

NORTH DAKOTA Aviation Quarterly

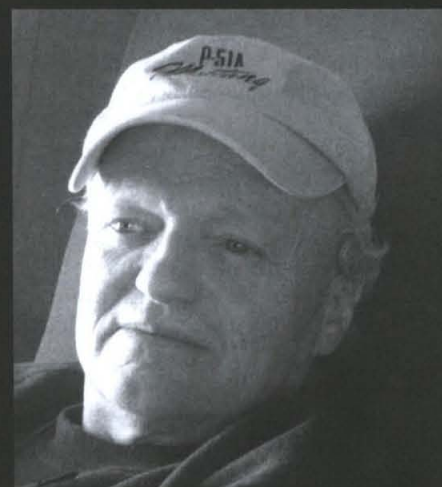
Issue #79

www.ndac.org

NDAC

Spring 2008

ND AVIATION HALL OF FAME



Cindy Schreiber-Beck and her daughter Whitney proudly accept the award for North Dakota's newest member to the ND Aviation Hall of Fame, Gerry Beck, during the Hall of Fame banquet Tuesday night, March 4th. More photos of the North Dakota Aviation Symposium inside.

CHAIRMAN'S CORNER

By Rod Brekken



AVIATE IN '08

I vividly remember the first time I wrote an article for the Chairman's Corner of the Quarterly. A couple weeks before that I had been elected chairman of NDAC by its membership at the 1999 Upper

Midwest Aviation Symposium. Being chairman would be a huge responsibility. I envisioned a direction for the symposium for the next year but had absolutely no idea how I was going to accomplish that dream. As I wrote the article, I talked about lying in the green grass near my childhood home, staring at the clouds, and dreaming an impossible dream at that time, about being able to fly in an airplane. I couldn't imagine what would happen in my life that would allow

that opportunity to happen. I was growing up on a modest farm, and at that time was only interested in sports as number one on the list, music as number two, and girls only moderately. Aviation was only a dream that I kept alive with the hundreds of models I built and hung in the ceiling of my room. Now here I sit again with those same memories stuck in my mind. I could have never guessed I would come to know so many wonderful people who had seen the same clouds I saw that day

Continued on page 2

as I gazed upward from that grassy spot.

As we look back on "Aviate in '08", we remark at the thoughtful contribution of sponsorships from people and corporations, the contribution of countless hours of dedicated personal time, and the contributed organizational skills of people devoted to making the Upper Midwest Aviation Symposium bigger and better than ever. We need to take the time to personally thank these people for their contributions. Without these contributions, the event wouldn't enjoy its continued success. Without these dedicated hours of planning and scheduling, things wouldn't happen on time.

As 2008 chairman of the Fargo Site Committee I would like to personally thank the members of that committee for their "Tuesday Night" dedication of time to help with the site committee commitments such as solicitation of sponsorships for the symposium, planning for the Ice Breaker, the difficult job of planning a spouse program without having any registration numbers to work with, the exhibitor night plans, finding a theme that sometimes works out pretty well, and the career day event for the kids. Darren Hall, Chad Hanson, Darren Anderson, Lloyd Ouellette, Bob Miller, Jan Karlstad, Trent Teats, Larry Mueller and Shawn Dobberstein all need to be commended for their time contributions. Good job people!

Next comes thanks to the members of the NDAC who made up the organizational symposium committees. These committees keep up with notification to vendors, registration of attendees, and organization of the food events so that no one goes hungry. I'll bet you thought the hotel organized all the food. Well, they made the food, but the banquet and meals committee decided what would be served at a price that would keep us on budget.

Finally we need to thank Gary Ness and the top-notch people from the Aeronautics Commission. These people do amazing things with scheduling of the entire event, solicitation of speakers, and coordination of the Aviation Hall of Fame Banquet.

Last, but not least, we need to thank our outgoing chairman, Darrel Pittman. Thanks for your leadership and we will continue to count on your contribution for the year to come as a past chairman.

As we embark on planning for the upcoming 2009 symposium in the months to come, we encourage you to contact any one of us with concerns, ideas and suggestions as to what you would like to see and or hear at the 2009 symposium in Bismarck. We are always open to new ideas and possibilities that would better serve your interests.

As aviation moves along in the 21st century there are, and will be, challenges we will face as an industry domestically as well as globally. Be aware of these changes and work to meet them rather than wait for them to "happen" to you. Become an advocate for improvement and betterment. Dream of ways to make aviation endeavors easier and more beneficial to not only those of us lucky enough to work in the industry, but also to those who benefit from our commitment. As Cindy Schreiber-Beck said in conclusion to her remarks at the Awards Banquet, "Blue skies and light winds to all of you", and carry on Gerry's dreams as you lay back on that grassy spot.

ROD BREKKEN, CHAIRMAN, NDAC

NAFI

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Allan J Skramstad, a University of North Dakota aviation professor and a resident of West Fargo, North Dakota. Recently, Al's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, his professional aviation education association. He was one of the first aviation educators in the nation to earn this professional accreditation and has held it continuously since 1998.



To help put this achievement in its proper perspective, there are approximately 91,000 CFIs in the United States. Fewer than 600 of them have achieved that distinction thus far. The last twelve national Flight Instructors of the Year were Master CFIs while Al is one of only 5 North Dakota aviation educators who has earned this prestigious "Master" title. In the words of FAA Administrator Marion Blakey, "The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is the only industry professional

accreditation recognized by the FAA. It is earned by candidates through a rigorous process of continuing professional activity and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the *crème de la crème* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Al will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

FROM THE DIRECTOR'S CHAIR



By Gary R. Ness,
Director,
North Dakota
Aeronautics
Commission

Did you see the faces on those youngsters that were entertained at the Fargo Air Museum by the Aviation Councils Career/Educational local committee? If not turn to the photo insert on page 9 of this issue of the Quarterly. Did you see those faces when they were working at the simulators? Did you see the fascination in the faces as they look at the cockpit of the aircraft or the size of the aircraft? Those faces are the future of our aviation. The Council each year, wherever the Symposium takes place, organizes this educational effort and it always draws crowds of fifth and sixth graders. What is done from that point forward in time? The NDPA with the help of the ND-DOT conducts a like attempt with the school system in Bismarck and surrounding area. This effort has been very successful and more and more children come through the door each year. Hillsboro Airport Authority also has a master plan to make a very successful student/parent introduction day to aviation a lasting impressionable experience.

That gives me an idea! How do we make the aviation industry grow in our fair state?

Let us do a like educational program in many communities across the state. We have an opportunity today to bring together a new generation of aviation industry professionals whether in the cockpit or the hangar, making sure that the aircraft fly's well or a company

manger to make sure it is compliant to the regulations that rule our world.

At the Upper Midwest Aviation Symposium we had the greatest of opportunity to listen to two aircraft companies that have come to the table with Light Sport Aircraft (LSA's), Cirrus with its SRS and the Cessna SkyCatcher. Those two aircraft are on the front tie downs on the LSA flight line. What wonderful models for the next generation. Tim Fisher and Dale Klapmeier both pointed out why the industry supported the regulatory changes related to the Sports Pilot program. Remember this program was fronted and encouraged by EAA. The answer was simple and very clear to anyone. The number of new pilot starts were plummeting like Bear Sterns stock on March 18th. The industry realized they had to remake themselves or perish. A good start is with the new light sport aircraft equipment on the market from all over the world.

How can we make it better here in NoDak land? Let us join together to discuss this matter. Let us review the past successes and the past failures. Let us discuss a global market for our children and how they can compete. Let us discuss the goal of increasing the number of starts in the student pilot numbers. Let us discuss how to put together a program on each airport or the regionalization of a program using the airports as the focal point. I'm suggesting that we, the aviation community, use this time to produce a program to make aviation as interesting as it once was and use those youngsters'

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faces on the Quarterly insert as the inspiration to make an introduction to the aviation industry program successful. We have this summer to bring together the industry from across this state to discuss a plan to make the youngsters' faces from across the state smile with glee about aviation.

I invite anyone to join this effort; please call the Commission at 701-328-9650 or e-mail at ndaero@nd.gov. This summer is for planning and by August we should have an activity plan together to make a state wide effort with the goal in mind to make all those NoDak faces shine for aviation again.

GARY R. NESS

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FROM THE IMMEDIATE PAST CHAIRMAN

By Darrel Pittman



UPPER MIDWEST AVIATION SYMPOSIUM

It has been my distinct pleasure to be the Chairman of the North Dakota Aviation Council for the last two years. Last year when the council voted me in as Chairman again, I thought perhaps I either did a good job or maybe they thought I needed to learn to do it better. Anyway, thanks for allowing me to be part of this fantastic group.

The UMAS was held in Fargo, ND, this year and it went well. Thanks go to all the Aviation Council members working together to make it a success.

We had two special visitors, Dave and Peggy Weiman, editors of the Midwest Flyer Magazine. I'm sharing a comment from Dave with all of you. He told me as they were leaving on Tuesday that our program was a model program and that other groups should take a look at how we do our planning. That says a lot coming from a person who attends many such events. We can hold our heads high and be proud. I thank all of you for making it so. Don't forget, next year we are in Bismarck, ND at the Ramkota-Inn. We are looking forward to seeing you there.

At the Hall of Fame banquet I was so busy that I overlooked a bullet on my notes to acknowledge the folks from Ulteig

Engineering for the great tribute to Gerald Beck. So thank you Ulteig and I apologize.

ANGEL FLIGHTS

One of the vendors at our UMAS was the Angel Flight group out of Kansas City. The person running the booth was a lady named Christel Gollnick who was accompanied by her Mother. In my conversation with her she revealed a real shortage of pilots in North Dakota to help fly needy people to different destinations. Keep in mind this is a program that can offer no reimbursement. It only provides the personal reward of helping others. I promised her that I would write something about the organization. They need a benefactor to advertise in our Aviation Quarterly. I don't know if Pittman Aviation can afford it, but I'm going to survey my budget. If any of you are willing to provide some pilot assistance, I can put you in contact with them.

SAFETY

Since the UMAS most of you know I'm involved with the FAA Safety Team. This is a new approach to the old safety program that we were all familiar with. The previous safety program has been modified to hopefully present a different approach to safety awareness. It's called FAASafety.gov; oddly enough that's the website. Log on and register and find out how the new program works. This is a new program and like

all new programs it will have some growing pains, so be patient with it. Log on and work around in it, see how it works. If you have some issues, let us know. The North Dakota program managers are Steve Hoogerhyde out of RAP FSDO and Don Brown out of MSP FSDO. You can always let me know and I'll address the problem to them on your behalf.

I was employed by the FAA for many years and got paid for it. Little did I know that I would be doing it again for free! Well, being safety related it's a good cause.

At the UMAS Janese Thatcher Buzzell and I presented a program on a non-FOIA-able idea of reporting safety concerns on line. Once this program is up and running I'll advise. She has this program in MN and it's working well. When we have it working in ND I'll be handling the program. This should provide valuable input for future safety programs around the State. By the way, we are recruiting representatives to help, let me know if you are interested.

FLY-INS

The council webmaster and I are attempting to keep the website, www.ndac.aero up to date with the fly-ins around the State. We have a lot of them listed already but if you are aware one that's not listed let us know and we list them. So, get out and support them. See you there.

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

TRIM TAB



By Bob Simmers

SPRING GREETINGS!

By now you've read enough about the recent "Symposium" so I'll not repeat any of it except to say that if you weren't there, you missed some valuable information and a chance to rub shoulders in the aviation industry. Bismarck will be the host next year and promises to be another great event for North Dakota aviators.

Obviously there is a lot of "buzz" about the rising cost of fuel. One major problem in aviation is that we do not sell ourselves very well.

Obviously there is a lot of "buzz" about the rising cost of fuel. One major problem in aviation is that we do not sell ourselves very well. If someone starts to complain about the high cost of aviation we get a sheepish look on our face and give them that look that we are ashamed about our industry. If you think that we are the only industry affected by these rising costs, look again. Aviation fuel has yet to barely double while auto gas has risen almost 4 times during the same period. When we go someplace, it is a direct line. I had a student return from his solo cross country trip and was amazed that he made the trip in less time and with less fuel than he would have if he had driven. For most of you reading this it is your recreational budget that is at stake. If this is you, in what other form of recreation can you buy a toy, play with it for a given period of time and sell it for what you paid for it or even more. In some cases it may return you as much as 7 or 8%.

HAPPY FLYING
Bob Simmers



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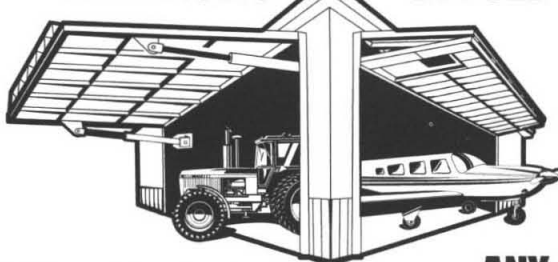
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NDPAMA *By Jeff Faught, President*

Another year has flown by and the Upper Midwest Aviation Symposium held in Fargo was a great event for the aviation community. Thank you to all those who set up the symposium and to those who attended.

The NDPAMA members who attended had thirteen I/A renewal hours of FAA approved presentations from the FAA and the aviation industry available to them. Next year we plan on having a completely different slate of presentations including the FAA Steam human factors expert.

Please take note that FAR 65.92 and 65.93 have changed. Basically the I/A renewal is done on the odd years now. It is advised that you read these changes for yourself.

There was an excellent turnout by the vendors this year. I for one do enjoy and appreciate the opportunity to visit with them in person.

The NDPAMA held its annual business meeting and conducted its normal business. The committee to form a scholarship program which was chosen last year presented their work and announced that they implemented a \$1000 scholarship for North Dakota students enrolled in a part 147 A&P program. This scholarship will be named in recognition to Gordon W. Person for his contribution to the education of many A&P mechanics. Jeff Faught of Bismarck will move to the President position, Lloyd Ouellette of Fargo will move to the Vice President position, and the membership elected Howard Burns of Bismarck to be the Secretary. Ken Foltz of Mekinock will remain as the Treasurer. Rod Brekken was nominated to be presented to the NDAC Board as the NDPAMA choice for NDAC Chairman.

We would like to congratulate Robert Kunze of Grand Forks who received the NDPAMA and the FAA mechanic of the year awards this year.

I hope to see you next year in Bismarck on March 8-10.



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NDPA - UPDATES FROM THE SYMPOSIUM

By Larry Taborsky

Joe Morgan from Lockheed Martin gets extra credit for filling in a time slot which was vacated by a presenter who suddenly came down with the flu. Beyond that, his information about Lockheed and the state of the flight service business was very informative and helpful. Here is a summary of the things that we all need to know:

"By filing with internet and with the wealth of information available online, PIREPS seem to have slowed down considerably."

-Telephone reception and noisy ramps sometimes make it difficult to get the answering system to recognize that you want a "briefer" for "North Dakota". Rather than try to pronounce your requests correctly to get to the weather briefer, you can bypass that by typing in 1661 as soon as you hear a voice at 1-800-wx-brief (1-800-992-7433)

-When you have the time, and when the system isn't congested (usually later in the evening (8PM to midnight), take a few minutes and have the briefer make you a profile. You can have all your routine information stored by your name or call sign, saving a lot of extra talking in the future when you file.

-Princeton FSS has a separate number set aside for International assistance (to be used to contact Princeton FSS only when in Canada). That number is 763-389-5880 and will be helpful in assisting you whenever you are in Canada and need to talk to someone at Princeton.

-They also have a separate number for clearance filing and delivery, 888-766-8267. This is a dedicated line that won't take away from a weather briefer or require a radio transmission. This number can also be used to Cancel.

By filing with internet and with the wealth of information available online, PIREPS seem to have slowed down considerably. It seems that an on-line weather brief typically gives a gloomier picture of the AIRMETS for icing and turbulence, and has little information on current conditions at airports,

in particular the runway surfaces during the snow season.

Joe suggests that a few guidelines for PIREPS would make your world a better place, and make sure the flow of information gets to your fellow pilots.

-Centers have a dedicated staff for data entries (to include PIREPS), so information sent while enroute should be easily handled.

-Approach Controls will take the information that you provide, but do not have a dedicated staff for data entries and at times are too busy to pass it on to the system.

-FSS remains the best place to give PIREPS, but keep in mind that they will be busy with weather briefs, flight plans, and other radio calls. Any time they record a PIREP, the information gets entered into one of the categories in the Airman's Information Manual Section 7-1-20 so it would help immensely if you complied with the format when you report. Joe spoke of occasional long-winded reports from a flight, where the FSS employee struggled to figure out what pieces of the conversation went into what parts of the PIREP reporting form. Key elements are position, aircraft type, and altitude in addition to the weather event that you are adding to the system. Smooth air is often useful to report when the AIRMET shows continuous turbulence at all altitudes.

Last, thanks for helping! The reports that you add to the system will benefit others and make the flying in North Dakota even safer and more enjoyable.

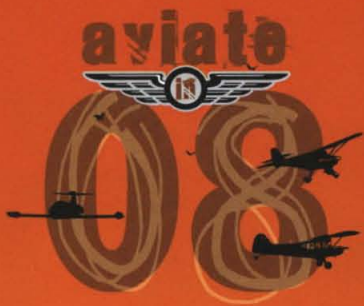
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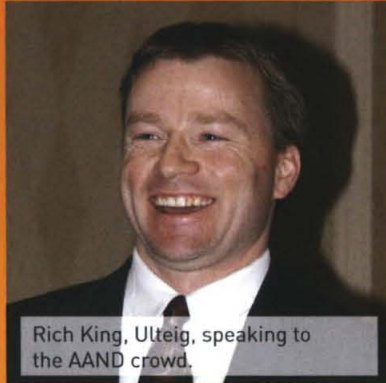
Guests begin to enjoy hors d'oeuvres and beverages while they stroll through the museum at the Ice Breaker.



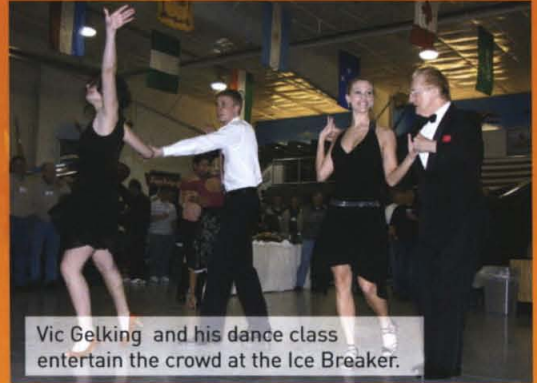
Aviation Council members, l to r, Jim McLeish, Roger Pfeiffer and Bill Stramer.



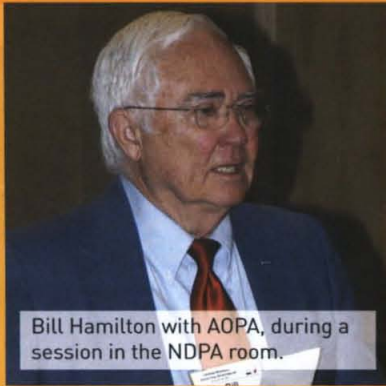
Kristi Ivey, NBAA, speaks to the NDPA.



Rich King, Ulteig, speaking to the AAND crowd.



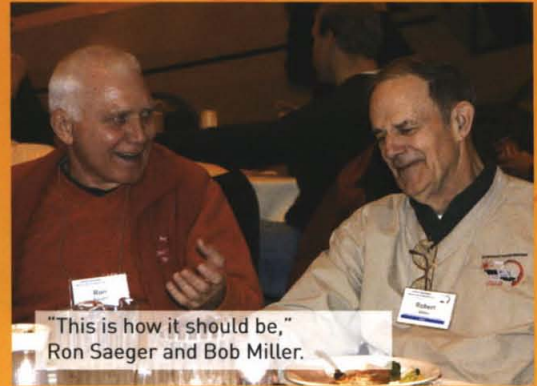
Vic Gelking and his dance class entertain the crowd at the Ice Breaker.



Bill Hamilton with AOPA, during a session in the NDPA room.



Joe Morgan, Lockheed Martin, speaking on new NOTAMS reporting.



"This is how it should be," Ron Saeger and Bob Miller.



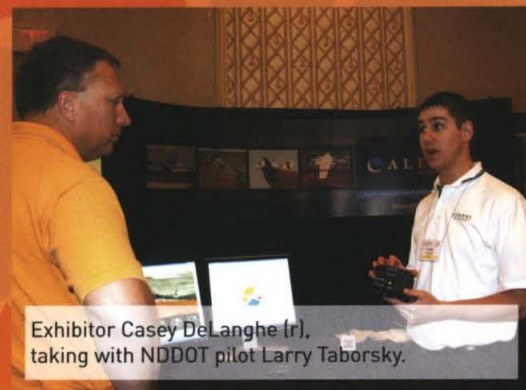
Tim Fisher, Cessna Aircraft Co., tells the story of how he got hooked on flying.



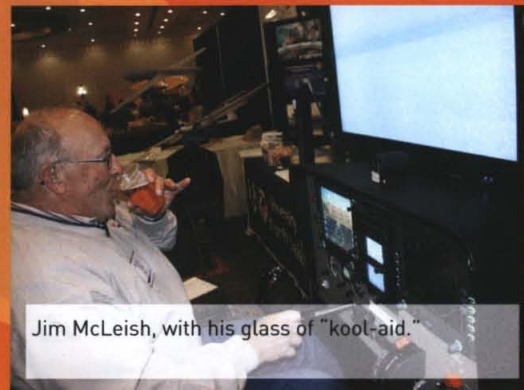
"Marketing Your Airport," Larry Mueller, Hillsboro Apt.



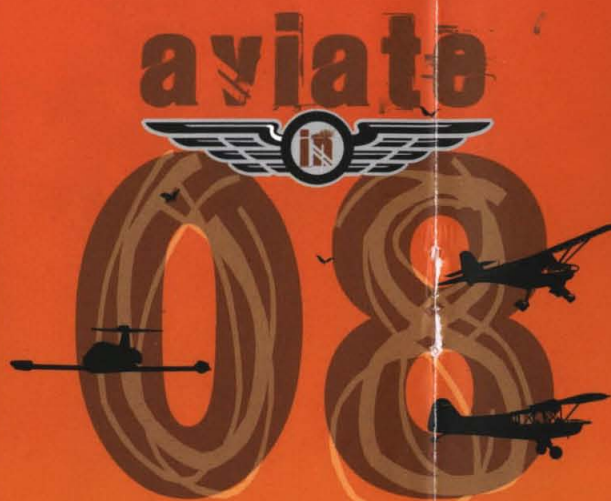
Fargo Jet Center comes through with the perfect beverage for Exhibitors' Night.



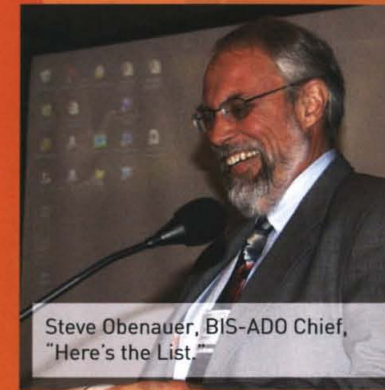
Exhibitor Casey DeLanghe (r), taking with NDDOT pilot Larry Taborsky.



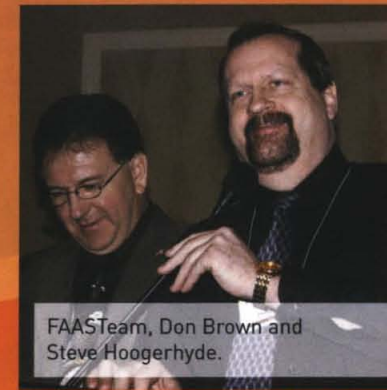
Jim McLeish, with his glass of "kool-aid."



Rod Brekken, 2008-2009 chairman of the ND Aviation Council.



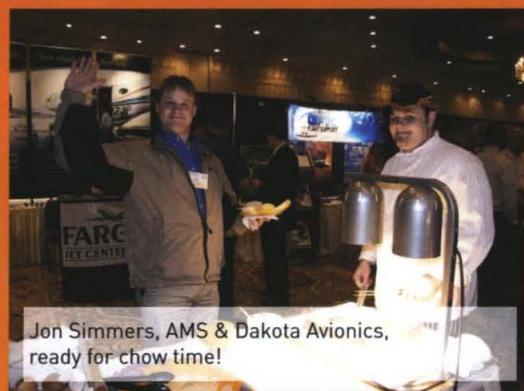
Steve Obenauer, BIS-ADO Chief, "Here's the List."



FAAsteam, Don Brown and Steve Hoogerhyde.



Dreams of old, (Lonnie Hagen, New Town).



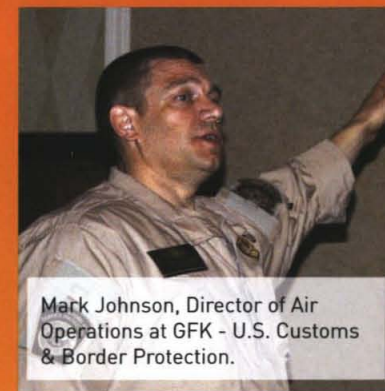
Jon Simmers, AMS & Dakota Avionics, ready for chow time!



Mike Lotzer, RAPCO, "If I can't sell you a part... how about a card game?"



Tuesday night social hour entertainment, Julie Joyce-Smith.



Mark Johnson, Director of Air Operations at GFK - U.S. Customs & Border Protection.



Jerri Alles, FAA, Great Lakes Regional Airports Manager.



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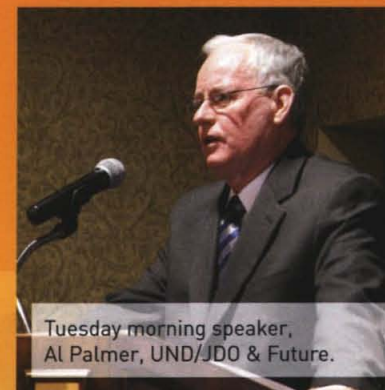
Kadmas Lee & Jackson during Exhibitors' Night.



I almost had him sold!



Dale Klapmeier, Cirrus Aircraft.



Tuesday morning speaker, Al Palmer, UND/JDO & Future.



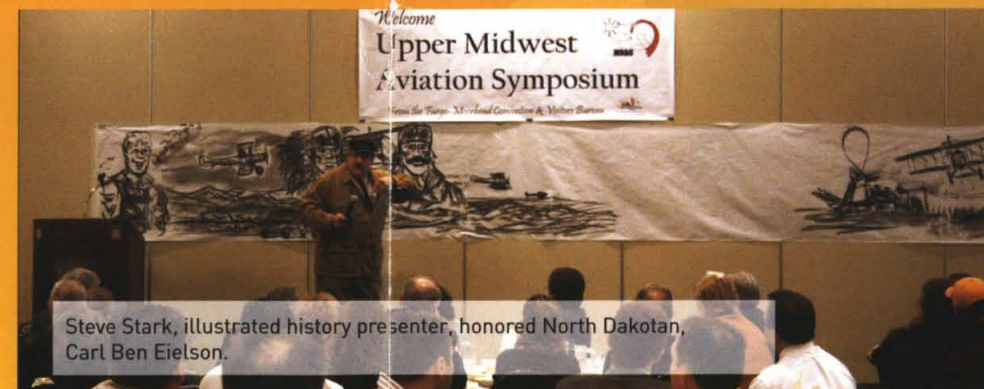
Janese Thatcher, MN-DOT, and member of the MN Area FAAsteam.



Get out your tickets and win this jacket!



Mayville Regional Airport Authority meets Carl Ben Eielson.



Steve Stark, illustrated history presenter, honored North Dakotan, Carl Ben Eielson.



Monday morning speaker, Barry Cooper, FAA, Great Lakes Regional Administrator.



General session speaker Michael C. Kostelnik, Assistant Commissioner Office of CBP Air & Marine, US Customs & Border Protection.

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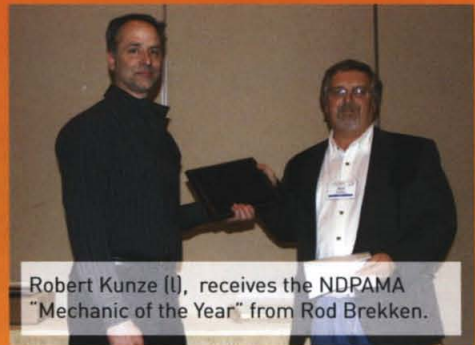
Cindy Schreiber-Beck, Witney Beck and staff of Tri-State Aviation.



NBAAA Mgmt. Specialist Loren Carson (r) receives "Certified Aviation Manager" award from Fred Adams.



NW Airline ticket winner Amy Taborsky with Darrel Pittman.



Robert Kunze (l), receives the NDPAMA "Mechanic of the Year" from Rod Brekken.



Allegiant Airline ticket winner Scott Rustad (l), with Darrel Pittman.



Great Lakes Airline ticket winner Dave Teets (l), with Darrel Pittman.



Steve Johnson, Grand Forks Regional Apt. receiving the "2007 Air Carrier Airport of the Year" award from Tim Thorsen.



Vance Emerson, FAA presents Robert Kunze an award for "Mechanic of the Year."



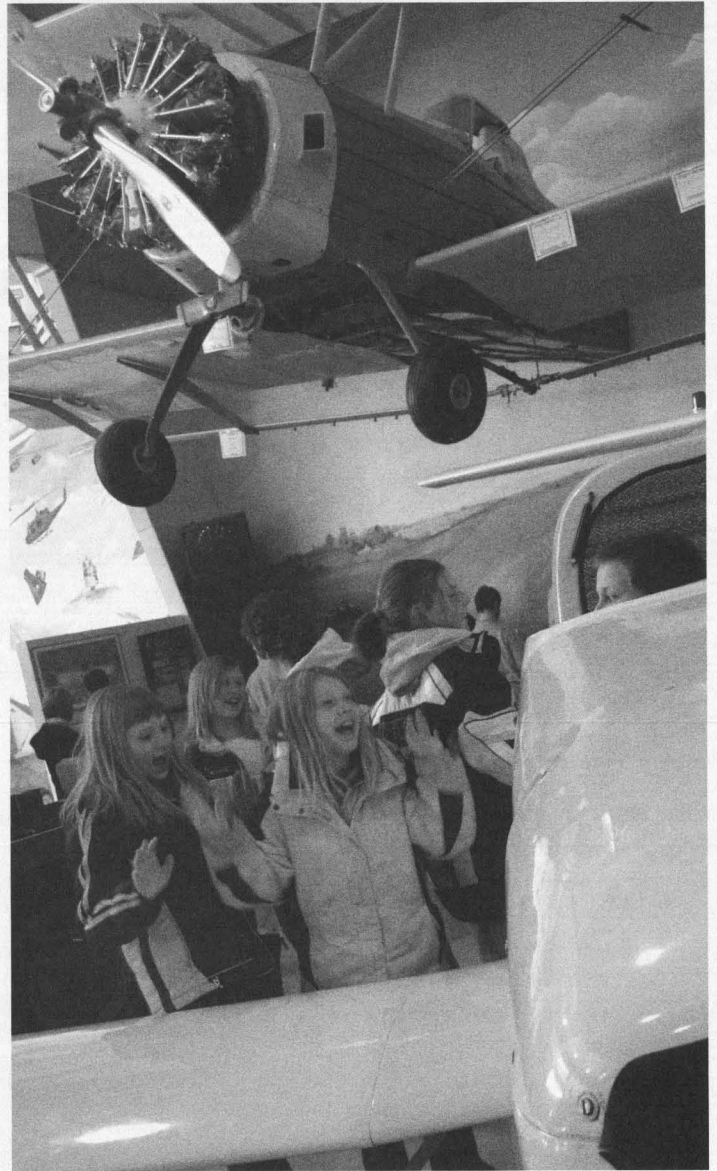
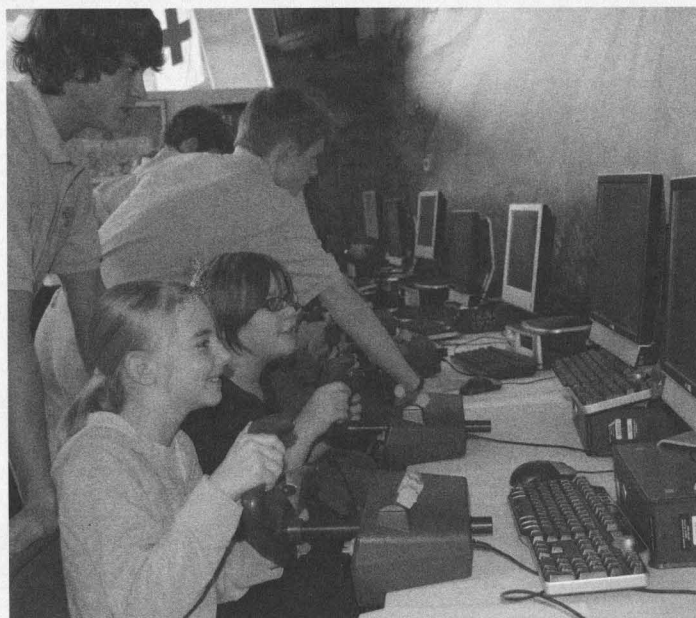
Tim Thorsen, AAND, presents the "2007 General Aviation Airport of the Year Award" to the Mayville Municipal Airport represented by Brett Brudvik, James LeClair, Michael Worner, Ethan Grindeland, Steve Hilstad and Richard Fugleberg.

AWARDS

CAREER DAY

Photos by Amy Taborsky

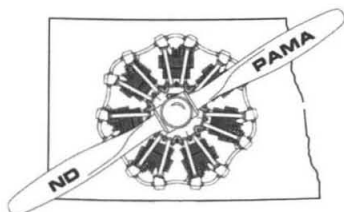
The 5th grade class of Northern Cass Rural School enjoys a morning of aviation speakers, planes and snacks during the annual Career Day at the Fargo Air Museum. The event was sponsored by the Aviation Council in conjunction with the North Dakota Aviation Symposium which was held in Fargo this year.





GORDON PERSON SCHOLARSHIP

NDPAMA is proud to announce the Gordon Person Scholarship. This award offers an excellent opportunity for students to gain financial assistance in their pursuit of Aviation Maintenance Technician certification. Gordon Person is one of the founding members of NDPAMA and has served the aviation community for over (50) years. Mr. Person (retired) currently resides in the warm state of Arizona. The many NDPAMA members that trained under Mr. Person wished to thank him for his many years of contributions to aviation by sponsoring a scholarship fund in his name.



North Dakota Professional Aviation Mechanics Association
(NDPAMA)

Gordon Person Scholarship Application
Deadline: Postmarked by May 1, 2008

NDPAMA is a group of aviation maintenance personnel dedicated to enhancing professionalism and recognition of the aviation maintenance technician through education, interaction and representation for continuous improvement in aviation safety.

SCHOLARSHIP SELECTION PROCESS:

Applicants are encouraged to apply even though they may be deficient in some criteria. Applications are subject to the discretion of the Scholarship Committee, which is composed of six NDPAMA members. If two or more applicants are equal in qualifications, then the essay or an interview with the applicant may be the deciding factor. In the event of a tie, preference will be given to North Dakota applicants. The NDPAMA Scholarship recipient will be notified by mail.

PAYMENT SCHEDULE:

All monies will be paid directly to the approved institution so as not to limit other scholarship monies that could occur with direct recipient payment.

CRITERIA:

1. Proof of enrollment in an approved FAA Part 147 Aviation Maintenance Program. This may be an unofficial transcript or a statement from the registrar.
2. High school academic record and extracurricular activities.
3. Two letters of reference
4. Interview (Potential) with scholarship committee
5. Provide a one page essay that answers the question:

What created my interest in Aviation Maintenance Technology?

NAME _____

ADDRESS _____

PHONE # _____ E-mail _____

Currently enrolled at what school? _____

What year are you in? _____ What year do you expect to graduate? _____

What is your home address? _____

Phone # _____ Please return to: Kenneth Foltz

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- New Full Service FBO on field (see ad below)
- Youth Flight Activities
- Annual Fly In (held in summer)

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 Hillsboro Inn Hotel – Pilot special \$38/night (701-436-5501)
 Museum's (Plummer House and agriculture museum)
 Goose River Park (swimming pool and camping)

Dining:

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

Night Life:

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- Paddle Wheel
- Vets Club
- A&R Bar
- Granny's Bar

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NDAAA FLIGHT PLAN

Serving the NDAAA are President Glen Wharam, Vice-President Troy Georgeson, NAAA Director and ND Ag Coalition Representative Brian Rau (also NAAA Treasurer), State Directors JB Lindquist, Gene Knutson, Jayse Wharam and Jeff Matthys, WNAAA Director Elly Rau and ND Aviation Council Representatives Glen Wharam and Troy Georgeson. Elected at the NDAAA Annual Meeting during the Tri-State Aerial Applicators convention, the executive team, with the input of the membership, plans to address issues and move the industry forward in a professional manner.

Spearheaded by Tim McPherson, the public relations plan (approved by the membership) included television ads during the Boy and Girls Class "B" Basketball Tournament and billboards in strategic locations. In 2007, the NDAAA advertising costs totaled \$19,650. Allied industry donated \$4000 and the members donated \$600 to assist with the cost. The 2008 expenses will be similar. Currently NDAAA members have donated \$2420 to assist with public relations expenses and allied industry companies are being asked to contribute. The executive board is asking that members request assistance from their chemical company representatives for the billboard advertising campaign. Radio advertising during the spraying season will also be considered.

Currently, the NDAAA 2008 membership includes 40 operators, 24 pilots/associates and 25 allied industry companies. The plan includes an increase in membership. With 131 commercial companies licensed by the ND Aeronautics Commission in 2007, and a better-than-average year expected, the goal is 70+ operator members. It is difficult to address a state legislative body or represent the industry as a whole on other matters if the membership does not include a greater share of the registered operators in the state. Also, those that do not belong receive the benefits without any investment.

Thus, if you have not forwarded your membership please do so (NDAAA 1251 Pegasus Road, Wahpeton, ND 58075; \$100 for operator, \$50 for pilot/associate, \$150 for allied industry).

The 2008 Spray Pattern Testing plan, in conjunction with the MAAA and coordinated by Vern Hofman, retired NDSU Agricultural Engineer, follows:

Evening of April 14 through morning of April 16, 2008
Wahpeton, ND Tri-State Air Ag 701-642-1300

Evening of April 16 through morning of April 18, 2008
Hillsboro, ND Sky Tractor 701-436-5880

Evening of April 21 through morning of April 23, 2008
Park River, ND Valley Sprayers 701-284-3755

If you plan to pattern test your aircraft, please contact the host site in advance.

And finally, the plan is for all agricultural aviators to enjoy a prosperous and safe 2008 season.

THANKS!



By Jennifer Eckman

Dear Aviation Enthusiasts,

I would like to take the time to thank everyone who I have gotten to know for the support, education, and friendship I have earned throughout my years at Jamestown Regional Airport.

The staff at the State Aeronautics Commission and the Bismarck ADO were at the receiving end of a multitude of questions and patiently answered all, except one. I am still waiting for the pertinent answer to, "How can I train the ducks to look both ways before crossing the active runway?"

Members of the Airport Association of North Dakota have been a wealth of information. I will miss attending the Upper Midwest Aviation Symposium where I have made many great friends, which I hope to see again soon.

I have had a change of heart since you last saw me at the symposium and I have accepted an opportunity to enjoy a warmer climate. Although, I don't think orange trees will grow in South Dakota! So while you are on your summer vacations and enjoying the nice flying weather, you will find me crunching numbers for the Rapid City Regional Airport as the new Finance and Administration Manager.

So blue skies and soft landings and I'll see you in South Dakota!

Sincerely, Jennifer Eckman

"LINE UP AND WAIT" INSTRUCTIONS

By FAAS Team

In Canada, controllers currently use the phraseology "TAXI TO POSITION" or "TAXI TO POSITION AND WAIT" when instructing an aircraft to enter the departure runway. As part of the continuing effort by NAV CANADA to conform with international best practices, procedures will be implemented in the near future to adopt the ICAO-recommended phraseology "LINE UP" or "LINE UP AND WAIT" when controllers instruct an aircraft to enter the runway intended for take off.

This change will take place in April, 2008 with advanced notice published as Aeronautical Information Circular 9/08. This circular is currently available on the NAV CANADA website FAASafety.gov.

WRIGHT BROTHERS MASTER PILOT AWARD

Aviation Symposium

From the Fargo-Moorhead Convention & Visitors Bureau



Al Sauter, Bismarck, was awarded the "Wright Brothers Master Pilot Award" at the annual Upper Midwest Aviation Symposium held in Fargo during a ceremony March 4, 2008. He was presented the award by Mr. Steven Hoogerhyde, FAA Team Program Manager, Rapid City, South Dakota. The Wright Brothers Master Pilot Award recognizes pilots who have contributed to building and maintaining the safest aviation system in the world, through practicing and promoting safe flight for 50 consecutive years or more. The award is named in honor of Wilbur and Orville Wright, two early pioneers of flight.

Al has shown an enthusiasm for aviation that has developed many pilots who have gone onto careers in the aviation industry. He has spent a career in aviation that has produced a positive effect for the industry and a respect to a profession that has been a supportive factor to the national air transportation system.

Allen Sauter began flying in 1955, and soloed in 1957, at Harvey, North Dakota. Upon completion of his military service, he obtained his commercial pilot's license and became a flight instructor in 1964. He worked as a flight instructor and charter pilot, established the first junior college-level flight school in Bismarck, ND, flew air mail and passengers in Montana, worked as a commercial pilot in Minneapolis flying Beech 99s when they were first introduced, did corporate flying for many years, and was an FAA designated pilot examiner in Fargo in the early 1970s. While being involved in the areas of aviation mentioned, he continually worked as a flight instructor and took his summer vacations to crop spray throughout North Dakota. Since 2000, Allen has been flying medical doctor specialists to various satellite clinics throughout North Dakota, Montana and South Dakota and continues this today, along with flight instructing on weekends.

Allen holds the following certificates: Airline Transport Pilot: Single and Multi-Engine Land – Type-rated in Cessna CE-500, Commercial Pilot: ASEL – AMEL – Helicopters – Gliders – Seaplane, Flight Instructor (GOLD SEAL): ASEL – AMEL – Instrument – Helicopters – Gliders, Ground Instructor: All Ratings

Congratulations to you Al. What an accomplishment!

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Marlette Pittman

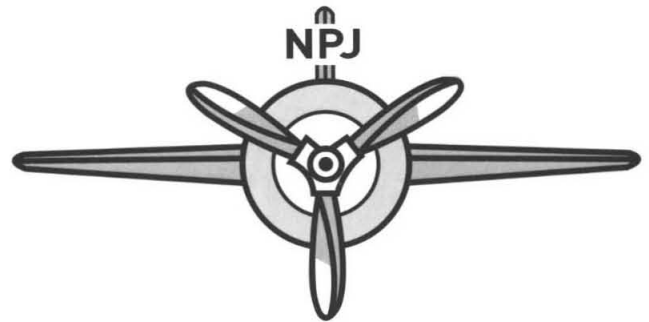
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**PROPELLERS
FROM HISTORY**

By Gary R. Ness

Remember the article "Where Have All the Props Gone?" There is more to see. We missed putting the website on the last article so please go to:

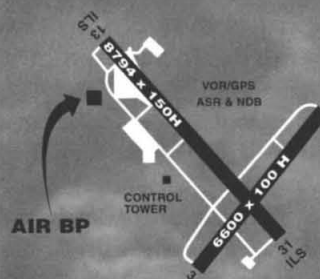


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Calendar of Events

JUNE 8, 2008

Mandan Municipal Airport
Fly-In Breakfast and
Buggies & Blues Car Show
Contact: Brad Kramer
(701) 527-1950

JUNE 14, 2008

Beulah Municipal Airport
Fly-In Breakfast (free)
8:00 a.m. - 11:00 a.m. MDT
Contact: Kevin Lee
(701) 873-2259

JUNE 15, 2008

Garrison Municipal Airport
Fly-In Breakfast
Contact: Brian Klabunde
(701) 337-2294

JUNE 22, 2008

Fly-In
Mercer County Regional
Airport, Hazen
Contact: Steve Frovarp
(701) 748-2550

JUNE 28, 2008

Jamestown Air Fest 2008
(Rain day - June 29th)
www.flyjamestown.net/
news/
Headliner Act: Mig Fury
Fighters
Contact: Jon Cave
Ph: (701) 952-1515

JULY 19, 2008

Thunder Over the Red River
Grand Forks Air Force Base
Contact: Maj. Kristopher
Norwood
Ph: (701) 747-4074

JULY 20, 2008

Planes on the Plains
Casselton Regional Airport
Contact: Robert Miller
(701) 347-0201 or
(701) 347-5519

JULY 26, 2008

Northwood
Old Fashioned Saturday
Fly-In Breakfast - 7:00 a.m.
Contact: Craig Hanson
Ph: (218) 779-2928

JULY 28-AUG 3

EAA AirVenture
Oshkosh, Wisconsin
www.airventure.org

AUGUST 10, 2008

Dickinson
Planes on the Prairie
Contact: Matthew Remynse
Ph: (701) 483-1062

SEPTEMBER 21, 2008

Turtle Lake Municipal
Airport
Fly-In Breakfast
Contact: Dianne Herr
(701) 448-2253

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1/8 page (1 Time Run)	\$40.00
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