this, the fly-in season will be about over. This particular weekend was a busy one as well as next weekend at Turtle Lake (Sep 21st). I'll be there working the traffic as usual. Hope to see you all there.

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An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Pilots under age 40, airman's medical certificate duration periods extended.

Purpose: To announce changes in Title 14 of the Code of Federal Regulations (14 CFR) § 61.23(d), effective July 24, 2008.

Background: The FAA last revised standards for holders of an airman's medical certificate in 1996 when it extended a third-class medical certificate's duration period from two years to three years for pilots under age 40, with no evidence to date of adverse effects on aviation safety.

Discussion: Since 1996, the FAA has reviewed relevant medical literature, its own aeromedical certification data, and accident data, and has found no compelling evidence that the U.S. should not conform to the standard adopted by the International Civil Aviation Organization (ICAO) in November 2005. That revised standard extended the duration period of medical certificates from two to five years for private pilots under age 40.

The FAA also explored the possibility of extending the duration period of the first-class medical certificate, with similar findings, namely that there is little or no evidence that extending that duration period for pilots under age 40 would have any adverse effect on aviation safety.

Accordingly, § 61.23(d) will reflect the following duration periods, effective 7/24/08:

First-class medical certificate

- 12 months for pilots under 40
- 6 months for pilots 40 and older

Second-class

- 12 months regardless of age

Third-class

- 60 months (5 years) for pilots under 40
- 24 months (2 years) for pilots 40 and older

Recommended Action: Directors of safety, directors of operations, schedulers of pilots, and pilots themselves should be aware of the extended validity periods of airman's medical certificates for pilots under age 40. For more information go to www.faa.gov/regulations_policies/rulemaking/recently_published/

For More Information About the Content of This InFO: Any questions regarding the content of this InFO should be directed to Judi Citrenbaum, Office of Aerospace Medicine, 202-267-9689.

NDAAM

By Don Larson

DAKOTA TERRITORY AIR MUSEUM

Wow! Where has the summer gone? Seems as though we just opened for the season and already we are only a month from closing for the season.

We have had an extremely good year, based on the number of visitors. It appears that our numbers will be up by around 30%.

It was late spring before the contractors were done with their part of our expansion. We are depending on volunteers to do some of the finishing, like painting the floor, some misc. carpentry projects, etc. Much of that is difficult to do when the visitor traffic is heavy. So we are gearing up to get most of that done this fall.

Our 12th annual Sweepstakes was a huge success again this year. We had sold out our 2000 entries nearly a month before the drawing date of August 17th. The winner of the beautiful little Ercoupe was Becky Herman from Williston—another in-state winner.

It is very interesting in that this past year nearly 74% of our Sweepstakes entries come from outside our North Dakota, South Dakota, Minnesota and Montana region. That percentage has held about the same since we started marketing the Sweepstakes on the Internet, which is the last four years. That means \$74,000 of our support is coming from outside our region. In the twelve years of our Sweepstakes, five of the winners have been from North Dakota, two from Minnesota and one from South Dakota. The other five have been from New York, Indiana, Oregon and Washington. Pictures of the aircraft and most of the winners are posted on our web site @ www.dakotaterritoryairmuseum.com.

I want to again remind everyone that most museums including the Dakota Territory Air Museum are not-for-profit 501c3 organizations, which means that donations are tax deductible to the donor. We have now been around for 22 years and are starting to see more and more that the museum is being listed as a benefactor in estates, and recognized by various foundations around the country. The donations don't have to be in the form of cash. They can be aircraft, vehicles, stocks and bonds, annuities etc. This past year, we were the recipient of a set of wings for our P-40 fuselage. Now we are in a position to complete and display a real nice P-40 in recognition of our good friend Oswin "Moose" Elker who flew P-40's in China during WWII. He and Don Lopez (who recently passed away) were in the same squadron. For several years prior to his death, Don was deeply involved with the Smithsonian Air & Space Museum and was our guest speaker for the dedication of our Oswin Elker Wing in 2000. His P-40 "Lopes Hope" is displayed in the new Udvar Hazy facility at Dulles airport along with the B-29 "Enola Gay."



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2008 AIR FEST HELD IN JAMESTOWN

By Andy Schneider, Jamestown Airport Manager

The 2008 Jamestown Air Fest was held this summer in conjunction with Jamestown's 125th celebration. Originally planned for Saturday, the air fest was postponed due to bad weather. Sunday however, the sun came out and so did around 5000 visitors. The show kicked off with a Rick Hieb Dedication; a Jamestown native who went on to be an astronaut; and continued



"Dakota Kid" P-51



"Boomer" P-51



National Guard Dropping Water

with parachutists bringing down a giant American flag as the Star Spangled Banner played. The show included various performers, Sentimental Journey B-17, two P-51's, and the Mig Fury Fighters, just to name a few. Food vendors were on site, as well as a beer garden for the adults. The children had a giant air-filled bouncing game to keep them busy as well. The show ran continuously, only stopping once for a regularly scheduled air carrier. We had great feedback on the air fest and feel it was a successful event. We all had a great time putting on this show and hope to do it again in the future.

*We had great feedback
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THE FARGO FSDO WELCOMES

MR. KEITH BURKE as an Airworthiness/Maintenance Safety Inspector. Keith brings to the office 23 plus years of aviation maintenance experience.

Keith retired from the U.S. Army after serving 20 plus years, with over 6 years in Europe, a 9 month tour in Somalia and most recently, 15 months in Iraq.

Keith, his wife Laurie, son Craig and daughter Paige, have recently relocated to Moorhead, Minnesota, from their home of 16 years in Colorado.

THE DICKINSON THEODORE ROOSEVELT REGIONAL AIRPORT

By Matthew Remyse, Airport Manager, Dickinson

The Dickinson Theodore Roosevelt Regional Airport, along with the Dickinson Chamber of Commerce Airport Promotions Committee, held an open house on September 11, 2008, for the airport's new General Aviation Terminal.

The open house enlisted a great series of speakers throughout the morning's open house. Matthew Remyse made the introduction to the thirty guests who attended. Pat Giese, owner and operator of Dickinson Air Service, spoke on how the new terminal compliments the growth of his business over his fifteen year tenure as owner. State Aviation Planner Mark Holzer read a letter from Governor John Hoeven congratulating the airport authority on the new terminal. Marion Houn, aide to Senator Dorgan, read a letter from Senator Dorgan on growth of General Aviation in Southwestern North Dakota. Matthew Perry, aide to Representative Pomeroy read letters from Representative Pomeroy and Senator Conrad expressing their happiness that Dickinson is growing and the airport is at the helm of the growth.

After the speakers, the guest enjoyed a wonderful lunch and socialized. After lunch, the Chamber of Commerce Ambassador Committee held a ribbon cutting ceremony for the new terminal. For information on Dickinson Air Service, contact Pat Giese at 483-4221, and for information on the Dickinson Airport, contact Matthew Remyse at 483-1062, or the airport website-www.dickinsonairport.com.

NDPAMA

By Jeff Faught, NDPAMA President

This year the UMAS will be held in Bismarck and it is time to start planning the speaker agenda. I have some ideas and commitments as well. The FAAS team will be presenting a seminar on human factors. If you have any wishes for our speaker line-up, please call me at 220-7248 or email me at jfaught@nd.gov.



LISBON AIRPORT OPEN HOUSE/FLY-IN

Good friends, lots of "hangar talk," grilled hot dogs and beautiful weather made for a successful Open House/Fly-In at the Lisbon Airport on Patriot Day, September 11, 2008.

What started out as an overcast, windy and dreary day, turned out to be partly sunny and warm as approximately 75 friends gathered for the perfect evening of good fun. Visitors were encouraged to see first hand the improvements at the airport.

Despite recent rain, the newly constructed airport-owned hangar is ready for the concrete floor to be installed yet this Fall. This 60' x 82' hangar will be able to house as many as 6 aircraft and room to store snow removal equipment and other airport owned equipment.

Thank you all area pilots and the Lisbon community for attending; and a special thanks to the Lisbon Boy Scouts for their help with parking and traffic control!!



WRIGHT BROTHERS MASTER PILOT AWARD

This prestigious award is issued to recognize local pilots who have exhibited professionalism, skill, and aviation expertise for at least 50 years as active pilots.

These awards for North Dakota are normally presented annually during the Upper Midwest Aviation Symposium in March. This special award will be in the form of an FAA award certificate and lapel pin. A smaller version of the pin will be awarded to the spouse, if appropriate. In addition, a "Role of Honor" with the recipient's name, city, and state will be published at: <http://www.FAASafety.gov>.

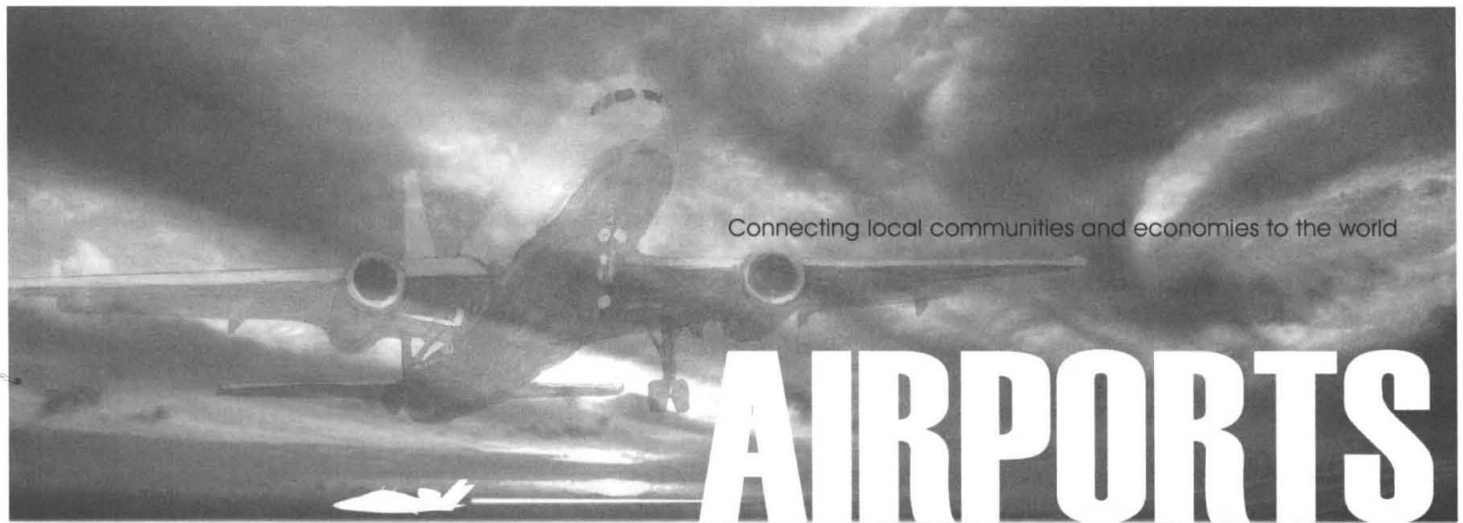
This award program began in August 2003 and the guidance was revised in February 2008. To be eligible for the Wright Brothers Master Pilot Award (WBMPA), candidates must meet the following requirements:

1. Have 50 years of US piloting experience. The effective state date for the award is the date of the applicant's first solo flight or military equivalent. A current flight review or medical certificate is not required at the time of nomination.
2. Hold a US Civil Aviation Authority (CAA) or FAA Pilot Certificate with 50 or more years of civil flying experience.
3. Been a US citizen or permanent resident during the 50 years of US piloting experience.

Prior accident history will be reviewed and considered on a "case-by-case" basis.

Prior enforcement actions (excluding revocation) are not necessarily disqualifying, but will be reviewed on a "case-by-case" basis.

Cont. on page 16



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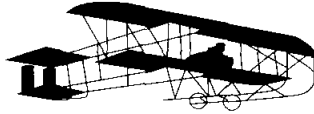
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HALL OF FAME

Name of Nominee: _____

Birthdate: _____ If Deceased, Date of Death: _____

Current Place of Residence: _____
(If applicable)

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

City / County

This Nomination is submitted by:

Individual or Corporation

Address, City, State, Zip

Telephone: (Home)

Telephone: (Work)

Instructions

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

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

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

Nominations are to be sent to:

Aviation Hall of Fame, PO Box 5020, Bismarck, ND 58502, before November 30th of this year.

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



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- Annual Fly In (held in summer)

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CHANGES TO THE TAF

By Patrick Ayd, FAA Team Representative/
National Weather Service Meteorologist

One thing that we can all predict is that at some point, change will come. On November 5, 2008, beginning with the 18Z cycle, the TAF will experience some minor changes regarding the way that it is coded. These changes are being enacted in order to conform to ICAO Annex 3 international standards and to accommodate expanding the TAF valid time at 32 high traffic airports from 24 hours to 30 hours. A complete list of the 32 airports that will receive the expanded TAF can be found at www.aviationweather.gov/notice/taf30.php under the header, "Background and Listing of Participating US Airports." However, the closest airports to North Dakota that will receive the 30 hour TAF are Minneapolis/St. Paul (KMSP), Milwaukee (KMKE) and Denver (KDEN).

The coding changes that the TAF will experience will only affect the date and time groups associated with all forecast change groups (FM, TEMPO and PROB30) and the valid time stamp at the beginning of the TAF. The figure below illustrates the changes that will take effect on November 5, 2008, at 18Z.

Currently, the TEMPO group is coded by using the word "TEMPO" followed by the two-digit hour representing the start time and the two-digit hour representing the ending time of the group in UTC. Beginning on November 5, 2008, the TEMPO group will be coded by using the word "TEMPO" followed by two digits representing the date of the start time of the group and two digits signifying the beginning hour of the TEMPO group. A slash will then separate the beginning date and time of the TEMPO group from the two-digit ending date and two digit ending hour of the TEMPO group. The weather conditions associated with the TEMPO group will follow the date and time coding without any changes to the current weather coding. For example, "TEMPO 2622/2702" would signify that the TEMPO group begins on the 26th at 22Z and ends on the 27th at 02Z. The valid date and time within the PROB30 group and the valid time stamp at the beginning of the TAF is coded exactly the same as the TEMPO group. Currently, the time stamp of the FM group is coded with four digits representing the hour and associated minutes that the FM group becomes valid in UTC. On the November 5, 2008, two additional digits will be added to the four-digit time to represent the date that the FM group begins. For example, "FM 271800" would be interpreted that the FM group begins on the 27th at 1800Z.

The change in the time and date coding eliminates any possible confusion regarding the valid time of the new 30 hour TAF. For example, if a 30-hour TAF is issued on the 12th at 12Z, it would be valid until the 13th at 18Z. This would be coded as 121218 within the old code after the issuance time of the TAF, creating confusion as to whether this TAF is only valid for 6 hours from the 12th at 12Z to the 12th at 18Z or if it is valid for 30 hours from the 12th at 12Z to the 13th at 18Z. On November 5, 2008, this situation would be coded as 1212/1318 to prevent any misinterpretation of the TAF valid time which is placed after the airport identifier and TAF issuance time at the beginning of the TAF.

The TAF remains a vital flight planning tool and are produced 24 hours a day for eight airports across North Dakota by the National Weather Service Weather Forecast

Offices in Bismarck and Grand Forks. The Bismarck office has forecast responsibility for KBIS (Bismarck), KJMS (Jamestown), KMOT (Minot), KISN (Williston) and KDIK (Dickinson), while the Grand Forks office provides TAF service for KGFK (Grand Forks), KFAR (Fargo) and KDVL (Devils Lake), in addition to KTVF (Thief River Falls, MN) and KBJI (Bemidji, MN). You can access the TAFs by calling 1-800-WX-BRIEF (1-800-992-7433) or at the following websites:

1. National Weather Service Bismarck, www.crh.noaa.gov/bis/?n=av_bis
2. National Weather Service Grand Forks, ND: www.crh.noaa.gov/fgf/
3. Aviation Weather Center: www.aviationweather.gov/

New TAF Format

Effective 1-800 UTC 5 November 2008

Valid date of TAF 24th at 1800 UTC through 25th at 2400 UTC	Date of PROB30 Group 25th at 0400 UTC through 25th at 0600 UTC
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TAF

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KXXX 241732Z 2418/2524 11006KT 4SM-SHRA BKN030
FM 242300 33006KT 3SM-SHRA OVC030 PROB30 2504/2506 VRB20G35KT
1SM TSRA BKN015CB
FM 250600 250010KT 4SM -SHRA OVC050
TEMPO 2508/2511 2SM -SHRA OVC030=
```

Date of TAF 24th at 2400 UTC	Date of TEMPO Group 25th at 0800 UTC through 25th at 1100 UTC
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The new TAF format will include a date with every time group.
This will meet the new international standard.

Courtesy National Weather Service Aviation Weather Center

Wright Brother's from page 13

Revocation of any airman certificate will disqualify a nominee for this award.

The applicant or anyone on behalf of the applicant must submit the following information to their local Flight Standards District (FSDO) or FAA Safety Team (FAA Team) Program Manager:

- Three letters of recommendation from holders of FAA pilot certificates who can attest to the applicant's 50 years of more of US piloting experience.
- Photocopies or proper documentation describing the kind of certificate(s) held by the applicant, including if available, the original issue date(s) of the certificate(s).
- A detailed description, resume, or summary of the applicant's flying history.
- A completed WBMPA application form.

Once the application package is received, the FAA Team Program Manager and local FSDO will review the information. Applications received by the FSDO will be forwarded to the appropriate FAA Team Program Manager. The Regional FAA Team Manager will be the final authority for approval of the applicant.

If you have any questions or would like more information, please contact your local FAA Team Representative.

NORTHWOOD MUNICIPAL AIRPORT HANGAR GROUND BREAKING

As the deadly EF-4 tornado made its initial approach to Northwood, there was one thing that stood in its path: the city's municipal airport. Showing no mercy, the powerful storm blew right through, damaging buildings and tossing planes around like toys. Hardest hit was a 70- x 100-foot hangar, privately owned and operated by the Northwood Hangar Club. At the time of the storm, six airplanes, including two ultralights, were inside.

The club had insurance on the building but it wasn't enough to rebuild at current construction costs. Knowing the hangar was essential to the airport's operation, the Northwood Airport Authority stepped in and agreed to replace the structure.

The next challenge was to find the money. Typically, airport funding projects are planned two years in advance. The airport authority shifted some priorities and secured money from the Federal Aviation Administration (FAA) and the North Dakota State Department of Aeronautics. Still, there was a shortfall to fund the complete \$415,000 project which includes some taxiway work.

The Pembina Municipal Airport Authority offered to transfer \$250,000 of its FAA entitlements to the Northwood Municipal Authority so that construction of a municipal row hangar could begin. The Northwood Authority will transfer a portion of its entitlements back to Pembina in the coming year.

The airport authority broke ground for the new hangar on Aug. 26, the one-year tornado anniversary, and plans to complete work by year's end.

Northwood Municipal Airport - Vince Field is a General Aviation 1 airport with a 3,160-foot runway, pilot-controlled lighting, rotating beacon and PAPI system. It is now home to about 16 aircraft and averages 13 landings a day.



Dignitaries shown at the ground breaking ceremony.



2008 FAA BISMARCK AIRPORTS DISTRICT OFFICE FALL SEMINAR

This year's seminar will start at 9:00 AM on Tuesday, October 28, with registration beginning at 8:00 AM and will run from 8:00 AM to mid-afternoon on Wednesday, October 29.

The 2008 ADO Fall Seminar will have something for everyone. Tuesday morning, we're going to be talking about "Hot Topic," issues that have developed over the past year or issues we think you need to know about. We'll discuss issues such as the Buy American requirement, GPS approaches and surveys, and requirements for reporting based aircraft. Tuesday afternoon, we're going to be discussing airport planning. To make the discussion more meaningful, we'll be offering separate sessions for general aviation airports and commercial airports. We recognize that different size airports have different issues and needs when it comes to planning so the discussion of planning issues will be focused on general aviation airports in one session while focused on commercial airports in the other.

Wednesday morning, we'll start with a general question-and-answer session, to clear up any confusion from the Tuesday discussions, and to answer any questions that may have surfaced during the intense "after-hours" discussions. Then we'll spend the rest of the morning discussing the grant assurances and compliance issues, focusing on problem areas that have surfaced over the past year. We'll try to help you understand how the assurances affect you, what they mean to the operation of your airport, and how you can avoid potential compliance issues. After lunch on Wednesday, we plan on having a voluntary technical session, focusing on the airspace process. We'll demonstrate the FAA's obstruction evaluation/airspace analysis program, discussing the process for entering your 7460-1 request for airspace determinations: what data you need, how to enter the data in the program, and what happens after the data is entered. We'll also give a brief demonstration on the process for entering aircraft data in support of the 5010 based-aircraft program.

We encourage airport managers, airport board or authority members, airport consultants, local planning or other officials responsible for an airport, to attend this seminar. We plan to cut through the "governmentese" language and talk about basic issues. We'll give examples of real issues and how they were resolved. We'll be sure to allow ample time for open discussion on these and other issues in an effort to identify problem areas and find solutions.

A registration fee of \$45.00 includes the sessions, breaks, and a lunch buffet on Tuesday and Wednesday. Please contact Janelle Stocking at 701-323-7380 to register by October 21, 2008.

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BISMARCK AERO CENTER OPEN HOUSE



Open house was held on Thursday, September 25, 2008, celebrating the Grand Opening of the fuel business located at the Bismarck Airport. Fun was had by all as there were all kinds of activities and displays for the young and old. Lunch was served with brats, hamburgers and potato salad with Cloverdale, ND Branded Beef and Corey Castleman Catering supplying the delicious food. Two 50-gallon fuel gift certificates were given away and the lucky recipients of these were Jeff Hruby and Justin Voller. Thank you to everyone who helped us celebrate the beautiful day.

North Dakota Aviation Quarterly

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